

PSP 31.2

# Paynes Road (Toolern Part C)

## Precinct Structure Plan Background Report

December 2015

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## **1. INTRODUCTION**

The Paynes Road Precinct Structure Plan (the PSP) applies to approximately 199 hectares of land located 30 kilometres from the Melbourne CBD. The plan is an amendment to the existing Toolern Precinct Structure Plan, and formally referred to as PSP 31.2 Toolern Precinct Structure Plan, Part C. It is within Melbourne's West Growth Corridor and Western Subregion as illustrated on Plan 1.

The *West Growth Corridor Plan* (June 2012) identifies the corridor as one of the fastest growing regions in Australia and recognises the need for the precinct to cater for new residential development. The West Growth Corridor will eventually accommodate a population exceeding 377,000 residents and have the capacity to accommodate at least 164,000 jobs. The West Growth Corridor incorporates the City of Melton and the City of Wyndham and stretches from the Princes Freeway in the south to the Melton Highway in the north.

Located in the City of Melton, Paynes Road PSP will complement and integrate with the neighbouring Toolern and Rockbank PSPs. The PSP will assist the transition of the area from its current non-urban and mostly agricultural land use into urban land. Paynes Road PSP will provide new residents with affordable and diverse housing options. The future residents of the Paynes Road community will enjoy and benefit from the environmental, social and economic assets proposed in the PSP and the greater network of infrastructure outlined in Melbourne's West Growth Corridor. The PSP will concentrate on the layout of roads, community facilities and schools, parks, housing, as well as multimodal connections to transport. These elements are fundamental to making Victoria's growth areas great places to live and work, both today and for future generations.

MPA is managing the preparation of the Paynes Road PSP in conjunction with Melton City Council. Melton City Council is a key stakeholder in the preparation of the PSP and the responsible authority for the implementation of the PSP.

The Paynes Road Precinct Background Report assists in providing context to preparation of the PSP and its associated documents. A full list of the supporting documents that have informed the preparation of the background report and PSP can be found at the end of the document.

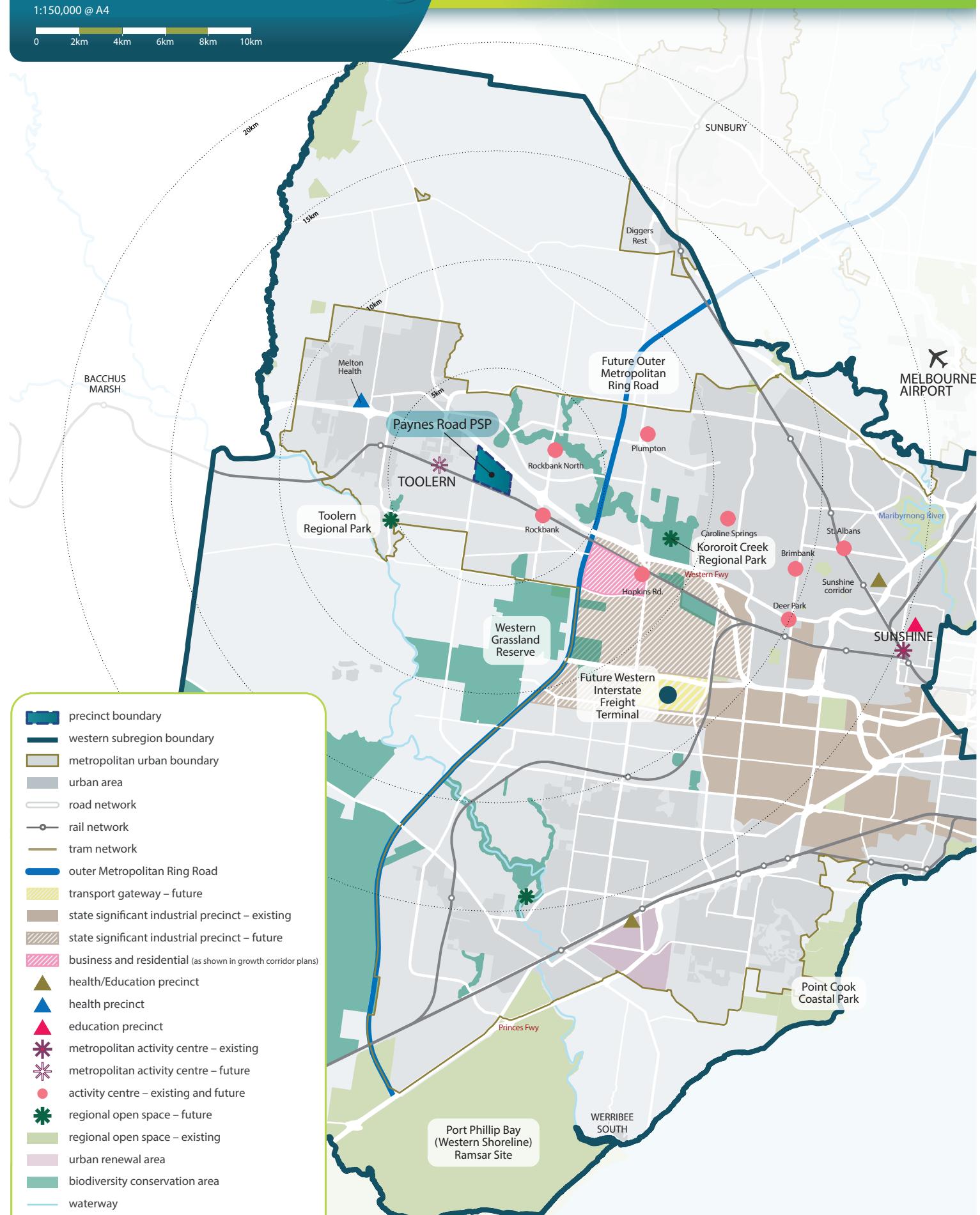
# Plan 1 - Regional Context Plan



**MPA** METROPOLITAN PLANNING AUTHORITY

Paynes Road Precinct Structure Plan

1:150,000 @ A4



precinct boundary

western subregion boundary

metropolitan urban boundary

urban area

road network

rail network

tram network

outer Metropolitan Ring Road

transport gateway – future

state significant industrial precinct – existing

state significant industrial precinct – future

business and residential (as shown in growth corridor plans)

health/Education precinct

health precinct

education precinct

metropolitan activity centre – existing

metropolitan activity centre – future

activity centre – existing and future

regional open space – future

regional open space – existing

urban renewal area

biodiversity conservation area

waterway

airport

## NOTES

Map: Western Subregion – source Department of Transport, Planning and Local Infrastructure, 2014

## **2. METROPOLITAN & REGIONAL CONTEXT**

The wider area incorporating the Paynes Road precinct is a rural district situated amongst basalt plains, within the City of Melton. The precinct is positioned between the Melton Township to the west and Rockbank Township to the east. Rockbank Township is a small urban settlement of approximately 500 dwellings to the east of the Leakes Road interchange. Melton Township, along with a network of future planned town centres such as Toolern and Rockbank, will service the future needs of the precinct with higher level facilities and employment opportunities.

The precinct sits on the southern edge of the Western Freeway and directly north of the Melbourne-Ballarat railway corridor. The nearby existing Rockbank Railway Station located to the east of Paynes Road is currently serviced by V/Line passenger trains and links the area to Melbourne and Ballarat. The precinct has been identified for the inclusion of a potential future railway station when future upgrades to the Melbourne-Ballarat railway corridor occur.

The precinct is well placed to deliver large new development projects that provide a diversity of housing options. At full development, Paynes Road will accommodate in excess of 2,500 dwellings based upon an average density of 16.5 lots per hectare and additional medium density residential housing. It will be of a scale in which local level facilities such as schools and open space can be delivered to service both the existing and new communities.

The area is already well connected to Melbourne via the existing rail corridor and direct links to the Western Freeway, and connections will improve with future upgrades to those networks. Paynes Road PSP outlines the construction of grade separations over rail and freeway at Mount Cottrell Road and Paynes Road, and ensures future development will benefit from its proximity to a future railway station upon future electrification of the Melton Line. The location is also well positioned to capitalise on future significant road infrastructure projects, specifically the Outer Metropolitan Ring Road (OMR) project which will enable unparalleled north-south connection to the wider metropolitan area and the rest of the state.

### 3. LOCAL CONTEXT

#### History

The precinct lies within the traditional lands of the *Wurundjeri* and *Bun Wurrung* indigenous groups that inhabited areas across what is now metropolitan Melbourne. Since European settlement of the Paynes Road area, the land has been predominantly used for farming and agricultural purposes with a long history of pastoral activities which continue to this day.

Some historical sites and features have been noted in the wider PSP area and are of varying local significance. No highly significant Aboriginal cultural heritage places have been identified within the area; however, isolated and low density artefact scatters occur at low to very low densities. A small length of original dry stone wall is present in the precinct. Dry stone walls represent the early European settlement in the area and should be retained where possible as part of development. The most notable historic building to survive in the nearby area is 'Paynes Cottage,' located on Paynes Road and within the Rockbank PSP area. The building dates back to the late 19th century.

#### Lot size & ownership pattern

The precinct currently exhibits a rural-residential aesthetic, with residential and non-residential built form separated by large areas of open land, with some featuring livestock. Landholdings within the precinct area are generally medium to large, corresponding with the predominant use of the land for agricultural purposes, hobby farms and rural residential subdivision.

#### Surrounding neighbourhoods

The Paynes Road PSP area is centrally-positioned in the Melton corridor between Melton Township and Caroline Springs. Surrounding land uses and developments relevant to the precinct include:

**Rockbank Precinct Structure Plan:** Rockbank PSP is located east of the precinct, across Paynes Road. Rockbank PSP will include a transit-orientated town centre (centred on Rockbank Railway Station) and a range of social infrastructure facilities accessible to residents of the Paynes Road precinct.

**Melton East Precinct Structure Plan:** Melton East PSP is located north of the precinct, across the Western Freeway. Melton East precinct will include a range of social infrastructure facilities accessible from the Paynes Road precinct via the future Mount Cottrell Road and Paynes Road freeway overpasses.

**Rockbank South Precinct Structure Plan:** Rockbank South PSP is located south east of the precinct. Rockbank South PSP will include a range of social infrastructure facilities accessible to residents of the Paynes Road precinct.

**Toolern Precinct Structure Plan:** Toolern PSP is a large precinct located west of Paynes Road PSP that covers 2,200 hectares and adjoins the existing Melton Township. The Toolern PSP originally approved in October 2010 included the land which applies to Paynes Road PSP. Toolern PSP has now been amended to exclude the land that applies to Paynes Road PSP. Toolern PSP will include a Principal Town Centre and range of social infrastructure facilities readily accessible from the Paynes Road precinct via the arterial and connector road network. The precinct anticipates a future population of approximately 55,000 residents that will have provided for them six government primary schools, two government secondary schools, eight community centres and nine sporting reserves.

## **Transport & movement**

### Existing road network

The existing arterial road network in immediate proximity to the precinct includes the following key elements:

- Mount Cottrell Road, a two-lane, rural-standard road with managed access aligned in a north-south direction
- Paynes Road, a two-lane, rural standard road with managed access aligned in the north-south direction
- Murray Road, a single-lane, no through road with access from Paynes Road that provides direct access to properties within the precinct.

The precinct is currently accessed directly from the Western Freeway via at-grade intersections with Mount Cottrell Road and Paynes Road. The Western Freeway is a major freeway that splits the Melton growth corridor and connects the area to Melbourne's freeway network via the Western Ring Road.

### Existing public transport

#### **Bus services**

Currently, there is one bus route that runs limited services along the Western Freeway between Melton and Melbourne.

#### **Rail services**

The Rockbank railway station is located 1.5 kilometres east of the precinct and provides access to V/Line services on the Ballarat Line that provides services from Southern Cross Station. The Ballarat Line is a mostly single-track regional passenger rail service that serves the existing Rockbank Railway Station intermittently. A short crossing loop expands the rail line to two tracks for a short length of track either side of the railway station.

## **Town centres & employment**

A network of planned town centres and local convenience centres will service the Paynes Road area in the future. The Toolern PSP located to the west of the precinct specifies one Principal Activity Centre and four local convenience centres at full development. The Rockbank North and Rockbank precincts each specify a Major Town Centre and allow for a number of local convenience centres.

The existing major retail centres relevant to the precinct are as follows:

- **Melton (High Street):** A typical strip-type shopping precinct located to the west of the precinct area. It includes various supermarkets, a range of food, services and home-ware retail shops and a range of non-retail services and businesses.
- **Woodgrove (shopping centre):** A sub-regional shopping centre located in Melton including a Coles and Kmart and comprising a total of 18,000 square metres of retail floor-space in addition to 4,000 square metres of non-retail uses. The centre is co-located with Coburns Central, a small centre with approximately 6,000 square metres of retail.
- **Caroline Springs:** A relatively new and moderately-sized town centre that incorporates a large retail component, largely made up by the Caroline Springs Square, a 21,000-square-metre internalised shopping centre. Along with the shopping centre, Caroline Springs also includes a range of ancillary uses.

The nearest identified Central Activities Area according to Plan Melbourne is Footscray, approximately 25 kilometres to the east.

### **Open space**

There are currently no open space assets within, or in close proximity to the precinct.

In a wider regional context the Western Grasslands Reserve will form a new 15,000 hectare grassland conservation park situated four kilometres to the south of the precinct and outside the Urban Growth Boundary.

### **Community facilities & education**

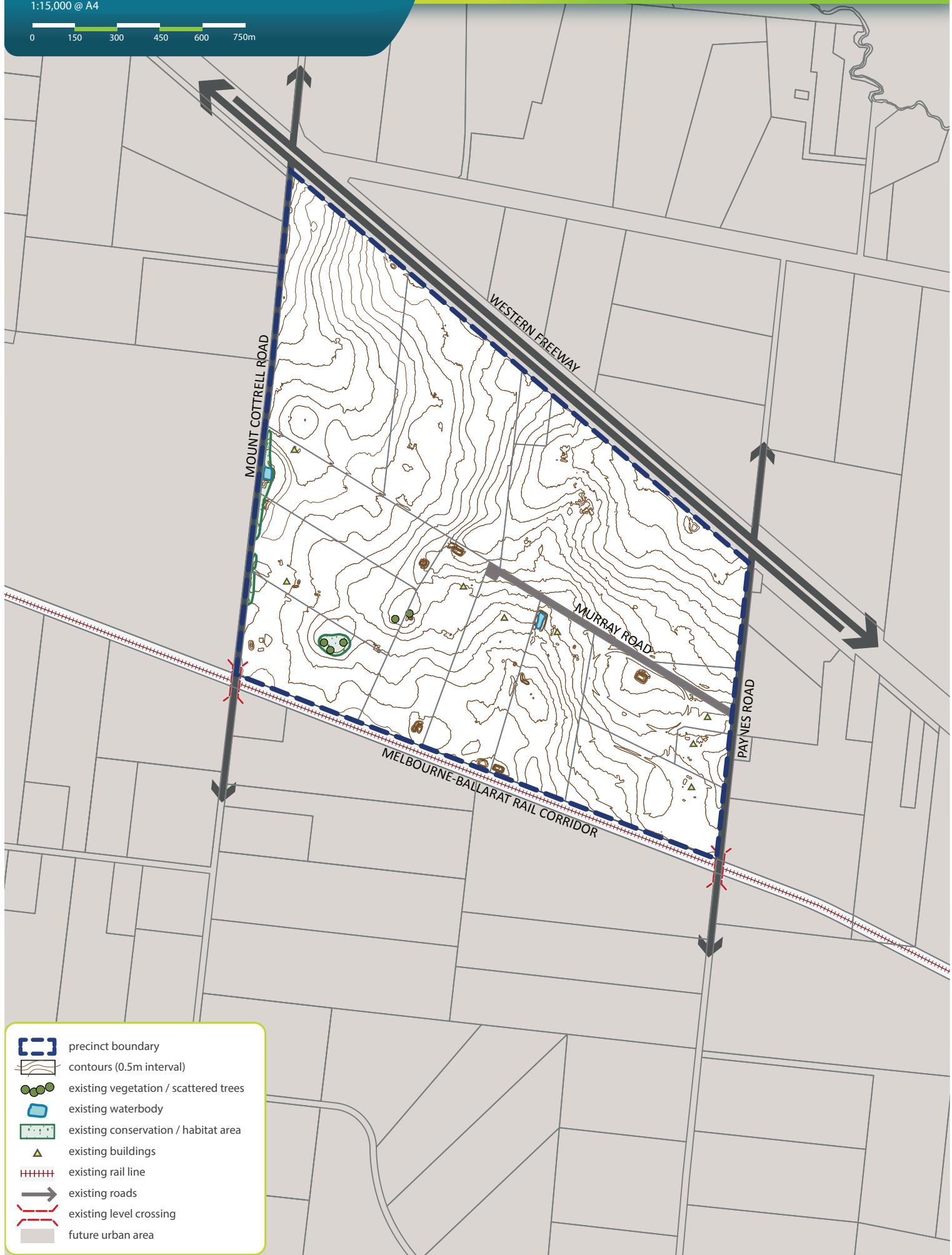
There are currently no community or education facilities within, or in close proximity to the precinct.

## Plan 2 - Precinct Features

Paynes Road Precinct Structure Plan

1:15,000 @ A4

0 150 300 450 600 750m



- [Dashed Box] precinct boundary
- [Wavy Lines] contours (0.5m interval)
- [Green Dots] existing vegetation / scattered trees
- [Blue Square] existing waterbody
- [Green Pattern] existing conservation / habitat area
- [Yellow Triangle] existing buildings
- [Red Dashed Line] existing rail line
- [Black Arrow] existing roads
- [Red Dashed Line] existing level crossing
- [Grey Shaded Area] future urban area

## 4. CURRENT ENVIRONMENT

### Aboriginal cultural heritage

The precinct lies within the traditional lands of the *Wurundjeri* and *Bun Wurrung* indigenous groups that inhabited areas across what is now metropolitan Melbourne. Ecology and Heritage Partners Pty Ltd was commissioned by the MPA to prepare an Aboriginal Heritage Impact Assessment (AHIA) for the precinct. The assessments undertaken as part of this AHIA were a background review and a field survey.

The background review consisted of an analysis of relevant heritage registers and databases, previous archaeological publications and unpublished reports, and a review of the environmental context of the study area, determining the likelihood of Aboriginal cultural heritage occurring in the precinct. The field survey consisted of a ground surface survey of the study area by qualified archaeologists to determine any Aboriginal cultural heritage visible on the ground surface and to identify any areas of Aboriginal cultural heritage likelihood (areas that are considered likely to contain subsurface Aboriginal archaeological deposits).

The desktop assessment search identified a total of 20 registered Aboriginal sites within a three kilometre radius of the study area. Previous studies have suggested the volcanic (basalt) plains between Kororoit Creek and Toolern Creek/Werribee River have a consistent but dispersed pattern of artefact distribution with minor concentrations occurring on elevated landforms and stony rises.

The field survey identified no previously unrecorded sites however a series of additional elevated rises and ridges were mapped as areas exhibiting a degree of archaeological likelihood.

The results of the current study conform to previous predictive models and hypotheses concerning site occurrence in the Rockbank and Toolern areas including the Tardis Enterprises report (August 2007) which was undertaken as part of the preparation of the Toolern PSP process and the Biosis report (September 2013) that was undertaken as part of the Rockbank PSP.

The reports indicate the absence of water bodies and cultural significant landforms such as Mount Cottrell suggest the current study area principally saw usage as a travel corridor and hunting and gathering territory between these more significant parts of the landscape, with limited patterns of artefact discard associated with these activities.

As a result of this preliminary assessment of the study area, no Aboriginal cultural heritage places have been identified; therefore, no areas of cultural heritage sensitivity in the current assessment have triggered the requirement for a mandatory Cultural Heritage Management Plan (CHMP). The field assessment did identify several areas indicating a likelihood of Aboriginal cultural heritage places; whilst these areas do not trigger a mandatory CHMP, a voluntary CHMP is recommended for any future high impact activities within those areas.

### European cultural heritage

Early European settlement in the Paynes Road area and the wider Rockbank area was centred on a small number of prominent pastoralists in the mid-19<sup>th</sup> century. Pastoral leases eventually gave way to small freehold farms, with the region sustaining a wide range of agricultural pursuits including cropping and livestock grazing.

Biosis was commissioned by MPA to undertake a post-contact heritage assessment of historic values in the precinct area as part of the preparation of neighbouring Rockbank PSP. A number of places of historic interest were recorded and specific recommendations were developed to plan for future residential, commercial and infrastructure development in the area.

There are no sites within the area that are currently listed on the Victorian Heritage Register or the Victorian Heritage Inventory; however, there is a portion of dry stone wall that pre-dates 1940. According to the Melton Dry Stone Wall Study, dry stone walls are of cultural significance and should be retained in-situ within the public

realm where possible. The study did not identify any significant walls and landscapes to be protected within the precinct.

The surrounding area has several buildings with identified post-contact heritage values. Understanding these post-contact heritage values associated with the precinct can allow for the establishment of management principles to retain and enhance these local features as part of an overall urban design framework for the surrounding area.

### **Topography & landform**

The Paynes Road area is located entirely on the Western Basalt Plains created by lava flows in the late Quaternary Period, two to five million years ago. Nearby Mt Atkinson and Mt Cottrell are among a number of eruption points in the vicinity of the study area that form prominent landmarks in a predominantly flat landscape.

A land capability assessment undertaken by Jacobs determined the geological conditions at the Paynes Road PSP area. The main geological unit to be encountered during future development of the site is likely to be basalt of the Newer Volcanics Formation. The upper portion of the basalt profile in this formation (usually up to several metres) is typically weathered to highly reactive residual clay. Shallow rock can also be encountered, and large near surface basalt boulders (known as “floaters” or “corestones”) are often encountered in a clay matrix. The thickness of the residual soil profile in the Newer Volcanics is variable, and the depth to basalt can vary significantly over relatively short horizontal distances. The impervious layer of basalt has led to the formation of the swampy areas common to the Western Basalt Plains.

The above site classifications are based on regional geological information and are intended for preliminary consideration only. Site specific geotechnical site investigations which may include soil sampling and laboratory testing should be undertaken prior to the design and construction of any footing systems, pavements and associated civil infrastructure as part of any future building permit application.

### **Catchments & drainage**

The drainage system for Paynes Road is part of the Kororoit Creek catchment. Along with the Werribee River, Kororoit Creek is the most substantial waterway in the surrounding area, located approximately 1.4 km to the north. Investigations by Jacobs and Alluvium determined identified no major or minor watercourses located within or immediately surrounding the PSP. A shallow gully runs through the PSP, from the south west to the north east, and this will convey stormwater runoff during high rainfall events. The area is affected by the 1% annual exceedance probability (AEP) flood level, from Kororoit Creek to the north.

The majority of the site does not appear to be any significant hydrogeological constraints that would render the land unsuitable for development; however, in the vicinity of topographical depressions it is likely shallow groundwater tables will exist. The following issues would need to be considered in the planning and design of any development:

- The shallow water table may cause groundwater inflow to excavations
- The saline nature of the groundwater may require careful monitoring if dewatering or extraction was required
- Opportunities for groundwater use include extraction for garden watering and irrigation of parks and ovals, depending on the precise nature of the salinity of the groundwater and potential to compete with less saline sources.

### **Biodiversity**

A biodiversity assessment was undertaken by Ecology Partners (December 2008) as part of the Toolern PSP process to inform the Toolern Native Vegetation Precinct Plan (NVPP). Toolern NVPP applies to the Toolern PSP area as well as incorporating the Paynes Road PSP area and has been used to inform the biodiversity values within the Paynes Road precinct.

## Flora

Ecology Partners reported several Ecological Vegetation Classes (EVCs) occurring within the precinct. Plains Grassland is present in the rail reserve along the length of the PSP and other native grasslands are present within the PSP area. Due to long-term cropping and pastoral activities, native grassland environments have become highly degraded. Much of the study area is now covered with introduced grasses.

High quality patches of Plains Swampy Woodland / Lignum Swamp Complex occur along Mount Cottrell Road and north of the railway line. The patches retain healthy River Red-gums with a Lignum-dominated understory. Other species include Black-anther (Flax-lily *Dianella revoluta var. revoluta*) and Common Tussock-grass (*Poa labillardierei*). A clump of large old trees is present in the southwest corner of the precinct, with the odd scattered tree also present on site.

The future upgrade of Mount Cottrell Road to a six lane arterial will deviate from its current alignment allowing the retention of vegetation in the road reserve and along the neighbouring property boundary. A small portion of the vegetation, 0.179 hectares will be removed to allow for a drainage reserve and the new Mount Cottrell Road alignment.

There are opportunities to enhance ecological values within the study area, principally through the regeneration of remnant native vegetation, revegetation with site indigenous species, weed control, and the provision of stormwater treatment wetlands which will provide additional habitat for a range of fauna species.

## Fauna habitats

Flora and fauna assessments undertaken by Ecology Partners (2008) indicate that the study area supports habitat for a range of native fauna species in both modified and natural remnant grassland habitat. The assessment recorded that a total of 40 bird species (32 native, 8 introduced), five mammal species (two native, three introduced), two native reptiles and two frogs were detected.

The study area supports several habitat types, including remnant woodland, remnant lignum wetlands, scattered remnant trees, planted trees and shrubs, farm dams, native grassland and introduced pastures and grassland. The overall value of habitats within the study area for fauna ranges from low for pasture up to moderate for remnant woodland.

Much of the land within the study area has previously been cleared for agriculture, and is currently or has recently been used for livestock grazing, cropping activities or other industry.

Woodland trees provide foraging and nesting habitats for a number of woodland birds and hollow-dependant species such as Common Ringtail Possum, Common Brush-tail Possum, Galah, Sulphur-crested Cockatoo and insectivorous bats. Threatened woodland birds such as Hooded Robin, Speckled Warbler, Brown Treecreeper, and Diamond Firetail may also utilise woodland remnants within the study area.

Isolated remnant trees predominantly River Red Gums and planted trees and shrubs provide moderate habitat value for fauna. The native understory vegetation has been totally removed and replace by exotic grasses and weeds. Several of these trees support varying sized hollows. Few fauna are likely to use this habitat, primarily woodland birds and birds adapted to cleared landscapes. Tree hollows provide valuable roosting, nesting and foraging resources for a suite of birds such as Sulphur-crested Cockatoo, and micro-bats. Remnant trees also provide nesting sites and vantage points for raptors and suitable foraging habitats for a range of insectivorous and nectar-feeding birds.

## Fauna

No nationally significant fauna were recorded in the study area as part of the assessment.

The precinct potentially provides low quality habitats for two nationally listed species, the Golden Sun Moth and Striped Legless Lizard.

### **Site contamination**

The land capability assessment undertaken by Jacobs was comprised of two stages: Stage 1 included a review of the history of land use at the site and surrounding areas and a preliminary desktop review of information available; Stage 2 involved inspections of the properties within the PSP area identified as presenting a potential risk relating to potential contamination, hydrogeology, hydrological and/or geotechnical issues.

Based on the information gathered during the Stage 1 & 2 assessments, the following conclusions can be made in relation to the Paynes Road PSP area:

- The site history assessment found that the site has a long history of agricultural land uses with much of the areas remaining under cultivation to the present day.
- Based on the available information including a site walkover and site history assessment the following primary potential sources of contamination have been identified:
  - Highly localised areas of potential contamination associated with frequently encountered land uses. These include potential contamination hotspots associated with uses such as stockyards and general farm premises. These hotspots are likely to be localised to areas such fuel tanks, chemical storage areas and similar.
  - Highly localised areas of potential contamination associated with stockpiles and general dumped materials. In these locations contamination is likely to be localised to stockpiles themselves and in some instances shallow underlying soils.
  - Diffuse but low level sources of contamination associated with the widespread application of agricultural chemicals on farmland as well as orchards and plant nurseries. These chemicals may include pesticides, herbicides, fungicides and fertilizers.

## **5. FUTURE DEVELOPMENT & COMMUNITY**

The intensity of development in the PSP area will be guided by the capacity of existing infrastructure, including roads and railway crossings. The delivery of significant transport infrastructure will be required for the PSP area to be developed to capacity. Decisions relating to land use may also be guided by existing constraints within the precinct.

### **Services**

Paynes Road precincts close proximity to the Rockbank PSP area meant that the services report conducted by Spiire as part of its preparation incorporated much of the Paynes Road area. The Spiire report was used in conjunction with relevant agency consultation to inform the new or upgraded essential services infrastructure required before full development of the PSP area and surrounds can occur. A drainage assessment undertaken by Alluvium (November 2014) was also utilised to inform the following water and drainage related infrastructure.

Western Water is the servicing authority responsible for providing sewerage, water and recycled water to the precinct area. Due to the scale of development proposed in the region, Western Water proposes to stage the delivery of the ultimate infrastructure required and consequently will be monitoring the rate of development occurring. As required, systems will be augmented to provide additional capacity.

#### ***Sewerage***

Paynes Road precinct does not currently have a sewer system. Sewer will be provided by Western Water via the construction of a pumping station and sewer main before development of the precinct commences. Ultimately, a gravity-fed sewer main running through the precinct will drain to a future pumping station in Toolern PSP.

#### ***Water supply***

Paynes Road precinct does not currently have a reticulated water supply. When development commences water supply will need to be brought forward. As rural properties are taken in by the expanding urban footprint the existing services will be replaced by a suitable network to service urban development.

The closest existing water main runs along the Western Freeway from Melton to service the Rockbank Township. Any capacity in this existing network is expected to be depleted after servicing the initial stages of the Rockbank PSP development. The proposed permanent water supply for the Rockbank and Paynes Road precincts has been designed and construction will commence in line with development in the area. It will be provided from the north via a 450mm diameter pipeline along Leakes Road.

#### ***Recycled water supply***

There is no existing recycled water supply within the precinct in the control of Western Water. Infrastructure servicing plans have been provided by Western Water indicating the location and timing of recycled water in and around the Paynes Road PSP. It should be noted that Western Water have also stated that the servicing plan requires updates and should be treated as indicative only. With this in mind, the plans suggest Paynes Road PSP may have access to Class A recycled water from the Surbiton Park Recycled Water Plant; however, unless there are significant changes to planning priorities, this is likely to occur post-2023. Based on water balance analysis of surrounding neighbourhoods (including Rockbank North) it is likely that the supply of Class A recycled water to meet toilet and outdoor irrigation demands will reduce potable water use by more than 50% (based on 1990's levels). Class A recycled water is unlikely to achieve the target 105 L/person/day of potable water use (as set out in the Toolern IUWM Strategy); however, as per that document, recycled water is likely to be considered as a 'Deemed to Comply' solution. Western Water also has its internal policy that sets out objectives for reduction of potable water use derived from the Central Regional Sustainable Water Strategy (2006). These objectives include potable water substitution using Class A recycled water and "fit for purpose" recycled water for irrigation.

#### ***Electricity supply***

Powercor are the responsible authority for power distribution. There are existing high voltage 22kV feeder lines in the Western Freeway capable of providing supply to the PSP. Powercor propose to augment the high voltage network as required to service the precinct. There is a zoned substation in Melton which currently has two transformers with the ability to house a third. There are plans to include a third transformer at Melton in the

next five years. Powercor are also planning to construct a new zone substation between the existing zones of Sunshine and Melton to assist in servicing the western growth corridor. A site for the new zoned substation has not been selected. Upgrades specific for development that is not considered network upgrades will need to be developer-funded. Developers will need to fund internal works, undergrounding existing overhead lines if desired and pay additional costs to underground new high voltage works if the least cost technically acceptable solution is over head. There are no electricity supply limitations relating to the future development of the Paynes Road PSP area.

#### ***Gas supply***

SP AusNet is the responsible authority for gas distribution. The point of supply for the precinct is approximately seven kilometres east at the Taylors Road City Gate. A City Gate is a facility to reduce the pressure at off take from the gas transmission network. SP AusNet has advised there are no plans to extend the network to the Paynes Road PSP area unless it is customer-initiated.

#### ***Telecommunications***

NBNCo is the responsible agency for the delivery of the National Broadband Network (NBN). Telecommunication design and installation in all new residential estates greater than 100 lots to be developed within three years and within the NBNCo fibre footprint will be administered through the NBNCo system. Developers will need to make application to NBNCo for the provision of telecommunications. The developer will then need to design and construct a suitable pit and pipe network for NBN to utilise. NBN Co has advised there are no obstacles to the provision of telecommunications for the precinct.

### **Transport & movement**

#### Road network

The PSP will provide improvements to the arterial road network by substantially augmenting the existing road infrastructure and proposing new infrastructure.

#### ***Key Roads***

Paynes Road and Mount Cotterell Road that boarder the precinct on both the east and west sides respectively will provide the major north-south connections to the precinct crossing both the Western Freeway and Melbourne- Ballarat rail corridor, ultimately with grade separated flyovers. Mount Cotterell Road will be a six-lane, declared primary arterial road with a speed limit of 80 km/h. Paynes Road will be a four-lane local secondary arterial road and have a speed limit of 60 km/h. Local connector roads will be assumed to be two lanes and have a speed limit of 50 km/h. In built-up areas, connector roads will be reduced to a speed limit of 40 km/h. A network of connector streets based on a grid layout will support the sub-arterial network and provide connectivity for all forms of transport including rail, buses and bicycles.

#### ***Key Roads Delivery and Development Staging***

Generally, staging will be determined by the development program of developers within the precinct and the availability of infrastructure services. Traffic management is currently a major issue for the City of Melton, with traffic crossing and entering the Western Freeway at grade. The development of the area will generate additional traffic demand but will also provide the development contribution funding to expand and augment the arterial road network to service this demand. It is important to plan for a road system that can be delivered in a timely manner to minimise traffic problems.

#### Pedestrian & cycle network

When development is complete, the Paynes Road area will feature an extensive road and trail network to facilitate cycle and pedestrian movements, and in particular link between key destinations such as schools, local town centres and public transport facilities. Roads will cater to on-road and off-road cycling and waterways will include shared paths.

## Public transport

### **Bus services**

The transport modelling report produced by Jacobs assumes the ultimate Paynes Road precinct to have several standard bus routes to traverse the region. The area will have a bus capable connector road network offering local bus services to future residents and ensuring that the majority of residents are within 400 metres of a bus route. These routes were derived from the 2046 Western Growth Corridor model. The Western Growth Corridor model included land use assumptions and transport networks for 2046.

### **Rail services**

Future rail network upgrades for the Melbourne-Ballarat rail corridor will include electrification and expansion of the line to four tracks to the Melton Railway Station. Land has been identified in the Paynes Road PSP for a potential future railway station and station precinct.

### **Retail & employment**

The precinct proposes one local convenience centre centrally located within the precinct. It will draw patronage from within the precinct and serve a localised catchment with lower order retail and services. The future Tooren Principal Activity Centre will deliver higher level facilities to the community and will include a wide range of shopping, employment, community, health and education options.

### **Open space**

#### Sports reserves

The proposed sporting reserve is to be provided adjacent to the waterway and co-located with education and community facilities. The sports reserve will be configured to Council's general sporting reserve template and cater for high participation sports, potentially including Australian Rules football or soccer, cricket and tennis.

#### Local parks

Generally, local parks should be equitably distributed across the precinct, maximising access by the local community and generating high amenity. Local parks should be delivered in a range of different sizes and cater for a diverse range of functions (i.e. gathering spaces, walking paths, linear connections, community focal points), and be located within convenient walking distance of 95% of all dwellings (400 metres).

The precinct will have unique and permeable access to open space via a network of linear bike and walking trails that follow the waterway corridors. In addition to these natural assets, the precinct will also have access to the open space network via the future shared trail along the sides of the rail corridor and urban trails within the Paynes Road reserves. These aspects of the precinct will serve a key role in linking the community and promoting active transport options.

### **Community facilities & education**

The precinct will have a sufficient population to warrant the delivery of a Level 1 multipurpose community centre to be co-located with other community infrastructure, including one potential new government primary school. The Catholic Education Office Melbourne has also displayed interest in providing one primary school within the area. The strategic location of the school site is part of their wider future schools mapping for the western growth areas. The *Catholic Schools in Context* brochure (July 2013) illustrates the strategic justification for providing a Catholic school in the area. The need for future Catholic schools is established on thorough research to forecast future enrolments utilising sources such as Australian Bureau of Statistics census data.

## **Integrated water management**

### Overview

The vision for Integrated Water Management through the Living Melbourne, Living Victoria Ministerial Advisory Council is as follows:

*"A smart resilient water system for a liveable, sustainable and productive Melbourne."*

Objectives to achieve the vision:

- Support liveable and sustainable communities
- Protect the environmental health of urban waterways and bays
- Provide secure water supplies efficiently
- Protect public health
- Deliver affordable essential water services.

Further, and more specifically, integrated water management within an urban development context has the potential (amongst other things) to enable:

- Reduced use of reticulated potable water use
- Increased re-use of treated sewerage and reduce treated effluent discharge to receiving waterways
- Increased re-use of stormwater, either treated or untreated or both
- Improve stormwater quality and runoff frequency volumes
- Increased ability to deliver greener suburbs, with improved health and vigour of trees and other plantings
- Cooler microclimates at the height of summer.

### Toolern Integrated Water Management Plan

The Toolern Integrated Water Management plan is the relevant document for the precinct. Any development, proposed drainage scheme or drainage assessments should have regard to relevant policies and strategies in the document.

### Whole of Water Cycle Assessment

In response to the above, Alluvium Consulting was commissioned by the MPA to prepare a drainage review incorporating surface water (drainage, flooding and stormwater treatment), sewerage and potable and recycled water servicing to inform the development of the area.

Future opportunities may exist to harvest stormwater and irrigate the precinct's open space network. Given the irrigation volumes required (approximately 14 ML/year). It is suggested that should recycled water not be supplied or the timing for recycled water does not coincide with commencement of development, then the option to harvest stormwater for open space irrigation has merit and deserves further investigation.

## **Housing**

At full development, Paynes Road will accommodate in excess of 2,400 dwellings based upon an average density of 16.5 lots per hectare. It is expected that residential areas within the precinct will supply significant housing diversity in terms of lot sizes, dwelling types and price points. Proximate to the amity rich community hub will be higher density residential opportunities with a greater yield of average lots per hectare.

The Paynes Road area will provide a range of lot sizes, from smaller lots (through the small lot housing code) which are suitable to construct cottages, terraces, townhouses and integrated housing units to larger lifestyle lots suitable for large family homes with private open space. Across the growth areas in Melbourne there is a shortfall in dwelling types more suited to smaller households. In order to meet part of this shortfall, it is encouraged that a greater provision of different lots sizes and a variety of built forms will be provided. This will cater for a range of life cycle stages and age groups. Higher density housing will be encouraged around the future Railway Station as well as open space.

## **Infrastructure funding**

The development of the Paynes Road area will require the construction of a suite of new infrastructure including roads, rail, active and passive recreation, schools and community centres.

Development Contributions Plans (DCPs) have been prepared in conjunction with the Toolern and Rockbank PSPs, and the Paynes Road PSP process will provide a significant contribution towards these DCPs and the construction of the identified infrastructure items.

Other funding sources that will contribute towards funding the necessary infrastructure items are developer works, Council rate base and various State Government agencies. A Precinct Infrastructure Plan (PIP) is contained within the PSP, which also outlines responsibility for delivery of key infrastructure.

The MPA and Melton Council are working together to determine a proactive strategy that will deliver some of the more critical items of infrastructure in a timely manner. The full strategy, which is currently under development, is included within the Toolern and Rockbank DCPs.

### ***Relationship of the Toolern Development Contributions Plans to the Paynes Road PSP***

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

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

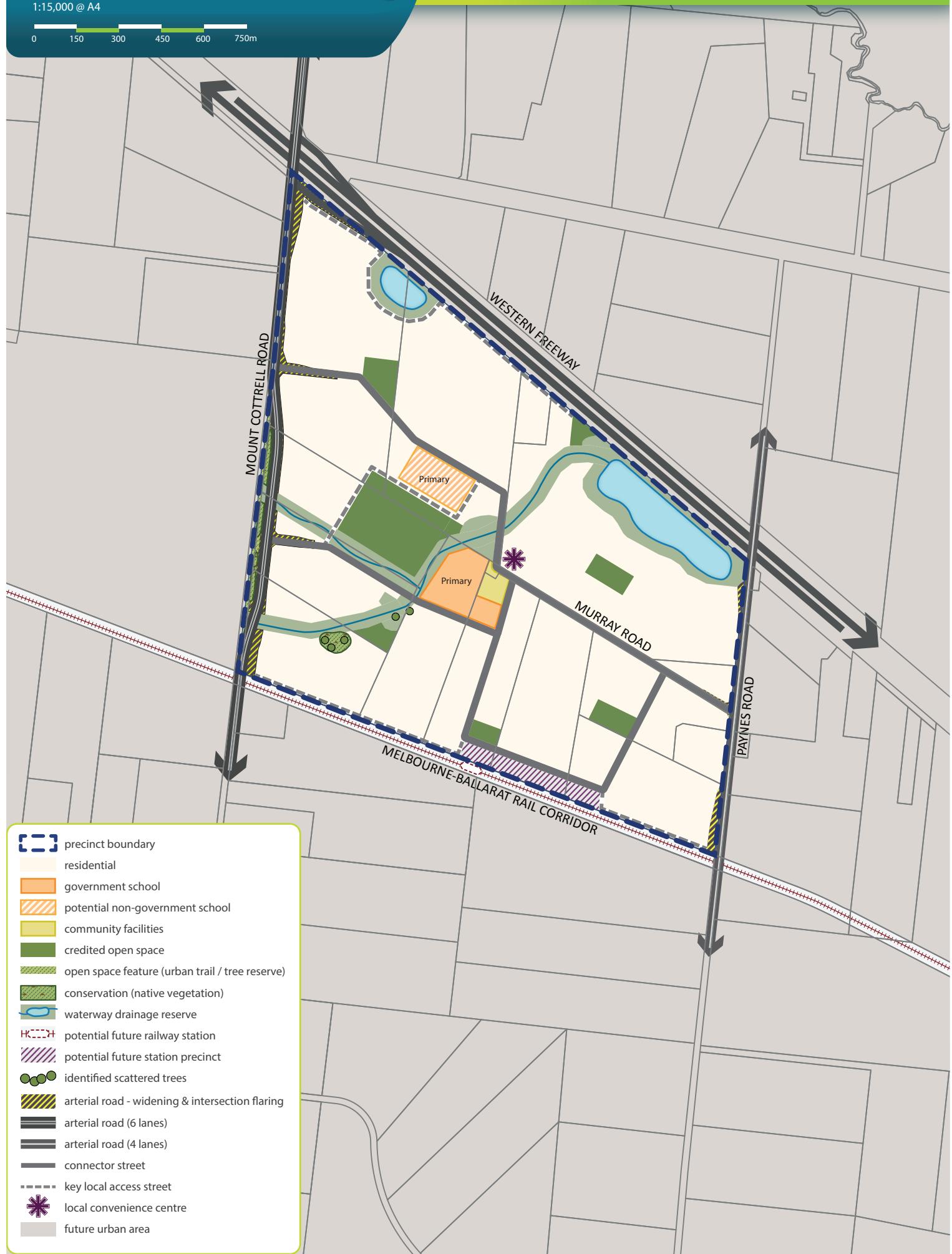
Development proponents in the PSP wishing to commence works prior to incorporation of the revised DCP can enter into agreements with Melton City Council under Section 173 of the Planning and Environment Act 1987 to expedite development of land.

## Plan 3 - Future Urban Structure

Paynes Road Precinct Structure Plan

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## **6. SUPPORTING INFORMATION**

- Toolern Structure Plan Cultural Heritage Constraints and Opportunities (Tardis Enterprises Pty Ltd August 2007)*
- Native Vegetation Precinct Plan Background Report for the Toolern Precinct, Melton South – Rockbank, Victoria, (Ecology Partners Pty Ltd December 2008)*
- Rockbank Precinct Structure Plan 1099 Services Report (Spiire November 2013)*
- Sub-regional Species Strategy: Growling Grass Frog (Department of Sustainability and Environment 2013)*
- Sub-regional Species Strategy: Golden Sun Moth (Department of Sustainability and Environment 2013)*
- Precinct Structure Plan Social Infrastructure Needs Assessment (MPA July 2014)*
- PSP 31.2 Toolern PSP Plan, Part C – Paynes Road Land Capability Assessment, (Jacobs September 2014)*
- Transport Modelling Report: Revision C (Jacobs September 2014) Transport Modelling Assessment; 2026 Modelling Results (Jacobs September 2014)*
- Transport Modelling Assessment; 2046 Modelling Results (Jacobs September 2014)*
- Transport Modelling Assessment (Jacobs September 2014)*
- Paynes Road Precinct Structure Plan (PSP 31.2 Toolern PSP Plan, Part C), Victoria: Aboriginal Heritage Impact Assessment, (Ecology and Heritage Partners Pty Ltd October 2014)*
- Paynes Road PSP Drainage Review (Alluvium November 2014)*



Paynes Road Precinct Structure Plan Background Report - December 2015