

## **MELTON PLANNING SCHEME**

### **AMENDMENT C161**

#### **EXPLANATORY REPORT**

##### **Who is the planning authority?**

This amendment has been prepared by the Minister for Planning, who is the planning authority for this amendment.

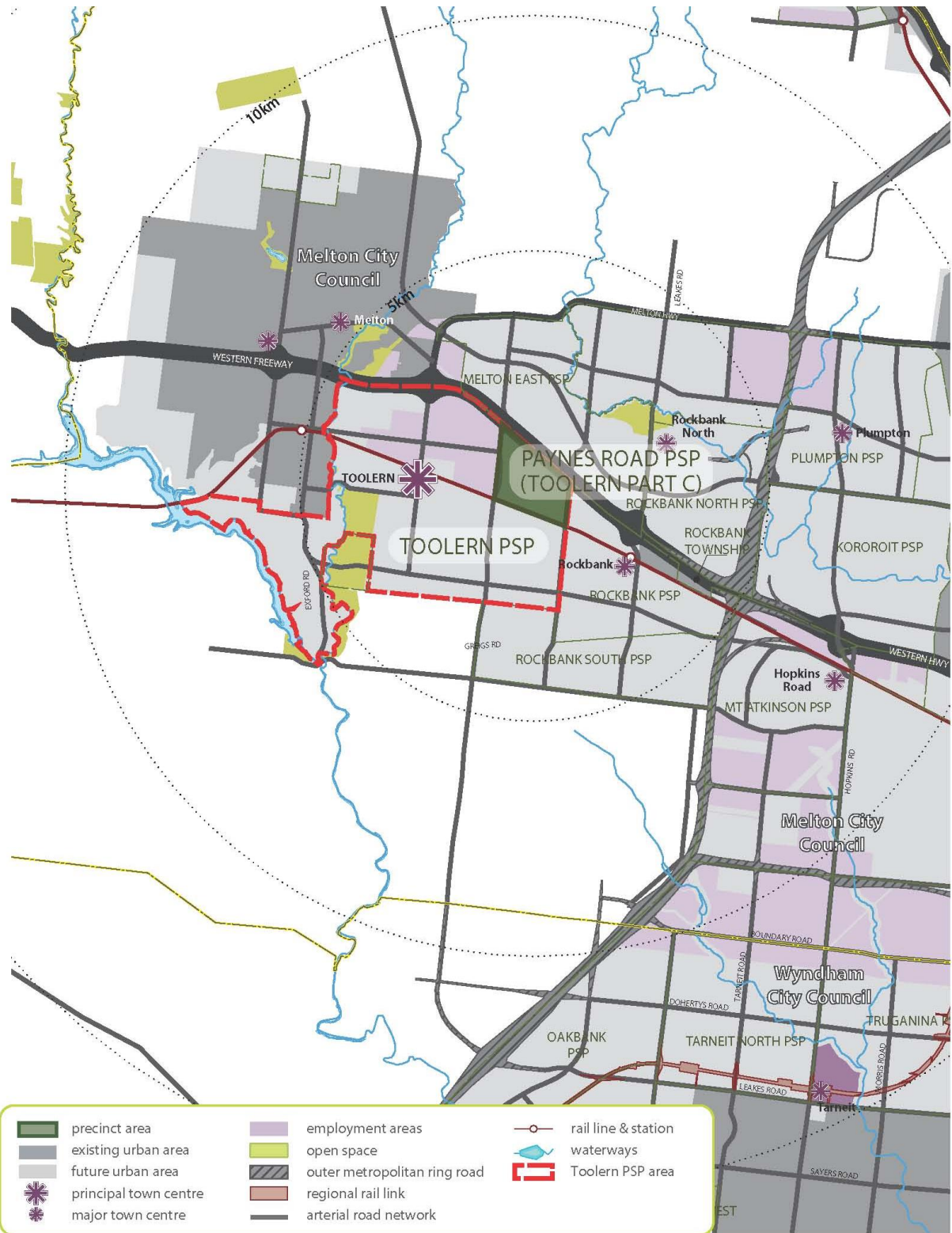
The Amendment has been made at the request of the Metropolitan Planning Authority (MPA) and the City of Melton.

##### **Land affected by the Amendment**

The Amendment applies to land bound by the Western Freeway, Paynes Road, the Melbourne-Ballarat Railway Line and Mt Cottrell Road. The Precinct is located in the City of Melton, approximately 30km to the west of the Melbourne CBD and is approximately 199 hectares in size. The land is also located in the north-east area of the approved *Toolern Precinct Structure Plan, July 2011*.

The land affected by the amendment is illustrated overleaf (Map 1).

Map 1- Land affected by the amendment



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## What the amendment does

The Amendment proposes to implement the *Paynes Road Precinct Structure Plan, July 2015* (Paynes Road PSP) by introducing Urban Growth Zone Schedule 8 (UGZ8) to the *Melton Planning Scheme* and rezoning land within the PSP boundary to UGZ8. The UGZ8 will enable 'residential' uses on land previously zoned Urban Growth Zone Schedule 3 (UGZ3) and identified for 'employment' uses in the *Toolern Precinct Structure Plan, (including Toolern Native Vegetation Precinct Plan) July 2011* (Toolern PSP).

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

- Insert Schedule 8 to Clause 37.07 Urban Growth Zone (UGZ8) into the *Melton Planning Scheme* and rezone the land from Urban Growth Zone 3 (UGZ3) to Urban Growth Zone 8;
- Delete the Development Contributions Plan Overlay 3 (DCPO3) from the land to remove the requirement for development contributions triggered by the *Toolern Development Contributions Plan, July 2011*;
- Insert Development Contributions Plan Overlay 8 (DCPO8) into the *Melton Planning Scheme* and apply it to the land. Development Contributions will be required via agreement under Section 173 of the *Planning and Environment Act 1987* until such time that a DCP applying to the land is incorporated into the Scheme;
- Amend Schedule 3 to Clause 37.07 (UGZ3) to amend Map 1 to remove the Paynes Road PSP area from the Toolern PSP area;
- Amend Schedule 3 to Clause 45.06 to amend the Map to remove the Paynes Road PSP area from the Toolern DCP area;
- Amend the Schedule to Clause 52.01 to include a public open space contribution for subdivision within the PSP boundary;
- Amend the Schedule to Clause 52.16 to include the revised *Toolern Precinct Structure Plan (including Toolern Native Vegetation Precinct Plan), July 2015*; and
- Amend the Schedule to Clause 81.01 to include the revised *Toolern Precinct Structure Plan (including Toolern Native Vegetation Precinct Plan), July 2015*, revised *Toolern Development Contributions Plan, 2011* and a new incorporated document titled *Paynes Road Precinct Structure Plan, July 2015*.

## Strategic assessment of the Amendment

### Why is the Amendment required?

The amendment is required to rezone an area of land identified for employment use in the approved *Toolern Precinct Structure Plan, July 2011* (Toolern PSP) to allow for residential development. The amendment will facilitate the implementation of *Paynes Road Precinct Structure Plan, July 2015* (Paynes Road PSP) and remove controls and requirements currently applied to the land by the Toolern PSP, DCP and UGZ3

The amendment introduces planning provisions that 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 nearby communities.

The amendment complements, and in some cases replaces, existing provisions of the scheme. In particular, the amendment streamlines and integrates processes for infrastructure provision, 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 8 to the Urban Growth Zone details the uses permitted on the land, 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 following objectives of planning in Victoria under Section 4 of the *Planning and Environment Act 1987*:

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

The Paynes Road PSP will facilitate urban development and a new community for approximately 6,793 residents who will have access to community services, employment and open space. The Precinct has a dwelling density of 16.5 dwellings per net developable hectare, and encourages housing diversity throughout the Precinct.

The central hub of the Precinct provides integrated services for the community and includes a local convenience centre, a community centre, two potential primary schools and a local sports reserve. Further the Precinct will have a shared path network and interconnected open space network that will integrate with the waterway corridor and wetlands.

The Precinct will connect to the existing road infrastructure of the Western Freeway through a new half-diamond freeway interchange at Mount Cottrell Road. To support the residential development of the Precinct, Mount Cottrell Road and Paynes Road will be widened to an arterial road standard. Murray Road will be extended to a connector street standard, providing an east–west connection through the Precinct and into the adjoining Toolern and Rockbank Precincts.

Further to improving the road infrastructure, the Precinct has convenient access to the existing Melbourne-Ballarat Railway line that bounds the Precinct. A proposed railway station is located along this railway line in the Precinct.

Employment will be generated predominantly by service jobs through two potential schools, a kindergarten, private childcare centres and home based businesses. It is estimated that 257 jobs will be located in the Paynes Road Precinct.

Costs will be shared via contributions towards new development which will contribute to community facilities such as the community centre and local sports reserve and to the upgrade of the road network. This is outlined in the Precinct Infrastructure Plan in the Paynes Road PSP. The amendment will also require public open space contributions across the Precinct area when land is subdivided.

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

The existing Toolern Native Vegetation Precinct Plan (Toolern NVPP) currently applies to the land, and identifies vegetation to be protected (retained) or removed and provides offsets in relation to the removal of native vegetation.

The Toolern NVPP will continue to apply to the land, however with minor amendments – namely the retention of two trees that were previously identified to be removed and the retention/removal of native vegetation due to the realignment of Mount Cottrell Road.

The requirements continued in the UGZ8 relating to the Striped Legless Lizard, Golden Sun Moth and Kangaroo management have been based on the previous requirements of the UGZ3 and the Toolern PSP.

Stormwater flows will be managed through an integrated system with waterways, stormwater quality treatments and retarding basins that aim to manage flows beyond the Precinct to be generally kept to pre-development levels.

*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.

As previously mentioned in this report, the amendment will facilitate a half-diamond freeway interchange at Mount Cottrell Road and the widening Mount Cottrell and Paynes Road to arterial road standards to provide key north-south connections through the Precinct and beyond. Murray Road will also be extended to a connector road standard to provide an east-west connection through the Precinct into the adjoining Toolern and Rockbank Precincts.

New local parks and natural systems will also contribute to the creation of a pleasant living and recreational environment for the neighbourhood and its visitors.

The centre of the Precinct will provide an integrated environment for retail and community services, including a local convenience centre, a community centre, two potential primary schools and a local sports reserve. Future residents will also have access to future services in the adjoining Toolern and Rockbank Precincts such as the Toolern Major Activity Centre and railway station and the Rockbank Major Town Centre and existing railway station.

*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*

No buildings, areas or other places of special significance or cultural value were identified in the background studies which informed the amendment. Development proponents are required to comply with the *Aboriginal Heritage Act 2006* in relation to any matters of Aboriginal cultural significance on the land.

*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 ensures that servicing of the new urban development will be of sufficient capacity to ensure all households are connected to sewer, water and gas. Drainage infrastructure will be upgraded to cater for urban development and allow for natural flows into retarding basins or wetlands.

The Precinct encourages transport choice and a reduction in private car use by providing a highly inter-connected road network allowing for continuous and direct bus routes whilst providing for the creation of a network of shared paths across the Precinct. A potential train station has been identified for the Precinct, on the Melbourne-Ballarat Rail line, that will provide connections further west to Melton and Ballarat and further east to Sunshine and the Melbourne CBD.

In this case, Amendment C161 does not include a Development Contributions Plan (DCP). The *Toolern Development Contributions Plan, July 2011* (Toolern DCP) currently applies to the land and is currently undergoing a review led by Council. Until such time as the revised Toolern DCP is incorporated into the Melton Planning Scheme, development contributions in the Precinct will be dealt with via agreement with Council under S173 of the *Planning and Environment Act, 1987*.

The Precinct Infrastructure Plan (located in the Paynes Road PSP) sets out the infrastructure and services required to meet the needs of the proposed development within the Precinct.

To facilitate development in accordance with the above objectives

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.

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 the land in a manner that will be functional and pleasant into the future.

Road upgrades, a local convenience centre, a community centre, a local sports reserve, local parks and integrated waterways and wetlands have been nominated on the Future Urban Structure Plan.

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

Environmental Effects

Development of the land following the amendment will alter the existing farming landscape of the Precinct by changing the 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. All of these matters will be mitigated through the proposed amendment. In particular:

- Stormwater flows will be managed through an integrated system including a two retarding basins, a waterway corridor and stormwater treatment that aims to manage flows beyond the Precinct to be generally kept to pre-development levels.
- A Phase 1 and Phase 2 Land Capability Assessment by Jacobs (September 2014) was carried out for the Paynes Road Precinct. The report assessed contamination, geotechnical, hydrological, hydrogeological and noise vibration impacts in the Paynes Road Precinct.

The conclusions from the assessment have been mitigated by the Paynes Road PSP document. Where issues have not been resolved by the Paynes Road PSP, they will be dealt with through the planning permit process.

- The existing Toolern Native Vegetation Precinct Plan (Toolern NVPP) currently applies to the land, and identifies vegetation to be protected (retained) or removed and provides offsets in relation to the removal of native vegetation. The Toolern NVPP will continue to apply to the land, however with minor amendments – namely the retention of two trees that were previously identified to be removed and the retention/removal of native vegetation due to the realignment of Mount Cottrell Road.
- The requirements relating to the Striped Legless Lizard, Golden Sun Moth and Kangaroo Management are based on the previous requirements of the Urban Growth Zone 3 Schedule and the Toolern PSP.
- A railway noise attenuation study is currently under preparation, but yet to be finalised at the time of consultation. The final report will identify areas where noise attenuation in the vicinity of the Melbourne-Ballarat Railway line may be required.

Social and Economic Effects

There is significant demand for housing in this part of Melbourne. The amendment will provide new residential land supply which will improve affordability and choice for homebuyers and investors whilst enabling 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 amendment anticipates 16.5 dwellings per net developable hectare. The level of planned urban amenities that will support a strong urban community includes:

- A potential government primary school
- A potential non-government primary school
- A proposed railway station
- A community centre
- A local convenience centre
- A local sports reserve
- Seven local parks
- Two wetlands
- Waterway corridors

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

An integrated hub central to the Precinct, including potential schools, a local sports reserve, a community centre and a local convenience centre, along with the extensive open space network and shared trail network, will provide opportunities for recreation and social groups to emerge as a result of the provision of these facilities. Future residents will also have access to the future Toolern Major Activity Centre and the future Rockbank Major Town Centre in the adjoining precincts.

Public Transport will be accessible via a proposed railway station in the Precinct, the existing station in the adjoining Rockbank precinct and the future station in the adjoining Toolern Precinct.

Bus capable connector roads will be provided by the Precinct, giving residents access to bus services for the wider Rockbank and Melton area.

The amendment supports local employment opportunities within the Precinct. Employment projections for the Precinct are estimated at approximately 257 jobs, which takes into account potential employment through the Council kindergarten, private child care centres potential primary schools, the local convenience centre and home based businesses.

## **Does the Amendment address relevant bushfire risk?**

The Precinct lies within an identified bushfire prone area and is regulated under the *Building Regulations 2006*. In the medium to long term the land within the Precinct will be developed for urban purposes and subsequently will substantially reduce any identified fire risk.

This amendment sets out fire management planning controls that will ensure that the fire risk is managed during the staging of development across the Precinct as well as any interim period fire risk within the Precinct. These controls will work in combination with new building regulations and standard bushfire risk management provisions in a manner suitable for an area transitioning from rural to urban land uses.

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

### *Direction No. 1 – Potentially Contaminated Land*

A Phase 1 Land Capability Assessment (also known as a Phase 1 Environmental Site Assessment) by Jacobs (September 2014) was carried out for the Paynes Road Precinct. The Phase 1 report identified a number of potential areas of contamination and recommended further investigation via a Phase 2 Land Capability Assessment (Jacobs, September 2014). Issues identified through the assessment can be resolved through the permit application process.

### *Direction No. 9 – Metropolitan Strategy*

The amendment implements the growth area elements of the metropolitan strategy. The amendment will facilitate the urban development of land within the Urban Growth Boundary of metropolitan Melbourne.

### *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 4, 5 and 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 Paynes Road PSP will apply to land currently within the boundary of the existing Toolern PSP (C82 Part 2), where the land is identified as an 'employment area.' Since the approval of Amendment C82 (Part 2) in November 2011, the endorsed Western Growth Corridor Plan (WGCP) identifies the land now known as the Paynes Road Precinct as an area for residential land use, rather than an employment land use. The Paynes Road PSP is a future residential precinct as identified in the WGCP.

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

### *Objective one: To establish a sense of place and community*

The Precinct will provide a residential community that will integrate with the adjacent southern residential area of the existing Toolern PSP and the adjacent future residential area of the Rockbank PSP. Even though the Precinct will have neighbouring residential communities, it will retain its own sense of place and community through the central hub of the Precinct that includes integrated facilities such as a local convenience centre, a

community centre, two potential primary schools and a local sports reserve. Further the Paynes Road Precinct will have its own shared path network and interconnected open space network that integrates with the waterway corridors and wetlands.

*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 through this PSP and other PSPs currently under preparation and recently approved. New provisions in the PSP deliver a comprehensive guide to delivering diversity that provides for a range of densities across the PSP areas. 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 Precinct has an average dwelling density of 16.5 dwellings per net developable area and allows the use of the Small Lot Housing Code which provides developers the ability to provide diverse housing options through a streamlined process and within required design guidelines.

The provision of local facilities and access to the potential future 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 local convenience centre will service the Precinct and will front Murray Road, a future bus capable connector street, providing easy accessibility by vehicle and future bus networks. The local convenience centre will also be accessible via an on road bike lane and off road shared path system.

The local convenience centre can potentially feature a small scale supermarket and/or convenience shops. The local convenience centre will be conveniently integrated with other centrally located services such as a local sports reserve, community centre and two potential primary schools.

Future residents of the Precinct will also have access to the larger Toolern Major Activity Centre and the Rockbank Major Town Centre in the adjoining Precincts.

*Objective four: To provide for local employment and business activity*

Local employment opportunities will be provided within the centrally located integrated area of the Precinct. Employment projections for the Precinct are estimated at approximately 257 jobs, which takes into account Council kindergarten, private child care centre, primary school, local convenience centre and home based business employment.

In addition to local employment and business opportunities, the Precinct has good access to planned employment in the West Growth Corridor. The WGCP identifies industrial and business land in the adjoining and existing Toolern PSP and extensive future industrial land further east along the Western Highway.

*Objective five: To provide better transport choices*

The land within the Precinct is currently used for generally agricultural purposes and hobby farms, therefore the existing road network is not well established, except for the Western Freeway along the northern boundary of the Precinct. The Paynes Road PSP will facilitate the future transport network of the Precinct through the widening of Mount Cottrell Road to become a six lane arterial road, the widening of Paynes Road to become a four lane arterial road and the extension of Murray Road to become a key east west connector street. The Paynes Road PSP will also facilitate a half diamond freeway interchange at Mount Cottrell Road, including an overpass that will give the future community access to Caroline Springs, Sunshine and the Melbourne CBD.

The above mentioned arterial and connector streets are bus capable, and will provide access for future bus routes through the Precinct and into adjoining communities. Further the Precinct is well connected to train services through the existing Melbourne-Ballarat Railway line. In the long term a potential future station has been identified in the Paynes

Road Precinct, and a train station has also been identified in the Major Activity Centre of the adjoining Toolern PSP. In the short term the existing Rockbank Train Station currently services the area and provides VLine services towards Ballarat and the Melbourne CBD.

The shared path and off road cycling network is deliberately aimed at providing access to key local destinations such as the centrally located community services in the Precinct but also providing connections to the adjacent Rockbank and approved Toolern PSPs.

*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 in this report, have sustainability and climate change adaptability built into their design. 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; and
- Efficient use of land for multiple purposes where practicable.

*Objective seven: To deliver accessible, integrated adaptable community infrastructure*

As mentioned earlier in this report, community infrastructure such as a local sports reserve, two potential primary schools, a community centre and a local convenience centre will be integrated centrally in the Precinct.

- *How the provisions give effect to the intended outcomes of the Precinct Structure Plan*

Most provisions in the incorporated document 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. biodiversity actions), 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 which is central to providing certainty and clarity and timeliness in the planning process. The PSP remains the guiding document for neighbourhood development.

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 General Residential 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.

- *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 permit 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 zone boundaries should be settled.

Other than the UGZ, standard provisions are used to implement the plan including development contributions through Schedule 8 to Clause 45.06, open space contributions through Clause 52.01 and the revised Native Vegetation Precinct Plan through Clause 52.16. These will stay in place until all relevant contributions are collected.

### *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.

Amendment C161 does not include a Development Contributions Plan (DCP). The *Toolern Development Contributions Plan, July 2011* (Toolern DCP) currently applies to the land and is currently undergoing a review led by Council. Until such time as the revised Toolern DCP is incorporated into the Melton Planning Scheme, development contributions in the Precinct will be dealt with via agreement with Council under S173 of the *Planning and Environment Act, 1987*.

### **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 conflicting objectives of the relevant State Planning Policies as follows:

- Clause 11 – Settlement. The amendment incorporates a Precinct Structure Plan which set out the structure for development of a residential Precinct. This includes the location and function of the local convenience centre, taking into account the existing and planned network of centres in the region, bringing zoned land supply to the market for housing and employment and providing land with good proximity to existing and planned amenities, services and infrastructure.
- Clause 12 – Environmental and landscape values. The Toolern NVPP in the *Melton Planning Scheme* currently applies to the land and identifies vegetation to be protected (retained) or removed in the Paynes Road PSP area. The amendment will make minor amendments to the Toolern NVPP – namely the retention of two trees that were previously identified to be removed and the retention/removal of native vegetation due to the realignment of Mount Cottrell Road.
- Clause 13 – Environmental Risks. A railway noise attenuation study is currently under preparation, but yet to be finalised at the time of consultation. The final report will identify areas where noise attenuation in the vicinity of the Melbourne-Ballarat Railway line may be required.
- Clause 16 – Housing. Housing in the Precinct will be fully serviced and adjacent to and wide range of services and transport facilities. The PSP encourages a range of residential densities to provide for a mixture of household types. The amendment also allows for the use of the Small Lot Housing Code to streamline approvals for smaller housing product in appropriate locations.
- Clause 17 - Economic Development. Local employment opportunities will be provided within the central integrated hub of the Precinct. Employment projections for the Precinct are estimated at approximately 257 jobs, which takes into account potential Council kindergarten, private child care centre, primary school, local convenience centre and home based business employment.
- Clause 18 – Transport. The Precinct is strongly integrated with the existing and planned road network in the adjoining Toolern PSP and Rockbank PSP. The Amendment will improve the existing road network and facilitate the widening of Mount Cottrell Road and Paynes Road to an arterial road standard and extend Murray Road to become an east west connector street. Further the amendment will facilitate a new half-diamond freeway interchange at Mount Cottrell Road to provide future residents with access onto the Western Freeway towards Caroline Springs, Sunshine and the Melbourne CBD.

The Precinct includes a proposed train station along the Melbourne-Ballarat Railway line, and residents will also have access to the existing Rockbank Railway Station in the adjoining Rockbank Precinct. The Precinct will also have access to potential bus services, through its bus capable arterial roads and connector streets.

- Clause 19 – Infrastructure. Community facilities such as a local sports reserve, two potential primary schools and a community centre will be provided through the precinct. 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 two wetlands/retarding basins and drainage corridors.

As discussed previously in this report, costs will be shared for contributions towards new development which will contribute to community facilities such as the community centre and local sports reserve and to the upgrade of the road network. The amendment will also require public open space contributions across the Precinct area when land is subdivided.

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

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

#### Municipal Strategic Statement:

- Clause 21.00 – Regional Policy Context and Local Policy Context. This policy will need to be updated as part of a future planning scheme amendment.

#### Local Planning Policies:

- Clause 21.01-2 – Urban Areas. The amendment implements this policy by facilitating the development of Urban Growth Zone land through a Precinct Structure Plan.
- Clause 21.02 – Key Issues in the City. The identified key issues in Clause 21.02 are addressed by the Paynes Road PSP, particularly in regards to residential land use, a sustainable environment, recreation and open space networks and transport and movement.
- Clause 21.03-2 – Planning Objectives. The amendment supports Melton City Council's key land use planning objectives of residential land use, sustainable environment, urban development, employment, retailing, transport and movement and areas of historical, cultural and environmental significance through the Paynes Road PSP. In particular the Paynes Road PSP will 'create sustainable and liveable communities that are attractive and desirable places in which to live.'
- Clause 22.03 – Recreation and Open Space Networks Policy. The amendment supports this policy through the extensive open space network in the Paynes Road PSP that includes seven local parks and one local sports reserve. The local sports reserve is integrated centrally within the Precinct with other community facilities.
- Clause 22.04 – Urban Development Policy. As discussed earlier in this report Amendment C161 does not include a Development Contributions Plan (DCP). The *Toolern Development Contributions Plan, July 2011* (Toolern DCP) currently applies to the land and is currently undergoing a review led by Council. Until such time as the revised Toolern DCP is incorporated into the Melton Planning Scheme, development contributions in the Precinct will be dealt with via agreement with Council under S173 of the *Planning and Environment Act, 1987*.
- Clause 22.05 - Employment Policy. The amendment supports this policy by providing local employment opportunities within the centrally located integrated area of the Precinct. Employment projections for the Precinct are estimated at approximately 257 jobs, which takes into account potential Council kindergarten, private child care centre, primary school, local convenience centre and home based business employment.
- Clause 22.06 – Retailing Policy. A local convenience centre will be provided for in the Precinct. Convenience centre retailing is appropriate for the Precinct as the future approved Toolern Major Activity Centre and the proposed Rockbank Major Town Centre are in close proximity to the Precinct.

- Clause 22.07 – Transport and Movement Policy. The Amendment will improve the existing road network and facilitate the widening of Mount Cottrell Road and Paynes Road to an arterial road standard and extend Murray Road to become a key east west connector street. The amendment will also facilitate a new half-diamond freeway interchange at Mount Cottrell Road to provide future residents with access onto the Western Freeway.

The Precinct includes a proposed train station along the Melbourne-Ballarat Railway line, and residents will also have access to existing Rockbank Railway Station in the adjoining Rockbank Precinct. The Precinct will also have access to potential bus services, through the bus capable arterial roads and connector streets in the Precinct.

- Clause 22.12 Housing Diversity Policy. The amendment encourages a range of residential densities to provide for a mixture of household types. The amendment allows for the use of the Small Lot Housing Code to streamline approvals for smaller housing product in appropriate locations.

### **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 Paynes Road PSP, and relevant documentation has been prepared in consultation with Melton City Council, Department of Environment, Land, Water and Planning, Department of Education and Training, Public Transport Victoria, VicRoads, Melbourne Water, Western Water and the Catholic Education Office.

### **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 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 West Growth Corridor 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;

- 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;
- Providing local recreation facilities to reduce the need for extended travel;
- 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; and
- Integrating relevant government bodies involved in the provision of transport infrastructure and services in the decision making process of the amendment.

## **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 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, UGZ8 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:

Melton City Council

Civic Centre

232 High Street

MELTON VIC 3337

[www.melton.vic.gov.au](http://www.melton.vic.gov.au)

Metropolitan Planning Authority

Level 25, 35 Collins St

MELBOURNE VIC 3000

[www.mpa.vic.gov.au](http://www.mpa.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](http://www.dtpli.vic.gov.au/publicinspection) .