Toolern

Precinct Structure Plan

(Including Toolern Native Vegetation Precinct Plan)

July 2011
(Amended December 2015)
(Amended February 2019)
(Amended June 2022)

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
5	June 2022	Melton C232	Incorporate findings from the Toolern PSP Review

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Plan 1 – Charge Areas

- Insert new suburb names and boundaries in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Insert new suburb names and boundaries outside the Toolern PSP area – Rockbank becomes Grangefields
-

1.0 INTRODUCTION

1.1 ROLE OF THE PRECINCT STRUCTURE PLAN

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~~Corridor Plans* and the *Precinct Structure Planning Guidelines*; and
- ~~The Local Planning Policy Framework of the Melton Planning Scheme and other L~~local policies and strategies.

1.2 LAND TO WHICH THE PRECINCT STRUCTURE PLAN APPLIES

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 (IN1Z), and Mixed Use Zone (MUZ). A relatively small amount of land adjacent to the Melton Reservoir is zoned Rural Conservation Zone (RCZ). Amendment C84 ~~will~~ rezoned 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).

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 ~~C~~clause 52.16 – Native Vegetation Precinct Plan of the Melton Planning Scheme. It identifies:

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- 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 Native Vegetation Precinct Plan* 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.

Note: *Toolern Native Vegetation Precinct Plan* applies to land within the updated *Toolern PSP* and *Paynes Road PSP (December 2015)*.

The statutory basis for the NVPP is Cclause 52.16 – Native Vegetation Precinct Plan 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~~ City Council 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 Precinct Structure Plan* incorporated in the Scheme at Clause 37.07 – Urban Growth Zone;
  - the *Toolern Development Contributions Plan* incorporated in the Scheme at Clause 45.06 – Development Contributions Plan;
  - the *Toolern Native Vegetation Precinct Plan* incorporated in the Scheme at Clause 52.16 – Native Vegetation Precinct Plan;
  - open space requirement under Clause 5~~3~~2.01 of the Scheme – Public Open Space Contribution and Subdivision; 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

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.

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Plan 2 – Metropolitan and Regional Context

- Amend Urban Growth Boundary (UGB) to show current extent of UGB in Brookfield, Melton West, and Harkness
- Change Watergardens to a Major Activity Centre
- Add missing new Major Activity Centres – Aintree (Rockbank North), Fraser Rise (Plumpton), Mt Atkinson (Hopkins Road) and Rockbank
- Add Major Activity Centre (Future) to the legend.
- Amend reference to ~~Proposed~~ Regional Rail Link
- In the legend change *Principal Activity Centre* to a *Metropolitan Activity Centre*. Add the Cobblebank (Toolern) Town Centre to the plan.

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 ~~46~~40~~,~~000 people (2020). 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~~located at the end of the West Growth Corridor Plan area (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, t~~The two Major Activity Centres and the ~~Shire~~City's civic headquarters help the Melton Township retain its role as the primary centre within the ~~Shire~~City.

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 Toolern PSP area covers land in the suburbs of Cobblebank, Melton South, Strathtulloh, Thornhill Park, and Weir Views. ~~The growth of Toolern will reduce the spatial separation of Melton Township from the Eastern Corridor.~~

2.1.1 MAJOR TRANSPORT LINKS

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~~Western Rail 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~~.

In 2017 the Caroline Springs train station opened. In 2019 the rail to Melton was duplicated and a new station was opened in Cobblebank (within the future Metropolitan Activity Centre) and the Rockbank train station was upgraded.

The Melbourne/Ballarat rail service provides a high standard but infrequent rail service. The ~~Victorian Transport~~Western Rail Plan proposes a progressive upgrade to the line ~~ahead of~~including 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~~the proposed Paynes Road station in Thornhill Park. 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 Ravenhall, Derrimut, and Truganina.

2.1.2 ACTIVITY CENTRES

~~Principal Activity~~National Employment and Innovation Clusters ~~Centres~~ are located in ~~Sydenham,~~ Werribee and Sunshine, which are ~~15,~~21 and 22 kilometres from Toolern respectively. Future Major

Activity Centres are proposed in the suburbs of Aintree (Rockbank North), Fraser Rise (Plumpton), Rockbank, and Truganina (Mt Atkinson) in the City of Melton. 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~~ precinct 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 precinct~~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*~~*Melbourne Industrial and Commercial Land Use Plan, DELWP, 2020* suggests that this ~~node~~ precinct will satisfy the majority of demand for industrial land in the West Region for the next ~~13~~ 21 years.

The Melton Industrial ~~Node~~ Precinct which includes the existing Toolern Business Park, ~~currently~~ has approximately~~nearly~~ 300 hectares supply of regionally significant 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, Arnold~~'~~s Creek and Melton Township North, which together will see the population of Melton Township grow to approximately ~~55~~100,000 residents.

Eynesbury Township is a new mixed~~-~~use residential community located approximately 10 kilometres south of the Melton Township. It is anticipated this land will provide for ~~4~~2,~~5~~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~~City over the past two decades 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) in 2010 has created a single conurbation linking Melton with metropolitan Melbourne at Caroline Springs. The Urban Growth Boundary was further amended in 2012 to include the *Toolern Park Precinct Structure Plan* area.

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2.1.5 REGIONAL OPEN SPACE

MacPherson Park, ~~2~~ two 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~~ three ovals, three~~2~~ soccer pitches, two~~2~~ rugby pitches, one~~1~~ baseball diamond, one~~1~~ cycling criterion track, tennis facilities, an equestrian park and greyhound racing club.

Further regional active open space reserves are proposed in the Rockbank and Melton East Precinct Structure Plan areas.

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~~ Homestead and Stables are on the Victorian Heritage Register.

Plan 3 – Local Context

- Amend UGB to show current extent of UGB in Brookfield, Melton West, and Harkness
- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Bonnie Brook, Deanside, Fraser Rise, Grangefields, Harkness and Rockbank
- Create a new legend item 'Proposed Major Activity Centre' – add Rockbank, Aintree, Fraser Rise Proposed Major Activity Centres
- Add the existing train stations at Cobblebank and Rockbank, and the proposed train station at Thornhill Park

2.2 LOCAL CONTEXT

2.2.1 HISTORY

The Wurundjeri people of the Kulin alliance have inhabited the Western Plains of Melbourne for over 40,000 years. The Kurung~~-~~ Jj~~a~~ng Bb~~a~~lluk, 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 in Melton Township has been largely 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.

KORO ROIT 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, Land Design Partnership, 2006,* 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.

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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.

STRATHTULLOH ESTATE

Strathtulloh is a 400 plus hectare rural-residential development located directly south of Toolern within the Green Wedge Zone. Strathtulloh 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. Strathtulloh 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 the Toolern PSP area's proximity to the Melton Township, several barriers exist between the two areas. The Western Freeway along the Toolern PSP area'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.

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 traveling 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 PSP area and is a key opportunity to provide local amenity within a transport orientated development. The Melton rail line was duplicated in 2019, and a new train station opened in Cobblebank. 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), *State of Victoria, 2006*, 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, Department of Infrastructure, 2008* 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 2032. The Outer Metropolitan Ring is shown in the *West Growth Corridor Plan, Growth Areas Authority (GAA), 2012*, and continues to be a committed project in *Plan Melbourne 2017-2050, DELWP, 2017.* 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 the Toolern PSP area, particularly demand for a broader range of housing to accommodate a more diverse demographic.

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2.2.6 EMPLOYMENT AND ACTIVITY CENTRES

ACTIVITY CENTRES

The High Street Major Activity Centre (Melton Township's 'town centre') accommodates a broad range of uses in approximately 44,000m² of floor space and is the principal concentration of civic, commercial and entertainment facilities in the ~~Shire~~City. The retail mix includes ~~two independent~~three 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~~ two kilometres west of High Street, comprises approximately ~~32~~54,000m² of retail floor space including major retailers such as Kmart, Big W, Harris Scarfe, Coles, ~~Safeway~~ Woolworths 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 floor space and community infrastructure~~was reconstructed in 2017. The Coles supermarket ~~(2,500m2)~~ is the major retailer, with the other uses including the Melton South Post Office, ~~25-30~~10 specialty retail stores.
- Two primary schools, a ~~, a~~ Community Centre and Kindergarten, and a strip shopping centre are located south of the railway line.
- The network of Activity Centres for the ~~Melton-Caroline Springs Growth Area~~City of Melton is detailed in the *West Growth ~~Area Framework Plan (DSE, 2006)~~Corridor Plan, GAA, 2011*. The Plan proposes four additional ~~Neighbourhood~~ Major Activity Centres in the City of Melton, and a ~~Major~~ Metropolitan Activity Centre ~~and Neighbourhood Activity Centre~~ for the Toolern PSP area.

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~~Commercial 2 Zone

(C2~~IN1~~Z). 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.

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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 the Melton Civic Centre, and 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 Plan (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.

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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.

Plan 4 – Precinct Features

- Amend UGB
- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Delete Heritage site from the property on Mount Cottrell Road (deleted through Amendment C71)
- Change legend for 'Heritage Site' to 'Heritage Site (Subject to HO)'
- Delete Heritage Overlay from the property north of Abey Road (HO74)
- Change the symbol for the '*Heritage Site*' north of Abey Road and relabel as '*Heritage Site - Parklea*' in the legend
- Add two new heritage sites - HO129 and HO130
- Add Former Melton Landfill – use the polygon in Figure 2 of the Toolern PSP
- Apply a 500-metre polygon around the Former Melton Landfill site – add to legend '*Former Melton Landfill Buffer (500 metres)*'
- Add Technochem Australia – apply the polygon to property 109
- Apply a 400-metre polygon around Technochem Australia site – add to legend '*Technochem Australia Buffer (440 metres)*'

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. Two~~hree~~ other sites are listed in the Schedule to the Heritage Overlay ~~,~~ Parklea (HO74), and the Bridge over Toolern Creek (HO66)~~ and a house on Mount Cottrell Road (HO106)~~.

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In 2021, Amendment C198 introduced two new sites to the Schedule of the Heritage Overlay – House on Exford Road (HO129) and the Staughton Infant Grave (HO130).

A number of dry stone walls and underground wells exist throughout the 'plains' of the Toolern landscape. The majority of the stonewalls 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 Growling 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:

- Creekline 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 Mount~~.~~ 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 Mount Cottrell Road, in one area along Mount 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 leuhmannii), 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 (Nicotitna 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*.

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

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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, Mount Cottrell is the highest point in the local area.

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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.

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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 Mount 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, Mount 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 tonnes.

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.~~

In 2018, Bridge Road was realigned and a new road bridge was constructed over the Toolern Creek. The Bridge Road connection ~~is important to~~ provide~~s~~ convenient vehicle access between Melton South and the Cobblebank~~Toolern and the new major~~ Metropolitan A~~a~~ctivity C~~c~~entre. ~~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 Mount Cottrell Bowls Club ~~is located in~~abuts the south-west corner of the precinct (in the Rockbank South PSP) 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 Saizeriya 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~~City 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 a vacant landscape with scattered developments in a predominantly rural setting. There is a small rural residential subdivision along the winding Iramoo Circuit in the southeast 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 Abey 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 Strathtulloh 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).*

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Plan 5 – Future Urban Structure

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Delete Heritage site from the property on Mount Cottrell Road (deleted through Amendment C71)
- Add two new heritage sites - HO129 and HO130
- Change the symbol for the '*Heritage Site*' north of Abey Road and relabel as '*Heritage Site - Parklea*' in the legend
- Increase non-government school site on property 146 to 3 Ha
- Increase the community centre on property 146 from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space on property 146 by 0.2 Ha
- Delete non-government primary school from properties 29, 43 and 44 and replace with medium density housing
- Delete non-government school from properties 33 and 34 replace with active open space
- Expand non-government school on property 35 to extend from Bridge Road (north) to Alfred Road (south)
- Reduce the government primary school on properties 40 and 41 from 3.7 Ha to 3.5 Ha
- Increase the size of the community centre on property 41 from 0.8 Ha to 1.0 Ha
- Stormwater / Drainage assets changed as per Melbourne Water's revised DSS plans
- Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road
- Make section of Exford Road currently shown as '*Secondary Arterial (undivided)* 'a '*Secondary Arterial Road*'
- Make the following changes to the legend:
  - Change *Major Activity Centre* to *Metropolitan Activity Centre*
  - Change *Catholic Education Facility (subject to permit)* to *Potential Non-Government School (Catholic)*
  - Delete ~~Secondary Arterial Road (Undivided)~~

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 thereby creating 20-minute neighbourhoods as described in *Plan Melbourne 2017-2050, DELWP, 2017*.

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~~ Metropolitan A~~a~~ctivity C~~c~~entre 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~~City 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 ~~55~~68,000 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~~ Metropolitan 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 unprecedented 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~~Cobblebank Railway station, framing the ~~Major~~ Metropolitan 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-storey 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 maybe 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~~ Metropolitan 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~~City and the VPA. That's a minimum of 22,000 jobs for local residents. In addition to the number of jobs provided, the ~~Shire~~City wants to make certain that a full range of employing sectors is located within Toolern.

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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~~City of Melton by 3,000 jobs. These job numbers will arise from the combined efforts of the ~~Shire~~City 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~~recently constructed Cobblebank 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.

The *Cobblebank Metropolitan Activity Centre Urban Design Framework, Melton City Council, 2019*, has identified the need for a new signalised intersection at Ferris Road and Enterprise Street, and two new road over rail overpasses at Ferris Road and East in the metropolitan activity centre.

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~~ Cobblebank 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 130 Hha 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 Plan is proximate to the *Toolern Precinct Structure Plan* Area and provides opportunities for recycled water use.

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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 City 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 CITY 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 Eastthe Eastern Corridor 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 City 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 ShireCity.
- 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~~City.

If the Toolern PSP area 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~~68,000 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 the Toolern PSP area.

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Plan 6 – Land Use Budget

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Delete Heritage site from the property on Mount Cottrell Road (deleted through Amendment C71)
- Add two new heritage sites - HO129 and HO130
- Change the symbol for the '*Heritage Site*' north of Abey Road and relabel as '*Heritage Site - Parklea*' in the legend
- Increase non-government school site on property 146 to 3 Ha
- Increase the community centre on property 146 from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space on property 146 by 0.2 Ha
- Delete non-government primary school from properties 29, 43 and 44
- Delete non-government school from properties 33 and 34 replace with active open space
- Expand non-government school on property 35 to extend from Bridge Road (north) to Alfred Road (south)
- Reduce the government primary school on properties 40 and 41 from 3.7 Ha to 3.5 Ha
- Increase the size of the community centre on property 41 from 0.8 Ha to 1.0 Ha
- Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road
- Stormwater / Drainage assets changed as per Melbourne Water's revised DSS plans
- Make the following changes to the legend:
    - Change *Major Activity Centre* to *Metropolitan Activity Centre*
    - Change *Catholic Education Facility (subject to permit)* to *Potential Non-Government School (Catholic)*

[Table 1 – refer to Table 1 in the Toolern DCP]

[Table 2 – refer to Table 2 in the Toolern DCP]

Plan 7 – Image and Character

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Add the Cobblebank Employment and Mixed-Use Precinct
- Add the Cobblebank Metropolitan Activity Centre Precinct

4.0 ELEMENTS

This chapter sets out objectives, and planning and design requirements and 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 Requirements and Guidelines:

Planning and design requirements and guidelines including figures and tables that identify:

- requirements that must be met; or
- guidelines that should be met.

If the responsible authority is satisfied that an application for an alternative to a planning and design requirement or 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 the Toolern PSP area's environmental and cultural heritage and establishes a mechanism for the ongoing management of those assets
- Provide a high-quality interface to Toolern Creek 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 Requirements ~~Guidelines~~ set out in 4.1.3
- Toolern Creek 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~~REQUIREMENTS

The following planning and design ~~guidelines~~ requirements 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 Requirements and 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~~City of Melton.
- Respond to feedback received following consultation with Parks Victoria, ~~Shire~~City 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 Toolern Creek 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.

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- 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 4B Exford ~~Rd~~Road (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 R~~r~~oad;
    - 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~~Road public open space reserve (passive/conservation parkland), to be provided in accordance with Plan 5 – Future Urban Structure Plan

Table 3: Planning and Design Requirements and Guidelines

Character Area	Planning and design requirements and guidelines
General	The following planning and design ~~guidelines~~ requirements must be met: • 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. The following planning and design guidelines should be met: • 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	The following planning and design ~~guidelines~~ requirements must be met: • The minimum setbacks illustrated in the Melton Reservoir Open Space/Residential Interface ~~Plan 13~~Cross-Section 2. • Place a road reservation between residential development and the riparian buffer/passive open space. • Ensure active frontages address the Reservoir. The following planning and design guideline~~s~~ should be met: • Provide for a future road connection to Clarkes Road Reserve.

C2 – Exford Road Conservation Area	The following planning and design ~~guidelines~~ requirements must be met:
	
	• Commence development in accordance with an approved conservation management plan.
	• Development in or adjacent to the significant Box Gum Woodland must ensure that:
	  ○ 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)
	
	The following planning and design guidelines should be met:
	
	• 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 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.

C3 – Toolern Creek Regional Park - Western Interface	The following planning and design ~~guidelines~~ requirements must be met: • 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~~Cross-Section 1.
C4 – Rail Corridor	The following planning and design ~~guidelines~~ requirement must be met: • Front development or provide an appropriate frontage to the rail corridor. The following planning and design guidelines should be met: • 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	The following planning and design guidelines should be met: • 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 dominate the façade, and do not internally illuminate. • Incorporate broad canopied, evergreen street trees into street and/or site landscaping.
C6 – Mount Cottrell Road Linear Open Space Interface	The following planning and design ~~guidelines~~ requirements must be met: • Align Mount 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	The following planning and design ~~guidelines~~ requirements must be met: • Provide a road reservation adjacent and parallel to the Western Freeway. • Address development to the Western Freeway. The following planning and design guidelines should be met: • Locate office components to the front of the building to face the Western Freeway. • Landscape the Western Freeway with low vegetation so as not to obscure visibility from the Western Freeway.
C8 – Ferris Road North and Shogaki Drive	The following planning and design ~~guidelines~~ requirements must be met: • 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~~high-quality rail underpass. The following planning and design guidelines should be met: • 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	The following planning and design ~~guidelines~~ requirements must be met: • 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. The following planning and design guidelines should be met: • 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	The following planning and design ~~guidelines~~ requirements must be met: ~~•~~ Create landmark feature buildings of high quality at the Ferris Road and Western Freeway Interchange. • • Ensure buildings front the Western Freeway and Ferris Road. The following planning and design guidelines should be met: • Situate larger buildings in this location. • Provide access to and from Ferris Road where possible.
C11 – Strathtulloh Interface	The following planning and design ~~guidelines~~ requirement must be met: • Provide a landscape buffer adjacent to Strathtulloh Estate. The following planning and design guidelines should be met: • Provide larger allotments adjacent to the Strathtulloh Estate, south of Toolern. • Provide low and/or transparent fencing adjacent to Strathtulloh Estate (e.g. post and wire).
C12 – Western Freeway Interface	The following planning and design ~~guidelines~~ requirement must be met: • 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	The following planning and design ~~guidelines~~ requirements must be met: • Minimise the visual impact of any new development on the landscape qualities of Toolern Creek 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 Creek Regional Park trail network. The following planning and design guidelines should be met: • 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~~Freeway / Mount Cottrell ~~Rd~~Road Interchange Interface	The following planning and design ~~guidelines~~ requirement must be met: • 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 (land shown east of the Toolern Creek (known as the ECNAM property), north of Abey ~~Rd~~Road, south of the	The following planning and design ~~guidelines~~ requirement must be met: • 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 to Section 4.3.6)

Western ~~Fwy~~Freeway and west of the Harness Racing Victoria existing facility and Ferris Road)	
C16 – Cobblebank Employment and Mixed-Use Precinct	The following planning and design requirement must be met: • 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 to Sections 4.3.5 and 4.3.6)
C17 – Cobblebank Metropolitan Activity Centre Precinct	The following planning and design requirement must be met: • 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 4.3.4)

Plan 8 – Housing

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Delete Heritage site from the property on Mount Cottrell Road (deleted through Amendment C71)
- Add two new heritage sites - HO129 and HO130
- Change the symbol for the '*Heritage Site*' north of Abey Road and relabel as '*Heritage Site - Parklea*' in the legend
- Increase non-government school site on property 146 to 3 Ha
- Increase the community centre on property 146 from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space on property 146 by 0.2 Ha
- Delete non-government primary school from properties 29, 43 and 44
- Delete non-government school from properties 33 and 34 replace with active open space
- Expand non-government school on property 35 to extend from Bridge Road (north) to Alfred Road (south)
- Reduce the government primary school on properties 40 and 41 from 3.7 Ha to 3.5 Ha
- Increase the size of the community centre on property 41 from 0.8 Ha to 1.0 Ha
- Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road
- Stormwater / Drainage assets changed as per Melbourne Water's revised DSS plans
- Make the following changes to the legend:
  - Change *Major Activity Centre* to *Metropolitan Activity Centre*
  - Change *Catholic Education Facility (subject to permit)* to *Potential Non-Government School (Catholic)*
  - Delete ~~Secondary Arterial Road (Undivided)~~

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~~ Metropolitan Activity Centre and Neighbourhood Activity Centres.
- Planning and Design Requirements and 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 REQUIREMENTS AND GUIDELINES

GENERAL

The following planning and design ~~guidelines~~ requirements 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.

Plan 9 – Employment and Activity Centres

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Increase non-government school site on property 146 to 3 Ha
- Increase the community centre on property 146 from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space on property 146 by 0.2 Ha
- Delete non-government primary school from properties 29, 43 and 44
- Delete non-government school from properties 33 and 34 replace with active open space
- Expand non-government school on property 35 to extend from Bridge Road (north) to Alfred Road (south)
- Reduce the government primary school on properties 40 and 41 from 3.7 Ha to 3.5 Ha
- Increase the size of the community centre on property 41 from 0.8 Ha to 1.0 Ha
- Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road
- Stormwater / Drainage assets changed as per Melbourne Water's revised DSS plans
- Make the following changes to the legend:
    - Change *Major Activity Centre* to *Metropolitan Activity Centre*
    - Change *Catholic Education Facility (subject to permit)* to *Potential Non-Government School (Catholic)*
    - Delete ~~Secondary Arterial Road (Undivided)~~

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~~ Metropolitan 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.

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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 Requirements and Guidelines set out in 4.3.3.
- Hierarchy, role and function of proposed Activity Centres set out in Table 5.
- Table 6 – ~~Major~~ Metropolitan 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~~ Metropolitan & Neighbourhood Activity Centres – Urban Design Frameworks

Table 4: Employment Area ~~Guidelines~~Requirements and Guidelines

The following planning and design ~~guidelines~~ requirements and guidelines must be followed~~met~~:

Theme	Planning and Design ~~Guidelines~~Requirements and Guidelines
Building types, lot size and land use	The following planning and design ~~guidelines~~ requirements must be met: • 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. The following planning and design guidelines should be met: • 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	The following planning and design guidelines should be met: • 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 façade character. • Contain signage within built form or in an integrated/shared structure.
Height and massing	The following planning and design ~~guidelines~~ requirements must be met: • Ensure height, massing and disposition of buildings on the opposite side of roads surrounding the ~~Major~~ Metropolitan Activity Centre are generally consistent with the height, massing and disposition of buildings within the ~~Major~~ Metropolitan Activity Centre. • Reduce the visual bulk of large buildings through building and landscape design.
Parking and service areas	The following planning and design guidelines should be met: • 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	The following planning and design ~~guidelines~~ requirements must be met: • 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~~ Metropolitan Activity Centre and Employment Area.
Landscaping	The following planning and design ~~guidelines~~ requirement must be met: • Provide only low landscaping along the Western Freeway frontage. The following planning and design guideline~~s~~ should be met: • Provide appropriately designed landscaping treatments, setbacks and buffers to minimise the impacts of blank sections of façade fronting principal streets.

4.3.3 PLANNING AND DESIGN REQUIREMENTS AND GUIDELINES

ACTIVITY CENTRE REQUIREMENTS AND GUIDELINES

The following planning and design ~~guidelines~~ requirements must be met:

- Encourage high employment densities, including the redevelopment of Toolern 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~~City 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 Toolern 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~~ Metropolitan Activity Centre (site area approximately 100 hectares)	• The ~~Major~~ Metropolitan Activity Centre serves as the primary Activity Centre and transport hub for the *Toolern 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 *Toolern 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 expected 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 Toolern 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 green', a 'town square', and a mix of ancillary civic spaces.
Neighbourhood Activity Centres (site area approximately 4 hectares)	• 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	• 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 250sqm 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.

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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 Mount~~.~~ 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~~Road, south of the Western ~~Fwy~~Freeway and west of the Harness Racing Victoria existing facility and Ferris ~~Rd~~Road)

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 Racing 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~~Road, Western ~~Fwy~~Freeway and Abey Road, avoiding blank walls and exposed storages areas.
- Achieve a uniformity of landscaping through the preparation of specific landscape design guidelines.
- Provide service road frontage to the Western Highway (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~~ Metropolitan Activity Centre Land Use Components

Anticipated Land Use	Indicative Floor Area (sqm)
~~4 x supermarkets~~Retail	7~~1~~0,000
~~Department store~~	~~10,000~~
~~Discount department store~~	~~5,000~~
~~Speciality retail~~	~~30,000~~
~~Bulky goods retail~~	~~10,000~~
~~Cafes, bars and restaurants~~	~~5,000~~
~~Office~~Commercial	25,000
Health centre and consulting suites	5,000
~~Library and Council service centre~~Higher Order Civic Facility, including a Level 3 Community Centre	2,500
~~Multi-storey aquatic and leisure~~Indoor Recreation C~~c~~entre	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
Speciality retail	1,500
Cafes, bars and restaurants	500
Office	1,000
Approximately 120 dwellings	18,000
Total estimate floor area	**23,000**

Plan 10 – Community Facilities

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Increase non-government school site on property 146 to 3 Ha
- Increase the community centre on property 146 from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space on property 146 by 0.2 Ha
- Delete non-government primary school from properties 29, 43 and 44
- Delete non-government school from properties 33 and 34 replace with active open space
- Expand non-government school on property 35 to extend from Bridge Road (north) to Alfred Road (south)
- Reduce the government primary school on properties 40 and 41 from 3.7 Ha to 3.5 Ha
- Increase the size of the community centre on property 41 from 0.8 Ha to 1.0 Ha
- Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road
- Stormwater / Drainage assets changed as per Melbourne Water's revised DSS plans
- Rename Community Hubs as follows:
  - Community Hub 1 – Weir Views North Community Hub
  - Active Open Space – Weir Views East Community Hub
  - Community Hub 2 – Weir Views South Community Hub
  - Community Hub 3 – Strathtulloh Community Hub
  - Community Hub 4 – Thornhill Park Community Hub
  - Community Hub 5 – Cobblebank East Community Hub
  - Community Hub 6 – Bridge Road Community Hub
  - Community Hub 7 – Cobblebank Central Community Hub
- Make the following changes to the legend:
  - Change *Major Activity Centre* to *Metropolitan Activity Centre*
  - Change *Catholic Education Facility (subject to permit)* to *Potential Non-Government School (Catholic)*

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~~ Metropolitan Activity Centre and Neighbourhood Activity Centres
- Planning and Design Requirements and Guidelines set out in 4.4.3

4.4.3 PLANNING AND DESIGN REQUIREMENTS AND GUIDELINES

The following planning and design ~~guidelines~~ requirements 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.
- 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~~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~~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~~Victorian Planning Authority will work closely with the ~~Shire~~City 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~~City 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~~City of Melton as the Collecting Agency.
- 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~~Victorian Planning 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~~City Council through a community hub steering committee.
  - The development of community hub concept plans and ~~major~~ metropolitan 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~~ metropolitan and neighbourhood activity centres) identified on Plan 10 – Community Facilities.

Table 8: Community Facilities Table

Area 1			
Facilities and services	**Location**	**Area (ha)**	**Responsibility**
Weir Views North Community Hub			
Proposed ~~G~~government primary school (Toolern Waters P-6)	Community Hub 1	3~~4~~.5	Dept. of Education and Training (~~DEECD~~DET)
Level 1 m~~M~~ultipurpose community centre	Community Hub 1	0.8	Melton ~~Shire~~City Council
Active open space reserve comprising ~~2 football / cricket ovals, 4 tennis courts~~playing fields and a pavilion	Community Hub 1	9.83~~8~~	Melton ~~Shire~~City Council
~~Long day child care centre (private provider)~~	~~Community Hub 1~~	~~0.25~~	~~Private sector~~
Weir Views East Community Hub			
Active open space reserve comprising ~~2 soccer pitches~~playing fields and a pavilion	Located to the east of Community Hub 1	4	Melton ~~Shire~~City Council
Weir Views South Community Hub			
Proposed ~~G~~government primary school (Weir Views P-6)	Community Hub 2	3~~4~~.5	~~DEECD~~DET
~~Catholic Potential n~~Non-government (Catholic) primary school – opened in 2022	Community Hub 2	3~~2.8~~	Catholic Education ~~Department~~Melbourne
Level 2 m~~M~~ultipurpose community centre	Community Hub 2	~~0.85~~1.0	Melton ~~Shire~~City Council
Active open space reserve comprising ~~2 football / cricket ovals and a pavilion with an adventure playground and youth activity node~~playing fields and a pavilion	Community Hub 2	8.96~~8~~	Melton ~~Shire~~City Council
~~Long day child care centre (private provider)~~	~~Community Hub 2~~	~~0.25~~	~~Private sector~~
Passive Open Space in Charge Area One			
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~~City Council constructed by development proponents

Area 2			
Facilities and services	**Location**	**Area (ha)**	**Responsibility**
Cobblebank Metropolitan Activity Centre			
~~Miscellaneous~~ Higher education precincts	~~Major~~ Metropolitan Activity Centre	~~8.5~~5	Unknown
~~Level 3 – Health precinct~~Melton Hospital precinct	~~Major~~Metropolitan Activity Centre	4~~1~~	Dept. of Health and Human Services~~Unknown~~ (DHHS)
Emergency services precinct (fire, ambulance and SES)	~~Major~~Metropolitan Activity Centre	1	~~Dept of Human Services~~DHHS
~~Council civic centre / library~~Higher Order Civic Facility, including a Level 3 Community Centre	~~Major~~Metropolitan Activity Centre	3~~4~~	Melton ~~Shire~~City Council

~~Level 3 – Aquatic and / or~~ Indoor Recreation~~leisure~~ C~~c~~entre	~~Major~~Metropolitan Activity Centre	2.5	Melton ~~Shire~~City Council
Justice precinct (law court and police)	~~Major~~Metropolitan Activity Centre	3.5~~2~~	~~DHS~~DHHS
Public art installation (within retail component of Metropolitan Activity Centre)	~~Major~~Metropolitan Activity Centre		Melton ~~Shire~~City Council
Strathtulloh Community Hub			
Proposed ~~G~~government primary school (Strathtulloh Safari P-6)	Community Hub 3	3.5~~8~~	~~DEECD~~DET
Level 1 ~~M~~multipurpose community centre	Community Hub 3	0.8	Melton ~~Shire~~City Council
Active open space reserve comprising ~~4 soccer pitches~~playing fields and a pavilion	Community Hub 3	8.45	Melton ~~Shire~~City Council
~~Long day child care centre (private provider)~~	~~Community Hub 3~~	~~0.25~~	~~Private sector~~
Thornhill Park Community Hub			
Proposed ~~G~~government primary school (Thornhill Park P-6)	Community Hub 4	3~~4~~.5	~~DEECD~~DET
Proposed ~~G~~government secondary school (Thornhill Park 7-12)	Community Hub 4	8.4	~~DEECD~~DET
Proposed ~~G~~government special~~needs~~ist school (Thornhill Park Specialist School)	Community Hub 4	2.1	~~DEECD~~DET
Level 1 m~~M~~ultipurpose community centre	Community Hub 4	0.8	Melton ~~Shire~~City 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 a level 2 adventure playground~~playing fields and a pavilion	Community Hub 4	9.3~~9.5~~	Melton ~~Shire~~City Council
~~Catholic~~Potential non-government (Catholic) primary school	Community Hub 4	2.56~~8~~	Catholic Education ~~Department~~Melbourne
~~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~~City Council
Cobblebank East Community Hub			
Proposed ~~G~~government primary school (Cobblebank P-6)	Community Hub 5	3.5~~8~~	~~DEECD~~DET
Level 2 m~~M~~ultipurpose community centre	Community Hub 5	1.0~~0.8~~	Melton ~~Shire~~City Council
Active open space reserve comprising ~~2 football / cricket ovals~~playing fields and a pavilion	Community Hub 5	4.56~~12.2~~	Melton ~~Shire~~City Council
Bridge Road Community Hub			
Government primary school ~~(Bridge Road~~Strathtulloh P-6) – opened in 2022	Community Hub 6	3.5~~8~~	~~DEECD~~DET
Level 1 m~~M~~ultipurpose community centre	Community Hub 6	0.8	Melton ~~Shire~~City Council
Active open space reserve ~~comprising 2 football / cricket ovals, 1 lawn bowls green, 4 tennis courts~~playing fields and a pavilion	Community Hub 6 – located in the northern section of the Toolern Creek Regional Park	11	Melton ~~Shire~~City Council
Cobblebank Central Community Hub			
Proposed ~~G~~government secondary school (Cobblebank 7-12)~~(assumes a multi-storey complex)~~	Community Hub 7	6.2	~~DEECD~~DET
Passive Open Space park which includes a ~~community~~ youth activity node and ~~level 2~~ adventure playground	Community Hub 7	2.9	Melton ~~Shire~~City Council
Active open space reserve comprising ~~2 football / cricket ovals~~playing fields and a pavilion	Community Hub 7	7.9~~8~~	Melton ~~Shire~~City Council

~~Catholic~~Potential non-government (Catholic) primary school and secondary school~~college~~	Community Hub 7	9.93~~95~~	Catholic Education ~~Department~~Melbourne
~~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 of the UGB~~	~~2.8~~	~~Catholic Education Department~~
~~Multipurpose community centre~~	~~Community Hub 9 – located outside of the UGB~~	~~0.8~~	~~Melton Shire Council~~
Toolern Park Precinct Structure Plan Community Hub			
Active open space reserve comprising ~~2 football / cricket ovals~~playing fields and a pavilion	~~Community Hub 9~~Toolern Park PSP ~~– located in the southern section of the Toolern Regional Park~~	~~10~~9	Melton ~~Shire~~City Council
~~Long day child care centre (private provider)~~	~~Community Hub 9 – located outside of the UGB~~	~~0.25~~	~~Private sector~~
Passive Open Space in Charge Area Two			
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~~City Council constructed by development proponents

Area 3			
Facilities and services	**Location**	**Area (ha)**	**Responsibility**
Passive Open Space in Charge Area Three			
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~~City Council constructed by development proponents

Plan 11 – Open Space Network

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Delete Heritage site from the property on Mount Cottrell Road (deleted through Amendment C71)
- Add two new heritage sites - HO129 and HO130
- Change the symbol for the '*Heritage Site*' north of Abey Road and relabel as '*Heritage Site - Parklea*' in the legend
- Increase non-government school site on property 146 to 3 Ha
- Increase the community centre on property 146 from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space on property 146 by 0.2 Ha
- Delete non-government primary school from properties 29, 43 and 44
- Delete non-government school from properties 33 and 34 replace with active open space
- Expand non-government school on property 35 to extend from Bridge Road (north) to Alfred Road (south)
- Reduce the government primary school on properties 40 and 41 from 3.7 Ha to 3.5 Ha
- Increase the size of the community centre on property 41 from 0.8 Ha to 1.0 Ha
- Add 400 metre radius to open space shown on properties 1, 33 and 147
- Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road
- Stormwater / Drainage assets changed as per Melbourne Water's revised DSS plans
- Make the following changes to the legend:
  - Change *Major Activity Centre* to *Metropolitan Activity Centre*
  - Change *Catholic Education Facility (subject to permit)* to *Potential Non-Government School (Catholic)*
  - Delete ~~Secondary Arterial Road (Undivided)~~

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.

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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 Requirements and 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 centres. These open space reserves are not credited toward the passive open space contribution required by C~~c~~lause 5~~3~~2.01 – Public Open Space Contribution and Subdivision 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

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HOW TO MAKE A PUBLIC OPEN SPACE CONTRIBUTION IN THIS PRECINCT

Further to the public open space contribution required at Clause 5~~3~~2.01 – Public Open Space Contribution and Subdivision 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 REQUIREMENTS AND GUIDELINES

GENERAL

The following planning and design ~~guidelines~~ requirements 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 guideline~~s~~ 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~~ requirements 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 metre 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 20 metre passive open space corridor will be in accordance with the approved Urban Design Framework(s).

ACTIVE OPEN SPACE

The following planning and design ~~guidelines~~ requirements 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 Cclause 532.01 – Public Open Space Contribution and Subdivision 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.

Cross-Section 1 – Toolern Creek

Cross-Section 2 – Melton Reservoir

- Add 1.2 metre high black mesh fence between the shared path and the break of slope
- 25.5m Non Development from Break of Slope

Plan 12 – Heritage ~~Heritage Plan~~

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Delete Heritage site from the property on Mount Cottrell Road (deleted through Amendment C71)
- Add two new heritage sites - HO129 and HO130
- Change the symbol for the '*Heritage Site*' north of Abey Road and relabel as '*Heritage Site - Parklea*' in the legend
- Reduce the extent of the *heritage overlay* polygon shown on properties 8, 10, 146 and 147 to match the current *heritage overlay* polygon in the Melton Planning Scheme

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CONSERVATION AND HERITAGE

The following planning and design ~~guidelines~~ requirements 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~~City 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.

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The following planning and design guidelines should be met:

- Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and/or with high Aboriginal cultural heritage values including those on Plans 4 and 12, should liaise with the designated Registered Aboriginal Party to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.
- Development of Property 87 should provide on-site interpretation of the house that was destroyed by fire in 2018 (HO74).
- Development of Property 87 should provide on-site interpretation of the heritage fabric to be retained within the Toolern Creek waterway reservation (the Toolern Creek ford, the cobbled driveway, and the driveway plantings).

CONSTRUCTED WATERWAYS

The following planning and design ~~guidelines~~ requirement 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~~ requirements 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~~City of Melton to guide their staged delivery over time. Master plans for active open space areas will be prepared by ~~Shire~~City of Melton.

Plan 13 – Biodiversity ~~Plan~~

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Delete Heritage site from the property on Mount Cottrell Road (deleted through Amendment C71)
- Add two new heritage sites - HO129 and HO130
- Change the symbol for the '*Heritage Site*' north of Abey Road and relabel as '*Heritage Site - Parklea*' in the legend
- Increase non-government school site on property 146 to 3 Ha
- Increase the community centre on property 146 from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space on property 146 by 0.2 Ha
- Delete non-government primary school from properties 29, 43 and 44
- Delete non-government school from properties 33 and 34 replace with active open space
- Expand non-government school on property 35 to extend from Bridge Road (north) to Alfred Road (south)
- Reduce the government primary school on properties 40 and 41 from 3.7 Ha to 3.5 Ha
- Increase the size of the community centre on property 41 from 0.8 Ha to 1.0 Ha
- Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road
- Stormwater / Drainage assets changed as per Melbourne Water's revised DSS plans
- Make the following changes to the legend:
  - Change *Major Activity Centre* to *Metropolitan Activity Centre*
  - Change *Catholic Education Facility (subject to permit)* to *Potential Non-Government School (Catholic)*
  - Delete ~~Secondary Arterial Road (Undivided)~~

4.5.5 BIODIVERSITY

OBJECTIVES

- To plan for the ~~long term~~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*.

Note: *Toolern Native Vegetation Precinct Plan* 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 Requirements and Guidelines
- The *Toolern Native Vegetation Precinct Plan*
- Urban Growth Zone – Schedule 3

BIODIVERSITY CONSERVATION PLANNING AND DESIGN REQUIREMENTS AND GUIDELINES

The following planning and design ~~guidelines~~ requirements 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 (Native Vegetation Precinct Plan (NVPP) referred to in the Schedule to Clause 52.16 – Native Vegetation Precinct Plan, unless otherwise agreed to in writing by the Secretary of the ~~Department of Sustainability and Environment~~Department of Environment, Land, Water and Planning (DELWP) 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~~Department of Environment, Land, Water and Planning (DELWP) 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

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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~~ in ~~Clause~~ Section 4 of Clause 37.07~~the~~ Urban Growth Zone – Schedule 3.

GROWLING GRASS FROG CONSERVATION MANAGEMENT PLAN

Figure 3 – Growling Grass Frog Conservation Management Plan Area - illustrates the land which is subject to the preparation of a Growling Grass Frog conservation management plan as detailed in~~at~~ ~~Clause~~ Section 4 of Clause 37.07 ~~the~~ Urban Growth Zone – Schedule 3.

Figure 3: Growling Grass Frog Conservation Management Plan Area

Plan 14 – Integrated Water Management Plan

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Stormwater / Drainage assets changed as per Melbourne Water's revised DSS plans (GIS Layer provided):
  - New DSS boundaries – Abey Road, Ferris Road, Melton South, Shogaki Drive, Iramoo Circuit, Exford Road, and Waterford
  - New stormwater polygons
  - Add ID numbers for each drainage asset
- Stormwater Pipes / Sewer Pipes / Recycled Water Pipes / Potable Water Pipes changed as per Greater Western Water's revised plans (GIS Layer provided)
- Add a note to the plan *Alignments and sizes of utilities shown on this plan are indicative and subject to confirmation by the relevant authority*

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 Requirements and Guidelines set out in 4.5.6
- Plan 14 – Integrated Water Management Plan
- Table 9 – Stormwater Infrastructure
- Any approved integrated water management strategy for the precinct.

PLANNING AND DESIGN REQUIREMENTS AND GUIDELINES

The following planning and design ~~guidelines~~ requirements must be met:

- Conform to relevant policies and strategies being implemented by the ~~Shire~~City of Melton, Melbourne Water and Greater Western Water.
- ~~Design s~~Stormwater conveyance must be designed in accordance with the Developer Services Scheme, Plan 14 and Table 9~~s established by~~to the satisfaction of ~~Shire~~City ~~of Melton,~~ Melbourne Water and the ~~Growth Areas Authority~~responsible authority.
- Exceed best practice environmental standards for stormwater treatment prior to discharge into receiving waterways.
- Maintain existing flow regimes (flow intensity, duration etc.) at predevelopment 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, DSE, 2004* or to a level nominated in any approved integrated water management strategy, whichever is greater.

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The following planning and design guideline~~s~~ should be met:

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

Table 9: Stormwater Infrastructure

Stormwater Asset ID	Type	Waterway corridor width (m)	Required land area (ha)	Property Number	Development Services Scheme	Responsibility
1	Wetland	N/A	3.17	86 and 87	Abey Road	Melbourne Water
2	Waterway	50	1.86	88	Abey Road	Melbourne Water
3	Waterway	50	1.66	90 and 91	Abey Road	Melbourne Water
4	Sediment pond	N/A	0.92	95	Abey Road	Melbourne Water
5	Waterway	60	5.29	101, 102 and 103	Abey Road	Melbourne Water

6	Waterway	50	0.44	104A, 104B and 104C	Abey Road	Melbourne Water
7	Retarding basin, wetland	N/A	4.43	104A, 104B, 104E, 105 and 106	Abey Road	Melbourne Water
8	Waterway	50	1.45	107 and 108	Abey Road	Melton City
9	Sediment pond	N/A	0.40	109	Abey Road	Melton City
10	Wetland	N/A	2.20	27	Ferris Road	Melbourne Water
11	Retarding basin, wetland	N/A	8.00	29	Melton South	Melbourne Water
12	Waterway	60	3.00	29	Melton South	Melbourne Water
13	Waterway	60	0.90	29	Melton South	Melbourne Water
14	Sediment pond	N/A	0.80	29	Melton South	Melbourne Water
15	Waterway	60	2.28	29	Melton South	Melbourne Water
16	Waterway	60	2.33	59A	Melton South	Melbourne Water
17	Retarding basin	N/A	11.98	58 and 60	Melton South	Melton City
18	Retarding basin, wetland	N/A	6.51	124	Shogaki Drive	Melbourne Water
19	Waterway	60	1.44	37	Shogaki Drive	Melbourne Water
20	Retarding basin, wetland	N/A	7.68	37, 38, 39, 40 and 41	Shogaki Drive	Melbourne Water
21	Waterway	60	1.12	38	Shogaki Drive	Melbourne Water
22	Waterway	60	0.96	124	Shogaki Drive	Melbourne Water
23	Sediment pond	N/A	0.78	124	Shogaki Drive	Melton City
25	Retarding basin, wetland	N/A	2.00	66	Shogaki Drive	Melton City
26	Sediment pond	N/A	0.58	72 and 73	Iramoo Circuit	Melbourne Water
27	Waterway	60	2.24	72 and 73	Iramoo Circuit	Melbourne Water
28	Waterway	60	2.00	72	Iramoo Circuit	Melbourne Water
29	Retarding basin, wetland	N/A	10.00	67, 68 and 74	Iramoo Circuit	Melbourne Water
30	Waterway	60	0.98	67	Iramoo Circuit	Melbourne Water
31	Retarding basin, wetland	N/A	2.20	75 and 76	Iramoo Circuit	Melton City
32	Bioretention system	N/A	0.24	3	Exford Road	Melton City
33	Wetland	N/A	2.48	7	Exford Road	Melbourne Water
34	Wetland	N/A	1.37	10	Waterford	Melbourne Water
35	Waterway	40	4.18	16, 17, 18, 19 and 25	Ferris Road	Melbourne Water
37	Retarding basin, wetland	N/A	1.21	8	Waterford	Melton City
38	Retarding basin, wetland	N/A	0.35	147	Waterford	Melton City

Plan 15 – Road Network

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Add missing bridge, road, and intersection projects from the Rockbank PSP / DCP:
  - BD17 – Paynes Road Rail Overpass
  - BD18 – Paynes Road Level Crossing Upgrade
  - IT30 – Paynes Road and Alfred Road
  - IT31 – Paynes Road and East-West Connector Road
  - IT32 – Paynes Road and East-West Connector Road
  - RD22 – Paynes Road: Alfred Road to East-West Connector Road
  - RD23 – Paynes Road: East-West Connector Road to Exford Road
  - RD24 – Paynes Road: Exford Road to East-West Connector Road
- Add missing bridge projects from the Paynes Road PSP / DCP:
  - BD19 – Mount Cottrell Road Freeway Interchanged
  - BD20 – Mount Cottrell Road Rail Overpass
  - BD21 – Mount Cottrell Road Level Crossing Upgrade
- Add missing bridge and intersection projects from the Cobblebank Metropolitan Activity Centre Urban Design Framework:
  - BD15 – Ferris Road Rail Overpass
  - BD16 – East Road Rail Overpass
  - IT29 – Ferris Road and Enterprise Street
- Delete redundant bridge, road, and intersection projects:
  - BD09 – Rail pedestrian underpass
  - BD11 – Rail pedestrian underpass
  - BD12 – Toolern Creek pedestrian bridge
  - BD13 – Toolern Creek pedestrian bridge
  - IT08 – Paynes Road and Greigs Road
  - IT09 – Mount Cottrell Road and Greigs Road
  - RD09 – section of Paynes Road in Rockbank South PSP
  - RD10 – section of Mount Cottrell Road in Rockbank South PSP
- Add project ID numbers for all bridge, road, and intersection projects
- Add cross-section ID numbers
- Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road
- Remove ~~Secondary arterial road (undivided)~~
- Remove ~~Future split interchange subject to VicRoads investigation~~
- Remove ~~Detailed intersection design subject to approval by VicRoads~~
- Remove ~~Road location to be determined via Urban Design Framework~~
- Amend Future Grade Separation in the legend ~~(Subject to engineering assessment and funding)~~

4.6 TRANSPORT AND MOVEMENT

4.6.1 OBJECTIVES

- Establish a fully integrated ~~transit oriented~~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~~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 the Toolern PSP area develops as a ~~transit oriented~~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 Requirements and Guidelines set out in 4.6.3 including:
  - Table 10~~9~~ – Road Hierarchy
  - Road Cross-sections

4.6.3 PLANNING AND DESIGN REQUIREMENTS AND GUIDELINES

GENERAL

The following planning and design ~~guidelines~~ requirements 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.

ARTERIAL ROADS

The following planning and design ~~guidelines~~ requirements must be met:

- Realign Mount Cottrell Road – north of the rail corridor – to the east to protect native vegetation and avoid low lying land.
- Realign Mount 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.

SUB-ARTERIAL ROADS

The following planning and design ~~guidelines~~ requirements 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~~Metropolitan Activity Centre.

CONNECTOR AND LOCAL ROADS

The following planning and design ~~guidelines~~ requirements 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~~ requirements must be met:

- Provide or make provision for grade separation ~~(underpass)~~ at the Melbourne-Ballarat railway line at Mount Cottrell Road (overpass), ~~and~~ Ferris Road ~~crossing points~~ (~~underpass~~overpass), East Road (overpass) and Paynes Road (overpass) crossing points.
- 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 Mount 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 Mount Cottrell Road before construction of underpass.

TOOLERN CREEK CROSSINGS

The following planning and design ~~guidelines~~ requirements 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.

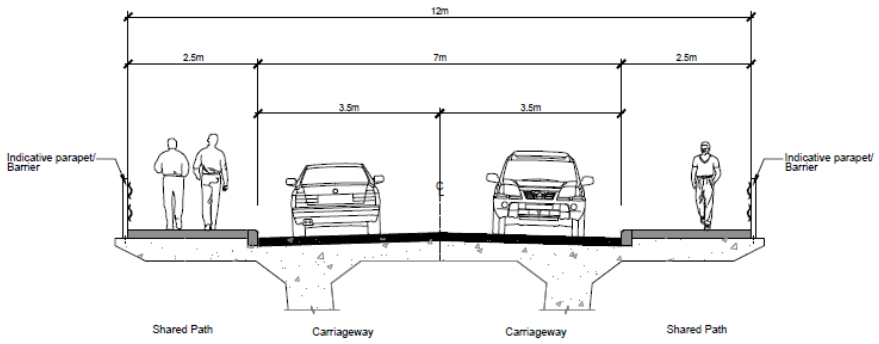
- Provide 4 vehicle lanes for the Abey Road creek crossing.
- Allow north-south pedestrian and cyclist movement under bridge crossings.

Table ~~9~~10: Road Hierarchy

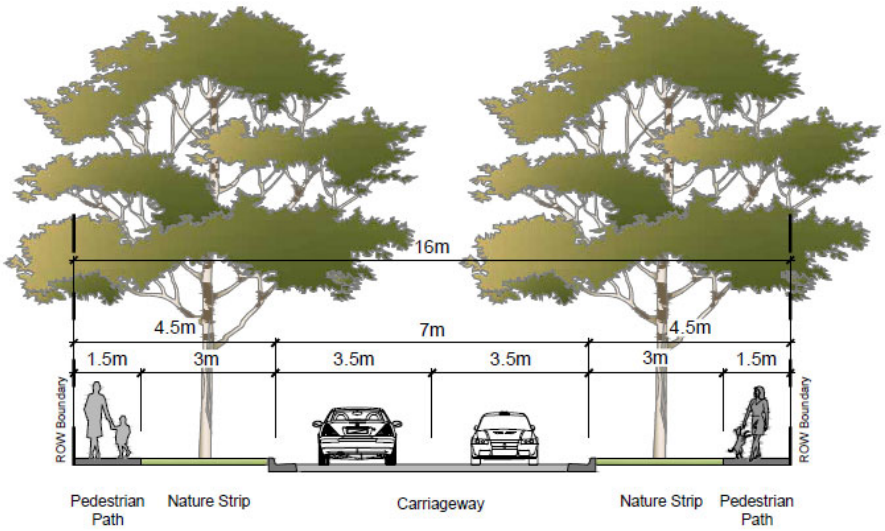
Road / Street	Ultimate Reserve Width (metres)	Indicative Vehicles per Day	Traffic Lanes	Median	Posted Speed (KMH)	Bus	Property Access and Parking	On Road Cycle Lane	Two Way Off Road Cycle Path	Shared Path	Responsibility (Ultimate)
Ferris Road (north of Shogaki Drive) RD15	45	Up to 65,000	6	Yes	80	Yes	No	~~Yes~~No	Yes	~~Yes~~No	VicRoads
Shogaki Drive RD14 and RD19	45	15,000 to 30,000	6	Yes	80	Yes	No	~~Yes~~No	Yes	~~Yes~~No	VicRoads
Mount Cottrell Road RD11 and RD12	4~~5~~	Up to 12,000	6	Yes	80	Yes	No	~~Yes~~No	Yes	~~Yes~~No	VicRoads
East-West Arterial (east of ~~Ferris~~Mount Cottrell Road) RD08	45	Up to 12,000	~~6~~4	Yes	60	Yes	~~No~~*	Yes	No	Yes	~~VicRoads~~ Council
Ferris Road (Shogaki Drive to East-West Arterial) RD16 and RD17	38	Up to 12,000	4	Yes	60	Yes	*	Yes	No	Yes	Council
East-West Arterial (~~Ferris to Exford~~west of Mount Cottrell Road) RD06 and RD07	3~~8~~	Up to 12,000	4	Yes	60	Yes	*	Yes	No	Yes	Council
Rees Road RD01	3~~8~~	Up to 13,000	4	Yes	60	Yes	*	Yes	No	Yes	Council
Sub-arterial (Rees Road to Exford Road) RD02	3~~8~~	Up to 13,000	4	Yes	60	Yes	*	Yes	No	Yes	Council
Exford Road (north of East-West Arterial Road) RD03	3~~8~~	Up to 12,000	4	Yes	60	Yes	*	Yes	No	Yes	Council
Exford Road (south of East-West Arterial Road) RD04	3~~4~~1	Up to 12,000	4	Yes~~No~~	60	Yes	*	Yes	No	Yes	Council
Abey Road RD18	40~~38~~	Up to 12,000	4	Yes	60	Yes	*	Yes	No	Yes	Council
Paynes Road RD22, RD23 and RD24	34	Up to 12,000	4	Yes	60	Yes	*	Yes	No	Yes	Council
Connector Roads	25	3,000 to 7,000	2	No	50	Yes	Yes	Yes	No	No	Council
Local Roads	16	Less than 3,000	2	No	50	No	Yes	No	No	No	Council

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

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



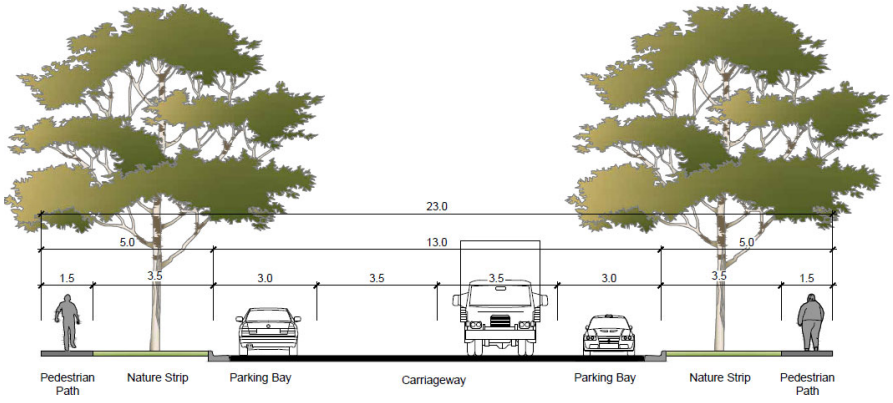
Cross-Section 4 – Local Street - 16m



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*
- Where roads abut school drop-off zones, grassed nature strip should be replaced with pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority

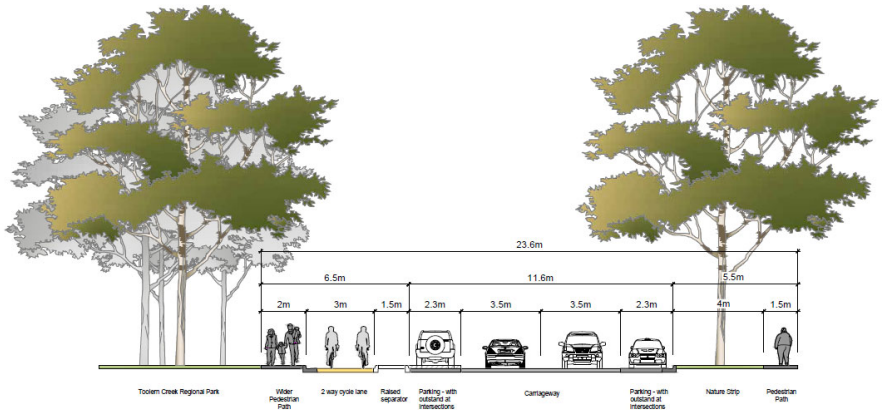
Cross-Section 5 – Industrial Access Street – Employment 23m



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority

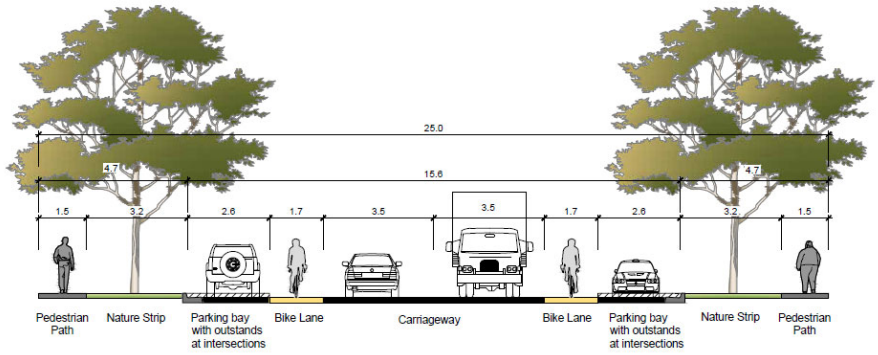
Cross-Section 6 – Connector Streets Levels 1 and 2 - Regional Park Interface with Copenhagen Style Bike Lane – 23.5m



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Trees are to be planted in the outstands at intersections

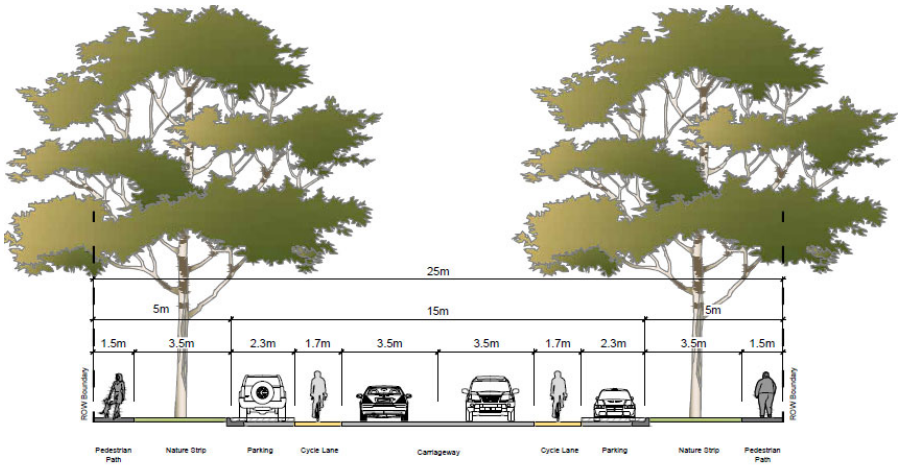
Cross-Section 7 – Connector Street – Industrial 25m



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Trees are to be provided in the outstands at intersections

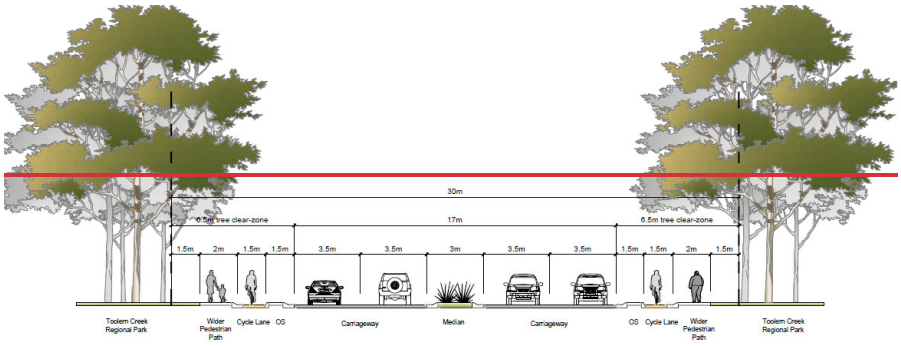
Cross-Section 8 – Connector Road 25m



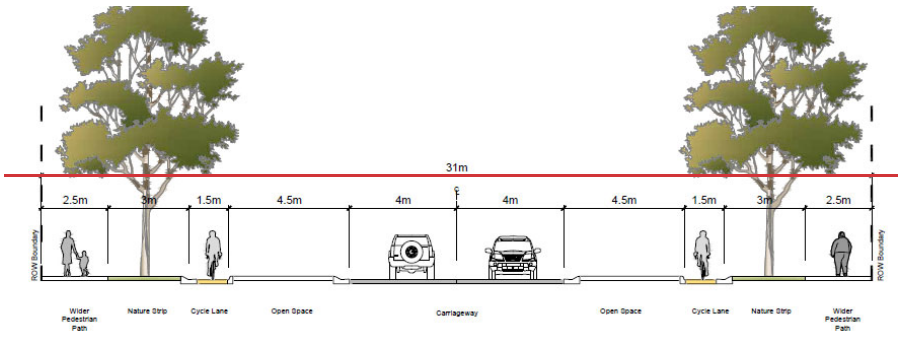
Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- Kerbs are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Trees are to be provided in the outstands at intersections

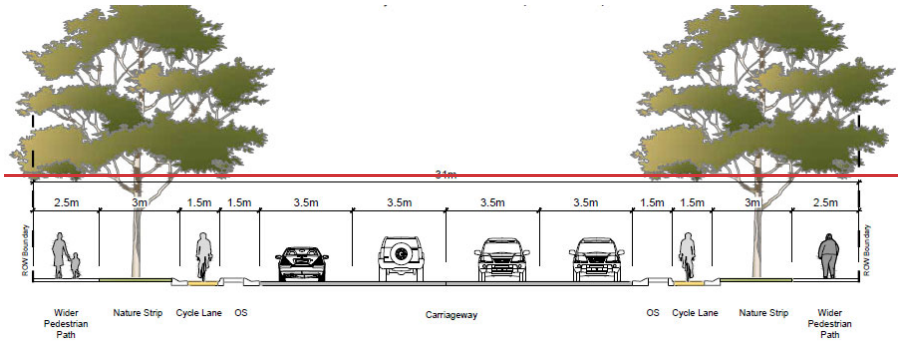
~~[Cross Section 9 - Arterial Road (4 lanes) 30m – Modified Cross Section through Regional Park]~~



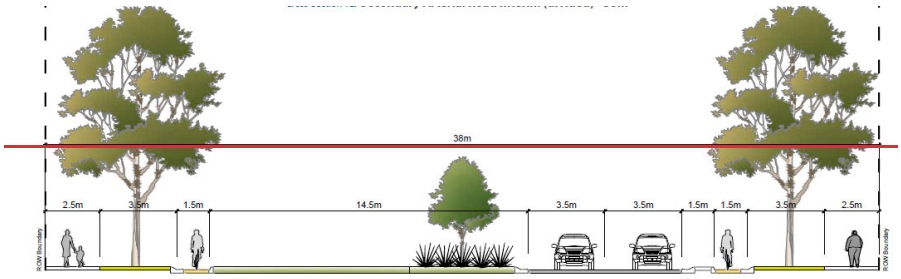
~~[Cross Section 10 – Secondary Arterial Road – Undivided (interim) 31m]~~



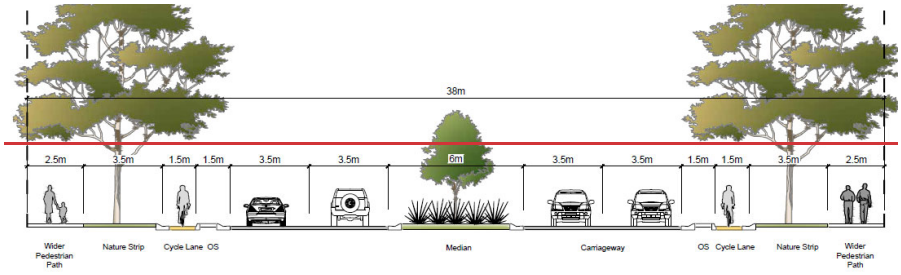
~~[Cross Section 11 – Secondary Arterial Road – Undivided (ultimate) 31m]~~



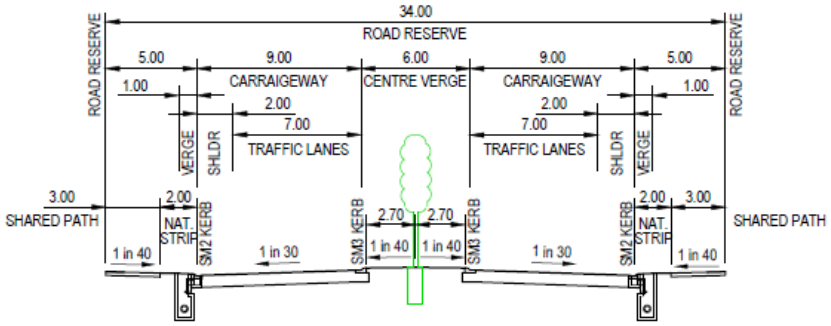
~~[Cross Section 12 – Secondary Arterial Road – Divided (interim) 38m]~~



~~[Cross Section 13 – Secondary Arterial Road – Divided (ultimate) 38m]~~



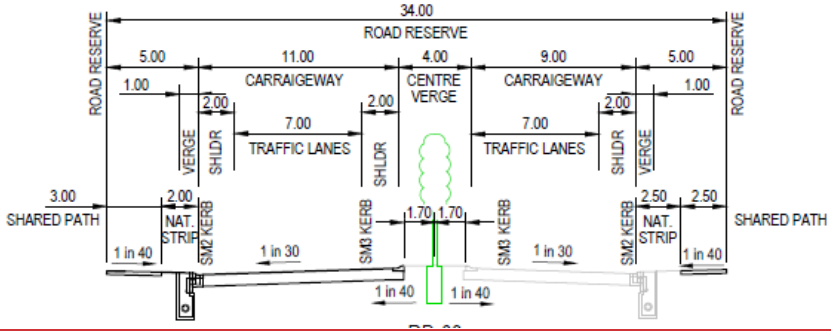
Cross-Section 9 – Secondary Arterial Road 4-Lane (34 metre) 60km/h – RD02



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm diameter trunk at double spacing
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*

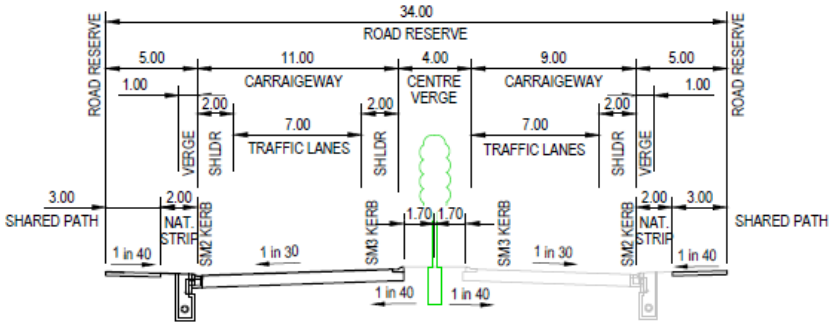
Cross-Section 10 – Secondary Arterial Road 4-Lane (34 metre) 60km/h – RD03



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm diameter trunk at double spacing
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*

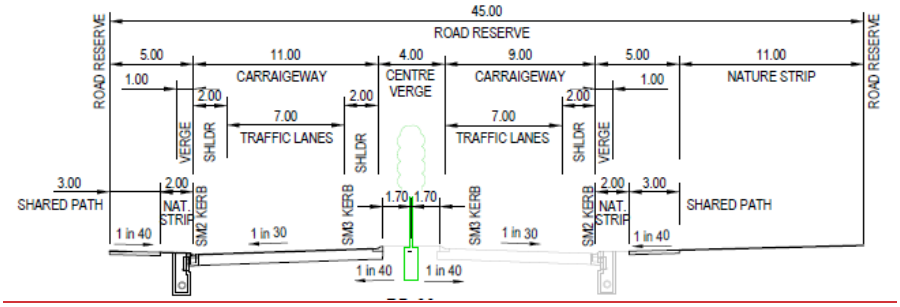
Cross-Section 11 - Secondary Arterial Road 4-Lane (34 metre) 60km/h – RD01, RD04, RD05, RD06 and RD07



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm diameter trunk at double spacing
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*

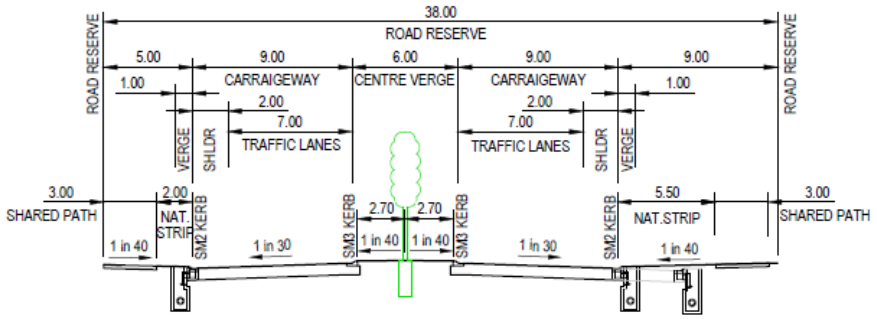
Cross-Section 12 – Secondary Arterial Road 4-Lane (45 metre) 60 km/h – RD08



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm diameter trunk at double spacing
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*

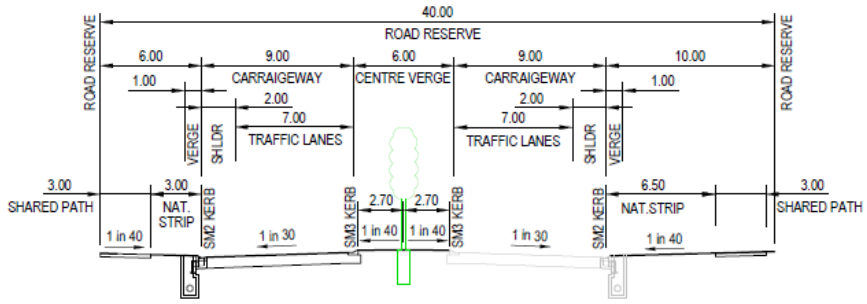
Cross-Section 13 - Secondary Arterial Road 4-Lane (38 metre) 60km/h – RD16 and RD17



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm diameter trunk at double spacing
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*

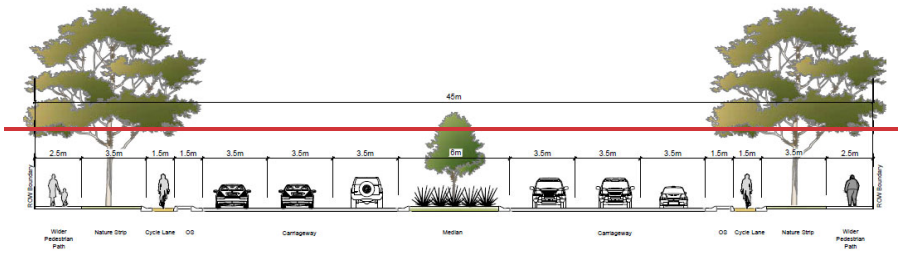
Cross-Section 14 – Secondary Arterial Road 4-Lane (40 metre) 60 km/h – RD18



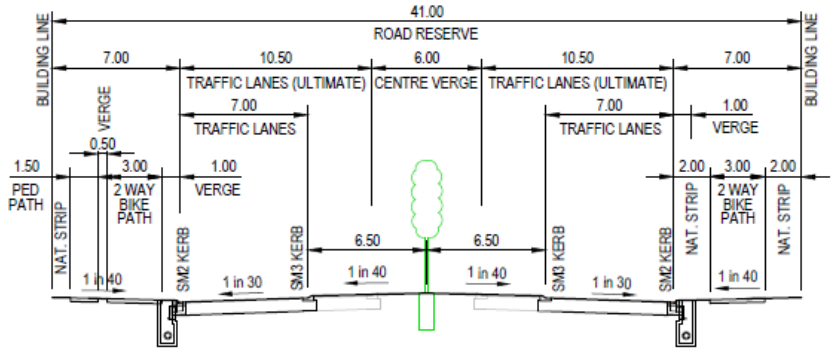
Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm diameter trunk at double spacing
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*

~~[Cross-Section 14 – Primary Arterial Road 45m]~~



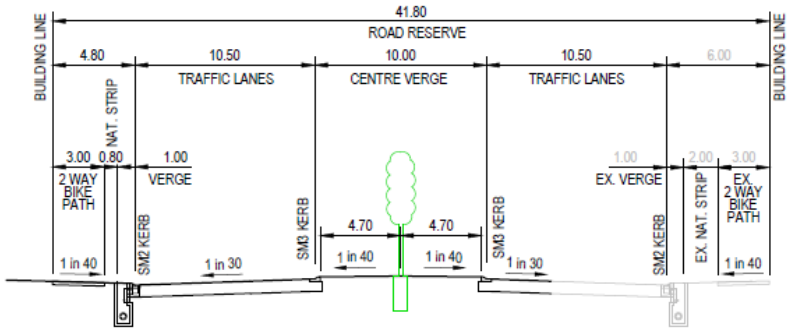
Cross-Section 15 - Primary Arterial Road 6-Lane (41 metre) 80km/h – RD11 and RD12



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm diameter trunk at double spacing
- Low level plantings on the 0.5m strip, to delineate between pedestrian and bike path
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*

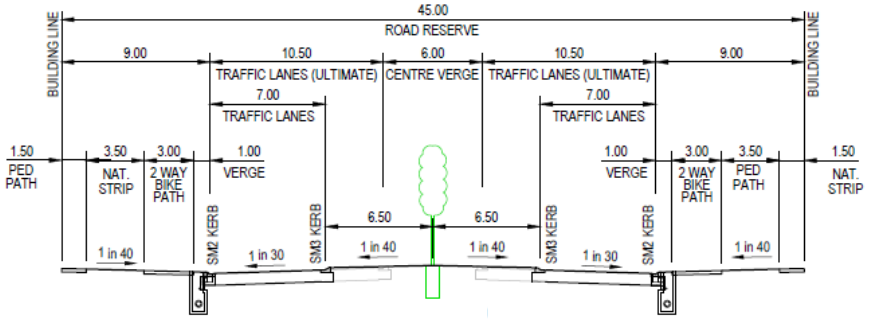
Cross-Section 16 - Primary Arterial Road 6-Lane (41.8 metre) 80km/h – RD15



Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm diameter trunk at double spacing
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*

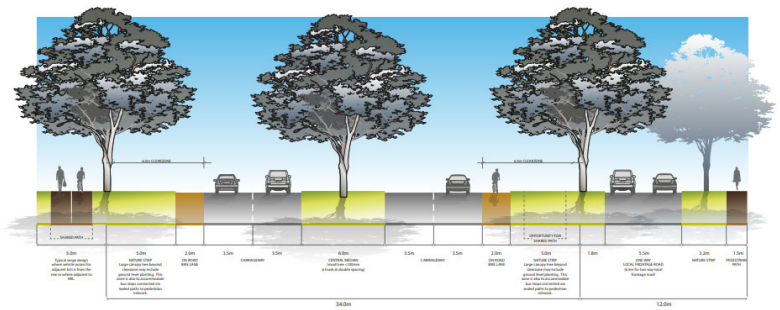
Cross-Section 17 - Primary Arterial Road 6-Lane (45 metre) 80km/h – RD14 and RD19

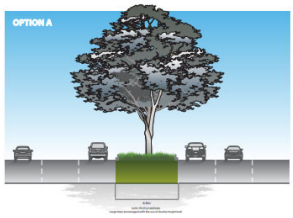


Notes:

- Mature street tree sizes must be in accordance with Melton City Council's landscaping policy
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm diameter trunk at double spacing
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerbs as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*

Cross-Section 18 – Secondary Arterial Road 4-Lane (34 metre) 60km/h – RD22, RD23 and RD24





NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 6.5m clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Option A (60km/hr) – opportunity for high profile barrier kerb in strategic locations

Secondary Arterial Road 4 lane (34m)
Toolern Road & Paynes Road ultimate

ROCKBANK PRECINCT STRUCTURE PLAN - August 2016

Plan 16 – Public Transport

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Increase non-government school site on property 146 to 3 Ha
- Increase the community centre on property 146 from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space on property 146 by 0.2 Ha
- Delete non-government primary school from properties 29, 43 and 44
- Delete non-government school from properties 33 and 34 replace with active open space
- Expand non-government school on property 35 to extend from Bridge Road (north) to Alfred Road (south)
- Reduce the government primary school on properties 40 and 41 from 3.7 Ha to 3.5 Ha
- Increase the size of the community centre on property 41 from 0.8 Ha to 1.0 Ha
- Remove ~~Route link to Exford Road to be determined via Urban Design Framework~~
- Realign bus route just north of the Exford Homestead
- Make the following changes to the legend:
    - Change *Major Activity Centre* to *Metropolitan Activity Centre*
    - Change *Catholic Education Facility (subject to permit)* to *Potential Non-Government School (Catholic)*

PRINCIPAL PUBLIC TRANSPORT NETWORK

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

The following planning and design ~~guidelines~~ requirements must be met:

- Make provision for a railway station, with four platform capacity, at the ~~Major~~Metropolitan 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 stations with ~~a~~ car parks 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 stations and land uses north and south.
- Provide a safe and active environment for pedestrians and cyclists in and around the railway stations.
- 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.

The following planning and design ~~guidelines~~ requirements must be met:

- Provide for a bus route along Ferris Road, the east-west arterial and Abey 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 stations.

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Plan 17 – Walking and Trails ~~Plan~~

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Increase non-government school site on property 146 to 3 Ha
- Increase the community centre on property 146 from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space on property 146 by 0.2 Ha
- Delete non-government primary school from properties 29, 43 and 44
- Delete non-government school from properties 33 and 34 replace with active open space
- Expand non-government school on property 35 to extend from Bridge Road (north) to Alfred Road (south)
- Reduce the government primary school on properties 40 and 41 from 3.7 Ha to 3.5 Ha
- Increase the size of the community centre on property 41 from 0.8 Ha to 1.0 Ha
- Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road
- Add new overpasses:
  - Ferris Road - Railway
  - East Road - Railway
  - Mount Cottrell Road – Freeway and Railway
  - Paynes Road - Railway
- Add missing Toolern Creek pedestrian bridge south of railway line
- Remove the following redundant bridges:
  - BD09 – replaced by East Road Bridge
  - BD11 – to be constructed as part of the Thornhill Park Railway Station project
- Make the following changes to the legend:
  - Change *Major Activity Centre* to *Metropolitan Activity Centre*
  - Change *Catholic Education Facility (subject to permit)* to *Potential Non-Government School (Catholic)*

WALKING AND CYCLING

The following planning and design ~~guidelines~~ requirements 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~~ requirement 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~~

Plan 18 – Utilities ~~Plan~~

- Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views
- Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank
- Remove *Indicative Electricity Supply* lines and replace with new linework
- Add a note to the plan *Alignments and sizes of utilities shown on this plan are indicative and subject to confirmation by the relevant authority*

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 requirements and guidelines set out in Section 4.7.3.
- Plan 18 - Utilities

4.7.3 PLANNING AND DESIGN REQUIREMENTS AND GUIDELINES

The following planning and design ~~guidelines~~ requirements 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 (i.e. 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 1~~0~~1 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~~Victorian Planning Authority and ~~Shire~~City of Melton will jointly implement the Precinct Infrastructure Plan.

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

Table 11 Infrastructure and Services within the precinct

~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($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~~
~~Road Projects~~							
~~Transport~~	Road	RD01	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) ~~Rees Road – Coburns Road to East West Arterial.~~	Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate). ~~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 28m for 180 metres (ultimate).~~	Melton City Council ~~Melton Shire Council~~	S – M	~~$729,000.0~~
~~Transport~~	Road	RD02	East West Arterial – Rees Road (IT01) to Exford Road (IT02). ~~Land and Construction.~~	Construction of a 2-lane arterial road (interim standard) Purchase of land to increase reserve width from 0m to 34m (ultimate). ~~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 of land to increase reserve width from 0m to 38m for 970 metres (ultimate).~~	Melton City Council ~~Melton Shire Council~~	S – M	~~$4,510,500.0~~
~~Transport~~	Road	RD03	~~East West Arterial –~~ Exford Road ~~Section~~ - East West Arterial (IT02) to Exford Road (IT03).	Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate). ~~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 28m for 900 metres (ultimate).~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$5,220,000.0~~
~~Transport~~	Road	RD04	Exford Road – ~~East West Arterial~~Exford Road (IT03) to Greigs Road (IT04).	Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate). ~~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 2,310 metres). *Interim layout*. Purchase land to increase reserve width from 20m to 31m for 2,210 metres (ultimate).~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$8,900,100.0~~
~~Transport~~	Road	RD05	~~East West Arterial~~Exford Road – Exford Road (IT03) to Toolern Creek (BD03).	Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate). ~~East West Arterial: Exford 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).~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$1,860,000.0~~
~~Transport~~	Road	RD06	~~East West Arterial~~Exford Road - Toolern Creek (BD03) to Ferris Road (IT05).	Construction of a 2-lane arterial road (interim layout). Create road reserve 34m (ultimate). ~~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 from 0m to 38m for 1,680 metres (ultimate).~~	Melton City Council ~~Melton Shire Council~~	S -M	~~$7,812,000.0~~
~~Transport~~	Road	RD07	~~East West Arterial~~Exford Road – Ferris Road (IT05) to Mount Cottrell Road (IT06).	Construction of a 2-lane arterial road. (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	Melton City Council	M - L	~~$7,440,000.0~~

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~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($2018)~~
				~~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).~~	~~Melton Shire Council~~		
~~Transport~~	Road	RD08	~~East West Arterial~~Exford Road – Mount Cottrell Road (IT06) to Paynes Road (IT07).	Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate). ~~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).~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$8,019,000.0~~
~~Transport~~	Road	RD09	Project deleted ~~Paynes Road: Toolern boundary to Greigs Road.~~	~~Paynes Road: Toolern 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	RD10	Project deleted ~~Mount Cottrell Road – Toolern Boundary to Greigs Road.~~	~~Mount Cottrell Road: Toolern 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	RD11	Mount Cottrell Road - Melbourne Ballarat Rail Line to ~~East West Arterial to UGB southern boundary~~PSP southern boundary.	Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate). ~~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).~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$9,801,150.0~~
~~Transport~~	Road	RD12	Mount Cottrell Road – Western Freeway to Melbourne Ballarat Rail Line.	Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate). ~~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 (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate).~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$7,862,550.0~~
~~Transport~~	Road	RD14	Shogaki Drive – Ferris Road (IT14) to ~~Mount Cottrell Road~~Industrial Connector Road (IT12).	Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 40m to 45m (ultimate). ~~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 land to increase reserve width from 40m to 45m for 800 metres (ultimate).~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$2,928,000.0~~
~~Transport~~	Road	RD15	Ferris Road – Western Freeway to Shogaki Drive (IT13).	Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout). Purchase land to increase reserve width from 34m to 45m (ultimate). ~~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).~~	Melton City Council ~~Melton Shire Council~~	L	~~$3,243,000.0~~
~~Transport~~	Road	RD16	Ferris Road – Abey Road (IT13 to Melbourne Ballarat Rail Line.	Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 34m to 38m (ultimate).	Melton City Council	S - M	~~$2,250,600.0~~

~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($2010)~~
				~~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 land to increase reserve width from 34m to 38m for 620 metres (ultimate).~~	~~Melton Shire Council~~		
~~Transport~~	Road	RD17	Ferris Road - Melbourne Ballarat Railway Line to ~~East West Arterial~~Exford Road (IT05)	Construction of a 2-lane arterial road (interim layout). ~~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 City Council ~~Melton Shire Council~~	S - M	~~$7,581,600.0~~
~~Transport~~	Road	RD18	Abey Road – Toolern Creek (BD01) to Ferris Road (IT13).	Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve with from 19m to 38m (ultimate). ~~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 2,160 metres). *Interim layout*. Purchase land to increase reserve with from 19m to 38m for 270 metres east of Toolern Creek (ultimate).~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$7,735,500.0~~
~~Transport~~	Road	RD19	Shogaki Drive - ~~Ferris Road~~Industrial Connector Road (IT12) to Mount Cottrell Road (~~Eastern Half~~IT10)	Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 45m (ultimate). ~~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).~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$3,888,000.0~~
~~Transport~~	Road	RD20	Ferris Road - Melbourne Ballarat Rail Line to ~~East West Arterial~~Exford Road (IT05).	Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.~~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).~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$676,346.0~~
~~Transport~~	Road	RD21	Ferris Road - Melbourne Ballarat Rail Line to ~~East West Arterial.~~Exford Road (IT05).	Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30). ~~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).~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$1,035,000.0~~
	Road	RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31)	Construction of a 2-lane arterial road (interim standard).	Melton City Council		
	Road	RD23	Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07)	Construction of a 2-lane arterial road (interim standard).	Melton City Council		
	Road	RD24	Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32)	Construction of a 2-lane arterial road (interim standard).	Melton City Council		
~~Intersection Projects~~							
~~Transport~~	Intersection	IT01	Intersection: Rees Road and East West Arterial ~~– Intersection.~~	Construction of signalised 4-way intersection (interim standard).~~Rees Road and East West Arterial: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$1,064,000.0~~
~~Transport~~	Intersection	IT02	Intersection: East West Arterial and Exford Road ~~– Intersection.~~	Construction of signalised T-intersection (interim standard). ~~East West Arterial and Exford Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$798,000.0~~
~~Transport~~	Intersection	IT03	Intersection: ~~East West Arterial~~Exford Road and Exford Road ~~– Intersection.~~	Construction of signalised T-intersection (interim standard).	Melton City Council	S - M	~~$798,000.0~~

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~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($2012)~~
				~~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.~~	~~Melton Shire Council~~		
~~Transport~~	Intersection	IT04	Intersection: Exford Road and Greigs Road ~~– Intersection.~~	Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping. ~~Exford Road and Greigs Road: Intersection. *Interim layout* Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$490,000.0~~
~~Transport~~	Intersection	IT05	Intersection: ~~East West Arterial~~Exford Road and Ferris Road ~~– Intersection.~~	Purchase of land and construction of signalised 4-way intersection (interim standard). ~~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 City Council ~~Melton Shire Council~~	M - L	~~$1,099,110.0~~
~~Transport~~	Intersection	IT06	Intersection: ~~East West Arterial~~Exford Road and Mount Cottrell Road ~~– Intersection.~~	Purchase of land and construction of signalised 4-way intersection (interim standard). ~~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 City Council ~~Melton Shire Council~~	M - L	~~$1,110,570.0~~
~~Transport~~	Intersection	IT07	Intersection: ~~East West Arterial~~Exford Road and Paynes Road ~~– Intersection.~~	Purchase of land and construction of signalised 4-way intersection (interim standard). ~~East West Arterial and Paynes Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$1,008,000.0~~
~~Transport~~	Intersection	IT08	Project Deleted ~~Paynes Road and Greigs Road – 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	IT09	Project Deleted ~~Mount Cottrell Road and Greigs Road – Intersection.~~	~~Mount Cottrell Road and Greigs Road: Intersection. Intersection upgrade – construction of roundabout.~~	~~Melton Shire Council~~	~~L~~	~~$385,000.0~~
~~Transport~~	Intersection	IT10	Intersection: Mount Cottrell Road and Shogaki Drive ~~– Intersection.~~	Purchase of land and construction of signalised 4-way intersection (interim standard). ~~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 City Council ~~Melton Shire Council~~	M	~~$1,098,390.0~~
~~Transport~~	Intersection	IT12	Intersection: Shogaki Drive and Industrial Connector Road ~~– Intersection.~~	Construction of signalised 4-way intersection (interim standard). ~~Shogaki Drive and Collector Street: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$1,008,000.0~~
~~Transport~~	Intersection	IT13	Intersection: Ferris Road and Shogaki Drive ~~– Intersection.~~	Purchase of land and construction of signalised 4-way intersection (interim standard). ~~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 City Council ~~Melton Shire Council~~	S - M	~~$1,148,460.0~~
~~Transport~~	Intersection	IT14	Intersection: Ferris Road and ~~MAC northern Connector Road~~Hollingsworth Drive ~~– Intersection.~~	Construction of signalised T-intersection (interim standard). ~~Ferris Road and MAC Northern Collector Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$1,008,000.0~~
~~Transport~~	Intersection	IT15	Intersection: Ferris Road and Bridge Road ~~– Intersection.~~	Construction of signalised 4-way intersection (interim standard).	Melton City Council	S - L	~~$1,008,000.0~~

~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($2010)~~
				~~Ferris Road and Bridge Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.~~	~~Melton Shire Council~~		
~~Transport~~	Intersection	IT16	Intersection: Abey Road and Industrial Connector Road ~~– Intersection.~~	Construction of a signalised T-intersection (interim standard). ~~Abey Road and Industrial Connector Road: Intersection. *Interim layout* Construction of a signalised T-intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$798,000.0~~
~~Transport~~	Intersection	IT17	Intersection: Abey Road and Bundy Drive ~~– Intersection.~~	Construction of a signalised T-intersection (interim standard). ~~Abey Road and Bundy Drive: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$798,000.0~~
~~Transport~~	Intersection	IT18	Intersection: Ferris Road and Shakamaker Drive ~~– Intersection.~~	Construction of signalised 4-way intersection (ultimate standard). ~~Ferris Road and Shakamaker Drive: Intersection. *Ultimate layout* Construction of signalised 4-way intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$1,008,000.0~~
~~Transport~~	Intersection	IT19	Intersection: Mount Cottrell Road and ~~Murray Road~~Baxterpark Drive ~~– Intersection.~~	Construction of signalised T-intersection (interim standard). ~~Mount Cottrell Road and Murray Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$798,000.0~~
~~Transport~~	Intersection	IT20	Intersection: Mount Cottrell Road and Southern Connector Road ~~– Intersection.~~	Construction of signalised 4-way intersection (interim standard). ~~Mount Cottrell Road and Southern Connector Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$1,008,000.0~~
~~Transport~~	Intersection	IT21	Intersection: ~~East West Arterial~~Exford Road and Eastern North- South Connector Road ~~– Intersection.~~	Construction of signalised 4-way intersection (interim standard). ~~East West Arterial and Eastern North-South Connector Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes~~.	Melton City Council ~~Melton Shire Council~~	S - L	~~$1,008,000.0~~
~~Transport~~	Intersection	IT22	Intersection: ~~East West Arterial~~Exford Road and Central North- South Connector Road ~~– Intersection.~~	Construction of signalised 4-way intersection (interim standard). ~~East West Arterial and Central North-South Connector Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes~~.	Melton City Council ~~Melton Shire Council~~	S - L	~~$1,008,000.0~~
~~Transport~~	Intersection	IT23	Intersection: ~~East West Arterial~~Exford Road and Western North- South Connector Road ~~– Intersection.~~	Construction of signalised T-intersection (interim standard). ~~East West Arterial and Western North-South Connector Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$798,000.0~~
~~Transport~~	Intersection	IT24	Intersection: Exford Road and Connector Road ~~– Intersection.~~	Construction of signalised T-intersection (interim standard). ~~Exford Road and Connector Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes~~.	Melton City Council ~~Melton Shire Council~~	S - L	~~$798,000.0~~
~~Transport~~	Intersection	IT25	Intersection: Mount Cottrell Road and Bridge Road ~~– Intersection.~~	Construction of signalised T-intersection (interim standard). ~~Mount Cottrell Road and Bridge Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$798,000.0~~
~~Transport~~	Intersection	IT26	Intersection: Mount Cottrell Road and Alfred Road ~~– Intersection.~~	Construction of signalised 4-way intersection (interim standard). ~~Mount Cottrell Road and Alfred Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$1,008,000.0~~

~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($2018)~~
~~Transport~~	Intersection	IT27	Intersection: Ferris Road and Alfred Road ~~– Intersection.~~	Construction of signalised 4-way intersection (interim standard). ~~Ferris Road and Alfred Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$1,008,000.0~~
~~Transport~~	Intersection	IT28	Intersection: Ferris Road and Southern Connector Road ~~- Intersection.~~	Construction of signalised 4-way intersection (interim standard). ~~Ferris Road and Southern Connector Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$1,008,000.0~~
	Intersection	IT29	Intersection: Ferris Road and Enterprise Street	Construction of a signalised 4-way intersection (interim standard).	Melton City Council		
	Intersection	IT30	Intersection: Paynes Road and Alfred Road	Construction of a signalised 4-way intersection (interim standard).	Melton City Council		
	Intersection	IT31	Intersection: Paynes Road and East-West Connector Road 1	Construction of a signalised 4-way intersection (interim standard).	Melton City Council		
	Intersection	IT32	Intersection: Paynes Road and East-West Connector Road 2	Construction of a signalised 3-way intersection (interim standard).	Melton City Council		
Bridge Projects							
~~Transport~~	Bridge	BD01	Abey Road Bridge	Construction of an arterial road bridge over the Toolern Creek. ~~Abey Road Bridge. 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 61 metres).~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$3,675,000.0~~
~~Transport~~	Bridge	BD02	Bridge Road Bridge	Construction of a connector road bridge over the Toolern Creek. ~~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 City Council ~~Melton Shire Council~~	S - L	~~$5,243,000.0~~
~~Transport~~	Bridge	BD03	~~East-West Arterial~~Exford Road Bridge	Construction of an arterial road bridge over the Toolern Creek. ~~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 City Council ~~Melton Shire Council~~	S - L	~~$5,243,000.0~~
~~Transport~~	Bridge	BD04	Shared Use Pedestrian Bridge 1: Toolern Creek ~~(No. 1)~~	Construction of a shared use pedestrian bridge over the Toolern Creek. ~~Shared Use Pedestrian Bridge (No. 1). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$385,000.0~~
~~Transport~~	Bridge	BD05	Shared Use Pedestrian Bridge 2: Toolern Creek ~~(No. 2)~~	Construction of a shared use pedestrian bridge over the Toolern Creek. ~~Shared Use Pedestrian Bridge (No.2). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$385,000.0~~
~~Transport~~	Bridge	BD06	Shared Use Pedestrian Bridge 3: Toolern Creek~~(No. 3)~~	Construction of a shared use pedestrian bridge over the Toolern Creek. ~~Shared Use Pedestrian Bridge (No. 3). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$385,000.0~~
~~Transport~~	Bridge	BD07	Pedestrian Underpass 1: Melbourne Ballarat Railway	Construction of a pedestrian underpass. ~~Pedestrian Underpass 1: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage, and lighting.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$868,000.0~~
~~Transport~~	Bridge	BD08	Pedestrian Underpass 2: Melbourne Ballarat Railway	Construction of a pedestrian underpass.	Melton City Council	S - L	~~$868,000.0~~

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~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($2010)~~
				~~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~~		
~~Transport~~	Bridge	BD09	Project Deleted ~~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	BD10	Pedestrian Underpass 34: Melbourne Ballarat Railway	Construction of a pedestrian underpass. ~~Pedestrian Underpass 4: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage, and lighting.~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$868,000.0~~
~~Transport~~	Bridge	BD11	Project Deleted ~~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	BD12	Project Deleted ~~Shared Use Pedestrian Bridge (No. 4)~~	~~Shared Use Pedestrian Bridge (No. 4). 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	BD13	Project Deleted ~~Shared Use Pedestrian Bridge (No. 5)~~	~~Shared Use Pedestrian Bridge (No. 5). 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	BD14	Shared Use Pedestrian Bridge: 4 Toolern Creek ~~(No. 6)~~	Construction of a shared use pedestrian bridge over the Toolern Creek. ~~Shared Use Pedestrian Bridge (No. 6). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$385,000.0~~
~~Transport~~	Bridge ~~Grade Separation~~	BD15	Ferris Road Rail ~~und~~Overpass	Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne-Ballarat rail corridor (interim standard). ~~Ferris Road underpass. Construction of Ferris Road underpass under the Melbourne Ballarat Rail Line~~	Department of Transport	M - L	~~$21,000,000.0~~
	Bridge	BD16	East Road Rail Overpass	Construction of a rail-road grade separation at the intersection of East Road and the Melbourne-Ballarat rail corridor (interim standard).	Department of Transport		
	Bridge	BD17	Paynes Road Rail Overpass	Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (interim standard).	Department of Transport		
	Bridge	BD18	Paynes Road Level Crossing Upgrade	Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard).	Department of Transport		
	Bridge	BD19	Mount Cottrell Road Freeway Interchange	Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)	Department of Transport		
~~Transport~~	Bridge ~~Grade Separation~~	BD20	Mount Cottrell Road Rail ~~under~~overpass	Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard). ~~Mount Cottrell Road underpass. Construction of Ferris Road underpass under the Melbourne Ballarat Rail Line~~	Department of Transport	M - L	~~$21,000,000.0~~
	Bridge	BD21	Mount Cottrell Road Level Crossing Upgrade	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard).	Department of Transport		
~~Public Transport Projects~~							
~~Public Transport~~	Bus	PT01	~~Local~~ Bus Interchange	Purchase ~~of~~ land to provide for Local Bus Interchange (1 Hectare)	Melton City Council	M - L	~~$1,500,000.0~~

~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($2018)~~
					~~Melton Shire Council~~		
~~Public Transport~~	Bus		Toolern 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.	Developer works ~~Relevant development proponent~~	S - L	~~unknown~~
Education Projects							
~~Education~~	School		Primary School	Proposed ~~G~~government primary school (Toolern Waters P-6) located in Community Hub 1	DET ~~DEECD~~	S ~~-~~ M	~~$11,500,000.0~~
~~Education~~	School		Primary School	Proposed ~~G~~government primary school (Weir Views P-6) located in Community Hub 2	DET ~~DEECD~~	S - M	~~$11,500,000.0~~
~~Education~~	School		Primary School	~~Private~~ Non-government primary school located in Community Hub 2	Catholic Education Melbourne ~~Department~~	S - M	~~unknown~~
~~Education~~	School		Primary School	Proposed ~~G~~government primary school (Strathtulloh Safari P-6) located in Community Hub 3	DET ~~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	Proposed ~~G~~government primary school (Thornhill Park P-6) located in Community Hub 4	DET ~~DEECD~~	M - L	~~$11,500,000.0~~
	School		Specialist School	Proposed government specialist school (Thornhill Park Specialist) located in Community Hub 4	DET	M - L	
~~Education~~	School		Secondary School	Proposed ~~G~~government secondary school (Thornhill Park 7-12) located in Community Hub 4	DET ~~DEECD~~	M - L	~~unknown~~
~~Education~~	School		Primary School	~~Private~~Non-government -primary school located in Community Hub 4	Catholic Education Melbourne ~~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	Proposed ~~G~~government primary school (Cobblebank P-6) located in Community Hub 5	DET ~~DEECD~~	M	~~$11,500,000.0~~
~~Education~~	School		Primary School	Government primary school (Strathtulloh P-6) located in Community Hub 6 – opened 2022	DET ~~DEECD~~	M - L	~~$11,500,000.0~~
~~Education~~	School		Primary School and Secondary School	~~Private~~Non-government -primary and secondary schools located in Community Hub 7	Catholic Education Melbourne ~~Department~~	S - M	~~unknown~~
~~Education~~	School		Secondary School	Proposed ~~G~~government secondary school (Cobblebank 7-12) located in Community Hub 7	DET ~~DEECD~~	M	~~unknown~~
Community Facility Projects							
	Civic	CI01	Cobblebank Higher Order Civic Facility	Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	Melton City Council	M - L	

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~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($2010)~~
	Civic	CI02	Cobblebank Indoor Recreation Centre	Indoor Recreation Centre located within the Metropolitan Activity Centre			
~~Community~~	Community Services	CI03 and CI04	Weir Views North Community Centre ~~Multi-Purpose Community Centre~~	Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 1. ~~Purchase of land and construction of a multi-purpose community centre in Community Hub 1~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$3,850,000.0~~
~~Community~~	Community Services	CI06 and CI07	Weir Views South Community Centre ~~Multi-Purpose Community Centre~~	Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 2. ~~Purchase of land and construction of a multi-purpose community centre in Community Hub 2~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$3,850,000.0~~
~~Community~~	Community Services	CI09 and CI10	Strathtulloh Community Centre ~~Multi-Purpose Community Centre~~	Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 3. ~~Purchase of land and construction of a multi-purpose community centre in Community Hub 3~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$3,850,000.0~~
~~Community~~	Community Services	CI12 and CI13	Thornhill Park Community Centre ~~Multi-Purpose Community Centre~~	Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 4. ~~Purchase of land and construction of a multi-purpose community centre in Community Hub 4~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$3,850,000.0~~
~~Community~~	Community Services	CI15 and CI16	Cobblebank East Community Centre ~~Multi-Purpose Community Centre~~	Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 5. ~~Purchase of land and construction of a multi-purpose community centre in Community Hub 5~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$3,850,000.0~~
~~Community~~	Community Services	CI18A, CI18B, CI19A and CI19B	Bridge Road Community Centre ~~Multi-Purpose Community Centre~~	Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 6. ~~Purchase of land and construction of a multi-purpose community centre in Community Hub 6~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$3,850,000.0~~
~~Community~~	Health		Health Precinct	Construction of a health precinct, including Melton Hospital, in the Metropolitan Activity Centre	DHHS ~~Relevant development proponent~~	M - L	~~unknown~~
~~Community~~	Emergency		Emergency Services Precinct	Construction of emergency services precinct in the Metropolitan Activity Centre	DHHS	M - L	~~unknown~~
~~Community~~	~~Civic~~		~~Council Civic Centre~~	~~Construction of council civic centre~~	~~Melton Shire Council~~	~~M - L~~	~~unknown~~
~~Community~~	Justice		Justice Precinct	Construction of Justice Precinct in the Metropolitan Activity Centre	DHHS ~~Department of human Services~~	M - L	~~unknown~~
~~Sports Reserves and Open Space Projects~~							
~~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.	Developer works ~~Relevant development proponent~~	S-L	~~Determined through future approval of specific landscape construction plans~~
~~Open Space~~	Passive	OS09	~~Major Activity Centre Public~~Cobblebank Metropolitan Activity Centre Open Space	Purchase of 1.0 hectare for Metropolitan Activity Centre Public Open Space ~~Major Activity Centre Public Open Space - 1 hectare~~	Melton City Council ~~Melton Shire Council~~	S - L	~~$1,500,000.0~~
~~Open Space~~	Active	OS01 and AR01	Weir Views North Sports Reserve ~~Playing Fields~~	Construction of a sports reserve in Community Hub 1 incorporating:	Melton City Council	S - M	~~$2,850,480.0~~

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~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($2011)~~
				- Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure ~~Playing Fields 1 - Active Recreation Reserve~~	~~Melton Shire Council~~		
~~Open Space~~	Active	AR02	Weir Views North Sports Reserve Pavilion	Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure ~~Pavilion 1 - Active Recreation Reserve. Construction of pavilion to serve active playing fields 1~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$1,200,000.0~~
~~Open Space~~	Active	OS02 and AR03	Weir Views East Sports Reserve ~~Playing Fields~~	Construction of a sports reserve incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ ~~Playing Fields 2 - Active Open Space Reserve~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$2,850,480.0~~
~~Open Space~~	Active	AR04	Weir Views East Sports Reserve Pavilion	Construction of a pavilion, including all building works, landscaping, and related infrastructure ~~Pavilion 2 - Active Recreation Reserve. Construction of pavilion to serve active playing fields 2~~	Melton City Council ~~Melton Shire Council~~	S - M	~~$1,200,000.0~~
~~Open Space~~	Active	OS03 and AR05	Weir Views South Sports Reserve ~~Playing Fields~~	Construction of a sports reserve in Community Hub 2 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ ~~Playing Fields 3 - Active Open Space Reserve~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$2,850,480.0~~
~~Open Space~~	Active	AR06	Weir Views South Sports Reserve Pavilion	Construction of a pavilion in Community Hub 2, including all building works, landscaping, and related infrastructure ~~Pavilion 3 - Active Open Space Reserve. Construction of pavilion to serve active playing fields 3~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$1,200,000.0~~
~~Open Space~~	Active	OS04 and AR07	Strathtulloh Sports Reserve ~~Playing Fields~~	Construction of a sports reserve in Community Hub 3 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ ~~Playing Fields 4 - Active Open Space Reserve~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$2,850,480.0~~
~~Open Space~~	Active	AR08	Strathtulloh Sports Reserve Pavilion	Construction of a pavilion in Community Hub 3, including all building works, landscaping, and related infrastructure ~~Pavilion 4 - Active Open Space Reserve. Construction of pavilion to serve active playing fields 4~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$1,200,000.0~~
~~Open Space~~	Active	OS05 and AR09	Thornhill Park Sports Reserve ~~Playing Fields~~	Construction of a sports reserve in Community Hub 4 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure ~~Playing Fields 5 - Active Open Space Reserve.~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$2,850,480.0~~
~~Open Space~~	Active	AR10	Thornhill Park Sports Reserve Pavilion	Construction of a pavilion in Community Hub 4, including all building works, landscaping, and related infrastructure ~~Pavilion 5 - Active Open Space Reserve. Construction of pavilion to serve active playing fields 5~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$1,200,000.0~~

~~Project Group~~	Project Category	PIP Project ID	Title	Project Description	Lead Agency	Timing S = 2010-13 M = 2015-18 L = 2020+	~~Indicative Costs ($2010)~~
~~Open Space~~	Active	OS06 and AR10	Cobblebank East Sports Reserve ~~Playing Fields~~	Construction of a sports reserve in Community Hub 5 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ ~~Playing Fields 6 - Active Open Space Reserve.~~	Melton City Council		~~$2,850,480.0~~
~~Open Space~~	Active	AR11	Cobblebank East Sports Reserve Pavilion	Construction of a pavilion in Community Hub 5, including all building works, landscaping, and related infrastructure ~~Pavilion 6 - Active Open Space Reserve. Construction of pavilion to serve active playing fields 6.~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$1,200,000.0~~
~~Open Space~~	Active	OS07 and AR12	Cobblebank Central Sports Reserve ~~Playing Fields~~	Construction of a sports reserve in Community Hub 7 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ ~~Playing Fields 7 - Active Open Space Reserve.~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$2,850,480.0~~
~~Open Space~~	Active	AR13	Cobblebank Central Sports Reserve Pavilion	Construction of a pavilion in Community Hub 6, including all building works, landscaping, and related infrastructure ~~Pavilion 7 - Active Open Space Reserve. Construction of pavilion to serve active playing fields 7.~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$1,200,000.0~~
~~Open Space~~	Active	AR15A and AR15B	Bridge Road Sports Reserve ~~Playing Fields~~	Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure ~~Playing Fields 8 - Active Open Space Reserve (within Toolern Creek Regional Park).~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$2,850,480.0~~
~~Open Space~~	Active	AR16	Bridge Road Sports Reserve Pavilion	Construction of a pavilion in Community Hub 7, including all building works, landscaping, and related infrastructure ~~Pavilion 8 - Active Open Space Reserve (within Toolern Creek Regional Park).~~ ~~Construction of pavilion to serve active playing fields 8.~~	Melton City Council ~~Melton Shire Council~~	M - L	~~$1,200,000.0~~
~~Open Space~~	Active		Toolern Creek Regional Park	Establishment of Toolern Creek 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
DCP	Development Contribution Plan
DELWP	Department of Environment, Land, Water and Planning
~~DEECD~~DET	Department of Education and ~~Early Childhood~~Training
DIL	Development Infrastructure Levy
~~DPCD~~	~~Department of Planning and Community Development~~
DoT	Department of Transport
~~DSE~~	~~Department of Sustainability and Environment~~
~~ECV~~	~~Environmental Conservation Value~~
VPA	Victorian Planning Authority
~~GDA~~	~~Gross Developable Area~~
Ha	Hectare
HO	Heritage Overlay
~~MCH~~	~~Maternal and 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~~	~~Principal Activity Centre~~
PIP	Public Infrastructure Plan
PPTN	Principal Public Transport Network
PSP	Precinct Structure Plan
P-6	Government~~State~~ School Prep to Year 6
~~P-12~~	~~State School Prep to Year 12~~
Sq m	Square Metres
UG~~B~~B	Urban Growth Boundary
UGZ	Urban Growth Zone
~~VIF~~	~~Victoria in Future~~
~~VPD~~	~~Vehicles Per Day~~
WSUD	Water Sensitive Urban Design
7-12	Government School Year 7 to Year 12

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~~ metropolitan

activity centres, major activity centres, neighbourhood activity centres and local centres. For further information refer to ~~Melbourne 2030P~~ *Plan Melbourne 2017-2050*.

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 colocation 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 C~~c~~lause 56.06 – Access and Mobility). This Precinct Structure Plan provides a variation to the Connector Street, as defined in Table C1 in Clause 56.06 – Access and Mobility 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 3B 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~~CORRIDOR PLAN

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

HIGH DENSITY HOUSING

Housing with a density of more than 30 dwellings per net developable hectare.

HOUSING DENSITY (NET)

The number of houses divided by net developable area

LINEAR OPEN SPACE NETWORK

Corridors of open space, mainly along waterways that link together forming a network.

LAND BUDGET TABLE

A table setting out the total precinct area, net developable area and constituent land uses proposed within the precinct.

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.

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.

LOWER DENSITY HOUSING

Housing with a density of less than 10 dwellings per hectare.

MAJOR ACTIVITY CENTRE

Activity centres that have similar characteristics to ~~Principal~~ Metropolitan Activity Centres but serve smaller catchment areas. For further information refer to *Plan Melbourne 2017-2050~~2030~~*.

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MAJOR EMPLOYMENT AREA

Areas identified on the Growth ~~Area Framework~~Corridor Plan for economic and employment growth.

MEDIUM DENSITY HOUSING

Housing with a density range of above 15 to 30 dwellings per net developable hectare.

METROPOLITAN ACTIVITY CENTRE

Higher-order centres with diverse employment options, services and housing stock, supported by good transport connections. For further information refer to *Plan Melbourne 2017-2050*.

NATIVE VEGETATION

Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.

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 – Native Vegetation Precinct Plan.

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~~ metropolitan or major activity centres. For further information refer to ~~Melbourne 2030~~ *Plan Melbourne 2017-2050*.

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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")).

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"))

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.

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.

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.

~~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.~~

PRINCIPAL PUBLIC TRANSPORT NETWORK

A high-quality public transport network that connects ~~Principal~~ Metropolitan and Major Activity Centres, and comprises the existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.

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.

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 metropolitan or major activity centre

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.

SENSITIVE USE

Sensitive use includes residential, child care, pre-school centre or primary school.

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. E.g. 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 all inclusive. This definition does not define Community 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
- *Benchmark Infrastructure Report*, Victorian Planning Authority, 11 April 2019
- *Central Region Sustainable Water Strategy*, Department of Sustainability and Environment, 2004
- *Cobblebank Employment and Mixed-Use Urban Design Framework,* Melton City Council, 2019
- *Cobblebank Metropolitan Activity Centre Urban Design Framework,* Melton City Council, 2019
- *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,
- *Healthy by Design: A planners' guide to environments for active living*, National Heart Foundation of Australia, 2004
- *Heritage Council of Victoria and Heritage Victoria Guidelines for Higher Density Residential Development*, Department of Sustainability and Environment, October 2004

- *Kororoit Creek Regional Strategy 2005-2030,* Land Design Partnership, September 2006
- *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~~
- *Melbourne Industrial and Commercial Land Use Plan,* Department of Environment, Land, Water and Planning, 2020
- *Our Environment, Our Future*, Department of Sustainability and Environment, 2006
- Paynes Road Precinct Structure Plan, Metropolitan Planning Authority, 2016
- *Plan Melbourne 2017-2050*, Department of Environment, Land, Water and Planning, 2017
- *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
- *Port Phillip and Westernport Regional Catchment Strategy*, Port Phillip Regional Catchment and Land Protection Board, 1997
- *Public Transport Guidelines for Land Use Development*, Department of Transport, 2008
- *Rockbank Development Contributions Plan,* Metropolitan Planning Authority, 2016
- *Rockbank Precinct Structure Plan,* Metropolitan Planning Authority, 2016
- *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
- *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
- *Toolern Precinct Structure Plan Transport and Movement Study*, Booz & Co, February 2008.
- *Toolern Precinct Structure Plan Review – Community Infrastructure Recommendations Report,* ASR Research, January 2021
- *Toolern Precinct Structure Plan Review –Heritage Overlay (Parklea) Review Recommendations Report,* Extent Heritage, April 2020
- *Toolern Precinct Structure Plan Review – Transport Projects Review Recommendations Report,* Cardno, March 2022
- *Transport Modelling Report*, Growth Area Planning Toolern Precinct Plans, Veitch Lister Consulting, 30 September 2008.
- *Urban Development Program*, Department of Planning and Community Development
- *Urban Stormwater Best Practice Environmental Management Guidelines*, CSIRO, 1999
- *VicRoads Access Management Policies*, Version 1.02, VicRoads, May 2006
- *Victorian Greenhouse Strategy*, Department of Natural Resources and Environment, 2002
- *Victorian Heritage Strategy*, Heritage Victoria, 2000
- *Victoria's Native Vegetation Management: A Framework for Action*, Department of Sustainability and Environment.
- *West Growth Corridor Plan,* Growth Areas Authority, 2012

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 Native Vegetation Precinct Plan* 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~~Clause 52.16-3.

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

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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~~Clause 52.16-3, 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 *N~~n~~ative V~~v~~egetation P~~p~~recinct P~~p~~lan
- whether the granting of a permit could set an undesirable 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~~Clause 52.16-5.
- 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, Land, Water and Planning and the responsible authority.

The native vegetation must not be removed until the offsets required are identified and secured to the satisfaction of the Department of ~~Sustainability and E~~environment, Land, Water and Planning, 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, Land, Water and Planning.

PLANNING & DESIGN GUIDELINES

The following conditions and requirements for permits must be met:

- The native vegetation described in Tables 3 and 4 and shown in 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~~Department of Environment, Water, Land and Planning and to the satisfaction of the Responsible Authority.

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- 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~~Department of Environment, Water, Land and Planning.
- 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