Toolern

Precinct Structure Plan

(Including Toolern Native Vegetation Precinct Plan)

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

Victorian Planning Authority

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

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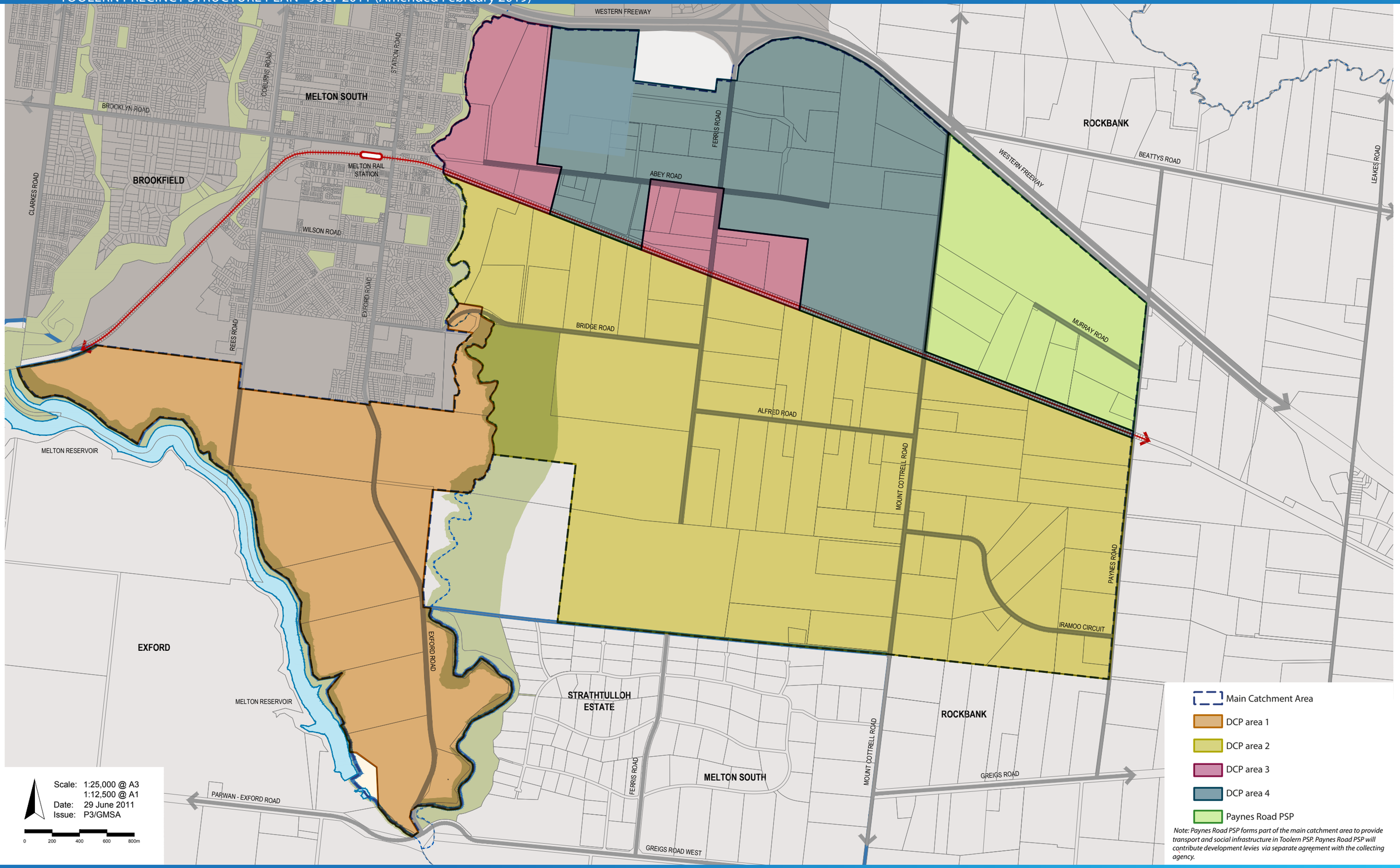


Note: Paynes Road PSP forms part of the main catchment area to provide transport and social infrastructure in Toolern PSP. Paynes Road PSP will contribute development levies via separate agreement with the collecting agency.

plan 1

charge areas

Amended by C161

1.0 INTRODUCTION

1.1 ROLE OF THE PRECINCT STRUCTURE PLAN

Amended by C172

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

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

The Precinct Structure Plan:

- Enables the transition of non-urban land to urban land.
- Sets the vision for how land should be developed and the desired outcomes to be achieved.
- Outlines projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle.
- Details the form and conditions that must be met by future land use and development.
- Determines the use and development controls that apply in the schedule to the Urban Growth Zone and what permits may be granted under the Schedule to the zone.
- Provides developers, investors and local communities with certainty about future development.
- Enables the assessment, protection and enhancement of biodiversity values in the context of the surrounding and long term urban development.

The Precinct Structure Plan is informed by:

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

1.2 LAND TO WHICH THE PRECINCT STRUCTURE PLAN APPLIES

Amended by C161

The Precinct Structure Plan applies to approximately 2,200 hectares of land within the Urban Growth Boundary (UGB) as illustrated in Plan 1. This land is predominantly zoned Urban Growth Zone (UGZ), Industrial 1 Zone (IN1Z), Mixed Use Zone (MUZ). A relatively small amount of land adjacent to the Melton Reservoir is zoned Rural Conservation Zone (RCZ). Amendment C84 will rezone all land to UGZ – Schedule 3 (UGZ3) to allow the implementation of this Precinct Structure Plan. For the purpose of the Precinct Structure Plan this land is referred to as the Toolern Precinct Structure Plan Area.

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

Inserted by C161

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

1.3 ROLE OF THE NATIVE VEGETATION PRECINCT PLAN

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

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

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

Inserted by C161

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

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

1.4 IMPLEMENTATION

The Precinct Structure Plan is implemented by:

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

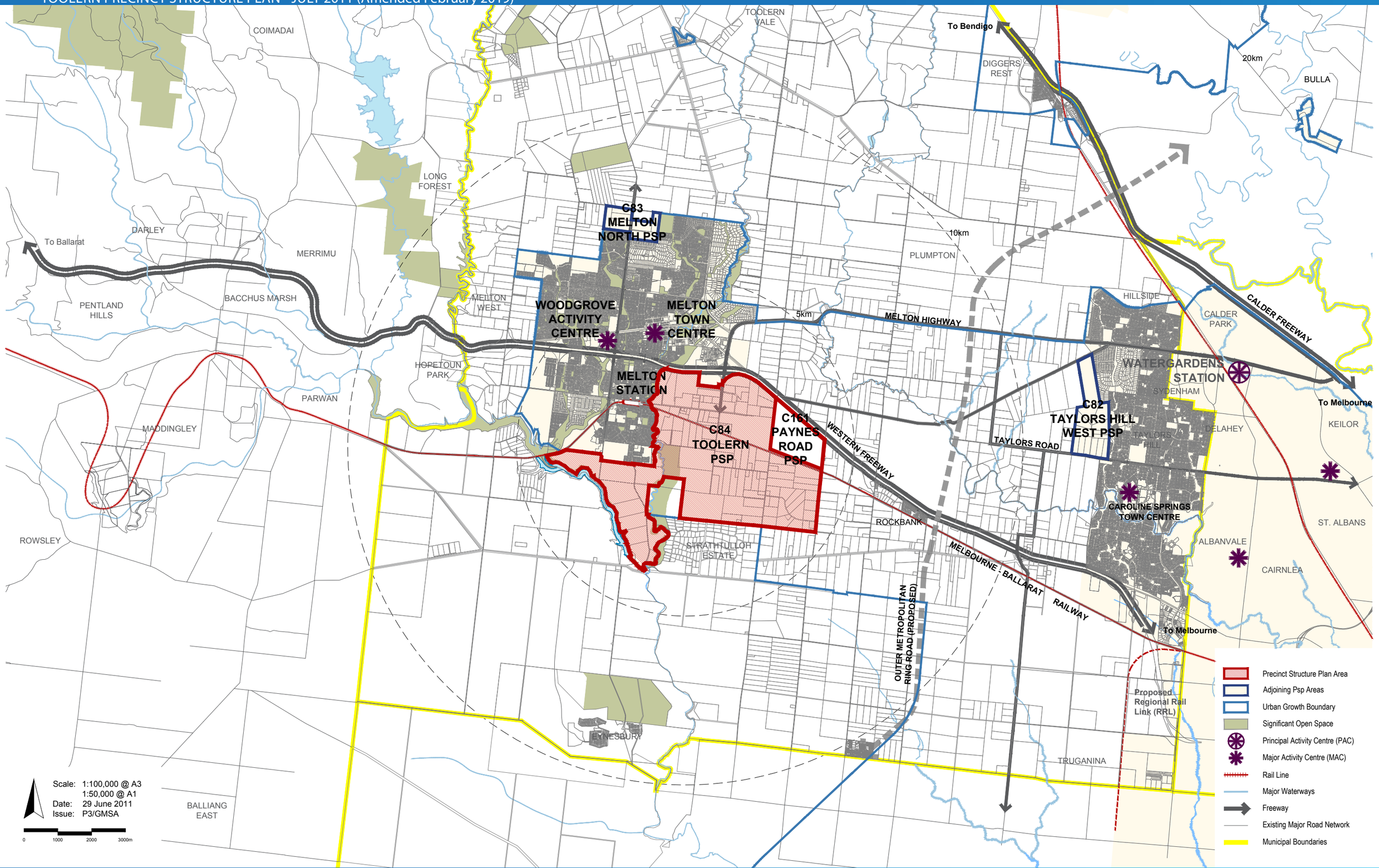
1.5 FURTHER REFERENCE MATERIAL

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

1.6 MONITORING AND REVIEW

Amended by C172

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.



plan 2

metropolitan & regional context

Amended by C161

2.0 LOCAL CONTEXT AND SITE DESCRIPTION

2.1 METROPOLITAN AND REGIONAL CONTEXT

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

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

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

2.1.1 MAJOR TRANSPORT LINKS

Amended by C172

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

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

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

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

2.1.2 ACTIVITY CENTRES

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

2.1.3 INDUSTRIAL LAND AND EMPLOYMENT

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

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

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

2.1.4 RESIDENTIAL LAND

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

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

2.1.5 REGIONAL OPEN SPACE

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

2.1.6 EXFORD ROAD CONSERVATION AREA

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

LONG FOREST
MELTON WEST
KURUNJANG
MELTON
PLUMPTON
WOODGROOVE ACTIVITY CENTRE
HIGHSTREET ACTIVITY CENTRE
BROOKFIELD
HOPETOUN PARK
MELTON SOUTH
ROCKBANK
KOROROIT CREEK
FERRIS ROAD
TOOLERN
MELTON BALLARAT RAIL LINE
WESTERN FREEWAY
PAYNES ROAD PSP
PARWAN
MT. COTTRELL ROAD
PAYNES ROAD
ROCKBANK TOWNSHIP
TOOLERN CREEK
MELTON RESERVOIR
EXFORD
STRATHTULLOH ESTATE
EYNESBURY
MOUNT COTTRELL

Scale: 1:50,000 @ A3
1:25,000 @ A1
Date: 29 June 2011
Issue: P3/GMSA

0 500 1000 1500m

- Precinct Structure Plan Area
- Paynes Road PSP Area
- Urban Growth Boundary
- Activity Centre
- Education/Community Facilities
- Melton Industrial Park
- Green Wedge Land
- Existing Urban Area
- Significant Open Space
- Railway Line & Existing Station
- Road Network

plan 3

local context

Amended by C172

2.2 LOCAL CONTEXT

2.2.1 HISTORY

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

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

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

2.2.2 WATERWAYS

TOOLERN CREEK

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

MELTON RESERVOIR

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

KORORROIT CREEK

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

2.2.3 SURROUNDING NEIGHBOURHOODS

MELTON SOUTH

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

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 it southern boundary on Greigs Road, but offers opportunity for road connections with Toolern. Stathtulloh is also the site of a heritage listed homestead located towards Toolern Creek, thought to have been built in the 1840's.

ROCKBANK

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

2.2.4 SPATIAL ISSUES

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

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2.2.5 TRANSPORT AND MOVEMENT

ROAD INFRASTRUCTURE

The Western Region has high car dependency due to current public transport service levels and a high proportion of the population 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 area and is a key opportunity to provide local amenity within a transport orientated development. The area is serviced by a single regional bus route to Sunshine and a number of limited local routes. Bus routes do not provide good internal connections and coverage to the outer areas of the municipality is poor. The lack of transit reach, frequency and circuitous nature of many of the routes might explain the low levels of public transport patronage in the area.

OUTER METROPOLITAN RING (OMR) TRANSPORT CORRIDOR

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

2.2.6 EMPLOYMENT AND ACTIVITY CENTRES

ACTIVITY CENTRES

The High Street Major Activity Centre (Melton Township's 'town centre') accommodates a broad range of uses in approximately 44,000m^2 of floorspace and is the principal concentration of civic, commercial and entertainment facilities in the Shire. The retail mix includes two independent supermarkets, several banks, real estate agents, boutique shops and a broad range of other commercial facilities. High Street also features a public transport interchange.

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

Both Major Activity Centres in Melton Township have structure plans that envisage significant expansion. Woodgrove Activity Centre is expected to reach 57,000m^2 and High Street is expected to reach 64,000m^2.

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

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

EMPLOYMENT

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

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

COMMUNITY FACILITIES

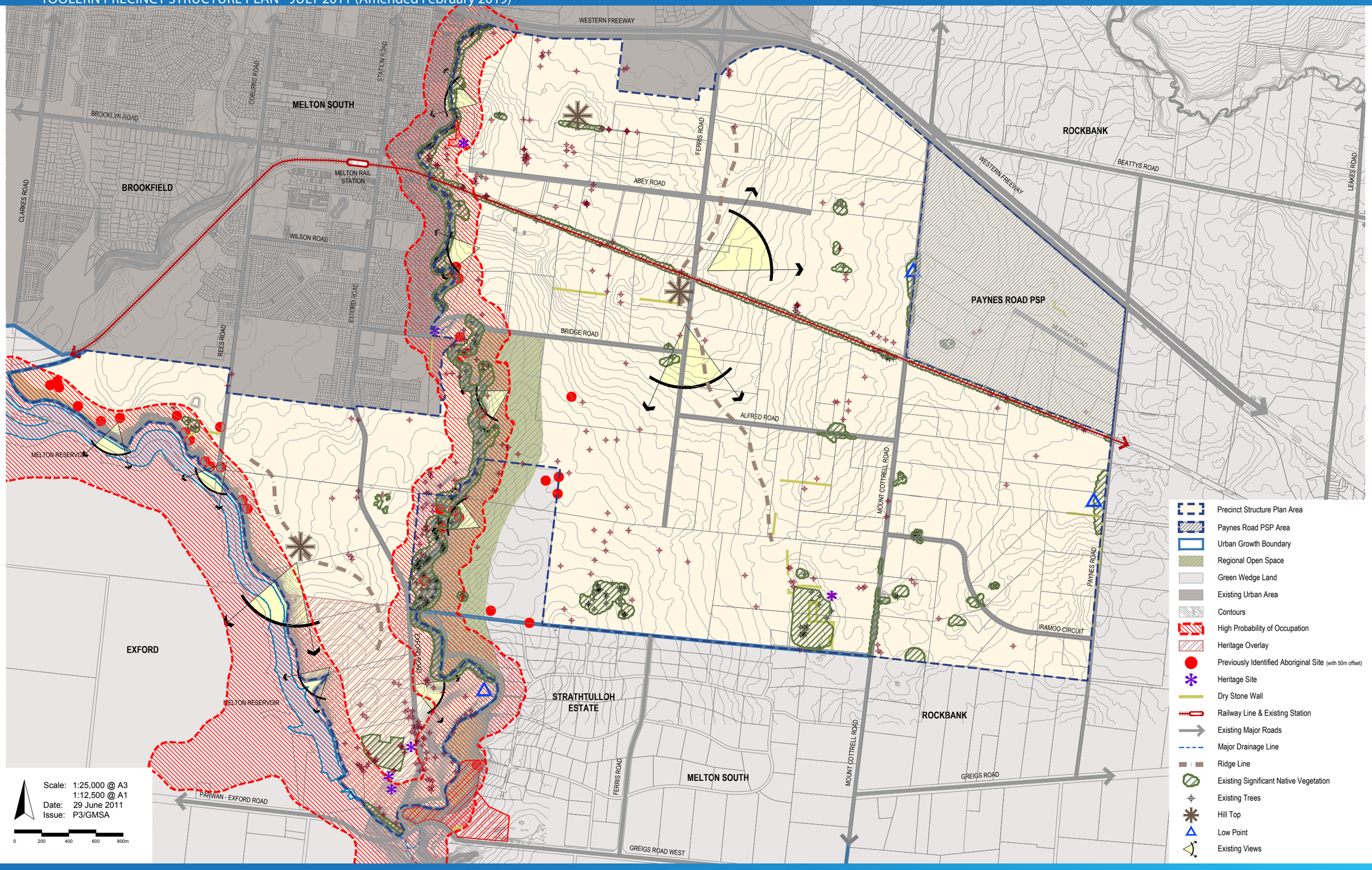
The Melton Township is well serviced by a range of community facilities including education, open space, active recreation areas, entertainment facilities, and health care facilities. The local area contains:

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

2.2.7 MELTON RECYCLED WATER PLANT (SURBITON PARK)

The Melton Recycled Water 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.

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

Amended by C172

2.3 PRECINCT FEATURES

2.3.1 HERITAGE

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

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

A number of dry stone walls and underground wells exist throughout the 'plains' of the Toolern landscape. The majority of the 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 Mt. Cottrell Road and three larger patches exist along the southern boundary of Area 2. They range from poor to relative good quality. This EVC also occurs in cluster patches south west of the precinct and is also referred to as Riverina Plains Grassy Woodland, which is synonymous with the Plains Woodland EVC. These patches are characterized by an intact indigenous tree canopy, with a highly modified understory. This EVC is classified as endangered in the bioregion.
- Plains Grassy Woodland (EVC 55) occurs as small patches in the eastern portion of Toolern with scattered remnants in the northwest. They range from relatively poor to moderate quality.
- Low Rainfall Plains Grassland (EVC 132_63) exists within the railway reserve and is of good quality. There are large areas of Plains Grassland in the East of Toolern which are degraded, treeless vegetation but contain a high density of indigenous grass species which are significant for the region.
- Lignum Swamp (EVC 104) occurs along Paynes Road, within the western portion of the rail reserve, to the north of the patch in the railway reserve and at the intersection of the Western Freeway and Ferris Road. These patches range from poor to good quality.
- Plains Swampy Woodland/Lignum Swamp Complex (EVC 784) exist in two areas along the southern boundary of Toolern on either side of Mt. Cottrell Road, in one area along Mt. Cottrell Road and one area along Alfred Road. They range from poor to moderate quality and considered extremely rare.
- In addition three vegetation communities currently listed as threatened under the FFG Act are present:
  - Grey Box – Buloke Grassy Woodland Community,
  - Western (Basalt) Plains Grassland Community; and
  - Western Basalt Plains (River Red Gum) Grassy Woodland Floristic Community 55-04
- The precinct also includes the Flora and Fauna Guarantee listed species Buloke (Allocasuarina 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.

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.

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

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

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

2.3.4 CATCHMENTS AND DRAINAGE

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

2.3.5 PHYSICAL SERVICES

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

2.3.6 GAS EASEMENT

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

2.3.7 ROADS AND ACCESS

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

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

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

2.3.8 BRIDGE ROAD BRIDGE

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

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

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

2.3.9 LAND USE AND LAND OWNERSHIP

Areas are shown in Plan 1 - Precinct Area.

AREA 1

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

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

AREA 2

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

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

AREA 3

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

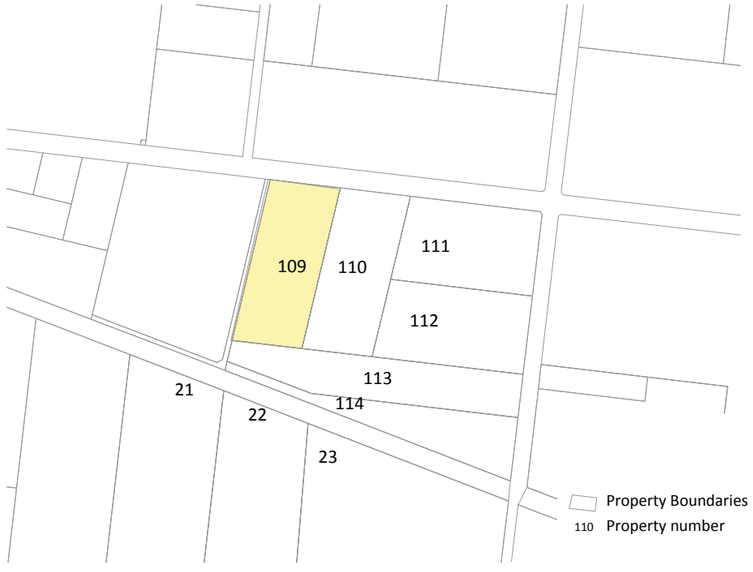
AREA 4

Amended by C161

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.

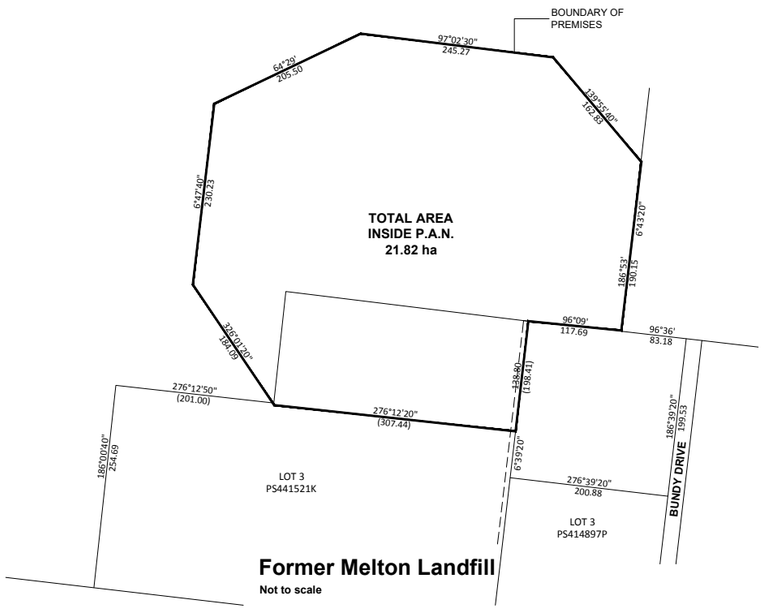
Figure 1: Location of Technochem Australia Pty Ltd



2.3.10 FORMER MELTON LANDFILL

The site of the former Melton Shire 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 south-east corner of the Precinct Structure Plan area, which is occupied by a number of dwellings. Several industrial buildings and their accompanying car-parks are scattered through Area 3, mainly along Ferris Road and 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.

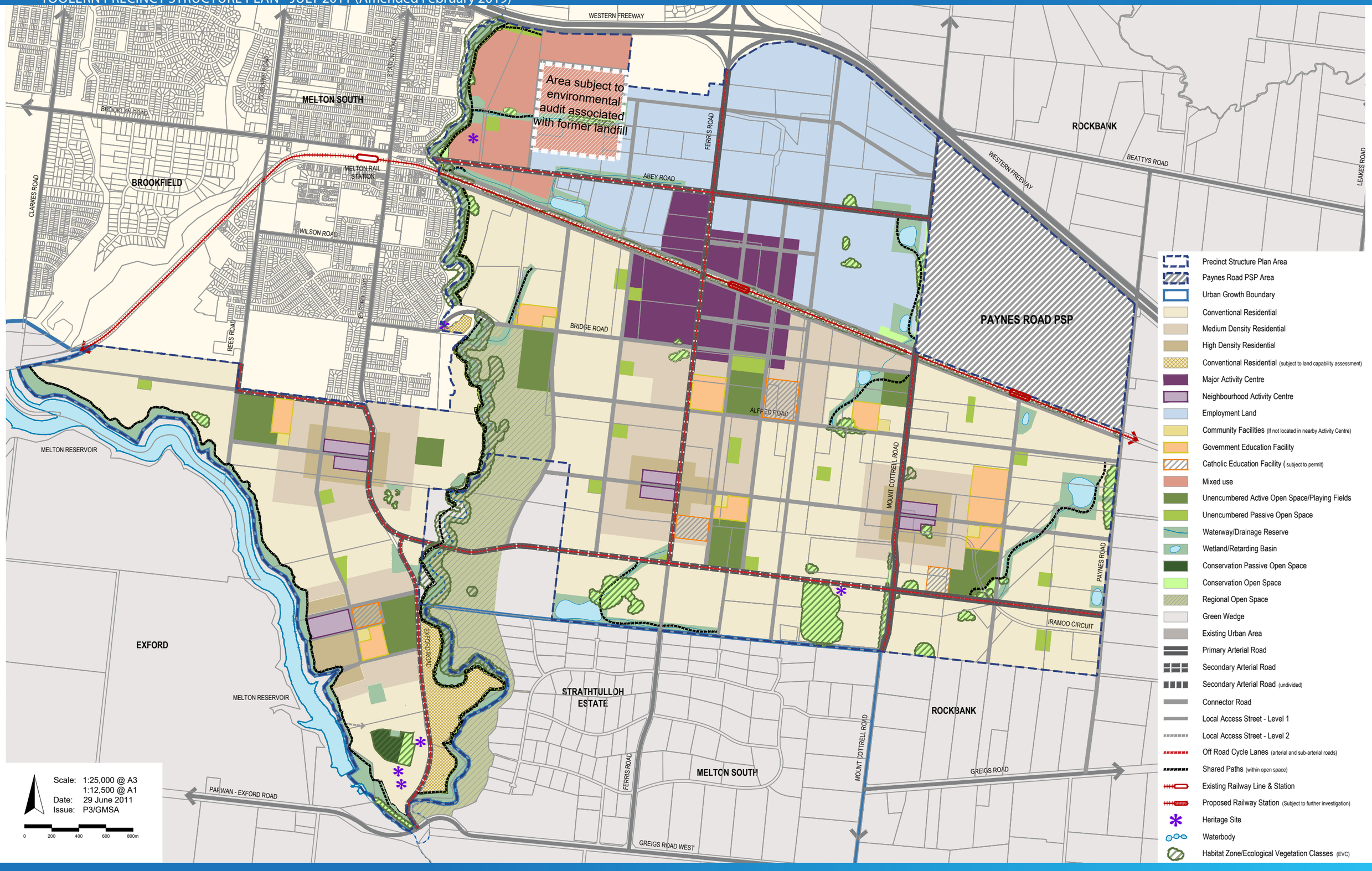
2.3.12 URBAN GROWTH BOUNDARY

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.

Inserted by C161

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



plan 5

future urban structure plan

Amended by C172

3.0 VISION AND URBAN STRUCTURE

3.1 VISION

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

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

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

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

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

3.2 URBAN STRUCTURE

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

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

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

3.2.1 ESTABLISH A SENSE OF PLACE AND COMMUNITY

Toolern will generate a population that will require a diverse range of social infrastructure. Within Melbourne's growth areas, social infrastructure is organised into a hierarchy of units relative to population catchment. The projected population of Toolern, estimated at approximately 55,000 people, yields units that span the spectrum of the growth areas social infrastructure hierarchy. The structure plan also takes into account current population and social infrastructure provision surrounding the subject area, and opportunities to accommodate higher order social infrastructure units within the Toolern area where existing gaps exist. This means that Toolern will need to provide higher order social infrastructure units as the community grows. Generally, social infrastructure has been distributed such that the higher order units are located in the Major Activity Centre and local level units within the Neighbourhood Activity Centres and Community Hubs to create local amenity and support walkable neighbourhoods.

3.2.2 GREATER HOUSING CHOICE, DIVERSITY AND AFFORDABILITY

Toolern will provide a range of housing that is 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 Railway station, framing the Major Activity Centre. This structure of densities will give more people better access to local employment, shopping and civic and community facilities, and lifestyle options not typically available in Melbourne's outer suburbs. A broad range of housing types will also be encouraged, including multi-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 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

Amended by C172

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

Employment and business opportunities will be facilitated by:

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

Amended by C161

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

3.2.5 PROVIDE BETTER TRANSPORT OPTIONS

Amended by C172

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

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

3.2.6 CLIMATE CHANGE AND ENVIRONMENTAL SUSTAINABILITY

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

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

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

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

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

3.3 LAND USE BUDGET

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

3.4 DEMOGRAPHIC PROJECTIONS

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

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

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

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

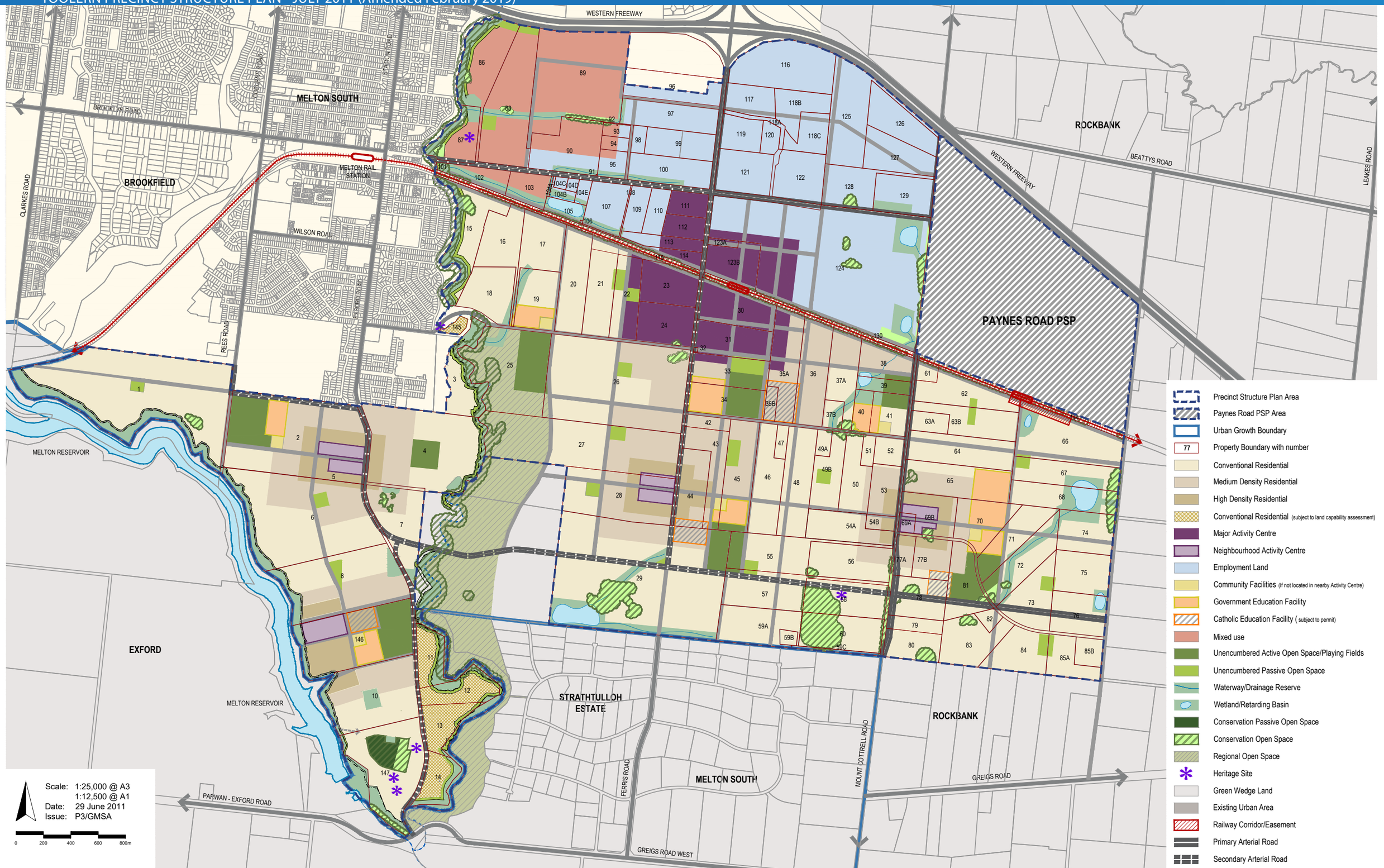
The key demographic and socio-economic differences between the Melton Township and the Eastern Corridor in 2006 include:

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

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

3.5 POPULATION PROJECTIONS

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



plan 6

land use budget

Amended by C172

Amended by C172

Table 1: Summary land use budget

DESCRIPTION	RESIDENTIAL AREA 1			RESIDENTIAL AREA 2			RESIDENTIAL AREA 3			TOTAL RESIDENTIAL PRECINCT			EMPLOYMENT AREA			Total Precinct		
	Hectares	% of Total Prec	% of NDA	Hectares	% of Total Prec	% of NDA	Hectares	% of Total Prec	% of NDA	Hectares	% of Total Prec	% of NDA	Hectares	% of Total Prec	% of NDA	Hectares	% of Total Prec	% of NDA
TOTAL PRECINCT AREA (including existing road reserves)	**454.55**	**21.7%**	**20.2%**	**1,082.60**	**51.8%**	**52.1%**	**131.47**	**6.3%**	**5.7%**	**1,668.62**	**79.8%**	**77.9%**	**422.07**	**20.2%**	**22.1%**	**2,090.69**	**100.0%**	**100.0%**
TRANSPORT																		
6 Lane Arterial Roads	0.00	0.00%	0.00%	13.43	1.24%	1.67%	0.00	0.00%	0.00%	13.43	0.80%	1.11%	5.94	1.41%	1.74%	19.37	0.93%	1.25%
4 Lane Arterial Roads	9.43	2.07%	3.02%	13.44	1.24%	1.67%	0.90	0.68%	1.02%	23.77	1.42%	1.97%	0.04	0.01%	0.01%	23.81	1.14%	1.54%
Local Bus Interchange	0.00	0.00%	0.00%	0.00	0.00%	0.00%	1.00	0.76%	1.13%	1.00	0.06%	0.08%	0.00	0.00%	0.00%	1.00	0.05%	0.06%
Railway Corridors / Easements	0.00	0.00%	0.00%	2.35	0.22%	0.29%	8.05	6.12%	9.09%	10.40	0.62%	0.86%	13.09	3.10%	3.84%	23.49	1.12%	1.52%
SUB-TOTAL	**9.43**	**2.07%**	**3.02%**	**29.22**	**2.70%**	**3.63%**	**9.95**	**7.57%**	**11.24%**	**48.59**	**2.91%**	**4.03%**	**19.07**	**4.52%**	**5.59%**	**67.66**	**3.24%**	**4.38%**
COMMUNITY FACILITIES																		
Community Services Facilities	1.60	0.35%	0.51%	5.70	0.53%	0.71%	0.00	0.00%	0.00%	7.30	0.44%	0.61%	0.00	0.00%	0.00%	7.30	0.35%	0.47%
Civic	0.00	0.00%	0.00%	4.00	0.37%	0.50%	0.00	0.00%	0.00%	4.00	0.24%	0.33%	0.00	0.00%	0.00%	4.00	0.19%	0.26%
Justice	0.00	0.00%	0.00%	0.00	0.00%	0.00%	2.00	1.52%	2.26%	2.00	0.12%	0.17%	0.00	0.00%	0.00%	2.00	0.10%	0.13%
Major Activity Centre Public Space	0.00	0.00%	0.00%	0.40	0.04%	0.05%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.40	0.02%	0.03%
Emergency	0.00	0.00%	0.00%	0.00	0.00%	0.00%	1.00	0.76%	1.13%	1.00	0.06%	0.08%	0.00	0.00%	0.00%	1.00	0.05%	0.06%
SUBTOTAL	**1.60**	**0.35%**	**0.51%**	**10.10**	**0.93%**	**1.25%**	**3.00**	**2.28%**	**3.39%**	**14.70**	**0.88%**	**1.22%**	**0.00**	**0.00%**	**0.00%**	**14.70**	**0.70%**	**0.95%**
GOVERNMENT EDUCATION																		
Government Schools	7.00	1.54%	2.24%	31.08	2.87%	3.86%	0.00	0.00%	0.00%	38.08	2.28%	3.16%	0.00	0.00%	0.00%	38.08	1.82%	2.46%
SUBTOTAL	**7.00**	**1.54%**	**2.24%**	**31.08**	**2.87%**	**3.86%**	**0.00**	**0.00%**	**0.00%**	**38.08**	**2.28%**	**3.16%**	**0.00**	**0.00%**	**0.00%**	**38.08**	**1.82%**	**2.46%**
OPEN SPACE																		
ENCUMBERED LAND AVAILABLE FOR RECREATION																		
Power easements	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%
Gas Easements	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%
Water / Sewer Pipe Easement	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%
Waterway / Drainage Line / Wetland / retarding	49.12	10.81%	15.75%	51.33	4.74%	6.38%	13.29	10.11%	15.01%	113.74	6.82%	9.44%	22.97	5.44%	6.74%	136.71	6.54%	8.84%
Heritage	0.00	0.00%	0.00%	0.00	0.00%	0.00%	1.06	0.81%	1.20%	1.06	0.06%	0.09%	0.00	0.00%	0.00%	1.06	0.05%	0.07%
Conservation	3.41	0.75%	1.09%	29.16	2.69%	3.62%	1.25	0.95%	1.41%	33.82	2.03%	2.81%	4.90	1.16%	1.44%	38.72	1.85%	2.50%
Landfill	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	21.82	5.17%	6.40%	21.82	1.04%	1.41%
SUB-TOTAL	**52.53**	**11.56%**	**16.84%**	**80.49**	**7.43%**	**10.00%**	**15.60**	**11.87%**	**17.62%**	**148.62**	**8.91%**	**12.33%**	**49.69**	**11.77%**	**14.57%**	**198.31**	**9.49%**	**12.82%**
UNENCUMBERED LAND AVAILABLE FOR RECREATION																		
Active Open Space	22.99	5.1%	7.37%	29.77	2.7%	3.70%	0.00	0.00%	0.00%	52.76	0.03	4.38%	0.00	0.00%	0.00%	52.76	2.52%	3.41%
Passive Open Space	25.07	5.5%	8.04%	18.89	1.7%	2.35%	4.33	3.29%	4.89%	48.29	0.03	4.01%	0.00	0.00%	0.00%	48.29	2.31%	3.12%
SUBTOTAL OPEN SPACE	**48.06**	**10.6%**	**15.41%**	**48.66**	**4.5%**	**6.05%**	**4.33**	**3.29%**	**4.89%**	**101.05**	**0.06**	**8.38%**	**0.00**	**0.00%**	**0.00%**	**101.05**	**4.83%**	**6.53%**
Other - Regional Park	0.00	0.0%	0.00%	46.94	4.3%	5.83%	0.00	0.0%	0.00%	46.94	2.8%	3.89%	0.00	0.0%	0.00%	46.94	2.2%	3.04%
SUBTOTAL REGIONAL OPEN SPACE	**0.00**	**0.0%**	**0.00%**	**46.94**	**4.3%**	**5.83%**	**0.00**	**0.00%**	**0.00%**	**46.94**	**2.8%**	**3.89%**	**0.00**	**0.00%**	**0.00%**	**46.94**	**2.25%**	**3.03%**
OTHER																		
Existing Road Reserves	11.03	2.43%	3.54%	19.25	1.78%	2.39%	10.04	7.64%	11.34%	40.32	2.42%	3.35%	12.29	2.91%	3.60%	52.61	2.52%	3.40%
Balance of Land subject to Land Capability Assessment	10.46	2.30%	3.35%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	10.46	1046.00%	1046.00%	0.00	0.00%	0.00%	10.46	0.50%	0.00%
Identified Non-Government Schools#	2.55	0.56%	0.82%	12.00	1.11%	1.49%	0.00	0.00%	0.00%	14.55	0.87%	1.21%	0.00	0.00%	0.00%	14.55	0.70%	0.94%
SUBTOTAL	**24.04**	**5.29%**	**7.71%**	**31.25**	**2.89%**	**3.88%**	**10.04**	**7.64%**	**11.34%**	**65.33**	**3.92%**	**5.42%**	**12.29**	**2.91%**	**3.60%**	**77.62**	**3.71%**	**4.34%**
NET DEVELOPABLE AREA (NDA) ha	**311.89**	**68.62%**	**45.7%**	**804.87**	**74.35%**	**34.5%**	**88.55**	**67.35%**	**48.5%**	**1,205.31**	**72.23%**	**38.4%**	**341.02**	**80.80%**	**18.2%**	**1,546.33**	**73.96%**	**34.5%**

Amended by C172

Table 2: Property Specific land use budgets

Amended by C161

		TRANSPORT				COMMUNITY						ENCUMBERED LAND AVAILABLE FOR RECREATION							UNENCUMBERED LAND FOR RECREATION		OTHER						KEY PERCENTAGES				PASSIVE OPEN SPACE			OTHER LAND USES	
PROPERTY NUMBER	TOTAL AREA (HECTARES)	6 LANE ARTERIAL ROAD/WIDENING	4 LANE ARTERIAL ROAD / WIDENING	LOCAL BUS INTERCHANGE ***	RAILWAY RESERVATION	COMMUNITY FACILITIES	CIVIC	JUSTICE	EMERGENCY	MAJOR ACTIVITY CENTRE PUBLIC SPACE	GOVERNMENT EDUCATION	POWER EASEMENTS	GAS EASEMENTS	WATER/SEWER PIPE EASEMENT	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	HERITAGE	CONSERVATION	LANDFILL	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE*	IDENTIFIED NON-GOVERNMNET SCHOOLS #	REGIONAL PARK	BALANCE OF LAND SUBJECT TO LAND CAPABILITY ASSESSMENT	VHR	EXISTING ROAD RESERVES NOT ALLOCATED FOR DEVELOPMENT	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVPT AREA % OF PRECINCT	ACITVE OPEN SPACE% NDA	PASSIVE OPEN SPACE % NDA	TOTAL PASSIVE & ACTIVE OPEN SPACE %	PASSIVE OPEN SPACE DEL TARGET %*	DIFFERENCE % NDA	DIFFERENCE AREA HA	ACTIVITY CENTRE / COMMERICAL	OTHER
PRECINCT 1																																			
Property 1	76.82		0.20												11.45		0.86			2.70						61.61	80.20%	0.00%	4.38%	4.38%	3.97%	-0.41%	-0.25		
Property 2	56.77		4.55			0.80					3.50								9.83	0.03						38.06	67.04%	25.83%	0.08%	25.91%	3.97%	-3.89%	-1.48	6.09	
Property 3	12.73														5.06					1.52						6.15	48.31%	0.00%	24.72%	24.72%	3.97%	20.75%	1.28		
Property 4	46.36														2.60				4.00	1.48						38.28	82.57%	10.45%	3.87%	14.32%	3.97%	-0.10%	-0.04		
Property 5	0.10																									0.10	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00		
Property 6	57.05		0.41												3.38					1.89						51.37	90.05%	0.00%	3.68%	3.68%	3.97%	-0.29%	-0.15	0.00	
Property 7	17.22		1.91												1.11		0.55			0.07						13.58	78.88%	0.00%	0.52%	0.52%	3.97%	-3.45%	-0.47		
Property 8	37.15		0.04												3.35					1.63						32.13	86.48%	0.00%	5.07%	5.07%	3.97%	1.10%	0.35		
Property 9	7.88														7.88											0.00	0.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00		
Property 10	30.15		0.23												1.55					0.52						27.85	92.37%	0.00%	1.87%	1.87%	3.97%	-2.10%	-0.59		
Property 11	8.15		0.06												2.35					2.75				1.00		2.00	**	0.00%	**	**	3.97%	**	**		
Property 12	10.30		0.14												1.95					4.34				1.87		2.00	**	0.00%	**	**	3.97%	**	**		
Property 13	8.89		0.59												0.23					2.20				3.87		2.00	**	0.00%	**	**	3.97%	**	**		
Property 14	8.16		0.63												2.17					1.12				2.24		2.00	**	0.00%	**	**	3.97%	**	**		
Property 145	1.48																							1.48		0.00	**	0.00%	**	**	3.97%	**	**		
Property 146	34.72		0.42			0.80					3.50				2.22				9.16	0.60	2.55					15.47	44.56%	59.21%	3.88%	63.09%	3.97%	-0.09%	-0.01	4.53	
Property 147	29.59		0.26												3.82		2.00			4.22						19.29	65.19%	0.00%	21.88%	21.88%	3.97%	17.91%	3.45		
SUB-TOTAL	**443.52**	**0.00**	**9.43**	**0.00**	**0.00**	**1.60**	**0.00**	**0.00**	**0.00**	**0.00**	**7.00**	**0.00**	**0.00**	**0.00**	**49.12**	**0.00**	**3.41**	**0.00**	**22.99**	**25.07**	**2.55**	**0.00**	**10.46**	**0.00**	**0.00**	**311.89**	**70.32%**	**7.37%**	**8.04%**	**15.41%**		**3.40%**	**2.09**	**10.62**	**0.00**
Road reserves	11.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00%	0.00%	0.00%		0.00%	0.00	0.00	0.00
SUB-TOTAL	**11.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**11.03**	**0.00**	**0.0%**	**0.00%**	**0.00%**	**0.00%**		**0.00%**	**0.00**	**0.00**	**0.00**
TOTAL AREA 1	**454.55**	**0.00**	**9.43**	**0.00**	**0.00**	**1.60**	**0.00**	**0.00**	**0.00**	**0.00**	**7.00**	**0.00**	**0.00**	**0.00**	**49.12**	**0.00**	**3.41**	**0.00**	**22.99**	**25.07**	**2.55**	**0.00**	**10.46**	**0.00**	**11.03**	**311.89**	**68.62%**	**7.37%**	**8.04%**	**15.41%**				**10.62**	**0.00**

*Passive open space contribution is to be made via Clause 52.01
**Net Developable Area and Passive Open Space contribution to be determined via a Land capability assessment
The figures specified in this column have been adjusted using the equivalency ratio for non-government schools contained within the Toolern Development Contributions Plan. Refer to the PSP for the actual land-take for each identified non-government school site.

PRECINCT 2																																			
Property 15	17.98														6.14		0.93			1.84						9.07	50.44%	0.00%	20.29%	20.29%	3.97%	16.32%	1.48		
Property 16	12.98										0.02				0.40											12.56	96.76%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.50		
Property 17	12.95										0.12				0.51											12.32	95.14%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.49		
Property 18	12.94														0.65					0.09						12.20	94.28%	0.00%	0.74%	0.74%	3.97%	-3.23%	-0.39		
Property 19	12.95					0.80					3.50				1.26											7.39	57.07%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.29		
Property 20	15.15																									15.15	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.60		
Property 21	14.10																			0.28						13.82	98.01%	0.00%	2.03%	2.03%	3.97%	-1.94%	-0.27		
Property 22	12.44																			1.99						10.45	84.00%	0.00%	19.04%	19.04%	3.97%	15.07%	1.58	4.81	
Property 23	12.04		0.02																	0.05						11.97	99.42%	0.00%	0.42%	0.42%	3.97%	-3.55%	-0.43	11.63	
Property 24	11.91																0.19									11.72	98.40%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.47	11.69	
Property 25	31.77														1.36							30.41				0.00	0.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00		
Property 26	62.80		0.12														0.79			1.00		0.87				60.02	95.57%	0.00%	1.67%	1.67%	3.97%	-2.30%	-1.38		
Property 27	47.45		0.11																	1.12		15.66				30.56	64.40%	0.00%	3.66%	3.66%	3.97%	-0.31%	-0.09	0.43	
Property 28	27.18		0.12																	1.00						26.06	95.88%	0.00%	3.84%	3.84%	3.97%	-0.13%	-0.03	4.73	
Property 29	100.18		5.79												13.63		6.49		4.28	0.18	2.36					67.45	67.33%	6.35%	0.27%	6.61%	3.97%	-3.70%	-2.50		
Property 30	14.15		0.50							0.40																13.25	93.64%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.53	13.65	
Property 31	12.95		0.35			2.50	4.00													0.29						5.81	44.86%	0.00%	4.99%	4.99%	3.97%	1.02%	0.06	6.10	
Property 32	0.10		0.05																							0.05	50.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00	0.05	
Property 33	12.25		0.34								1.16								2.72	2.62	0.08					5.33	43.51%	51.03%	49.16%	100.19%	3.97%	45.19%	2.41	1.71	
Property 34	12.15		0.32								5.04								5.18		0.21					1.40	11.52%	370.00%	0.00%	370.00%	3.97%	-3.97%	-0.06		
Property 35A	15.44																				3.57					11.87	76.88%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.47	4.81	
Property 35B	2.03																				1.70					0.33	16.26%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.01		
Property 36	16.30																				0.42					15.88	97.42%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.63		
Property 37A	12.30														0.71		0.46									11.13	90.49%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.44		
Property 37B	2.87														1.09		0.12									1.66	57.84%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.07		
Property 38	8.94	0.18													1.69				0.73							6.34	70.92%	11.51%	0.00%	11.51%	3.97%	-3.97%	-0.25		

Victorian Planning Authority

Table 2: Property Specific land use budgets (continued)

Amended by C172

		TRANSPORT				COMMUNITY						ENCUMBERED LAND AVAILABLE FOR RECREATION							UNENCUMBERED LAND FOR RECREATION		OTHER							KEY PERCENTAGES				PASSIVE OPEN SPACE			OTHER LAND USES	
PROPERTY NUMBER	TOTAL AREA (HECTARES)	6 LANE ARTERIAL ROAD/WIDENING	4 LANE ARTERIAL ROAD / WIDENING	LOCAL BUS INTERCHANGE ***	RAILWAY RESERVATION	COMMUNITY FACILITIES	CIVIC	JUSTICE	EMERGENCY	MAJOR ACTIVITY CENTRE PUBLIC SPACE	GOVERNMENT EDUCATION	POWER EASEMENTS	GAS EASEMENTS	WATER/SEWER PIPE EASEMENT	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	HERITAGE	CONSERVATION	LANDFILL	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE*	IDENTIFIED NON-GOVERNMNET SCHOOLS #	REGIONAL PARK	BALANCE OF LAND SUBJECT TO LAND CAPABILITY ASSESSMENT	VHR	EXISTING ROAD RESERVES NOT ALLOCATED FOR DEVELOPMENT	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVPT AREA % OF PRECINCT	ACITVE OPEN SPACE% NDA	PASSIVE OPEN SPACE % NDA	TOTAL PASSIVE & ACTIVE OPEN SPACE %	PASSIVE OPEN SPACE DEL TARGET %*	DIFFERENCE % NDA	DIFFERENCE AREA HA	ACTIVITY CENTRE / COMMERICAL	OTHER
Property 39	3.91	0.10													1.96				1.86							0.00	0.00%	186.00%	0.00%	186.00%	3.97%	-3.97%	1.86		
Property 40	4.01										2.47				1.35		0.17									0.02	0.50%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00		
Property 41	8.05	0.27				0.80					1.24				0.68				1.97							3.09	38.39%	63.75%	0.00%	63.75%	3.97%	-3.97%	-0.12		
Property 42	3.04		0.13																							2.91	95.72%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.12		
Property 43	11.77		0.23			0.43					0.43								0.29		0.17					10.22	86.83%	2.84%	0.00%	2.84%	3.97%	-3.97%	-0.41		
Property 44	12.18		0.81																		0.93					10.44	85.71%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.41		
Property 45	17.29					0.37					3.07								1.08	1.59						11.18	64.66%	9.66%	14.22%	23.88%	3.97%	10.25%	1.15		
Property 46	15.23																									15.23	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.60		
Property 47	2.03																									2.03	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.08		
Property 48	17.02																									17.02	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.68		
Property 49A	2.02																0.04									1.98	98.02%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.08		
Property 49B	10.38																0.32			1.00						9.06	87.28%	0.00%	11.04%	11.04%	3.97%	7.07%	0.64		
Property 50	10.31																0.16									10.15	98.45%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.40		
Property 51	2.02																0.01									2.01	99.50%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.08		
Property 52	4.26	0.16																								4.10	96.24%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.16		
Property 53	7.94	0.32																								7.62	95.97%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.30		
Property 54A	11.49	0.10																								11.39	99.13%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.45		
Property 54B	2.33	0.10																								2.23	95.71%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.09		
Property 55	17.12	0.01															0.04		2.69	0.87						13.51	78.91%	19.91%	6.44%	26.35%	3.97%	2.47%	0.33		
Property 56	15.00																0.38									14.62	97.47%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.58		
Property 57	17.23		2.25														0.05		0.28	0.38						14.27	82.82%	1.96%	2.66%	4.63%	3.97%	-1.31%	-0.19		
Property 58	14.92		2.28														4.96									7.68	51.47%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.30		
Property 59A	14.72														0.08											14.64	99.46%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.58		
Property 59B	1.33																									1.33	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.05		
Property 59C	1.29																0.15									1.14	88.37%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.05		
Property 60	15.01																7.08									7.93	52.83%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.31		
Property 61	2.07	0.21																								1.86	89.86%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.07		
Property 62	13.61	0.22			0.4															0.33						12.66	93.00%	0.00%	2.61%	2.61%	3.97%	-1.36%	-0.17		
Property 63A	4.06	0.22																								3.84	94.58%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.15		
Property 63B	12.75	0.11																		0.64						12.00	94.12%	0.00%	5.33%	5.33%	3.97%	1.36%	0.16		
Property 64	16.84	0.35																								16.49	97.92%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.65		
Property 65	18.53	0.38									5.86						0.53									11.76	63.46%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.47		
Property 66	24.55				1.95										2.00		0.17			0.20						20.23	82.42%	0.00%	0.99%	0.99%	3.97%	-2.98%	-0.60		
Property 67	13.59														2.17		1.11			0.80						9.51	69.98%	0.00%	8.41%	8.41%	3.97%	4.44%	0.42		
Property 68	13.58														5.41		0.96									7.21	53.09%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.29		
Property 69A	1.67	0.23																								1.44	86.23%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.06	1.45	
Property 69B	10.46	0.25															0.69									9.52	91.01%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.38	3.57	
Property 70	12.07					0.80					6.52								0.07							4.68	38.77%	1.50%	0.00%	1.50%	3.97%	-3.97%	-0.19		
Property 71	12.07										1.53				0.19				2.50							7.85	65.04%	31.85%	0.00%	31.85%	3.97%	-3.97%	-0.31		
Property 72	13.74	0.05													5.73				1.13							6.83	49.71%	16.54%	0.00%	16.54%	3.97%	-3.97%	-0.27		
Property 73	13.25	1.76													0.17					0.90						10.42	78.64%	0.00%	8.64%	8.64%	3.97%	4.67%	0.49		
Property 74	12.01														2.29		0.67									9.05	75.35%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.36		
Property 75	12.02														0.40					0.10						11.52	95.84%	0.00%	0.87%	0.87%	3.97%	-3.10%	-0.36		
Property 76	11.97	1.81													1.19					0.01						8.96	74.85%	0.00%	0.11%	0.11%	3.97%	-3.86%	-0.35		
Property 77A	4.06	0.90															0.03									3.13	77.09%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.12		
Property 77B	8.01																0.12				0.75					7.14	89.14%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.28		
Property 78	11.98	2.93	0.02														0.58				1.46					6.99	58.35%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.28		
Property 79	4.10	0.45															0.05									3.60	87.80%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.14		
Property 80	8.44	0.79															1.21									6.44	76.30%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.26		
Property 81	12.09	1.52									0.12				0.27		0.01		4.99		0.35					4.83	39.95%	103.31%	0.00%	103.31%	3.97%	-3.97%	-0.19		
Property 82	1.93	0.01																								1.92	99.48%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.08		
Property 83	13.68																0.69									12.99	94.96%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.52		
Property 84	11.98																			1.06						10.92	91.15%	0.00%	9.71%	9.71%	3.97%	5.74%	0.63		
Property 85A	7.98																			0.55						7.43	93.11%	0.00%	7.40%	7.40%	3.97%	3.43%	0.26		

Table 2: Property Specific land use budgets (continued)

Amended by C172

		TRANSPORT				COMMUNITY						ENCUMBERED LAND AVAILABLE FOR RECREATION							UNENCUMBERED LAND FOR RECREATION		OTHER						KEY PERCENTAGES				PASSIVE OPEN SPACE		
PROPERTY NUMBER	TOTAL AREA (HECTARES)	6 LANE ARTERIAL ROAD/WIDENING	4 LANE ARTERIAL ROAD / WIDENING	LOCAL BUS INTERCHANGE ***	RAILWAY RESERVATION	COMMUNITY FACILITIES	CIVIC	JUSTICE	EMERGENCY	MAJOR ACTIVITY CENTRE PUBLIC SPACE	GOVERNMENT EDUCATION	POWER EASEMENTS	GAS EASEMENTS	WATER/SEWER PIPE EASEMENT	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	HERITAGE	CONSERVATION	LANDFILL	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE*	IDENTIFIED NON-GOVERNMNET SCHOOLS #	REGIONAL PARK	BALANCE OF LAND SUBJECT TO LAND CAPABILITY ASSESSMENT	VHR	EXISTING ROAD RESERVES NOT ALLOCATED FOR DEVELOPMENT	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVPT AREA % OF PRECINCT	ACITVE OPEN SPACE% NDA	PASSIVE OPEN SPACE % NDA	TOTAL PASSIVE & ACTIVE OPEN SPACE %	PASSIVE OPEN SPACE DEL TARGET %*	DIFFERENCE % NDA	DIFFERENCE AREA HA
Property 85B	4.06																									4.06	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.16
SUB-TOTAL	**1063.35**	**13.43**	**13.44**	**0.00**	**2.35**	**5.70**	**4.00**	**0.00**	**0.00**	**0.40**	**31.08**	**0.00**	**0.00**	**0.00**	**51.33**	**0.00**	**29.16**	**0.00**	**29.77**	**18.89**	**12.00**	**46.94**	**0.00**	**0.00**	**0.00**	**804.87**	**75.69%**	**3.70%**	**2.35%**	**6.05%**		**-1.62%**	**-11.20**
Precinct 2 road reserves	19.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.25	0.00	0.00%	0.00%	0.00%	0.00%			0.00
SUB-TOTAL	**19.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**19.25**	**0.00**	**0.0%**	**0.00%**	**0.00%**	**0.00%**			**0.00**
TOTAL AREA 2	**1082.60**	**13.43**	**13.44**	**0.00**	**2.35**	**5.70**	**4.00**	**0.00**	**0.00**	**0.40**	**31.08**	**0.00**	**0.00**	**0.00**	**51.33**	**0.00**	**29.16**	**0.00**	**29.77**	**18.89**	**12.00**	**46.94**	**0.00**	**0.00**	**19.25**	**804.87**	**74.35%**	**3.70%**	**2.35%**	**6.05%**			

*Passive open space contribution is to be made via Clause 52.01
**Net Developable Area and Passive Open Space contribution to be determined via a Land capability assessment
The figures specified in this column have been adjusted using the equivalency ratio for non-government schools contained within the Toolern Development Contributions Plan. Refer to the PSP for the actual land-take for each identified non-government school site.

PRECINCT 3																																
Property 86	19.26														4.73		0.37			1.96						12.20	63.34%	0.00%	16.07%	16.07%	3.97%	12.10%	1.48
Property 87	10.36		0.55												2.53	1.06	0.57			0.64						5.01	48.36%	0.00%	12.77%	12.77%	3.97%	8.80%	0.44
Property 88	29.27		0.08												1.60		0.31			1.61						25.67	87.70%	0.00%	6.27%	6.27%	3.97%	2.30%	0.59
Property 101	0.07														0.07											0.00	0.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00
Property 102	6.31														2.72					0.12						3.47	54.99%	0.00%	3.46%	3.46%	3.97%	-0.51%	-0.02
Property 103	6.53														1.64											4.89	74.89%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.19
Property 111	4.92		0.02																							4.90	99.59%	0.00%	0.00%	0.00%	3.97%		
Property 112	4.90		0.02																							4.88	99.59%	0.00%	0.00%	0.00%	3.97%		
Property 113 (MAC) Part	2.78		0.01																							2.77	99.64%	0.00%	0.00%	0.00%	3.97%		
Property 114 (MAC) Part	2.82		0.02																							2.80	99.29%	0.00%	0.00%	0.00%	3.97%		
Property 115	8.05				8.05																					0.00	0.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00
Property 123A	1.10		0.02																							1.08	98.18%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.04
Property 123B	10.55		0.06	1***				2.00	1.00																	6.49	61.52%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.26
Property 124 (MAC) Part	14.51		0.12																							14.39	99.17%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.57
SUB-TOTAL	**121.43**	**0.00**	**0.90**	**1.00**	**8.05**	**0.00**	**0.00**	**2.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**13.29**	**1.06**	**1.25**	**0.00**	**0.00**	**4.33**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**88.55**	**72.9%**	**0.00%**	**4.89%**	**4.89%**		**0.92%**	**2.30**
Road reserves	10.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.04	0.00	0.00%	0.00%	0.00%	0.00%			0.00
SUB-TOTAL	**10.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**10.04**	**0.00**	**0.00%**	**0.00%**	**0.00%**	**0.00%**			0.00
TOTAL AREA 3	**131.47**	**0.00**	**0.90**	**1.00**	**8.05**	**0.00**	**0.00**	**2.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**13.29**	**1.06**	**1.25**	**0.00**	**0.00**	**4.33**	**0.00**	**0.00**	**0.00**	**0.00**	**10.04**	**88.55**	**67.35%**	**0.00%**	**4.89%**	**4.89%**			

*Passive open space contribution is to be made via Clause 52.01
**Net Developable Area and Passive Open Space contribution to be determined via a Land capability assessment
The figures specified in this column have been adjusted using the equivalency ratio for non-government schools contained within the Toolern Development Contributions Plan. Refer to the PSP for the actual land-take for each identified non-government school site.

PRECINCT 4																																
Property 89	45.80	0.01													1.65		0.58	17.43								26.13	57.05%						
Property 90	17.45	0.12													1.37		0.48	4.39								11.09	63.55%						
Property 91	0.01														0.01											0.00	0.00%						
Property 92	0.13														0.04		0.04									0.05	38.46%						
Property 93	1.89														0.04		0.09									1.76	93.12%						
Property 94	2.00																									2.00	100.00%						
Property 95	4.00		0.01												0.79											3.20	80.00%						
Property 96	6.56	0.02																								6.54	99.70%						
Property 97	13.23	0.02													0.46											12.75	96.37%						
Property 98	2.01																									2.01	100.00%						
Property 99	10.01	0.02																								9.99	99.80%						
Property 100	12.14	0.02													1.62											10.50	86.49%						
Property 104A	0.24														0.24											0.00	0.00%						
Property 104B	1.55														1.11											0.44	28.39%						
Property 104C	0.76																									0.76	100.00%						
Property 104D	0.76																									0.76	100.00%						
Property 104E	1.69														0.36											1.33	78.70%						
Property 105	3.70														2.98											0.72	19.46%						

Table 2: Property Specific land use budgets (continued)

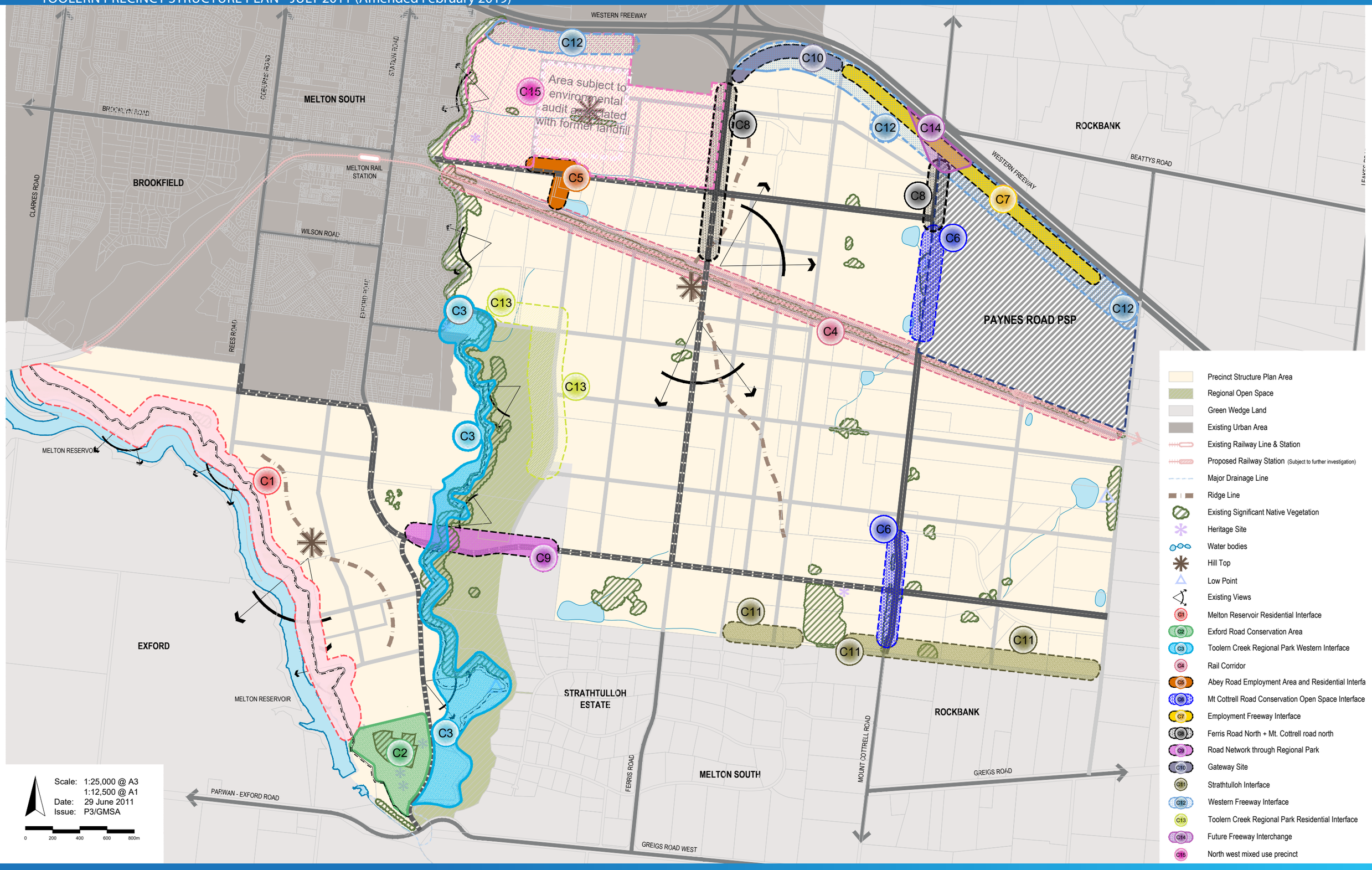
Amended by C172

		TRANSPORT				COMMUNITY						ENCUMBERED LAND AVAILABLE FOR RECREATION							UNENCUMBERED LAND FOR RECREATION		OTHER							KEY PERCENTAGES				PASSIVE OPEN SPACE			OTHER LAND USES	
PROPERTY NUMBER	TOTAL AREA (HECTARES)	6 LANE ARTERIAL ROAD/WIDENING	4 LANE ARTERIAL ROAD / WIDENING	LOCAL BUS INTERCHANGE ***	RAILWAY RESERVATION	COMMUNITY FACILITIES	CIVIC	JUSTICE	EMERGENCY	MAJOR ACTIVITY CENTRE PUBLIC SPACE	GOVERNMENT EDUCATION	POWER EASEMENTS	GAS EASEMENTS	WATER/SEWER PIPE EASEMENT	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	HERITAGE	CONSERVATION	LANDFILL	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE*	IDENTIFIED NON-GOVERNMNET SCHOOLS #	REGIONAL PARK	BALANCE OF LAND SUBJECT TO LAND CAPABILITY ASSESSMENT	VHR	EXISTING ROAD RESERVES NOT ALLOCATED FOR DEVELOPMENT	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVPT AREA % OF PRECINCT	ACITVE OPEN SPACE% NDA	PASSIVE OPEN SPACE % NDA	TOTAL PASSIVE & ACTIVE OPEN SPACE %	PASSIVE OPEN SPACE DEL TARGET %*	DIFFERENCE % NDA	DIFFERENCE AREA HA	ACTIVITY CENTRE / COMMERICAL	OTHER
Property 106	0.04														0.01											0.03	75.00%								
Property 107	10.00														1.20											8.80	88.00%								
Property 108	0.67														0.07											0.60	89.55%								
Property 109	4.88														0.06											4.82	98.77%								
Property 110	4.88																									4.88	100.00%								
Property 113 (Emp) Part	2.21														0.06											2.15	97.29%								
Property 114 (Emp) Part	0.78																									0.78	100.00%								
Property 116	23.48	0.02																								23.46	99.91%								
Property 117	7.80	0.21																								7.59	97.31%								
Property 118A	1.83	0.03																								1.80	98.36%								
Property 118B	8.75																									8.75	100.00%								
Property 118C	7.36																									7.36	100.00%								
Property 119	7.28	0.28																								7.00	96.15%								
Property 120	2.90																									2.90	100.00%								
Property 121	12.34	0.41																								11.93	96.68%								
Property 122	12.66	0.36																								12.30	97.16%								
Property 124 (Emp) Part	97.82	2.53	0.03												9.22		2.47									83.57	85.43%								
Property 125	21.85	0.01																								21.84	99.95%								
Property 126	12.34	0.08																								12.26	99.35%								
Property 127	12.27	0.12																								12.15	99.02%								
Property 128	12.29	0.68															1.24									10.37	84.38%								
Property 129	11.84	1.00													1.68											9.16	77.36%								
Property 130	6.65				6.65																					0.00	0.00%								
Property 144	6.44				6.44																					0.00	0.00%								
SUB-TOTAL	**413.29**	**5.94**	**0.04**	**0.00**	**13.09**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**22.97**	**0.00**	**4.90**	**21.82**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**344.53**	**83.4%**								
Precinct Emp road reserves	8.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.29	-3.51	-39.98%								
SUB-TOTAL	**8.78**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**12.29**	**0.00**	**0.00%**								
TOTAL EMP AREA	**422.07**	**5.94**	**0.04**	**0.00**	**13.09**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**22.97**	**0.00**	**4.90**	**21.82**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**12.29**	**344.53**	**81.63%**								
TOTAL PRECINCTS	**2090.69**	**19.37**	**23.81**	**1.00**	**23.49**	**7.30**	**4.00**	**2.00**	**1.00**	**0.40**	**38.08**	**0.00**	**0.00**	**0.00**	**136.71**	**1.06**	**38.72**	**21.82**	**52.76**	**48.29**	**14.55**	**46.94**	**10.46**	**0.00**	**52.61**	**1549.84**	**74.13%**								

*Passive open space contribution is to be made via Clause 52.01

**Net Developable Area and Passive Open Space contribution to be determined via a Land capability assessment

The figures specified in this column have been adjusted using the equivalency ratio for non-government schools contained within the Toolern Development Contributions Plan. Refer to the PSP for the actual land-take for each identified non-government school site.


WESTERN FREEWAY
MELTON SOUTH
BROOKFIELD
ROCKBANK
BEATTYS ROAD
BROCKLEN ROAD
CLARKES ROAD
COBURNS ROAD
STATION ROAD
MELTON RAIL STATION
WILSON ROAD
REES ROAD
EXFORD ROAD
Area subject to environmental audit associated with former landfill
PAYNES ROAD PSP
MELTON RESERVOIR
EXFORD
STRATHTULLOH ESTATE
ROCKBANK
FERRIS ROAD
MOUNT COTTRELL ROAD
GREIGS ROAD
GREIGS ROAD WEST
PARWAN - EXFORD ROAD
C1
C2
C3
C4
C5
C6
C7
C8
C9
C10
C11
C12
C13
C14
C15
Scale: 1:25,000 @ A3
1:12,500 @ A1
Date: 29 June 2011
Issue: P3/GMSA
0 200 400 600 800m
Precinct Structure Plan Area
Regional Open Space
Green Wedge Land
Existing Urban Area
Existing Railway Line & Station
Proposed Railway Station (Subject to further investigation)
Major Drainage Line
Ridge Line
Existing Significant Native Vegetation
Heritage Site
Water bodies
Hill Top
Low Point
Existing Views
C1 Melton Reservoir Residential Interface
C2 Exford Road Conservation Area
C3 Toolern Creek Regional Park Western Interface
C4 Rail Corridor
C5 Abey Road Employment Area and Residential Interfa
C6 Mt Cottrell Road Conservation Open Space Interface
C7 Employment Freeway Interface
C8 Ferris Road North + Mt. Cottrell road north
C9 Road Network through Regional Park
C10 Gateway Site
C11 Strathtulloh Interface
C12 Western Freeway Interface
C13 Toolern Creek Regional Park Residential Interface
C14 Future Freeway Interchange
C15 North west mixed use precinct

4.0 ELEMENTS

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

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

Each element includes:

Objectives:

The Objectives must be met.

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

Plans:

The plans are a spatial expression of objectives.

Planning and Design Guidelines:

Planning and design guidelines including figures and tables that:

- must be met; or
- should be met.

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

4.1 IMAGE AND CHARACTER

4.1.1 IMAGE AND CHARACTER OBJECTIVES

The image and character objectives are:

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

4.1.2 IMPLEMENTATION

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

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

4.1.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met:

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

4.1.4 TOOLERN CREEK REGIONAL PARK WESTERN INTERFACE - URBAN DESIGN FRAMEWORK

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

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

The Urban Design Framework Plan(s) must:

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

4.1.5 EXFORD ROAD CONSERVATION AREA URBAN DESIGN FRAMEWORK

The Exford Road Conservation Area is located at Lot 4B Exford Rd (Property 147) and is shown on Plan 7 'Image & Character' of the PSP.

The Urban Design Framework must address:

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

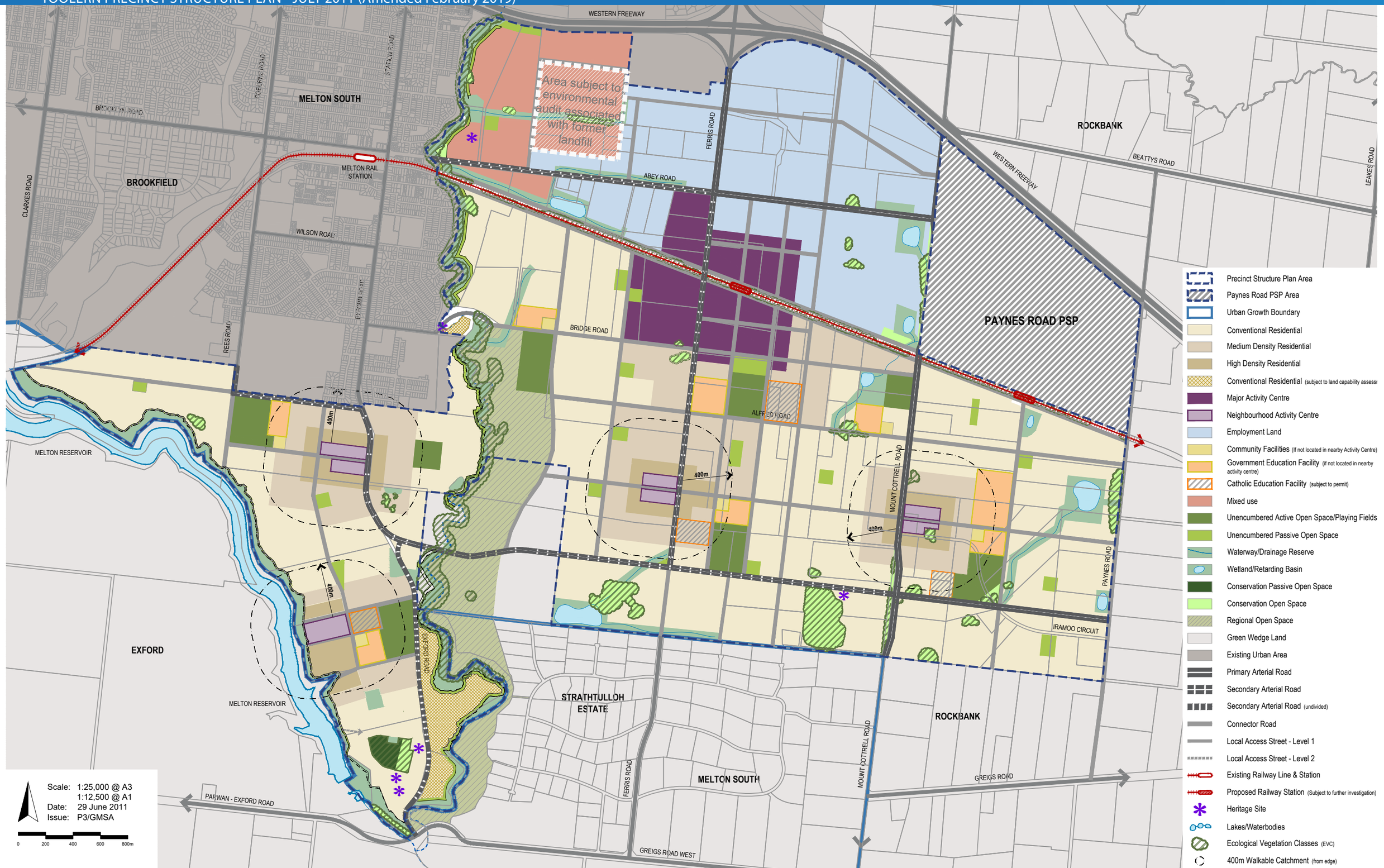
Table 3: Planning and Design Guidelines

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

C2 Exford Road Conservation Area	The following planning and design guidelines 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 the site and creates a focal point for the community.
	• Ensure the open space network and trail network provides connections to the Exford Homestead.
	• Large clusters of trees are to be protected and enhanced within a 6ha public open space reserve.
	• Ensure that development appropriately integrates with the precinct to the north.

Character Area	Planning and design guidelines
C3 – Toolern Creek Regional Park - Western Interface	The following planning and design guidelines 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 .
C4 – Rail Corridor	The following planning and design guidelines 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 must be met: • Align Mt Cottrell Road to the east to protect the native vegetation along the western side of the road reservation. • Provide landscaping in residential areas that are local indigenous species and sympathetic to the native vegetation character of the conservation area.
C7 – Employment Freeway Interface	The following planning and design guidelines 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 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 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.

Character Area	Planning and design guidelines
C9 – Road Network Through Regional Park	The following planning and design guidelines 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 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 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 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 must be met: • Minimise the visual impact of any new development on the landscape qualities of Toolern Regional Park. • Design buildings and streets that are respectful of and complementary to the character and landscape attributes of the location. • Provide a road reservation and shared pathway adjacent and parallel to Toolern Park, unless this cannot be achieved as a result of the topography or land constraints. • Link pedestrian and cycle routes to the Toolern Regional Park trail network. 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 /Mt Cottrell Rd interchange interface	The following planning and design guidelines 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 (know as the ECNAM property), north of Abey Rd, south of the Western Fwy and west of the Harness Racing Victoria existing facility and Ferris Road)	The following planning and design guidelines 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 4.3.6)


WESTERN FREEWAY
MELTON SOUTH
BROOKFIELD
ROCKBANK
PAYNES ROAD PSP
Area subject to environmental audit associated with former landfill
BROOKLYN ROAD
CLARKES ROAD
COBURNS ROAD
STATION ROAD
MELTON RAIL STATION
WILSON ROAD
REES ROAD
BYRON SWAN
FERRIS ROAD
ABEY ROAD
BRIDGE ROAD
ALFRED ROAD
BEATTYS ROAD
LEAKES ROAD
MOUNT COTTRELL ROAD
PAYNES ROAD
IRAMOO CIRCUIT
GREIGS ROAD
MELTON RESERVOIR
EXFORD
EXFORD ROAD
STRATHTULLOH ESTATE
PARWAN - EXFORD ROAD
GREIGS ROAD WEST
400m
Precinct Structure Plan Area
Paynes Road PSP Area
Urban Growth Boundary
Conventional Residential
Medium Density Residential
High Density Residential
Conventional Residential (subject to land capability assessr
Major Activity Centre
Neighbourhood Activity Centre
Employment Land
Community Facilities (If not located in nearby Activity Centre)
Government Education Facility (if not located in nearby activity centre)
Catholic Education Facility (subject to permit)
Mixed use
Unencumbered Active Open Space/Playing Fields
Unencumbered Passive Open Space
Waterway/Drainage Reserve
Wetland/Retarding Basin
Conservation Passive Open Space
Conservation Open Space
Regional Open Space
Green Wedge Land
Existing Urban Area
Primary Arterial Road
Secondary Arterial Road
Secondary Arterial Road (undivided)
Connector Road
Local Access Street - Level 1
Local Access Street - Level 2
Existing Railway Line & Station
Proposed Railway Station (Subject to further investigation)
Heritage Site
Lakes/Waterbodies
Ecological Vegetation Classes (EVC)
400m Walkable Catchment (from edge)
Scale: 1:25,000 @ A3
1:12,500 @ A1
Date: 29 June 2011
Issue: P3/GMSA
0 200 400 600 800m

4.2 HOUSING

4.2.1 HOUSING OBJECTIVES

The objectives for housing are:

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

4.2.2 IMPLEMENTATION

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

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

4.2.3 PLANNING AND DESIGN GUIDELINES

GENERAL

The following planning and design guidelines must be met:

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

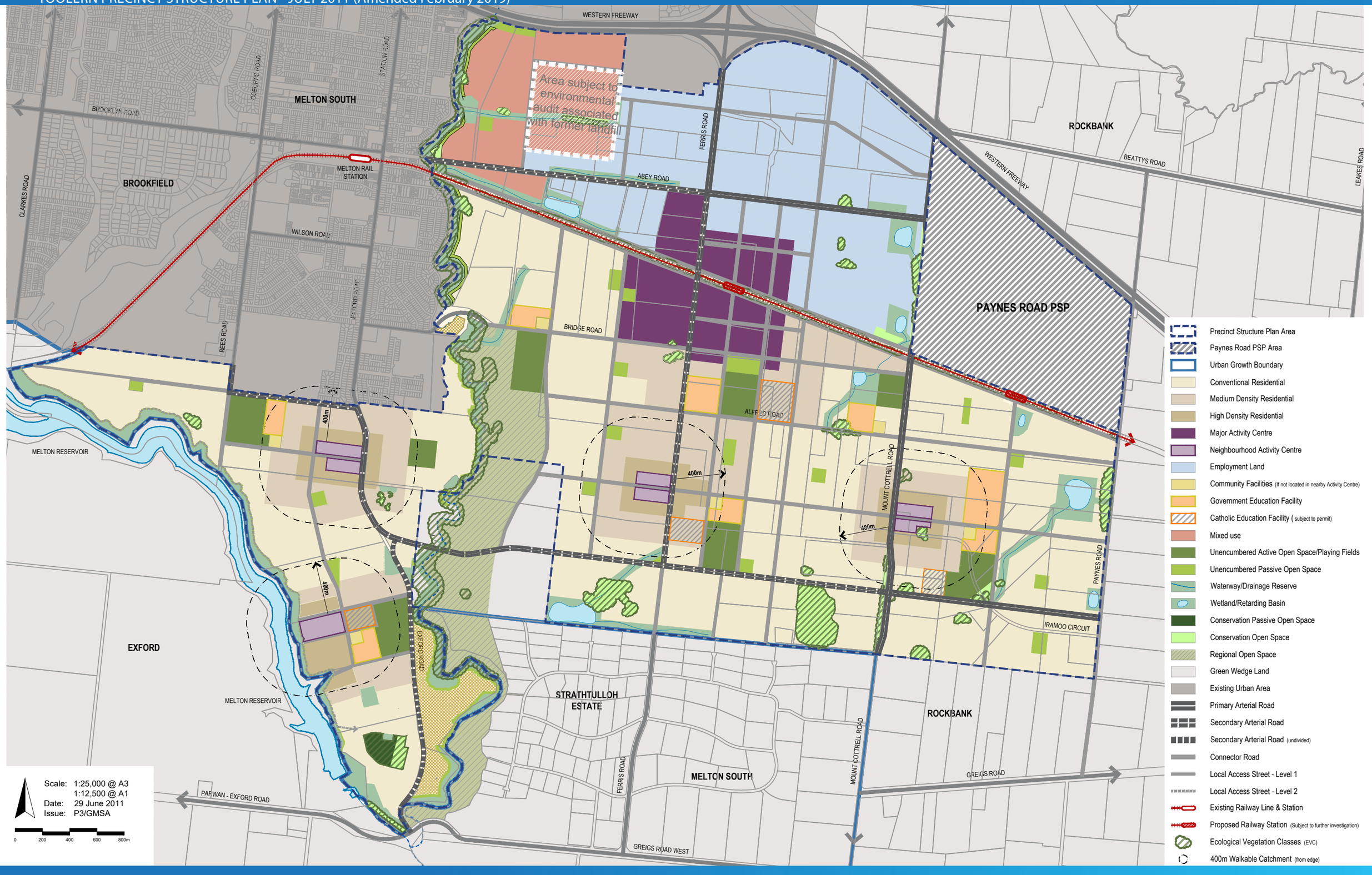
If in the opinion of the responsible authority a planning and design guideline is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

The following planning and design guidelines should be met:

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

ALTERNATIVE DENSITY PATTERNS

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



plan 9

employment & activity centres

Amended by C172

4.3 EMPLOYMENT AND ACTIVITY CENTRES

4.3.1 EMPLOYMENT AND ACTIVITY CENTRES OBJECTIVES

The objectives for Employment land and Activity Centres are:

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

4.3.2 IMPLEMENTATION

The objectives for employment and activity centres are met by implementation of the following:

» Plan 5 – Future Urban Structure
» Plan 9 – Employment Areas and Activity Centres Plan
» Planning and Design Guidelines set out in 4.3.3.
» Hierarchy, role and function of proposed Activity Centres set out in Table 5.
» Table 6 – Major Activity Centre Land Use Components
» Table 7 – Neighbourhood Activity Centre Land Use Components
» North West Mixed Use Precinct – Urban Design Framework
» Toolern Employment Area – Urban Design Framework
» Toolern - Major & Neighbourhood Activity Centers – Urban Design Frameworks

Table 4: Employment Area Guidelines

The following planning and design guidelines must be met:

Theme	Planning and design guidelines
Building types, lot size and land use	The following planning and design guidelines 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 must be met: • Ensure height, massing and disposition of buildings on the opposite side of roads surrounding the Major Activity Centre are generally consistent with the height, massing and disposition of buildings within the Major Activity Centre. • Reduce the visual bulk of large buildings through building and landscape design.
Parking and service areas	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 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 Activity Centre and Employment Area.
Landscaping	The following planning and design guidelines must be met: • Provide only low landscaping along the Western Freeway frontage. The following planning and design guidelines should be met: • Provide appropriately designed landscaping treatments, setbacks and buffers to minimise the impacts of blank sections of facade fronting principal streets.

4.3.3 PLANNING AND DESIGN GUIDELINES

ACTIVITY CENTRE GUIDELINES

The following planning and design guidelines must be met:

- Encourage high employment densities, including the redevelopment of 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.

Table 5: Hierarchy, role and function of Activity Centres

Type	Function
Major Activity Centre (site area approximately 100 hectares)	• The Major 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.

4.3.4 ACTIVITY CENTRE URBAN DESIGN FRAMEWORK

The Urban Design Framework must:

- Be generally consistent with the role and function for the activity centre set out in Table 5.
- Determine the boundaries of the activity centre.
- Address the location and integration of community facilities and services. (Note: The Urban Design Framework Plans should seek to provide community facilities within or directly abutting the centres).
- Address the whole of the activity centre site.
- Address any relevant design guidelines prepared by the Victorian Government or Shire of Melton.
- Demonstrate an appropriate design response that addresses the Activity Centre objectives and planning and design Guidelines.
- Explain how the Framework responds to feedback received following consultation with infrastructure agencies including VicRoads and the Department of Transport or landowners within the activity centre.
- Show how the activity centre relates to existing or approved development in the area.
- Show the location of public spaces, including parks, conservation reserves and squares.
- Include an overall landscape concept for the activity centre.
- Set out guidelines to positively address environmental sustainability including integrated water management, energy conservation and where appropriate, the vegetation protection objectives in the 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.

4.3.5 TOOLERN EMPLOYMENT LAND - URBAN DESIGN FRAMEWORK

Amended by C161

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

The Urban Design Framework must:

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

4.3.6 NORTH WEST MIXED USE PRECINCT - URBAN DESIGN FRAMEWORK

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

The Urban Design Framework plan must:

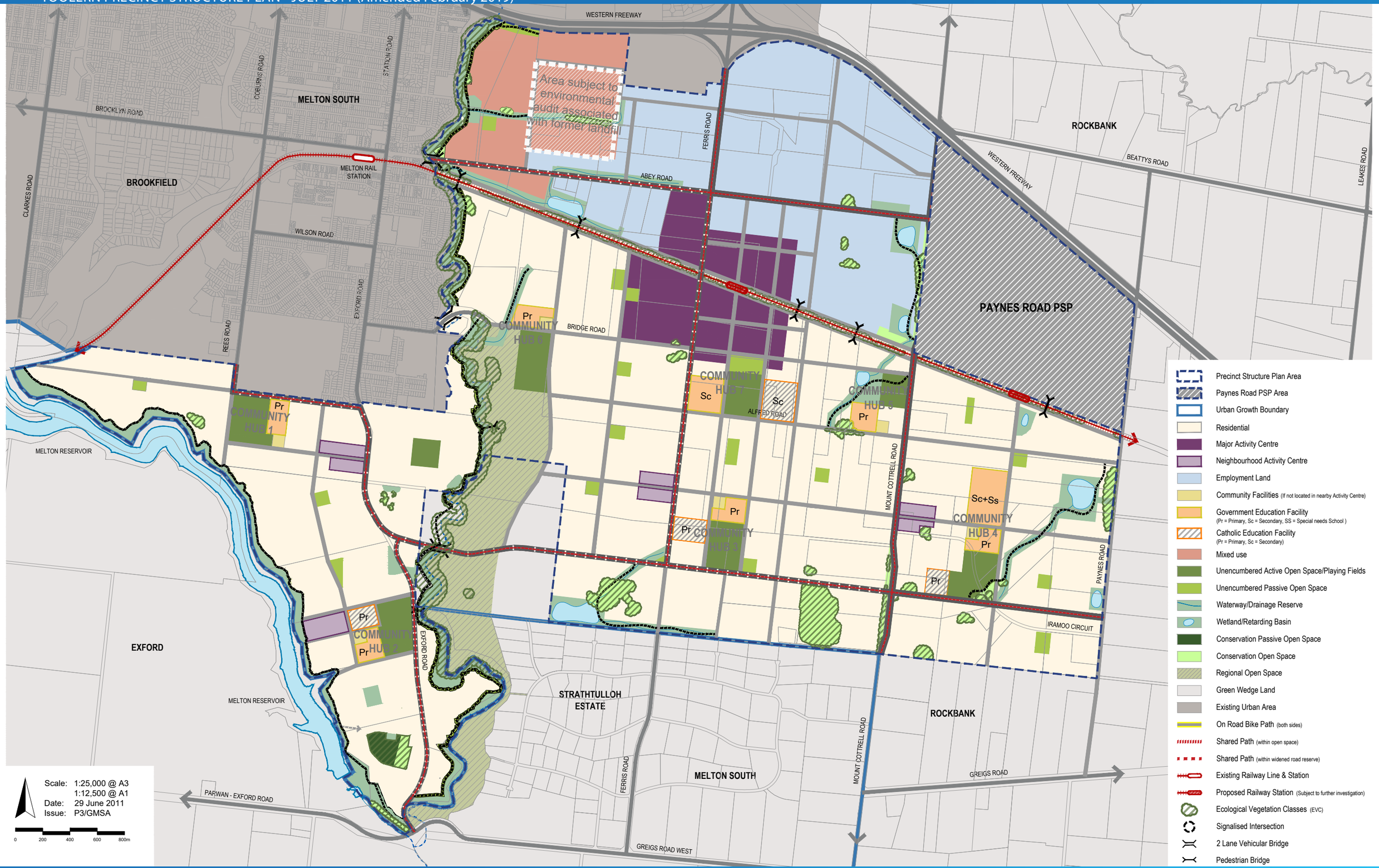
- Encourage a mix of uses which may include residential, office, business park, industrial and specialized employment uses.
- Ensure the proposed uses and developments are compatible with the existing Harness Racing Victoria facility, which is a significant recreational asset.
- Ensure that the proposed 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, Western Fwy 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 Hwy (without providing direct access) if smaller industrial lots are envisaged along this main gateway. If larger industrial lots are envisaged provide a landscape buffer between the rear of larger industrial lots and the Western Freeway.
- Encourage a mixture of housing densities with residential development integrated within the wider precinct.
- Design a road network design to enable planting and ensure the safe movement of heavy vehicles where the network services the employment areas.
- Ensure the road network servicing the residential areas does not encourage truck and heavy vehicle traffic in these locations.
- Ensure the development makes provision for cycling and pedestrian movements.
- Provide linkages within the mixed use employment area to the proposed residential development located to the west, to facilitate pedestrian and cycling access to the Toolern Creek linear open space corridor.
- Ensure residential development adjacent the Toolern Creek is orientated facing the Toolern Creek through frontage roads.
- Show how the building height, massing, architecture and materials of residential development near the Toolern Creek will be visually compatible with the character of the creek.
- Demonstrate how the development will contribute to the passive surveillance of the creek environs through road layout design, the siting of shared paths and the orientation of development to front roads and open space.

Table 6: Major Activity Centre Land Use Components

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

Table 7: Neighbourhood Activity Centre Land Use Components

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



plan 10

community facilities

Amended by C172

4.4 COMMUNITY FACILITIES

4.4.1 COMMUNITY FACILITIES OBJECTIVES

The objectives for community facilities are:

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

4.4.2 IMPLEMENTATION

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

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

4.4.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met:

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

The following planning and design guidelines should be met:

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

4.4.4 COMMUNITY FACILITIES DELIVERY STATEMENT

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

The following statements should guide these outcomes:

INTEGRATED, EFFICIENT AND TIMELY PROVISION

- Funding opportunities and partnerships will be sought to support the early provision of community facilities.
- The Growth Areas Authority will work closely with the Shire of Melton through the infrastructure working group to explore and pursue opportunities for partnership approaches to support integrated and timely provision of key community facilities.
- Potential funding sources to be considered include:
  - Toolern Development Contribution Plan.
  - The Shire of Melton Capital Works Program.
- Development Proponent Funding. This may include an injection of additional funding, or the potential for a development proponent to deliver an item in the Development Contribution Plan through in-kind works. Provision of in-kind works requires approval by the Shire of Melton as the Collecting Agency.
- State Grant programs. The State Government provides grant programs with funding potential across a broad range of community facilities and services.
- Growth Area Development Fund. Council may make application to the Growth Areas Authority to apply for funds from the fund to support the provision of community facilities in the precinct.
- Non-government Organisations. Some community facilities may be able to be delivered by the Council working in partnership with non-government organisations.

COMMUNITY HUB CONCEPT PLANNING

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

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

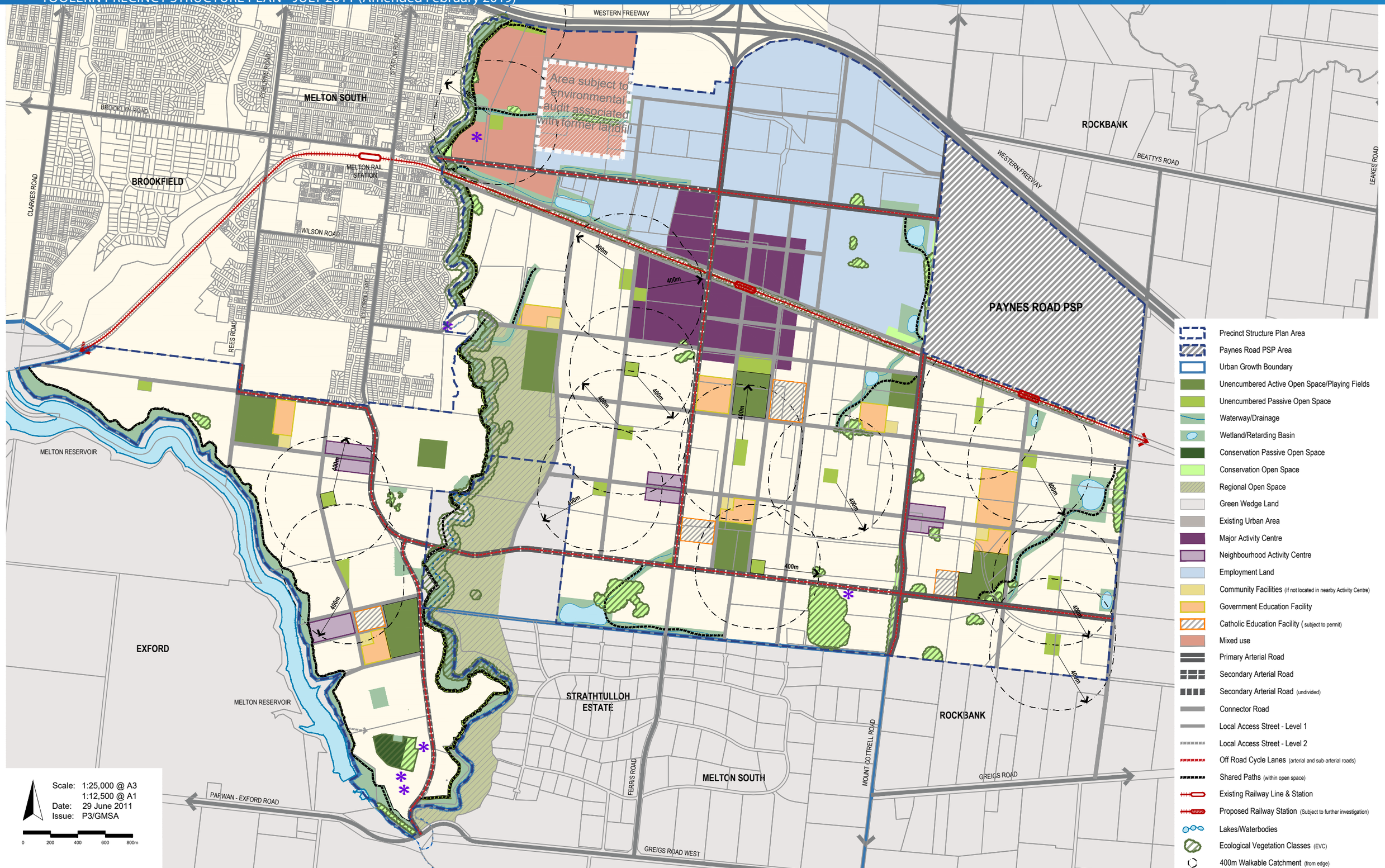
Table 8: Community Facilities Table

Area 1			
Facilities and services	Location	Area (ha)	Responsibility
Government primary school	Community Hub 1	4.5	DEECD
Multipurpose community centre	Community Hub 1	0.8	Melton Shire Council
Active open space reserve comprising 2 football/cricket ovals, 4 tennis courts and a pavilion	Community Hub 1	8	Melton Shire Council
Long day child care centre (private provider)	Community Hub 1	0.25	Private Sector
Active Open Space reserve comprising 2 soccer pitches and a pavilion	Located to the east of Community Hub 1	4	Melton Shire Council
Government primary school	Community Hub 2	4.5	DEECD
Catholic primary school	Community Hub 2	2.8	Catholic Education Department
Multipurpose community centre	Community Hub 2	0.85	Melton Shire Council
Active open space reserve comprising 2 football/cricket ovals and a pavilion along with an adventure playground and youth activity node	Community Hub 2	8	Melton Shire Council
Long day child care centre (private provider)	Community Hub 2	0.25	Private Sector
Passive Open Space parks including but not limited to local playgrounds, BBQs, BBQ shelters, walking paths, landscaping	Distributed throughout the area and generally within 400m of most residents		Melton Shire Council constructed by development proponents

Area 2			
Facilities and services	Location	Area (ha)	Responsibility
Miscellaneous education precinct	Major Activity Centre	8.5	Unknown
Level 3 - Health precinct	Major Activity Centre	1	Unknown
Emergency services precinct (fire, ambulance and SES)	Major Activity Centre	1	Dept of Human Services
Council civic centre/library	Major Activity Centre	4	Melton Shire Council
Level 3 - Aquatic and/or leisure centre	Major Activity Centre	2.5	Melton Shire Council
Justice precinct (law court and police)	Major Activity Centre	2	DHS
Public art installation (within retail component of MAC)	Major Activity Centre		Melton Shire Council
Government primary school	Community Hub 3	3.8	DEECD
Multipurpose community centre	Community Hub 3	0.8	Melton Shire Council
Active open space reserve comprising 4 soccer pitches and a pavilion	Community Hub 3	8	Melton Shire Council
Long day child care centre (private provider)	Community Hub 3	0.25	Private Sector
Government primary school	Community Hub 4	4.5	DEECD
Government secondary school	Community Hub 4		DEECD
Government special needs school	Community Hub 4		DEECD
Multipurpose community centre	Community Hub 4	0.8	Melton Shire Council
Active open space reserve comprising 2 football/cricket ovals and 4 tennis courts and a pavilion along with a community youth activity node and level 2 adventure playground	Community Hub 4	9.5	Melton Shire Council
Catholic primary school	Community Hub 4	2.8	Catholic Education Department
Long day child care centre (private provider)	Community Hub 4	0.25	Private Sector
Public art installation (within retail component)	Community Hub 4	0	Melton Shire Council
Government primary school	Community Hub 5	3.8	DEECD
Multipurpose community centre	Community Hub 5	0.8	Melton Shire Council
Active open space area comprising 2 football/cricket ovals and a pavilion	Community Hub 5	12.2	Melton Shire Council

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

Area 3			
Facilities and services	Location	Area (ha)	Responsibility
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



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Date: 29 June 2011
Issue: P3/GMSA

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plan 11

open space network

Amended by C172

4.5 OPEN SPACE AND NATURAL SYSTEMS

4.5.1 OPEN SPACE AND NATURAL SYSTEMS OBJECTIVES

The objectives for open space and natural systems are:

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

4.5.2 IMPLEMENTATION

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

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

HOW TO MAKE A PUBLIC OPEN SPACE CONTRIBUTION IN THIS PRECINCT

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

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

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

4.5.3 PLANNING AND DESIGN GUIDELINES

GENERAL

The following planning and design guidelines must be met:

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

The following planning and design guidelines should be met:

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

PASSIVE OPEN SPACE

The following planning and design guidelines must be met:

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

The following planning and design guidelines should be met:

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

ACTIVE OPEN SPACE

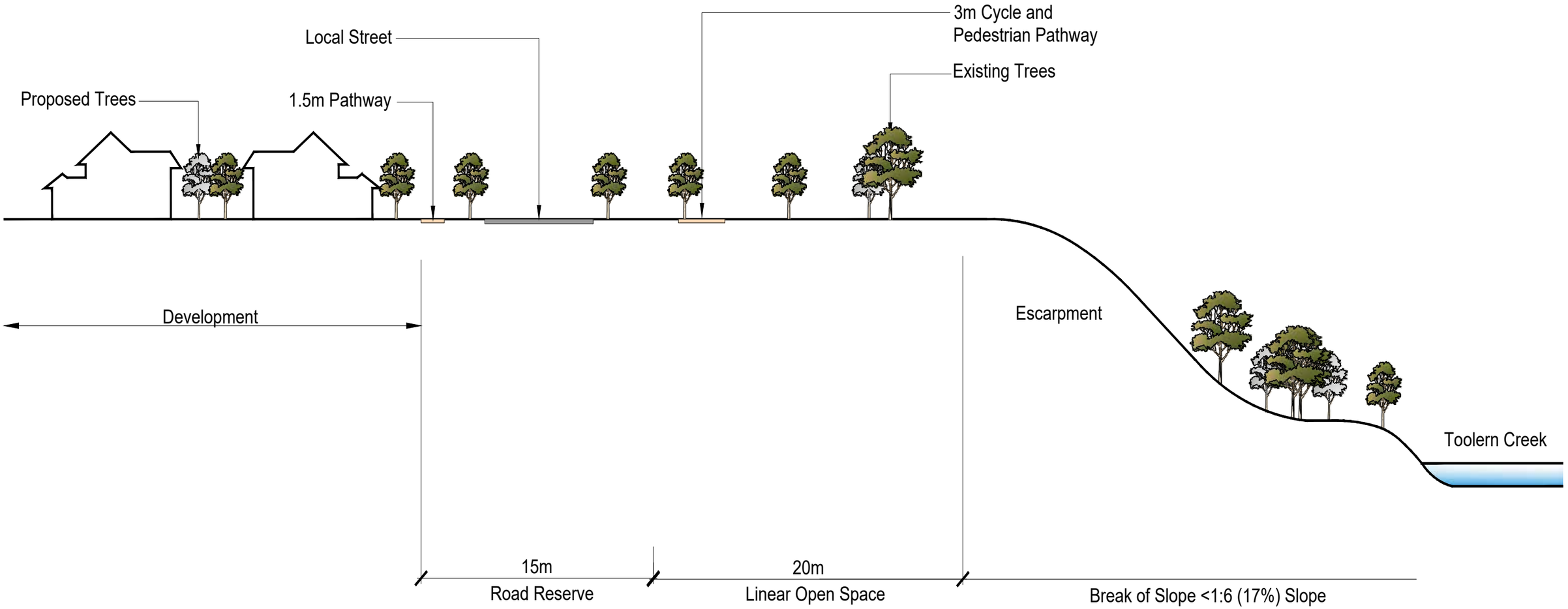
The following planning and design guidelines must be met:

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

The following planning and design guidelines should be met:

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

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



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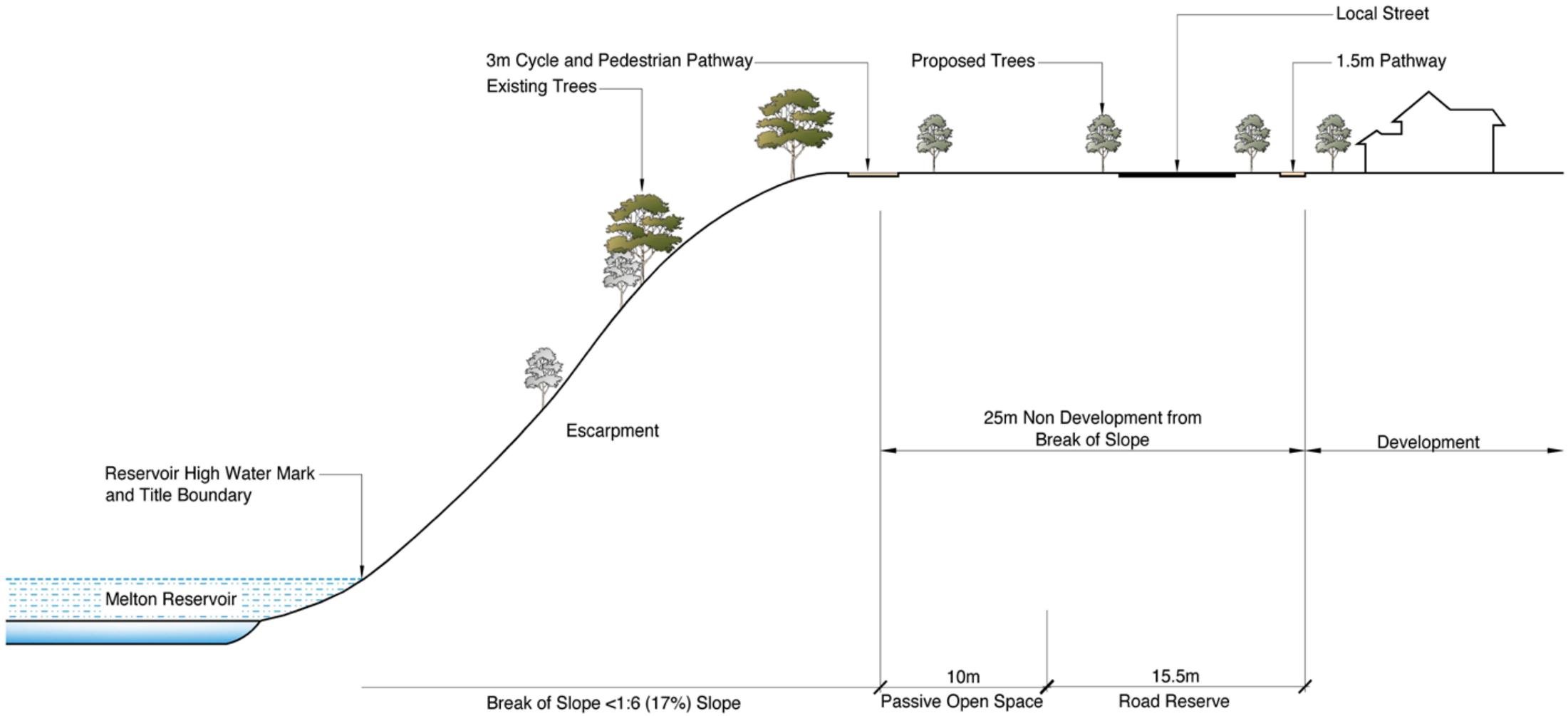
Date: 13 April 2010
Issue: PEx. v 2

0 2m 5m

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



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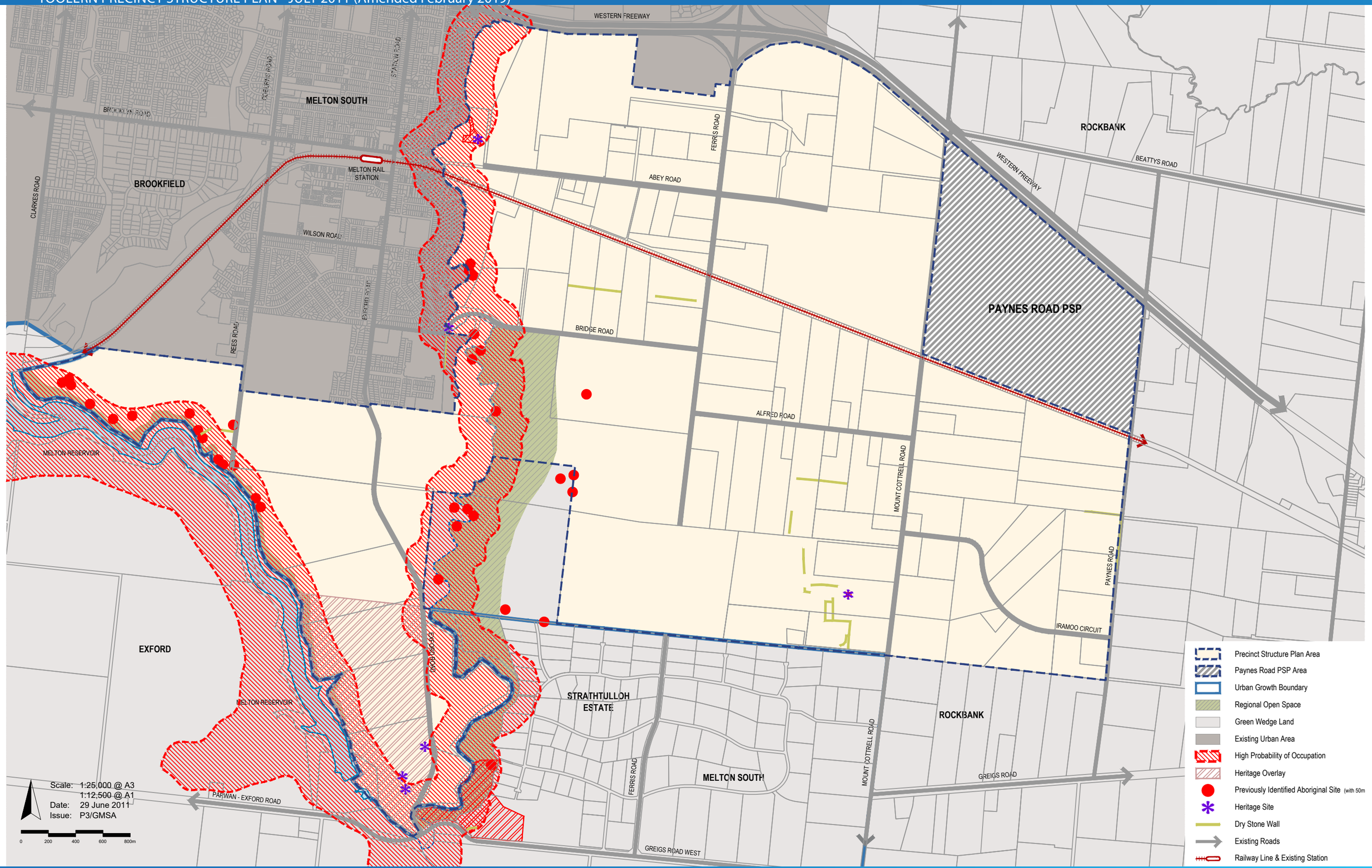
Issue: PEx. v 1


WESTERN FREEWAY
MELTON SOUTH
BROOKLYN ROAD
ROBERTS ROAD
STATION ROAD
CLARKES ROAD
BROOKFIELD
MELTON RAIL STATION
WILSON ROAD
REES ROAD
EXFORD ROAD
FERRIS ROAD
ABEY ROAD
BRIDGE ROAD
ALFRED ROAD
MOUNT COTTRELL ROAD
ROCKBANK
BEATTYS ROAD
WESTERN FREEWAY
PAYNES ROAD PSP
PAYNES ROAD
IRAMOO CIRCUIT
MELTON RESERVOIR
EXFORD
EXFORD ROAD
STRATHTULLOH ESTATE
FERRIS ROAD
MELTON SOUTH
MOUNT COTTRELL ROAD
ROCKBANK
GREIGS ROAD
PARWAN - EXFORD ROAD
GREIGS ROAD WEST
Scale: 1:25,000 @ A3
1:12,500 @ A1
Date: 29 June 2011
Issue: P3/GMSA
0 200 400 600 800m
Precinct Structure Plan Area
Paynes Road PSP Area
Urban Growth Boundary
Regional Open Space
Green Wedge Land
Existing Urban Area
High Probability of Occupation
Heritage Overlay
Previously Identified Aboriginal Site (with 50m
Heritage Site
Dry Stone Wall
Existing Roads
Railway Line & Existing Station

CONSERVATION AND HERITAGE

The following planning and design guidelines must be met:

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

CONSTRUCTED WATERWAYS

The following planning and design guidelines must be met:

- Locate constructed waterways in an open space environment.

The following planning and design guidelines should be met:

- Utilise constructed waterways and associated reserves as passive or active open spaces if the functional use of the site is not compromised.
- Locate buildings, facilities and furniture in constructed waterways and associated reserves if the functional use of the site is not compromised.

TOOLERN CREEK REGIONAL PARK & TOOLERN CREEK

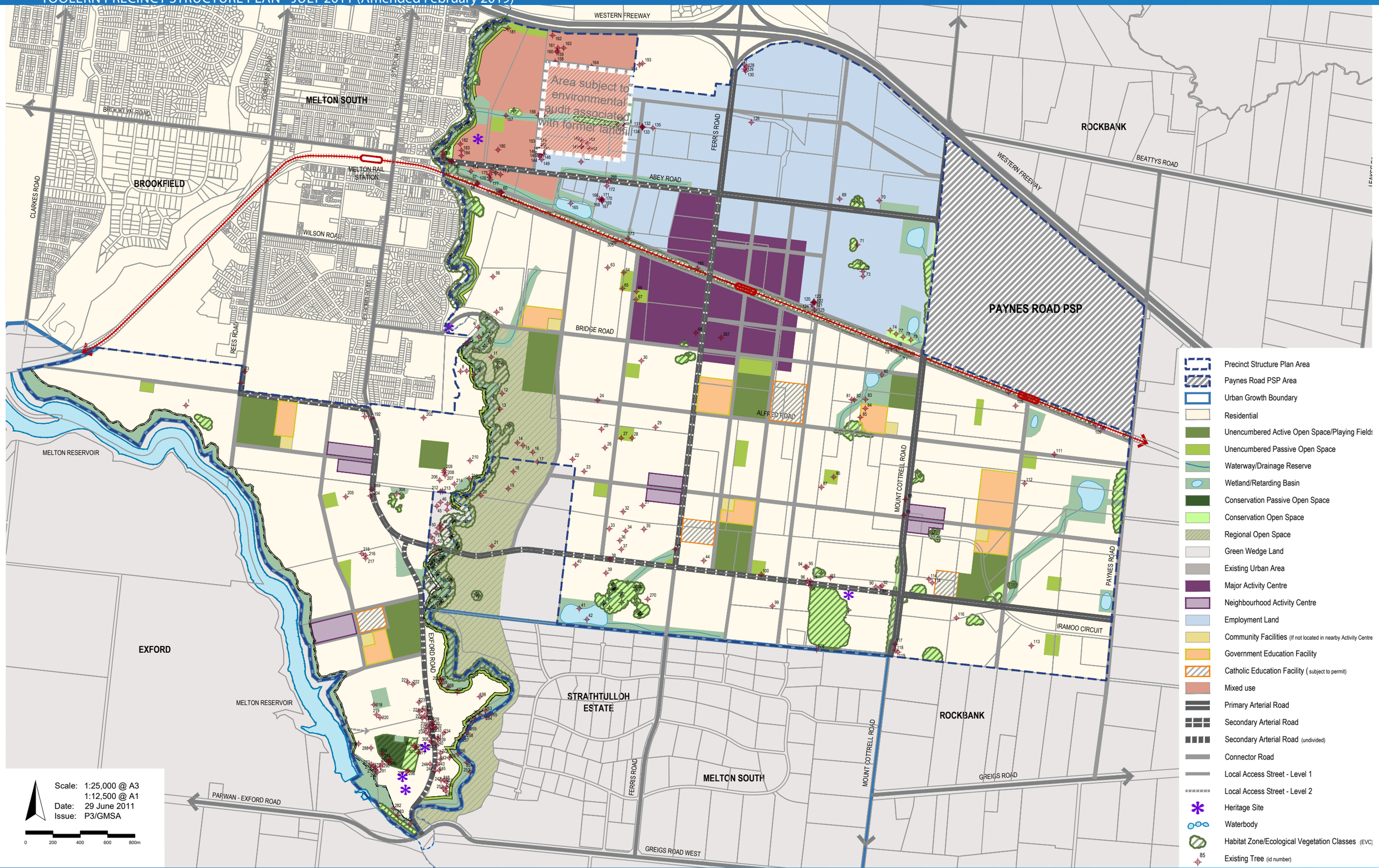
The following planning and design guidelines must be met:

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

4.5.4 OPEN SPACE AND NATURAL SYSTEMS DELIVERY STATEMENT

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

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


WESTERN FREEWAY
MELTON SOUTH
BROOKLYN ROAD
ROBINSONS ROAD
DUNCANS ROAD
CLARKES ROAD
BROOKFIELD
MELTON RAIL STATION
WILSON ROAD
REES ROAD
DEANS LOOKOUT
Area subject to environmental audit associated with former landfill
FERRIS ROAD
ABEY ROAD
ROCKBANK
BEATTYS ROAD
WESTERN FREEWAY
PAYNES ROAD PSP
BRIDGE ROAD
ALFRED ROAD
MOUNT COTTRELL ROAD
PAYNES ROAD
IRAMOO CIRCUIT
MELTON RESERVOIR
EXFORD
EXFORD ROAD
STRATHTULLOH ESTATE
MELTON SOUTH
ROCKBANK
GREIGS ROAD
PARWAN - EXFORD ROAD
GREIGS ROAD WEST
Scale: 1:25,000 @ A3
1:12,500 @ A1
Date: 29 June 2011
Issue: P3/GMSA
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Precinct Structure Plan Area
Paynes Road PSP Area
Urban Growth Boundary
Residential
Unencumbered Active Open Space/Playing Fields
Unencumbered Passive Open Space
Waterway/Drainage Reserve
Wetland/Retarding Basin
Conservation Passive Open Space
Conservation Open Space
Regional Open Space
Green Wedge Land
Existing Urban Area
Major Activity Centre
Neighbourhood Activity Centre
Employment Land
Community Facilities (If not located in nearby Activity Centre
Government Education Facility
Catholic Education Facility (subject to permit)
Mixed use
Primary Arterial Road
Secondary Arterial Road
Secondary Arterial Road (undivided)
Connector Road
Local Access Street - Level 1
Local Access Street - Level 2
Heritage Site
Waterbody
Habitat Zone/Ecological Vegetation Classes (EVC)
85 Existing Tree (id number)

4.5.5 BIODIVERSITY

OBJECTIVES

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

Inserted by C161 Note: Toolern NVPP applies to land within the Paynes Road PSP as illustrated on Plan 13.

IMPLEMENTATION

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

Amended by C161
- » Plan 13: Biodiversity Plan
- » Biodiversity Conservation Planning and Design Guidelines
- » The Toolern Native Vegetation Precinct Plan
- » Urban Growth Zone – Schedule 3

BIODIVERSITY CONSERVATION PLANNING AND DESIGN GUIDELINES

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

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

The following planning and design guidelines should be met:

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

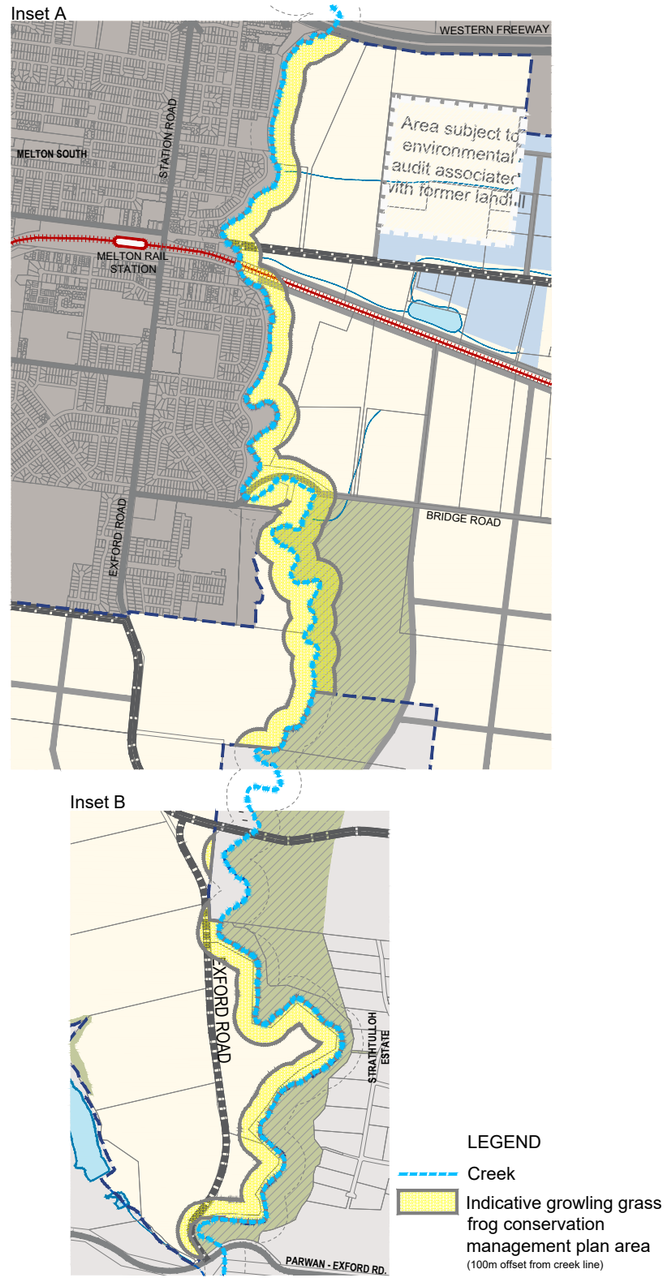
STRIPED LEGLESS LIZARD

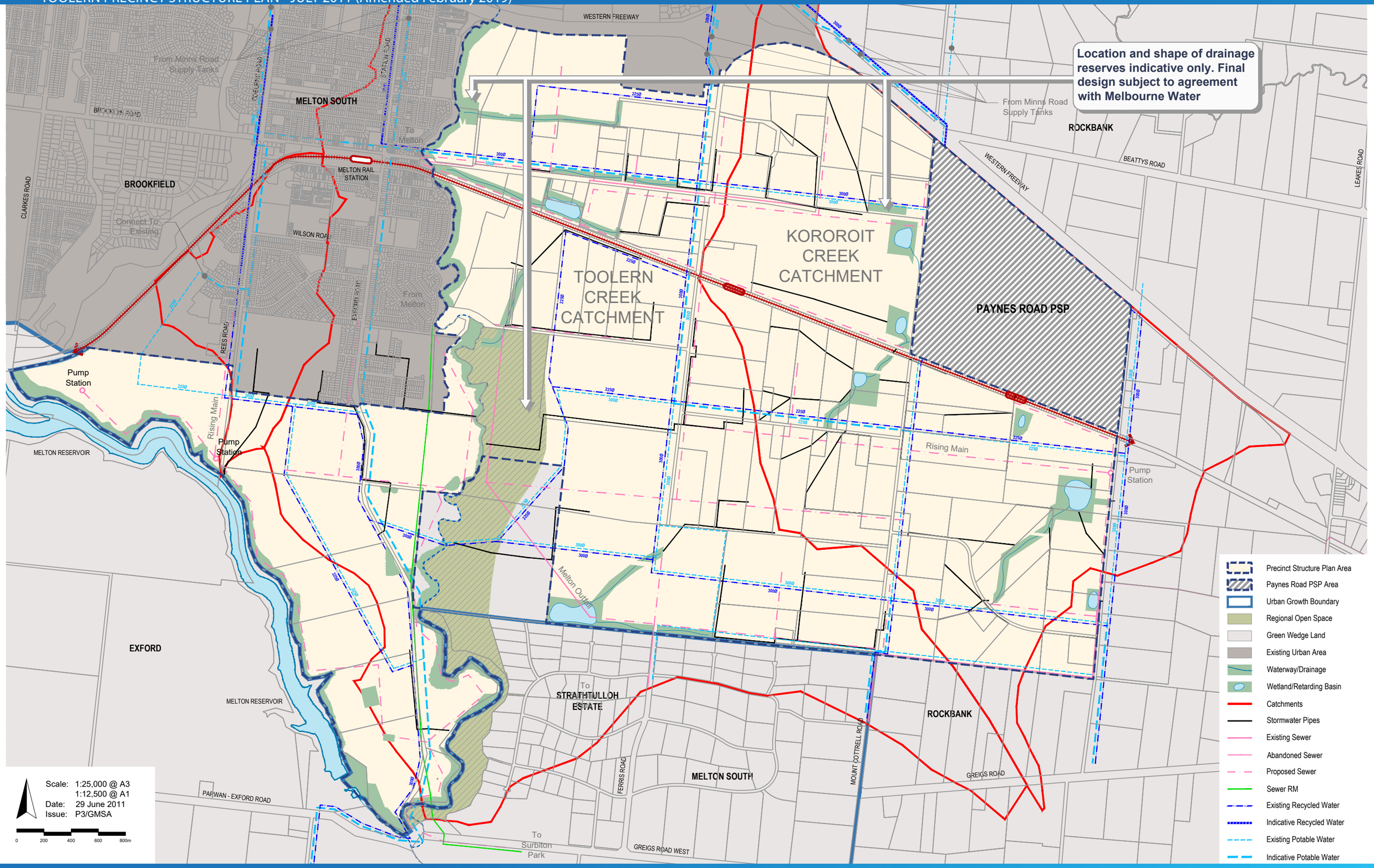
The precinct may provide (albeit sub-optimal) habitat for Striped Legless Lizard (Threatened FFG and Vulnerable EPBC). Permit requirements relating to the relocation/salvage of Striped Legless Lizards are detailed at Clause 4 of the Urban Growth Zone – Schedule 3.

GROWLING GRASS FROG CONSERVATION MANAGEMENT PLAN

Figure 3 – 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 at Clause 4 of the Urban Growth Zone – Schedule 3.

Figure 3: Growling Grass Frog Conservation Management Plan Area





plan 14

integrated water management plan

Amended by C172

4.5.6 INTEGRATED WATER MANAGEMENT

OBJECTIVES

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

IMPLEMENTATION

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

» Planning and Design Guidelines set out in 4.5.6
» Plan 14 – Water Management Plan
» Any approved integrated water management strategy for the precinct.

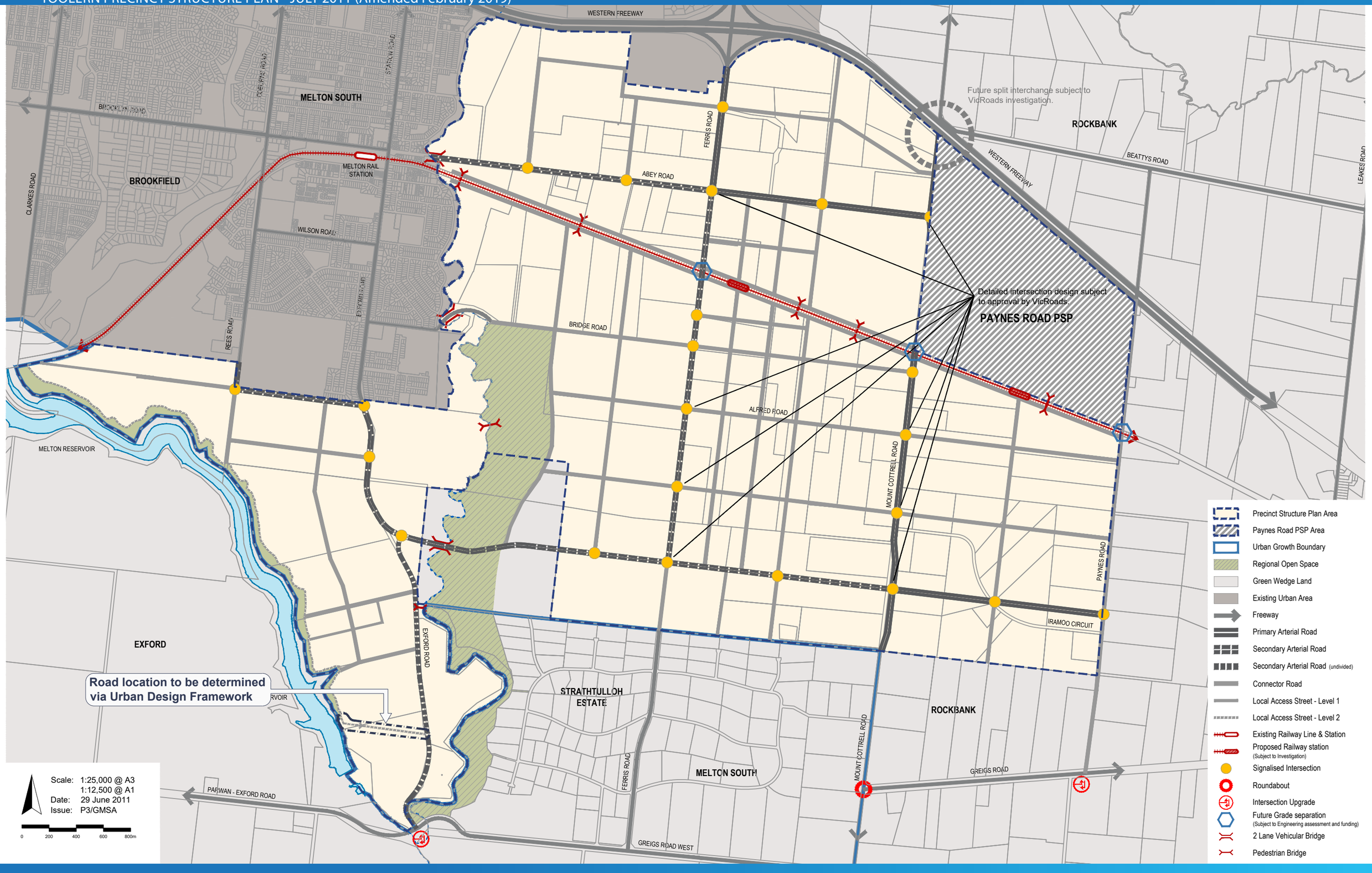
PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met:

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

The following planning and design guidelines should be met:

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



plan 15

road network

Amended by C172

4.6 TRANSPORT AND MOVEMENT

4.6.1 OBJECTIVES

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

4.6.2 IMPLEMENTATION

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

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

4.6.3 PLANNING AND DESIGN GUIDELINES

GENERAL

The following planning and design guidelines must be met:

- Orient roads in a north-south and east-west grid, except in areas where natural or physical constraints do not permit.
- Provide pedestrian and cycle through-routes to maintain access and permeability where vehicle through routes are not possible.

The following planning and design guidelines should be met:

- Arrange arterial and sub-arterial roads to achieve a grid network of one mile (1600m).
- Avoid the use of culs-de-sac except in areas where natural or physical constraints require them.
- Provide pedestrian and cyclist through-routes where culs-de-sac are required.
- Create small breaks in medians to serve as pedestrian and cyclist refuges where pedestrian and cyclist routes cross divided roads.

ARTERIAL ROADS

The following planning and design guidelines must be met:

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

SUB-ARTERIAL ROADS

The following planning and design guidelines must be met:

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

CONNECTOR AND LOCAL ROADS

The following planning and design guidelines must be met:

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

ROAD AND RAIL GRADE SEPARATION

The following planning and design guidelines must be met:

Inserted by C161

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

TOOLERN CREEK CROSSINGS

The following planning and design guidelines must be met:

- Provide three vehicular crossing points over Toolern Creek at Bridge Road, Abey Road and the eastwest 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: Road Hierarchy

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

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