SETTLEMENT

This clause provides local content to support Clause 11 (Settlement) of the State Planning Policy Framework.

Specific reference to the individual town of Eynesbury is also included in Clause 21.11 (Local Areas).

21.02-1 Urban Growth Areas

Overview

Plan Melbourne 2017-2050 and the Growth Corridor Plans (West Growth Corridor Plan August 2012 and Sunbury/Diggers Rest Growth Corridor Plan June 2012) set the strategic direction for development of land within the City of Melton that is inside the Urban Growth Boundary (UGB) and guides the development of Precinct Structure Plans which are prepared by the Victorian Planning Authority with Council input. Precinct Structure Plans detail how the land will be developed and how and where services are planned to support development.

Most residential development and population growth is occurring in the City’s growth areas, the planning of which is undertaken by the Victorian Planning Authority through the delivery of Precinct Structure Plans. The West Growth Corridor Plan identifies:

- Most of the land between Melton Township and the Eastern Corridor will be developed for residential purposes
- The location of existing and proposed activity centres, including the Toolern Metropolitan Activity Centre
- Three employment nodes
- Land to be retained for the protection of biodiversity and drainage
- The location of regional open space
- The location of new transport infrastructure including new railway stations, arterial roads and the Outer Metropolitan Ring Road

The growth area to the west of Diggers Rest Township is subject to the Sunbury – Diggers Rest Growth Corridor Plan. This plan mainly applies to Sunbury within the City of Hume. Diggers Rest within the City of Melton is designated for predominantly residential development with some industrial land on the southern outskirts.

It is important to ensure costs associated with development and community infrastructure are included in Precinct Structure Plans and funded through appropriate infrastructure contributions.

21.02-1.2 Key issues

- Ensuring that future Precinct Structure Plan areas are not compromised by land fragmentation and/or land use and development.
- Providing services and infrastructure to multiple developments fronts across the city as significant growth occurs.
- Providing physical and community infrastructure in a timely manner through development contributions and partnerships with state and federal governments.
- Providing jobs close to people’s homes which are accessible by a variety of transport options.
- Developing open space that is appropriately integrated with surrounding land uses, and is responsive to natural landscapes and features.
- Protecting environmental, historical and culturally significant assets.
Ensuring development does not encroach into the separation distances of significant industry and infrastructure.

21.02-1.3 Objectives and strategies

Objective 1 To manage urban growth in a planned and orderly manner
Strategy 1.1 Support the release of additional land for employment purposes to provide better access to local jobs.
Strategy 1.2 Provide open space that facilitates a range of recreational opportunities in appropriate locations with good connectivity.
Strategy 1.3 Protect the non-urban areas from urban incursions to reinforce the Urban Growth Boundary.
Strategy 1.4 Protect environmentally and culturally significant areas and assets in Precinct Structure Plan areas.
Strategy 1.5 Protect the productive capacity of agricultural land.
Strategy 1.6 Avoid fragmentation of land within the Urban Growth Zone where there is no approved Precinct Structure Plan.
Strategy 1.7 Avoid land use and development that has the potential to undermine future Precinct Structure Plans.
Strategy 1.8 Support the development of transit oriented development at the following railway stations:
   - Ferris Road (Toolern Metropolitan Activity Centre)
   - Rockbank (Rockbank Precinct Structure Plan)
   - Hopkins Road (Mt Atkinson Precinct Structure Plan)
Strategy 1.9 Support the development of the Western Interstate Freight Terminal.
Strategy 1.10 Avoid the encroachment of sensitive uses into the separation distance of existing industry and infrastructure assets.

Objective 2 To manage urban growth so that services are available from early in the life of new communities.
Strategy 2.1 Support the provision of infrastructure in areas where growth is occurring.
Strategy 2.2 Require an appropriate infrastructure contribution levy for the provision of infrastructure.
Strategy 2.3 Require out of sequence development within existing and future Precinct Structure Plan areas to contribute towards additional infrastructure to facilitate development.

21.02-1.4 Implementation

The strategies will be implemented through the planning scheme by:

Scheme implementation
- Applying the Development Contributions Plan Overlay and Infrastructure Contributions Plan Overlay where appropriate to plan and fund infrastructure provision.

Other actions
- Advocating for the timely provision of state funded transport, education, health and community facilities infrastructure.
- Working with the Victorian Planning Authority on the preparation of residential and employment area Precinct Structure Plans.

21.02-2 Established Areas

21.02-2.1 Overview

Within the established areas, growth is occurring through redevelopment of sites for higher density housing and development on infill sites. Unless carefully managed, such development can create land use conflicts and poor built form outcomes.
Melton Township is located near the western boundary of the municipality. The township was originally established in the mid-1800s and its current urban form is derived from its declaration as a satellite city in 1974 which led to major residential development. It has a distinctive character evidenced by waves of outward expansion since settlement, and has a very different character to the contemporary planned suburban estates in the Eastern Corridor.

The Eastern Corridor is located on the eastern edge of the municipality. The area contains Caroline Springs, Burnside, Burnside Heights, Hillside and Taylors Hill. Several new suburbs will be incrementally developed between the Eastern Corridor of the municipality and Melton Township in accordance with the West Growth Corridor Plan.

The proximity of Melbourne Airport provides significant economic opportunities to the municipality. The need to ensure the airport’s curfew free status is protected considerably restricts development opportunities within the areas under the Melbourne Airport Environs Overlay. Sensitive land uses on land affected by the Melbourne Airport Environs Overlay Schedule 1 and 2 need to be controlled in order to protect airport operations and maintain appropriate levels of amenity for the Melton community.

21.02-2.2 Key issues

- Managing the pressures on existing transport and community infrastructure of significant population growth.
- Managing the impacts of significant population growth on the established areas of the municipality.
- Identifying the existing and preferred character of neighbourhoods and protecting these qualities.

21.02-2.3 Objectives and strategies

**Objective 1** To ensure a range of housing is available to meet changing demand and improve affordability and accessibility in established suburbs.

- Strategy 1.1 Support development that provides for diverse housing size, type, tenure and price.
- Strategy 1.2 Support medium and higher density housing that is close to public transport and services.
- Strategy 1.3 Support the development of transit oriented development around Melton railway station.
- Strategy 1.4 Support new development in existing areas where infrastructure is available.

**Objective 2** To identify and protect the preferred neighbourhood character of residential areas.

- Strategy 2.1 Support new development that respects and responds to the preferred neighbourhood character of existing areas.
- Strategy 2.2 Support new development that is innovative, accessible and site responsive.

21.02-2.4 Implementation

The strategies will be implemented through the planning scheme by:

**Further strategic work**

- Preparing a planning scheme amendment to implement the recommendations of House Rules – Housing Character Assessment and Design Guidelines 2015 in the planning scheme and update schedules to the residential zones.

21.02-3 Non-Urban Land

**18/04/2019 C200**

21.02-3.1 Overview

The non-urban areas in the City of Melton lie outside the Urban Growth Boundary. These areas of the City of Melton perform a vital role in providing a buffer between the outward spread of Melbourne and the rural hinterland of Gisborne, Bacchus Marsh and beyond.
Council has two Green Wedges, with the Western Freeway forming the boundary between the Western Plains North Green Wedge (which is wholly in the City of Melton), and the Western Plains South Green Wedge (which is shared with the City of Wyndham). A mixture of rural living and farming activities take place in the Green Wedges and these areas play an important role in protecting habitat and preserving the natural landscape character.

In recent years the main rural enterprises to emerge are resource extraction, horse breeding and harness racing activities. There is also a trend towards viticulture and more intensive agricultural activities which is supported by the provision of recycled water to some areas.

The proximity of land to the urban interface raises a range of challenges including rural residential type living, increased land prices and land use conflict. These make agriculture more challenging and contribute to pressure for additional subdivision or rezoning of land. Pressure for the establishment of ‘urban’ uses in these areas such as schools and places of worship, and for the provision of infrastructure such as telecommunications towers present additional planning challenges.

In response to on-going development pressures, Council has adopted the Western Plains North Green Wedge Management Plan 2014 to provide a framework to support sustainable land use, land management and development within the non-urban area.

### 21.02-3.2 Key issues

- Protecting the natural and cultural values of non-urban land.
- Conserving the landscape character and important view lines.
- Protecting rural land from the encroachment of urban development.
- Supporting appropriate agricultural activities.
- Protecting agricultural land from inappropriate development and subdivision.
- Ensuring development does not encroach into the separation distances of industry and infrastructure.

### 21.02-3.3 Objectives and strategies

**Objective 1** To reduce land use conflict between the Green Wedge Areas and urban and rural communities.

- **Strategy 1.1** Require the subdivision of land adjoining Green Wedge Areas to provide an appropriate transition to reduce the hard-urban edge interface.
- **Strategy 1.2** Ensure that interfaces between urban and rural areas are planned to minimise land use conflict.
- **Strategy 1.3** Avoid the encroachment of sensitive uses into the separation distance of existing industry and infrastructure.

**Objective 2** To protect the environmental and landscape values of non-urban land.

- **Strategy 2.1** Discourage land uses that would be better located within the Urban Growth Boundary.
- **Strategy 2.2** Facilitate innovative agricultural uses.
- **Strategy 2.3** Facilitate agricultural uses that utilise recycled water.
- **Strategy 2.4** Support innovative development that makes use of sustainable land use management practices.
- **Strategy 2.5** Minimise amenity impacts of agricultural development on surrounding land.
- **Strategy 2.6** Create opportunities for public access to the three main creek corridors within the Green Wedge North (Djerriwarrh Creek, Toolern Creek and Kororoit Creek).
- **Strategy 2.7** Improve habitat connectivity by incorporating creek lines and floodplains as open space, especially those that connect with existing Bio link projects, or link current areas of public conservation land.
- **Strategy 2.8** Support the planting and maintenance of windbreaks and tree lines.
- **Strategy 2.9** Locate low density and rural residential development in locations that can be efficiently serviced by infrastructure.
- **Strategy 2.10** Avoid low density and rural residential development that prejudices the operation and expansion of agricultural uses.
Strategy 2.11 Require the provision of reticulated water to all lots and the connection to a sealed road network.
Strategy 2.12 Require environmental enhancement works to be undertaken as appropriate.
Strategy 2.13 Avoid rural living from occurring in areas of productive agricultural land or adjacent to areas identified for extractive industry.

21.02-3.4 Implementation

The strategies will be implemented through the planning scheme by:

Further strategic work

- Working with the City of Wyndham to develop the Western Plains South Green Wedge Management Plan.
- Implementing the key recommendations of the Western Plains North Green Wedge Management Plan 2014 in the planning scheme.
- Investigating the application of the Green Wedge A Zone to land located at a sensitive interface to existing settlements.
- Preparing policy that provides guidance on appropriate locations for non-agricultural uses (e.g. schools and places of worship) within the Green Wedge Zones.
- Undertaking a Rural Residential Land Supply and Demand Analysis to identify the demand for additional rural residential lots. This analysis should consider number, location and lot size and assess appropriate subdivision sizes.

21.02-4 Open Space

21.02-4.1 Overview

Council is committed to the delivery of an open space network that is accessible and meets the widest demand whilst retaining sustainable approaches to planning management and maintenance. To guide the future provision of open space, Council has adopted the Open Space Plan 2016-2026. This plan articulates Council’s vision which is to ensure that:

‘Our open space network will include attractive and desirable places to visit and use. It will be a well-connected network, offering a diverse range of vibrant and engaging opportunities for health and wellbeing and settings that reflect the demands of our local communities.’

The trail network also provides important recreational opportunities shown in Table 1.

Table 1: Existing and proposed open space trails

<table>
<thead>
<tr>
<th>Existing Trails:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toolern Creek, Melton Township</td>
</tr>
<tr>
<td>Kororoit Creek Trail, Eastern Corridor</td>
</tr>
<tr>
<td>The Wellness Trail, Eastern Corridor (Deer Park bypass)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Future trails:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Werribee River Shared Trail</td>
</tr>
<tr>
<td>Continuation of the Kororoit Creek Trail</td>
</tr>
<tr>
<td>Outer Metropolitan Ring Road Trail</td>
</tr>
<tr>
<td>Regional Rail Link Trail</td>
</tr>
<tr>
<td>Western Highway Trail</td>
</tr>
</tbody>
</table>
21.02-4.2 Key issues

- Providing appropriate levels and types of open space in all settlements.
- Connecting unfinished trails and linkages between trails both within and between municipalities.

21.02-4.3 Objectives and strategies

**Objective 1** To provide public open space that provides for a range of activities and experiences and caters for the diverse needs of the community.

- Strategy 1.1 Require innovative and flexible multi-use facilities in active open space areas.
- Strategy 1.2 Ensure any encumbered open space does not restrict opportunities for its designated use.
- Strategy 1.3 Require open space contributions in the form of land to be useable and unencumbered for the purpose they are to be used. This includes:
  - avoiding pocket parks in residential areas, unless uncredited.
  - requiring land for active spaces to be large enough to cater for a range of activities and uses.

**Objective 2** To integrate open space into the natural and built environment to optimise community appreciation and use.

- Strategy 2.1 Locate open space and recreation facilities:
  - to maximise surveillance
  - to provide direct public access
  - close to community, commercial and cultural facilities.
- Strategy 2.2 Ensure that streets and buildings are oriented to any adjacent open space reserves.
- Strategy 2.3 Ensure all open space is integrated with and connected to surrounding land uses.
- Strategy 2.4 Facilitate connectivity between areas of open space to create an extensive open space network.
- Strategy 2.5 Retain natural features including trees within the areas of open space.
- Strategy 2.6 Link open space to residential and commercial areas by pedestrian, equestrian and cycle links.
- Strategy 2.7 Facilitate the creation of linear open spaces along creeks and drainage lines.
- Strategy 2.8 Require that creek frontages be provided for public open space purposes in urban areas when abutting land is developed.
- Strategy 2.9 Plan for pedestrian, equestrian and cycle linkages between open space and residential and commercial areas at the subdivision stage.

**Objective 3** To support the implementation and completion of existing and proposed regional trails as shown in Table 1.

- Strategy 3.1 Support the provision of land for open space and funding for construction of trails through Precinct Structure Planning.

21.02-4.4 Implementation

The strategies will be implemented through the planning scheme by:

**Policy guidelines**

When deciding on applications that create, adjoin or impact upon open space, the following will be considered, as appropriate:

- Clause 53.01 Public Open Space and Subdivisions
- Incorporated Infrastructure Contributions Plans and Development Contributions Plans

**Scheme implementation**

- Applying the Public Park and Recreation Zone or the Public Conservation and Resource Zone, depending upon the area’s use and natural values, to local, district or regional open space.
Further strategic work

- Undertaking a demand supply analysis of the provision of public open space within the existing residential areas to determine the application of a suitable public open space contribution rate for established residential areas for inclusion in Clause 53.01 of the Melton Planning Scheme.

Other actions

- Working collaboratively with surrounding Councils to facilitate open space and trail linkages both within and between municipalities.

21.02-5
18/04/2019
C200

Reference documents

Biodiversity Conservation Strategy for Melbourne’s Growth Corridors May 2013
House Rules Housing Character Assessment and Design Guidelines: Character Statements and Guidelines 2015
City of Melton Council and Wellbeing Plan 2017-2021
City of Melton Environment Plan 2017-2027
Melton Housing Diversity Strategy Background and Issues Report 2014
Melton Retail and Activity Centres Strategy 2016
Moving Melton – Melton Integrated Transport Strategy November 2015
City of Melton Open Space Plan 2016- 2026
City of Melton - Significant Landscape Features Strategy May 2016
Sunbury Growth Corridor Plan June 2012
The West Growth Corridor Plan August 2012
City of Melton - Western Plains North Green Wedge Management Plan September 2014
Werribee River Shared Trail 2013
Kororoit Creek Regional Strategy 2005-2030