

MELTON PLANNING SCHEME

AMENDMENT C145

EXPLANATORY REPORT

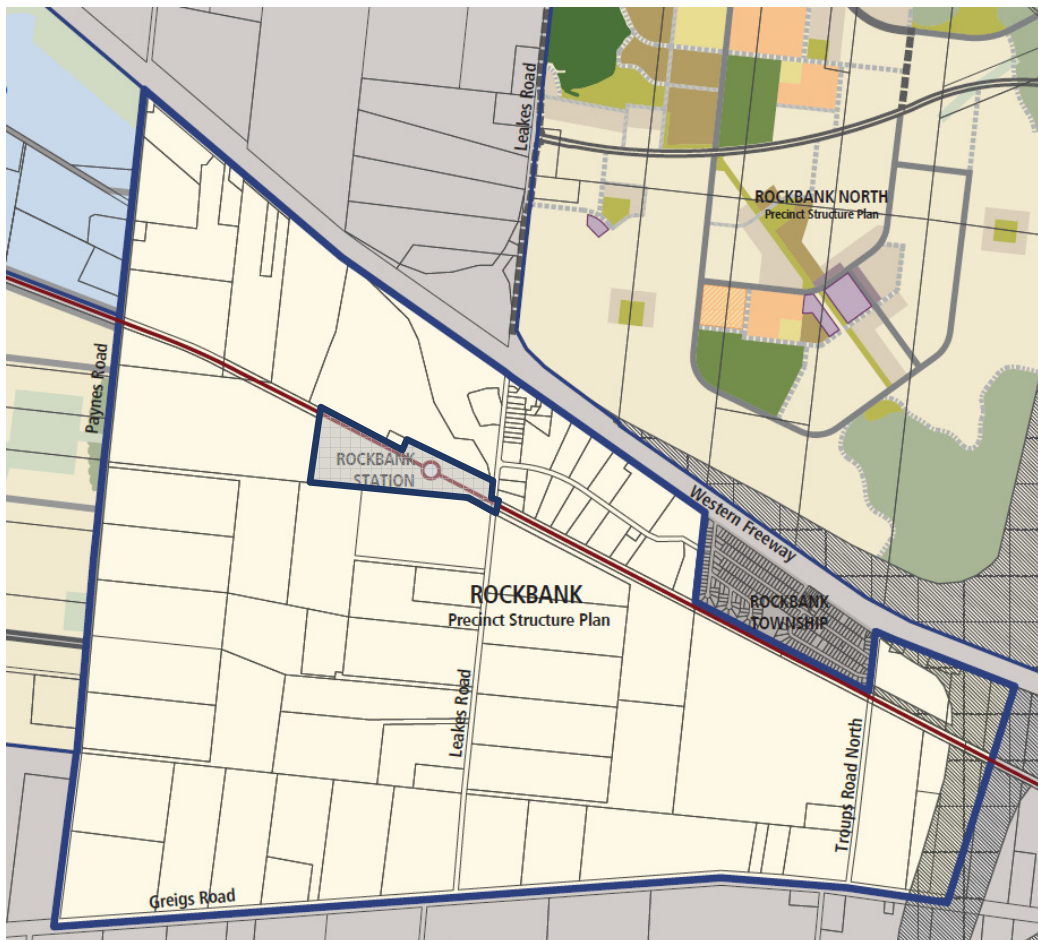
Who is the planning authority?

This amendment has been prepared by the Growth Areas Authority (now known as the Metropolitan Planning Authority).

The amendment has been made at the request of the Metropolitan Planning Authority, Melton City Council, PEET and Goldfields Group.

Land affected by the amendment

The amendment applies to land bounded by the Western Freeway to the north, Paynes Road to the west, Greigs Road to the south and the Outer Metropolitan Ring Road reservation to the east, beyond Troups Road. The precinct is located approximately 29km to the west of the Melbourne CBD and is approximately 750 hectares in area. The precinct surrounds the existing Rockbank Township and the Rockbank Railway Station.



What the amendment does

The amendment inserts two new incorporated documents titled "*Rockbank Precinct Structure Plan, September 2015*" and "*Rockbank Development Contributions Plan, September 2015*" into the Melton Planning Scheme and implements the PSP and DCP. The land within the amendment area is generally rezoned to Urban Growth Zone Schedule 7 to facilitate urban development in accordance with the PSP and DCP.

More specifically, the amendment proposes the following changes to the Melton Planning Scheme:

- Insert Schedule 7 to Clause 37.07 Urban Growth Zone (UGZ) into the Melton Planning Scheme and rezone land within the amendment area to UGZ Schedule 7 (UGZ7).
- Rezone land within the amendment area from Road Zone Schedule 1 (RDZ1) to UGZ Schedule 7 (UGZ7).
- Rezone land within the amendment area from Low Density Residential Zone (LDRZ) to UGZ Schedule 7 (UGZ7).
- Rezone land within the amendment area from Public Park and Recreation Zone (PPRZ) to UGZ Schedule 7 (UGZ7).
- Rezone land within the amendment area from Urban Floodway Zone (UFZ) to UGZ Schedule 7 (UGZ7).
- Insert a new Schedule 7 to Clause 45.06 Development Contributions Plan Overlay (DCPO) and apply the DCPO Schedule 7 (DCPO7) to land zoned UGZ7 within the amendment area.
- Delete part of the Environmental Significance Overlay Schedule 1 (ESO1) 259-305 Paynes Road, Rockbank.
- Amend the Schedule to Clause 52.01 to provide for passive open space contributions for land within the amendment area.
- Amend the Schedule to Clause 52.17 to identify native vegetation removal exempt from requiring a planning permit.
- Amend the Schedule to Clause 66.04 to require referrals for planning permit applications in the Rockbank Major Town Centre to the Growth Areas Authority.
- Amend the Schedule to Clause 81.01 to include the new incorporated document titled "*Rockbank Precinct Structure Plan, September 2015*" and "*Rockbank Development Contributions Plan, September 2015*".

Strategic assessment of the amendment

Why is the amendment required?

The amendment introduces planning provisions to implement the State Planning Policy Framework with regard to the growth of Melbourne by facilitating new urban development, associated infrastructure provision, conservation and open space outcomes.

A planning scheme amendment is the most appropriate method for managing the proposed urban growth and associated development as the matters relate to land use and development outcomes.

The planning scheme amendment allows for urban development outcomes specific to the land resulting in more certain and efficient regulation.

The amendment provides a balanced outcome in favour of net community benefit. The certainty provided by the amendment in terms of land use, development and infrastructure outcomes provides for a transparent and informed investment environment while delivering a clear picture for the future of the land for the existing community. The amendment provides for the housing and servicing of new residents in a manner that minimises disruption to the existing community.

The amendment complements and in some cases replaces existing provisions of the scheme. In particular the amendment streamlines and integrates processes for native vegetation management, infrastructure provision, national biodiversity outcomes, bushfire protection and housing diversity on smaller lots. In most cases all aspects of development in the amendment area will be addressed through the issue of a single planning permit following the approval of the amendment.

Schedule 7 to the Urban Growth Zone details the uses permitted within the precinct, along with the statutory requirements for planning permits and permit applications in accordance with the PSP.

The amendment does not duplicate any management provisions for the land and development in other acts or regulations.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives as follows:

To provide for the fair, orderly, economic and sustainable use and development of land.

Development of the land for urban purposes will assist in consolidating the urban setting of the area and result in better use of local facilities, and improved local facilities for existing residents. Contributions will be required from new development to enhance existing community and sports facilities and upgrade local roads in line with demand generated by the development. Development will also provide the residents of the Rockbank Township with additional commercial, community and sporting reserves within close proximity.

The development of the precinct provides a larger population catchment for the existing Rockbank Railway Station, which has been identified for upgrade. The station provides a viable public transport option for new residents, and the Rockbank major town centre designed around the railway station has the potential to encourage transit oriented development servicing the wider Western Growth Corridor, as well as the local community.

To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.

Development in the area will contribute funds towards maintenance of threatened ecological processes in line with Victoria's obligations set out in the endorsed program report for Melbourne Growth Corridors under the *Environment Protection and Biodiversity Act 1999*.

The precinct contains an area of Lignum Swamp and is covered by an Environmental Significance Overlay Schedule 1 (ESO1). The ESO will trigger a permit for any buildings and works to minimise or avoid detrimental impacts to the land.

Part of the ESO1 affecting the land at 259-305 Paynes Road, Rockbank, will be removed as part of the amendment. Following a more detailed mapping exercise of the environmental values of the land, it is considered that the envelope of the ESO1 should be reduced to better reflect the extent of those values.

To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

A precinct structure plan for the land will contain requirements that regulate the subdivision of land so as to create pleasant residential neighbourhoods with good access to jobs, services and recreation.

To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

Background studies informing the amendment have not identified places of particular heritage significance. Development proponents are required to comply with the *Aboriginal Heritage Act 2006* in relation any matters of aboriginal cultural significance on the land.

The area is marked by dry stone walls that provide a historical reference to the previous farming uses of the land. The dry stone walls have local heritage significance. Where practicable, the PSP aims to retain significant dry stone walls in areas with compatible land uses such as road reserves, open space and frontage of property boundaries.

To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.

The amendment contains a development contributions plan that sets out how local roads, recreation spaces and community facilities will be funded for construction. Looking beyond local infrastructure, the Rockbank Railway Station and Ballarat Line rail infrastructure will be upgraded to cater for the increase in population within the Western Corridor. Drainage infrastructure will be upgraded to cater for urban development and allow for natural flows into retarding basins or wetlands.

To facilitate development in accordance with the objectives set out in the points above.

The amendment allows for further urban development in Melbourne that will improve the supply of housing in the short term, provide for a robust neighbourhood structure and leave a legacy of funded local infrastructure projects.

To balance the present and future interests of all Victorians.

Providing for urban development in the area will ensure that the current landowners are able to develop land in a manner that will be functional and pleasant into the future.

How does the amendment address any environmental, social and economic effects?

Environmental impacts

Development of the land following the amendment will alter the existing farming landscape of the precinct by changing storm water flows, increasing the urban population, increasing traffic flows and bringing housing closer to bushfire threats. Furthermore, development will allow sensitive land uses near railways, public transport infrastructure and major roads and allow sensitive land uses where historical farming practices have left localised incidents of pollution.

All of these matters are mitigated through the proposed amendment to facilitate a productive and pleasant new suburb. In particular:

- Land is set aside specifically to cater for retardation of water in heavy storms to avoid flooding, while storm water itself is to be treated to a quality fit for return to the natural watercourse.
- The Rockbank Major Town Centre and community facilities have been strategically placed adjacent to the Rockbank Railway Station and Leakes Road to alleviate noise and light impacts on housing from this area of infrastructure. A road frontage to the rail stabling area will provide adequate buffering for residents from any potential noise or amenity impacts. A requirement has been included within the UGZ7 for applications for subdivision and sensitive uses in proximity to the rail line (within the 'railway noise amenity area' shown on Plan 9 of the PSP) to provide an acoustic assessment as part of the application. A requirement has also been included within the UGZ7 requiring any recommendations from the assessment to be implemented via a condition on a planning permit.
- A precautionary Desktop Environmental Site Assessment has been carried out for the land to determine any contamination potential. The assessment identified areas subject to historical localised storage of fuels and other activities associated with farming of the land and generally displayed a low contamination potential. Further work was required for some properties with higher potential for contamination. The amendment (via the UGZ7 and PSP) requires further investigation and remediation for the identified land prior to use for a sensitive purpose such as child care centres and education facilities. Further detail on this matter is provided later in this report.
- The Nevas Chicken Farm is located approximately 450 metres south-west of the precinct boundary. The chicken farm has capacity for 160,000 birds and contains four sheds of 40,000 birds each. The *Victorian Code for Broiler Farms 2009* has been considered with respect to impact of the farm on the PSP.

Section 11 of the Code states that the separation distances as found in the 'classification of broiler farm' section should be used as a guide when planning for urban use and development near a broiler farm. In response to this, the formula for calculating separation distances has been applied. This requires that a 420 metre buffer be applied from sensitive uses. The 420 metre buffer from the chicken farm sheds does not fall within the precinct. The land that is nearby the edge of the precinct is proposed for regional open space, therefore it is considered that no additional buffers are required.

Social and economic effects

There remains a significant demand for housing in this part of Melbourne. Provision for new residential land supply will improve affordability and choice for homebuyers and investors.

The amendment provides at least 16.5 dwellings per hectare and has assisted with the planning for facilities for future and current residents within Rockbank. The level and quantity of existing and planned urban amenities representing significant public and private investment in development that will support a strong urban community includes:

- At least 30,000sqm of retail and commercial floor space in the Rockbank Major Town Centre.
- Six schools (including one State secondary school and one potential non-government school).
- Local parks.
- Provision for four new sporting reserves as well as land set aside for regional sporting facilities.
- The upgrade to the existing Rockbank Railway Station and rail services and bus services in this part of Rockbank.
- Provision of two Local Convenience Centres.

The area is likely to develop over a period of 15-20 years.

The amendment will provide a broad range of lot sizes to be provided at the time of subdivision, so as to maximise opportunities for a community with a diverse range of income levels, household size and types.

The delivery of a major town centre will provide the new population of Rockbank with a centralised area for retail and commercial opportunities and will ultimately provide the current Rockbank Township and surrounds with greater access to goods, services and employment, therefore reducing the need to travel into Melton Township or Caroline Springs for basic needs.

Additional opportunities for recreation and social groups will emerge as a result of the provision of new public outdoor spaces, new community facilities and town centres. This will benefit the existing Rockbank Township who can utilise future community infrastructure and also maintain their local identity through their existing sporting and community facilities.

New public and private sector investment will be significantly boosted in the immediate and surrounding area, including the Rockbank Township.

Does the amendment address relevant bushfire risk?

The amendment implements specific provisions in the PSP to manage grassland bushfire risks associated with land set aside for the Outer Metropolitan Ring Road. The provisions accord with the views of the CFA, integrate with the building regulations and substitute the standard bushfire risk management provisions in a manner suitable to an area transitioning from rural to urban land uses.

The land is nominated as a Bushfire Prone Area under r 10 of the *Building Regulations 2006* requiring minimum fire protection standards in home construction.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

Direction No. 1 – Potentially Contaminated Land

A desktop Environmental, Hydrogeological and Geotechnical Site Assessment was carried out for the precinct (prepared by Sinclair Knight Merz, dated September 2013). The report identified that the land has been predominately used for agricultural purposes, and that there is generally a low potential for contamination across the precinct.

Four properties (24, 73, 81 and 101) of medium to high potential for contamination were identified (the addresses for these properties are 1350-1360 Leakes Road, Rockbank, 520-556 Griegs Road, Rockbank, 1195 Leakes Road, Rockbank, and 22 and 104 Troups Road, Rockbank). A Phase 2 Environmental Site Assessment (ESA) was recommended to be undertaken for these properties to determine the extent of contamination and any remediation works.

Peet Ltd subsequently provided evidence of previous testing carried out by Atma Environmental at 22 and 104 Troups Road, Rockbank (property 81), satisfactorily removing the need for further testing to be carried out. A condition is provided within the UGZ7 requiring the recommendations of the Atma Environmental assessment to be carried out to the satisfaction of the responsible authority prior to certification of any plan of subdivision for the land.

Access to carry out Phase 2 testing at 1350-1360 Leakes Road, Rockbank and 520-556 Griegs Road, Rockbank (properties 73 and 101) was unavailable, therefore an application requirement is provided within the UGZ7 to require a Phase 2 Environmental Site Assessment to be carried out as part of any application for subdivision, use or development of these properties. Any recommendations of this Phase 2 assessment will be required to be carried out via condition in the UGZ7.

A Phase 2 ESA was prepared by Sinclair Knight Merz (dated March 2014) for 1195 Leakes Road, Rockbank (property 24). The majority of the risk of contamination for this property results from an extensive amount of miscellaneous items accumulated on the site. The report recommends that prior to any development on the site a range of additional assessments should be undertaken.

A condition is provided within the UGZ7 requiring the recommendations of the SKM Phase 2 Environmental assessment to be carried out to the satisfaction of the responsible authority prior to certification of any plan of subdivision for the land.

Properties not mentioned above were assessed as having low to medium potential for contamination and therefore no further assessments are considered necessary.

Direction No. 9 Metropolitan Planning Strategy

The amendment implements the growth area elements of the Metropolitan Strategy. The amendment provides for fully serviced new urban neighbourhoods in a designated growth area.

Initiative 1.5.3 Support the planning of other activity centres

A new major town centre is planned within the precinct which will also service the existing surrounding community including the Rockbank Township. New commercial and community uses are planned opposite the major town centre along Leakes Road.

Mixed use is proposed to be located around the Rockbank Major Town Centre to encourage residential and commercial land uses to support the town centre and maximise activity around the Rockbank Railway Station.

Higher residential densities will be encouraged in the residential catchments to this centre through application of the Residential Growth Zone.

The operation of the agricultural supplies land use in the northern portion of the precinct will remain consistent with the zoning of the land through the application of a Commercial 2 Zone. Some smaller compatible uses may also be provided in this area.

Initiative 1.5.4 Accelerate investment in Melbourne's growth areas to increase local access to employment

The amendment will result in investment and job generation in a growth area, particularly within the major town centre.

Initiative 2.1.1 Apply the reformed residential zones

Higher residential densities will be encouraged through application of the Residential Growth Zone, the housing provisions of the PSP and the location of other land uses likely to attract nearby higher density.

Initiative 2.1.4 Develop more diverse housing in growth areas

The PSP requires subdivision to provide a range of lot sizes capable of accommodating a wide range of housing types.

Initiative 2.2.4 Increase housing choice within walkable distance of railway stations in the growth areas

The provisions of the PSP aim to achieve a diversity of lot sizes capable of delivering a range of housing types within a walkable catchment to the Rockbank Railway Station.

The small lot housing code can be applied to this precinct through the UGZ7 and PSP condition.

Initiative 3.3.1 Improve roads in growth areas and outer suburbs

The amendment clearly defines a new road network that builds on the existing roads in the area. The realignment of Leakes Road will allow the road to be a six lane primary arterial road. Leakes Road forms part of the Principal Public Transport Network (PPTN) and also provides access to the major town centre in Rockbank North PSP.

The east-west connection through the precinct will provide access into the Toolern PSP area including an efficient connection to the Toolern Principal Town Centre and will also form part of the PPTN.

Together with the Rockbank Development Contributions Plan, the amendment allocates funding of roads to various parties.

Initiative 3.3.2 Improve outer-suburban rail and bus networks

The amendment provides for bus-capable roads serving the vast majority of the precinct. Development of the area will generate additional patronage demand that will feed into improved bus services in the area.

Initiative 4.1.1 Support a network of vibrant neighbourhood centres

A new major town centre is planned within the precinct. Higher residential densities will be encouraged in the residential catchments of the town centre through application of the Residential Growth Zone and the Mixed Use Zone.

The road network and location of the centre adjacent to the Rockbank Railway Station has been planned to maximise the commercial viability of the Rockbank Town Centre. The Rockbank Major Town Centre is aimed to service the land to the south of the Western Highway and provide a secondary role to the Toolern Principal Town Centre further west of the precinct.

Initiative 4.1.2 Support local governments to plan and manage their neighbourhoods

The amendment demonstrates planning for a local community through provision of the range of land uses and facilities that a residential community are likely to need on daily and weekly basis. The amendment area is well connected to significant employment areas in the region and the central city.

Initiative 4.3.1 Implement design guidelines to promote walking and cycling neighbourhoods for healthy living

The amendment requires new development to deliver a planned pedestrian and cycle network that provides safe and direct access through the precinct and to the Rockbank Major Town Centre and Railway Station. Walking and cycling paths must also be integrated into roads designed primarily for vehicle use.

The Rockbank Township has also been integrated into the design of road and cycling networks to improve linkages to key destinations.

Initiative 4.4.2 A coordinated approach to the delivery of Education, Health, Recreation and Cultural Facilities

Public and private schools and community centres are planned on secondary arterial roads and connector streets to provide good access without the noise and traffic disruption associated with primary arterial roads. These facilities are also planned together so as to increase opportunities for these uses to share land and services.

Sporting reserves and community facilities are co-located to allow effective and efficient infrastructure provision associated with these uses and the potential early delivery of these services to meet the needs of the growing community.

Initiative 4.5.2 Provide new neighbourhood parks and open space

The amendment sets aside 2.85% of the precinct's developable land for local parks and sporting reserves. Local parks are located within reasonable walking distance of all planned residential areas.

A regional park is provided to the south-west corner of the precinct and will include sports reserves as directed by Council.

Initiative 5.1.2 Ensure settlement planning in growth areas and peri-urban areas responds to natural hazards

The precinct is within the Bushfire Prone Area as discussed elsewhere in the report. All developable land is located out of areas that are known to flood. The planned road network will facilitate numerous land use configurations over time allowing flexibility for the suburb to grow and change.

Initiative 5.2.1 Increase the protection and restoration of biodiversity areas

An area of Lignum Swamp is proposed to be retained within the precinct which has local biodiversity significance.

Initiative 5.2.2 Protect the values of our waterways

All developable land is located out of areas that are known to flood. An appropriate drainage scheme will be implemented for the precinct to divert stormwater to natural wetlands and retarding basins. Water sensitive urban design (WSUD) measures within developments will ensure storm water itself is treated to a quality fit for return to the natural watercourse.

Initiative 5.4.1 Integrate noise and air quality guidelines into land use and transport planning provisions

The layout of land uses aims where practicable, to shield residential uses from significant noise sources. Where this is not possible residential buildings should be designed in accordance with the existing planning scheme so as to protect residents from noise and air emissions.

The Passenger Rail Infrastructure Noise Policy has been considered in the preparation of this amendment in the context of the existing Ballarat rail line and any future upgrade scenario. Planning applications for development for sensitive uses within the 'railway noise amenity area' shown in the PSP will be required to include an acoustic assessment report. Where the report recommends noise attenuation measures, these will be required via condition on any planning permit that may be subsequently issued.

Initiative 7.3.1 Increase the productivity of the Victorian economy by improving the utilisation of existing and proposed state infrastructure

The amendment plans for a significant urban community and major town centre around the existing Rockbank Railway Station. The increase in the population catchment to the railway station provides a direct need to upgrade the existing frequencies and facilities along this current VLine service. Land will be set aside to provide for rail stabling and a park and ride facility.

Residents in the area will also utilise the planned Outer Metropolitan Ring Road (OMR) to link to the north and south west of Melbourne. The significant increase in the population of the area will have an impact on the traffic network at a local level as well as through adjoining suburbs. The OMR will allow for an efficient connection to the north and south-west.

Direction No. 11 Strategic assessment of amendments

This direction seeks to ensure a comprehensive strategic evaluation of a planning scheme amendment. This Explanatory Report addresses the requirements outlined in this direction.

Direction No. 12 - Urban Growth Areas

Part 6 of Ministerial Direction 12 requires that when preparing an amendment to introduce or change provisions in a schedule to the UGZ, a planning authority must evaluate and include in the explanatory report a discussion about:

- *How the amendment implements any Growth Areas Framework Plan applying to the land*

The West Growth Corridor Plan addresses land brought within the Urban Growth Boundary in 2010 and applies to land from Caroline Springs to Melton, including the precinct. It identifies the majority of the land for 'urban land supply'. The West Growth Corridor Plan creates new public transport and arterial road connections, establishes a trail network extending through the corridor and creates transit oriented development centred around the Rockbank Railway Station.

The amendment implements the land use aspects of the West Growth Corridor Plan by describing a residential precinct with usual amenities including recreation areas and community uses. The amendment identifies a major town centre adjacent to the Rockbank Railway Station and the realignment of Leakes Road consistent with the Corridor Plan.

- *How does the amendment accord with the Precinct Structure Planning Guidelines (October 2009)?*

Objective one: To establish a sense of place and community

The Rockbank community will share in a vibrant precinct, distinguished by a transit-orientated town centre and a network of neighbourhood gathering places linked by waterways and local parks.

A strong focus on cycling and pedestrian movement is continued throughout the precinct. Social infrastructure will be centralised within each residential neighbourhood, mixing schools and community centres with sporting reserves and the open space network.

Rockbank will offer diverse housing choices to support the full range of households and lifestyles. High and medium density housing will be promoted within the town centre in close proximity to the Rockbank Railway Station. Medium density housing will be encouraged in proximity to the open space network, along public transport routes and within walking distance of the town centre.

The PSP aims to support future economic and environmental resilience, and fairly apportion services, mobility and cost across the precinct.

Objective two: To create greater housing choice, diversity and affordable places to live

An important new approach to housing diversity has been developed and introduced in this PSP and other PSPs currently under preparation. New provisions in the PSP deliver a comprehensive guide to delivering diversity that does not rely on a mono-cultural divide of 'conventional density', 'medium density' but provides for outcomes that provide a range of densities across the area. This allows for increased choice to homebuilders and purchasers to build a house of the size they want in the location they want while meeting policy goals seeking higher dwelling densities in growth areas.

The use of the *Small Lot Housing Code*, incorporated into the Melton Planning Scheme, will provide developers the ability to provide diverse housing options promptly and within required design guidelines.

The provision of local facilities and access to the Rockbank Railway Station and future bus network in the medium to long term will contribute to the affordability of the precinct and encourage reduced reliance on the private vehicle.

Objective three: To create highly accessible and vibrant activity centres

A key feature of the precinct is the Rockbank Major Town Centre which is located central to the precinct adjacent to Rockbank Railway Station and on the southern side of the rail corridor. The major town centre fronts Leakes Road and straddles both sides of Old Leakes Road. The frontage to Leakes Road affords the centre with the best access from all areas of the precinct and beyond.

The Rockbank Major Town Centre will support a range of retail, commercial land uses with a retail floor space of 30,000sqm. Two local convenience centres are proposed in the western and eastern ends of the precinct.

Higher densities will be encouraged around the centre and the railway station, through the provision of the applied Residential Growth Zone. The applied Mixed Use Zone will allow for land uses around the town centre to comprise a mix of residential as well as small offices and other non-residential uses to create activity around the railway station and major town centre.

The amendment also formalises an existing agricultural supplies use in the precinct which has current existing use rights. This provides an opportunity to zone the land in this vicinity with an applied Commercial 2 Zone to allow for similar uses around the supplier and encourage a mix of land uses within the precinct.

Objective four: To provide for local employment and business activity

Employment and business activity in the precinct will come primarily from retailing, commercial and community uses. Home based businesses will also provide local employment opportunities.

In addition to precinct based employment opportunities, the precinct has good access to planned employment in the West Growth Corridor. Significant employment areas are located to the south-east of the Melton Growth Area, concentrated around Hopkins Road and the OMR reservation. Local planned employment is located to the north of the precinct and nearby within the Toolern Business Park.

Objective five: To provide better transport choices

The PSP formalises road connections through the precinct and beyond into adjoining PSP areas. The West Growth Corridor Plan show Leakes Road, realigned to facilitate the area required for the interchange over the Western Freeway. The PSP shows the revised alignment.

The cycle and walking trail network is deliberately aimed at providing access to key local destinations but also provide direct routes to the Rockbank Major Town Centre and railway station as well back into the existing Rockbank Township.

Objective six: To respond to climate change and increased environmental sustainability

All of the elements planned for the precinct, as described in the response to objectives above and below, have been organised with sustainability in mind. They provide for:

- Reduced travel times to key services and multiple mode and route options for travel including by means other than the currently dominant private car mode.
- Management of natural systems, and the effects of development on natural systems, so as to minimise or offset detriment to those systems.
- Efficient use of land for multiple purposes where practicable.

Objective seven: To deliver accessible, integrated adaptable community infrastructure

Community facility hubs including community health and education centres, schools and sports fields are co-located to provide opportunities for more efficient use and vibrant public places.

The proposed connector roads, cycling and shared trails within the precinct will provide excellent access to these community hubs.

- *How the provisions give effect to the intended outcomes of the precinct structure plan.*

Most provisions in the incorporated documents and associated ordinance are designed to be implemented at the subdivision development stage. At this point requirements and guidelines are either designed into subdivision plans (e.g. spatial outcomes), implemented through permit conditions (e.g. development and biodiversity contributions), implemented through referral authority agreements (e.g. essential services) or required to be applied as restrictions on title (e.g. bushfire protection, small lot housing code).

This provides for a single permission after approval of the PSP is central to providing certainty and clarity in the planning process.

Additionally, applied zones that follow the pattern of development rather than lead it allow flexibility when the PSP is followed through in the detail of subdivision and land use layouts.

The Residential Growth Zone is applied to residential areas of the precinct while the PSP remains the guiding document for neighbourhood development. The Commercial 1 Zone, complemented by as-of-right floor space limits in the UGZ Schedule, will allow for competitive development of growth area centres. The Mixed Use Zone will guide development on the periphery of the town centre and railway station – albeit in a modified manner as per Table 2 of the UGZ7 - with Dwelling a Section 2 use and Office a Section 1 use. These use requirements in Table 2 are designed to encourage non-residential uses in the Mixed Use Zone. The Commercial 2 Zone formalises the existing land uses on Old Leakes Road and the Western Freeway but also provides compatible land uses in this awkward pocket of land adjacent the Leakes Road and Western Freeway interchange.

- *How a translation of the provisions can be achieved, once development anticipated by the precinct structure plan is substantially complete.*

As discussed above most outcomes will be delivered through subdivision permits prior to translation of the PSP to standard provisions. Subdivision permits will implement most of the non-standard provisions.

An assessment of how development has proceeded and where public land uses have been established closer to the time of translation will provide a better guide to where zones boundaries should be settled.

Other than the UGZ, standard provisions are used to implement the plan including development contributions through the Schedule 7 to Clause 45.06, open space contributions through Clause 52.01 and native vegetation management and exemptions through Clause 52.17. These will stay in place until all relevant contributions are collected and native vegetation is securely managed or offset.

s46m(1) - Direction on Development Contributions Plan

This direction seeks to direct planning authorities in relation to the preparation and content of a development contributions plan. Items (works, services and/or facilities) funded by the Rockbank DCP is in accordance with these relevant Ministerial Directions.

How does the amendment support or implement the State Planning Policy Framework and any adopted State policy?

The amendment represents an integrated decision making process that balances the objectives of the relevant State Planning Policies as follows:

- **Clause 11 Settlement** - The amendment incorporates a precinct structure plan and development contributions plan. These plans set out an orderly structure for development of the precinct including the location and function of a major town centre taking into account the existing and planned network of centres in the region, bringing zoned land supply to the market, providing land with good proximity to existing and planned amenities and services, and infrastructure. See also assessment against *Ministerial Direction 9 Metropolitan Strategy* in this report.

- Clause 12 Environmental and landscape values - Offsets for vegetation removal and habitat areas for nationally and state significant species will be provided in accordance with the Commonwealth EPBC Act approval for urban development in Melbourne's Growth Areas.
- Clause 13 Environmental risks – Where assessment for potential contamination on future residential and school land has not already been undertaken, further assessment is required and remediation of any residual contamination from farming is to be managed through conventional permit conditions.

A Phase 2 ESA will be required to be undertaken for properties 1350-1360 Leakes Road, Rockbank and 520-556 Leakes Road, Rockbank. Any recommendations from this report will be required to be implemented through a permit condition (via condition in the UGZ7) to the satisfaction of the responsible authority.

The recommendations of the Phase 2 ESA (prepared by SKM, dated March 2014) for 1195 Leakes Road, Rockbank will be required to be implemented through a permit condition (via condition in the UGZ7) to the satisfaction of the responsible authority.

The recommendations of the Phase 2 ESA (prepared by Atma Environmental, dated March 2010) for 22 Troups Road and 104 Troups Road, Rockbank will be required to be implemented through a permit condition (via condition in the UGZ7) to the satisfaction of the responsible authority.

An assessment of the potential impacts of the Nevas Chicken Farm has been undertaken and it is considered that the farm is located a suitable distance from the precinct to avoid the need for any additional buffers inside the precinct.

Bushfire risk in the precinct is currently managed through the *Building Regulations 2006*, however the amendment requires site-management during construction to minimise the potential spread of any bushfire through maintaining land in a 'low fire threat' state.

- Clause 16 Housing - Housing in the precinct will be fully serviced and adjacent to an excellent range of services and transport facilities. New residents will have access to existing services and employment opportunities in the community in adjacent developed neighbourhoods and through provision of new infrastructure in the precinct. The Precinct Structure Plan sets out provisions to facilitate a range of potential housing types and densities. The full range of housing types, sizes and configurations may establish in large areas of the precinct without the need for a land use permit.
- Clause 17 Economic Development – The amendment provides for a major town centre to provide localised employment opportunities within the precinct and surrounding future precincts.

Other opportunities for localised employment will be provided by community facilities, schools, and home based businesses.

- Clause 18 Transport - The precinct is strongly integrated with the existing and planned arterial road network and Principal Public Transport Network. The proposed road and trail networks provide a robust structure for traffic and transport movement within and through the precinct. The realignment of Leakes Road will improve the road network with regard to the OMR and function of the railway station and major town centre.
- Clause 19 Infrastructure - A comprehensive development contributions plan has been prepared for the precinct. The amendment provides the strategic basis for that plan including roads, bicycle paths and open space. Water and sewer can be connected into the precinct from adjoining precincts and drainage services will be upgraded as part of the development of the precinct through the provision of wetlands / retarding basins and drainage corridors

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment is generally consistent with and has been prepared in accordance with the Local Planning Policy Framework as discussed below:

Municipal Strategic Statement

Clause 21.03 Planning Visions and Objectives sets out Council's vision for the city and key land use planning objectives for residential land, sustainable environment, employment, retailing, transport and movement, rural land use and areas of historical, cultural and environmental significance. Consistent with these objectives the PSP seeks to create a new residential area, which is supported by:

- An upgrade to the Rockbank Railway Station.
- A major town centre and community hubs, which comprise a mix of retail, community facilities, open space networks.
- A mixture of local parks and sporting fields which will be easily accessible to residents via pedestrian/ cycle paths and roads.
- A series of drainage corridors that can provide a passive recreation function as well as serving the broader drainage needs.

Clause 21.04-6 Rockbank Plains applies to land generally between the Melton Highway and Western Freeway. The objective of this clause is “*to maintain the Rockbank Plains as a distinctive and permanent break between the western edge of metropolitan Melbourne and Melton township by discouraging rural and urban activities that have negative impacts (such as noise, high levels of traffic or odour) on nearby properties, and by encouraging tourist activities, hobby farms and equine industries.*”

Although this clause identifies land within the precinct for farming, State Planning Policy includes this land within the Urban Growth Zone and designates it for Urban Land Supply. Therefore the Local Planning Policy is outdated in this regard. It is noted that the Melton City Council are currently reviewing the Municipal Strategic Statement to accord with State Planning Policy changes.

Local Planning Policy Framework

The amendment has regard to the following Local Planning Policies:

- *Clause 22.01 Residential land use*
- *Clause 22.03 Recreation and open space networks*
- *Clause 22.04 Urban development*
- *Clause 22.05 Employment*
- *Clause 22.06 Retailing*
- *Clause 22.07 Transport and movement*

To implement the objectives of the above policies, the amendment:

- Encourages a range of residential densities to provide for a mixture of household types and incomes.
- Allows for the use of the Small Lot Housing Code to streamline approvals for smaller housing product in appropriate locations.
- Prioritises the creation of an integrated transport system by identifying key pedestrian and cycle pathways and road networks.
- Includes sporting reserves within a walkable catchment to 95% of residents.
- Provides local parks at suitable locations within residential areas.
- Provide for orderly development of Rockbank in terms of servicing and road infrastructure to allow for the most cost effective provision of infrastructure and services.
- Provides local employment opportunities within the major town centre and through community facilities and home based businesses.
- Incorporates a mixture of transport modes including walking and cycling paths and opportunities for public transport to provide alternate modes of transport.

- Facilitates the upgrade of the Rockbank Railway Station and services.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment meets the form and content requirements of the Victorian Planning Provisions. Importantly, the application of the UGZ is considered an appropriate tool to apply a suite of Victoria Planning Provision zones to guide future use and development of the site through the specification of conditions and requirements for permits.

How does the amendment address the views of any relevant agency?

The amendment and the Rockbank Precinct Structure Plan have been prepared in consultation with affected agencies. Amongst others key relevant agencies include Melton City Council, Department of Economic Development, Jobs, Transport and Resources, Public Transport Victoria, VicRoads, Melbourne Water, Department of Education and Training, Department of Environment, Land, Water, and Planning, Parks Victoria, City West Water, Office of Aboriginal Affairs Victoria and the Country Fire Authority.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The Metropolitan Planning Authority in itself and acting as a planning authority is an 'interface body' under the *Transport Integration Act 2010*. Under Section 25 of that Act:

- (1) *An interface body must have regard to the transport system objectives when exercising powers and performing functions under any interface legislation which are likely to have a significant impact on the transport system.*
- (2) *An interface body must have regard to the decision making principles in making decision under any interface legislation which are likely to have a significant impact on the transport system.*

The amendment is likely to have a significant impact on the transport system at a local level. It will require upgrades to nearby parts of the regional road network and will allow the creation of a new local road network that will set the future pattern of development in the precinct. It will contribute to the development of the bus network in the area.

The proposed additions and changes to the existing transport system in and adjacent to the precinct will meet the transport system objectives by:

- Providing for an interconnected road system that responds to the likely level of use generated by the precinct and hence facilitating investment in housing and local retail services in the area.
- Enabling efficient access to existing and planned employment and services in and around the local area and region through connections to the arterial road network and planned extensions to bus services.
- Ensuring the road network minimises impacts on the site's topography, native vegetation and water flow regimes.
- Providing locally based sports and recreational facilities to reduce the need for extended travel.
- Designing roads that are of a suitable scale and compatible with the expected travel demand and that provide a suitable scale and impact in relation to likely adjoining development infrastructure provided for through the Rockbank Development Contributions Plan will generally be provided as sufficient demand arises for the relevant infrastructure item and provides the opportunity for the efficient construction of items concurrent with subdivisional development.
- Integrating the construction of bus stop facilities with the development process to minimise construction costs and provide the opportunity to optimise the location of bus stops and design of roads in relation to bus routes and associated facilities.
- Integrating relevant government bodies involved in the provision of transport infrastructure and services in the decision making process of the amendment.

- The Passenger Rail Infrastructure Noise Policy has been considered in the preparation of this amendment in the context of the existing Ballarat rail line and any future upgrade scenario. Planning applications for development for sensitive uses within the 'railway noise amenity area' shown on Plan 9 of the PSP will be required to include an acoustic assessment report. Where the report recommends noise attenuation measures, these will be required via condition on any planning permit that may be subsequently issued.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment will have minimum impact on the resources and administrative costs of the responsible authority. The incorporation of the PSP in the Melton Planning Scheme will facilitate the future orderly and proper planning of the area. In most cases a single subdivision permit will capture all of the development requirements for a particular site.

Further, the UGZ Schedule 7 has been structured in such a way that the ultimate translation to conventional Victorian Planning Provisions zones can occur in a timely and efficient manner once the land has been substantially developed.

Where you may inspect this Amendment

The amendment is available for public inspection, free of charge, during office hours at the following places:

Metropolitan Planning Authority	Melton City Council
Level 25, 35 Collins Street	232 High Street
Melbourne VIC 3000	Melton VIC 3337
www.mpa.vic.gov.au	www.melton.vic.gov.au

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.dtpli.vic.gov.au/publicinspection .