

A Vibrant, Safe and Liveable  
City Accessible to All



Melton City Council Submission  
Western Metro Land Use Framework Plan

Melton City Council

25 October 2021

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## Introduction

Thank you for the opportunity to comment on the *Western Metro Land Use Framework Plan*.

The City of Melton has a current population of over 180,000 people. In 2051, the population of the City of Melton is forecast to be 450,000 and will have an ultimate population of over 500,000 people, which is greater than the current population of Canberra, and a similar population size of the State of Tasmania.

In 2050 one in three people in the western suburbs of Melbourne will live in the City of Melton, it is therefore vital that the *Western Region Land Use Framework Plan* be positioned to respond to this eventuality. In its current form it presents no more than a 10 - 15 year planning response to the growth and infrastructure pressures being imposed on the City of Melton.

In 2050 the City of Melton will be a vibrant community that is supported by:

- a wide range of activity centres
- a wide range of Council services that enable people to be supported, active and socially connected
- a strong local economy that provides diverse and quality employment opportunities
- unique local businesses and attractions
- a thriving natural environment which provided natural spaces for wildlife and people
- an efficient public transport system
- accessible schools, recreation and leisure facilities, and community and health services

Melton City Council welcomes the preparation of the Western Metro Land Use Framework Plan, and requests that it be strengthened as outlined in this submission. We would also appreciate the opportunity to meet with the review team to discuss improved planning and project responses to extend the relevance of the plan beyond 10 years of announced infrastructure projects.

Should you have any questions about the above or the content of our submission, please contact Matthew Milbourne, Coordinator Toolern Review on 9747 5403 or [matthewm@melton.vic.gov.au](mailto:matthewm@melton.vic.gov.au) by email.

Yours sincerely,

Kel Tori  
**CEO Melton City Council**

## Foreword

In 2050 it is estimated that 1 in 3 people in the western suburbs of Melbourne will live in the City of Melton. This growth means careful planning is required to ensure that residents have excellent access to employment, health and education infrastructure, and that congestion is managed.

The City of Melton has a current population of over 180,000 people. In 2051, the population of the City of Melton is forecast to be 450,000 and will have an ultimate population of over 500,000 people, which is greater than the current population of Canberra, or the current population of Tasmania.

The City of Melton is growing by approximately 10,000 people per annum. Much of the growth in the City of Melton over the next 30+ years will occur in Precinct Structure Plan (PSP) areas.

The City of Melton has 12 approved PSPs:

- |                            |                         |                             |
|----------------------------|-------------------------|-----------------------------|
| 1. Melton North, 2010      | 5. Rockbank North, 2012 | 9. Mt Atkinson, 2017        |
| 2. Taylors Hill West, 2010 | 6. Paynes Road, 2016    | 10. Tarneit Plains, 2017    |
| 3. Toolern, 2010           | 7. Rockbank, 2016       | 11. Kororoit (Part 1), 2018 |
| 4. Diggers Rest, 2012      | 8. Toolern Park, 2016   | 12. Plumpton, 2018          |

The Victorian Planning Authority have commenced work on two PSPs:

- |                       |                 |
|-----------------------|-----------------|
| 13. Kororoit (Part 2) | 14. Melton East |
|-----------------------|-----------------|

The City of Melton has nine PSPs that are yet to be prepared:

- |                     |                 |                    |
|---------------------|-----------------|--------------------|
| 15. Bulmans Road    | 18. Melton West | 21. Rockbank South |
| 16. Chartwell East  | 19. Minns Road  | 22. Warrawee       |
| 17. Derrimut Fields | 20. Ravenhall   | 23. Warrensbrook   |

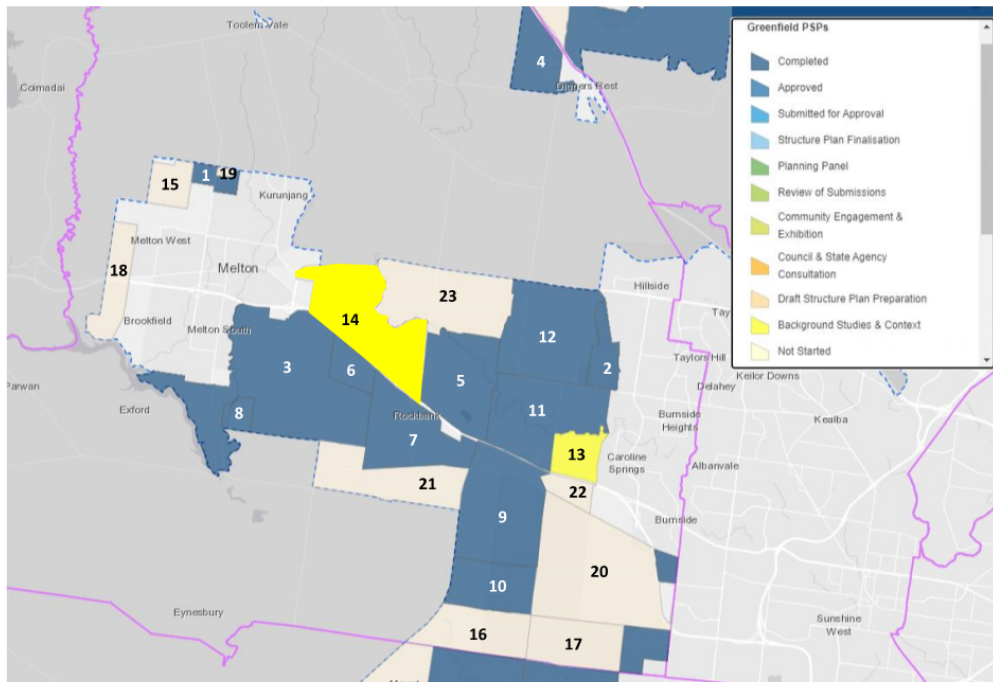


Image 1: Current and Future PSP Areas in the City of Melton

This submission is divided into two sections. It starts with a broad commentary on the planning and development problems in the City of Melton, which is followed by specific comments on the *Western Metro Land Use Framework Plan* document.

The broad commentary section identifies matters that the *Western Metro Land Use Framework Plan* should investigate to better align the development of new communities in outer suburban areas with the Plan Melbourne aspiration to create 20-minute neighbourhoods.

In broad terms, Council has observed a disconnect between the first residents moving into a new estate, and the delivery of the State Government infrastructure required to service the population growth.

When state infrastructure has been provided 10-15 years after the first residents have moved in, a dynamic is created for the community that goes against the 20-minute neighbourhood principles. In this context Council remains concerned that the *Western Metro Land Use Framework Plan* fails to deliver planning solutions to address the problems of:

- Households become car dependant as bus services are not accessible
- Workers needing to travel long distances by private motor vehicle
- A lack of local employment opportunity
- The social disconnection of workers having limited time to spend with family and friends
- Transport networks being strained as people travel long distances to access employment, education, health, and retail services
- Low levels of physical activity and community connectedness as people live in dormitory suburbs
- Children enrolled in schools removed from their local community and associated traffic congestion due to parent car trips.

Council recommends the Western Metro Land Use Framework Plan implement the recommendations from VicHealth's report on Selandra Rise, which was a collaborative partnership between Stockland, the VPA, Casey City Council, the Planning Institute of Australia, and VicHealth.

In 2016 VicHealth released a report - *Planning and Designing Healthy New Communities: Selandra Rise*. Selandra Rise is a new community in Melbourne, which sought to showcase the best practice for planning for health and wellbeing. The development and community of Selandra Rise was assessed over time to assess the impact of the health and wellbeing initiatives.

The VicHealth report identified a series of recommendations, which improve the liveability of new suburbs that contribute to the health, and wellbeing of the community. The recommendations include the following matters that intersect with the current aspiration of the State Government to create 20-minute neighbourhoods:

- Support planning for and delivery of local and regional employment appropriate to the range of work sectors and professions of residents to reduce commute times.
- Integrate and synchronise all transport options to promote multi-modal use, active travel, and reduce car dependency; ensure sufficient road infrastructure to cope with changing traffic volumes.
- Prioritise active transport through the provision of continuous, walking and cycling paths within developments and connected to other communities, local destinations, public transport and other services; provide shading and amenity via greening.
- Provide interim connections for walking and cycling until infrastructure finalised (e.g. installation of gravel paths).
- Establish walking and cycling connections to local area sports and community facilities to support access to a wide range of physical activity preferences and interests, and encourage participation in team, indoor and other sports.
- Support early delivery of, or interim measures for, community shops and other facilities including schools and childcare to encourage incidental physical activity and improve walkability.
- Deliver public transport early, ideally with the arrival of the first residents to provide those unable to drive with transport to work and study; provide high frequency bus services (e.g. minimum of every 20 minutes) and service runs with extended hours during the week and weekend to facilitate regular use.
- Plan bus routes so the majority of households are within walking distance (800 metres) to a bus stop for accessibility, social inclusion and incidental physical activity.
- Ensure service connectivity of public transport to other services such as connecting to additional bus routes and train stations, and major facilities such as town centres.
- Deliver community centres, facilities and support for community activities as the first residents arrive and/or provide interim measures to meet these needs through partnerships with a range of stakeholders and providers.

## Broad Comments

The *Western Metro Land Use Framework Plan (WMLUFP)* reads more like a 10 -15-year infrastructure plan rather than a 30-year land use framework plan. Most of the infrastructure projects listed in this framework plan are projects that have been committed to in the current budget or have recently been constructed.

Melton City Council requests the WMLUFP be amended to include more aspirational and visionary infrastructure projects that are essential to service the needs of residents in the west in 2050. More visionary direction should be included in the plan, that reflect the needs of a rapidly growing region.

Council is concerned that the WMLUFP appears to be taking a business as usual approach to infrastructure provision in the west. This approach has been typified by poor planning and coordination in the delivery of infrastructure to service rapidly growing communities. This adhoc approach has resulted in excessive congestion and large strains on transport, health and education infrastructure resulting in projects being delivered too late and at much greater cost. These delivery issues are a focus of reports from Infrastructure Victoria and the Red Tape Commissioner that highlight the cost and service failures of not aligning a whole of government approach to planning.

Investment in productivity infrastructure should be prioritised to unlock commercial investment and create jobs in the City of Melton.

Council believes there are better ways to plan and deliver infrastructure in the west, which would result in the infrastructure delivery problems experienced in the Cities of Brimbank and Wyndham not being replicated in the City of Melton. This requires an aligned whole of government approach and partnership with local government and the development sector to provide a planning focus and cost regime on delivering infrastructure focused on meeting the needs of the community rather than deferring costs in the form of social and economic impacts on greenfield communities.

### City-Shaping Infrastructure

Given the massive population growth that will occur in the City of Melton in the next 30 years, Council is concerned that little city shaping infrastructure is identified in the City of Melton.

A limited number of infrastructure projects have been identified by the State Government that will transform the City of Melton. City-shaping infrastructure can have a dramatic impact on the shape and density of development in the City (e.g. electrification of the rail line to Melton, Melton Hospital, or the Western Interstate Freight Precinct). This falls well short of what we know will be needed by 2050.

To facilitate the development and reasonable servicing of the City of Melton, and support its rapidly growing population, a range of major projects should be included in the WMLUFP:

- The electrification of the railway line to Melton, the upgrade of Melton railway station, the construction of new train stations at Hopkins Road (Mt Atkinson) and Paynes Road (Thornhill Park), and the removal of level crossings
- The construction of the Western Interstate Freight Precinct in Truganina. Identified by the State Government as the preferred location for the Intermodal Freight Terminal in Melbourne, the site in Truganina should be included in the planning for infrastructure delivery. The construction of this precinct will increase productivity, reduce the number of truck movements in the western suburbs, and will activate significant commercial investment opportunities in the City of Melton surrounding the new precinct creating more regional employment
- The acquisition of land and the construction of the Outer Metropolitan Ring transport corridor, including the provision of passenger services to provide similar orbital rail coverage to west as planned in the east through the suburban rail loop.
- The upgrade of the Western Highway to an urban freeway standard
- The upgrade of the Melton Highway, Hopkins Road, and Palmers Road corridor to facilitate the movement of freight, commuters and residents
- Construction of interchanged at Bulmans Road and the Western Highway in Melton, and the Calder Park Drive and Calder Freeway. Duplication of the highway connections is required at Ferris Road in Melton, Hopkins Road in Truganina and Christies Road in Ravenhall
- The construction of Melton Hospital in the Cobblebank (Toolern) Metropolitan Activity Centre
- The provision of tertiary education at Cobblebank (Toolern) Metropolitan Activity Centre
- The provision of legal facilities at Cobblebank (Toolern) Metropolitan Activity Centre
- The provision of a new train station at Calder Park for the growing communities in Fraser Rise and Bonnie Brook, which will help to reduce congestion at Watergardens Station



City-shaping infrastructure will result in:

- Improved local employment opportunities
- Increased productivity
- Improved liveability for residents in the City of Melton and surrounding regions
- Reduce road congestion and reliance on private motor vehicles
- Large scale regional efficiencies, through the release of pressure on surrounding infrastructure
- Improved densities of development surrounding the infrastructure

Council requests the State Government reconsider the current alignment of the Suburban Rail Loop. Currently the Suburban Rail Loop is a well-defined route that connects middle-ring centres across the southern, eastern and northern suburbs. It is however ill-defined in the western suburbs and fails to provide a service coverage as planned in the east. Council recommends that DELWP consider using two of the four rail tracks in the Outer Metro Ring from Melbourne Airport to Werribee, which would create a more balanced loop around Melbourne.

### Access to Employment

It estimates that the City of Melton currently has 28,000 local jobs relative to resident labour force of around 70,000 people, which equates to 0.38 a local job for residents in the City of Melton compared to 0.60 in other Victorian growth municipalities.

The City of Melton is aspiring to provide 0.60 local jobs per member if the labour force, which means 100,000 local jobs will need to be created by 2050. This equates to the creation of 3,000 jobs per annum.

The State Government has already identified several employment precincts within the City of Melton through the West Growth Corridor Plan, the Sunbury – Diggers Rest Growth Corridor Plan, Plan Melbourne, and a multitude of approved Precinct Structure Plans.

Council has identified infrastructure that will need to be constructed by 2050 to enable the creation of jobs in the employment precincts:

Employment Precincts	Enabling Infrastructure Required by 2050
<ul style="list-style-type: none"> <li>• Melton Hospital and the Cobblebank (Toolem) Metropolitan Activity Centre</li> <li>• Cobblebank Mixed Use Precinct</li> <li>• Cobblebank Tertiary and Justice Precinct</li> <li>• Western Interstate Freight Precinct and surrounding industrial precinct</li> <li>• Eynesbury Tourism Precinct</li> <li>• Plumpton and Warrensbrook Regional Industrial Precinct</li> <li>• Warrabee Regional Industrial Precinct</li> </ul>	<ol style="list-style-type: none"> <li>1. Melton Rail Electrification and Western Rail Plan</li> <li>2. Western Highway Upgrade</li> <li>3. Melton Hospital Construction</li> <li>4. Western Interstate Freight Precinct (WIFP)</li> <li>5. Freight link between the WIFP and the interstate rail corridor</li> <li>6. Critical road duplications and intersections including Hopkins Road upgrade, Christies Road upgrade, and Melton Highway</li> <li>7. Outer Metro Ring (including rail) staged construction and connection to Melbourne Airport.</li> </ol>

The development of the Melton Hospital and the Western Intermodal Freight Precinct will drive significant commercial investment attraction to the City of Melton. The WMLUFP should place greater emphasis on the need to invest in these two projects as well as the need to identify the Cobblebank Metropolitan Activity Centre as emerging rather than future as there is a train station with bus terminal, Coles and speciality stores, the Cobblebank Indoor Sports Stadium, and the Western BACE (business incubator) within the emerging centre.

More information on Council's target to create 100,000 jobs by 2050 can be found in Melton City Council's *Investment Attraction Strategy*, December 2020.

### Delivery of Basic and Essential Infrastructure

Council endorses the aspirations of *Plan Melbourne* and the WMLUFP to create 20-minute neighbourhoods. Council is concerned about the significant lag between the first residents moving into a PSP area, and the delivery of required State Government infrastructure to service the population.

Too frequently Council has observed estates being commenced in PSP areas with no timelines or commitments from the State Government to deliver vital community infrastructure required to support the development, such as schools or buses, in

a timely manner. The concept of 20-minute neighbourhoods will not be achieved unless there is a whole of government approach committed in the planning stages, that considers funding options for delivery when development occurs.

Development in the Toolern and Paynes PSP areas commenced 10 years ago. There is now an estimated population of 11,000 people in the Toolern and Paynes Road PSP areas.

- The first government primary school in this area is scheduled to open in 2022 – 12 years after the first residents moved in. Students in the Toolern PSP area attend Melton South Primary School which currently has 996 students enrolled on a site that is less than three hectares in size.
- The first bus service to service the population was delivered in late 2019, nine years after the first residents moved in. The bus service captures one third of the population in these PSP areas, and there are no current plans from the State Government to schedule additional bus services to service the current or future residents in other parts of the PSP.

In PSP areas there is a consistent pattern of government infrastructure being delivered late and being oversubscribed when it is delivered.

The main reasons that infrastructure supply has not met demand relates to:

- a funding and coordination gap; and
- the mismatch between the rate of residential development and the delivery of community and transport infrastructure. This produces backlogs in delivery or high costs to bring infrastructure delivery forward.

Out of sequence development in greenfield areas and the presence of multiple greenfield developments across the City of Melton results in Council and the State Government needing to distribute limited resources across many new communities. Council has development occurring across then PSP areas that are spread across the municipality. There are currently more than 30 residential estates located in the Toolern and Paynes Road PSP areas, and more than 120 residential estates being developed across the City of Melton.

#### Infrastructure Audit

Council requests the State Government prepare benchmark provision rates for State Government infrastructure in Melbourne. These provision rates would provide guidance on how infrastructure is planned for, financed and delivered in growth areas to facilitate the development of 20-minute neighbourhoods. The State Government already has provision rates in some of its strategies and plans:

- The Victorian Planning Authority's *Planning for Community Infrastructure in Growth Areas* document identifies that the Department of Education provides a Government primary School for every 10,000 people and a Government Secondary School for every 30,000 people
- The Department of Transport has provision ratios that 90% of people will be within 400 metres of public transport

Council requests that once benchmark provision rates are prepared for State Government infrastructure that an audit is conducted for the west to identify provision gaps, and a plan is the required on how the existing gaps will be rectified:

- Identify how much infrastructure is provided at a regional, municipal and suburb level
- Identify planned infrastructure and the approximate date of provision (where known) – this is particularly useful in PSP areas
- Prepare a plan which identifies the over provision and under provision of infrastructure at a regional, municipal and suburb level
- Prepare a plan which identifies how shortfalls in infrastructure provision will be addressed
- Once existing shortfalls in infrastructure provision are addressed, Council recommends the State Government tie the delivery of infrastructure to population growth with identified triggers for delivery, for example a commitment to construct a government primary school when a greenfield municipality grows by 10,000 people and to construct a government secondary schools when a greenfield municipality grows by 30,000 people

#### **Education Services**

Government Primary and Secondary Schools are often being provided in PSP areas more than 10 years after the first residents move in.

As schools are often being delivered late in PSP areas, the children are enrolled in overcrowded schools that are removed from their home. Many schools in the City of Melton are typified by school grounds covered in portables with schools having

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to resort to staggered breaks to house the children in limited open space. In some instances, Council enters into joint use arrangements with schools to use Council's active open space reserves as school playgrounds.

When new schools are eventually built in PSP areas, the overcrowding in surrounding primary schools is not quickly realised. Parents typically keep their child in the school where they are currently enrolled rather than moving them to a school closer to home, and parents will typically enrol younger siblings in the school that their older siblings attend to reduce the number of pick-ups and drop-offs and maintain connection with the community that they have created with the school.

Council estimates that the State Government will need to construct one Government Primary School per annum to keep up with demand, and one Government Secondary School every three years to keep up with demand. There is an opportunity to improve coordination, reduce financial costs by using mechanisms available to government for the purchase of future school sites and other essential service sites early in the planning process, preferably at the PSP stage.

Council also seeks funding in local tertiary education facilities to equip Melton's young people to be tomorrow's workforce. For many young people in the City of Melton tertiary education (TAFE and / or University) opportunities are more than 60 minutes away by public transport.

Here are the travel times for a young person living in Kurunjang (a suburb of Melton) to access the closest tertiary education campuses by public transport:

- Victoria University – St Albans campus – 1 hour 45 minutes
- Victoria University – Sunshine North campus – 1 hour 30 minutes
- Victoria University – Flinders Street campus – 1 hour 30 minutes
- Victoria University – Footscray campus – 1 hour 20 minutes

The *Cobblebank Metropolitan Activity Centre Urban Design Framework* has identified sites suitable for tertiary education facilities in the future heart of the City of Melton.

### Bus Services

Numerous studies have found that the later a bus service is introduced to a new community there are significant impacts on bus patronage as households have had to rely on private motor vehicles to that time and the behaviour has become entrenched.

Where buses are provided to PSP areas, the low patronage numbers are not helped by the low frequency of buses. Many bus routes in the City of Melton run on 40 – 60-minute frequencies and are long indirect routes, which does not encourage people to shift their transport mode.

Only 15% of dwellings in the City of Melton are within 400 metres of public transport, which is well short of the State Government's metric of 95% of dwellings.

In 2015 the Bus Association of Victoria released a policy paper *Connecting Neighbourhoods – The 20 Minute City*. The paper found a major shift is required for bus network funding and planning in greenfield areas:

- Bus services should be provided to new estates from day one
- Early bus routes should be realigned to main roads so they can provide direct routes to connect people to the nearest train station and major / metropolitan activity centre
- Bus frequency should be increased to a minimum of 20 minutes

With the above measures there is an opportunity to discourage households from needing to acquire a car for every person over the age of 18. Public transport use should be a viable choice for most households in greenfield areas. Public transport should be available, frequent, direct, accessible, affordable, easy to use, and desirable.

The early delivery of bus services can help to mitigate another common problem with PSP areas where a new estate is not connected to established areas by walking or cycling infrastructure. People walking on the shoulder of a rural road is a common sight in greenfield areas as the road has not yet been upgraded to an urban standard with a footpath and cycling lanes.

VicHealth's assessment of Selandra Rise recommended the following changes to the way bus services are provided to service new communities in greenfield areas:

- Buses should run at a minimum of a 20-minute frequency
- Buses should run extended hours
- Bus provision should coincide with the arrival of the first residents of an estate
- Most households should be located within 1km of a bus stop. This provides accessibility, social inclusion, and physical activity for the bus users
- Ensure the service is connected to other public transport facilities such as train stations and major facilities

Without frequent, direct, and accessible public transport, we will continue to create car dependent communities and an illusion of a 20-minute neighbourhood in greenfield areas.

The WMLUFP should reference the need for an improved bus network.

### Housing Diversity

Greater diversity of housing is needed in greenfield areas. There is a need for more one and two-bedroom stock in the City of Melton:

- In 2016, 15.7% of households in the City of Melton were lone person households, however only 1.1% of the housing stock had only one bedroom.
- In 2016, 20.8% of households in the City of Melton were couple households with no dependents, however only 7% of the housing stock had one or two bedrooms.

The WMLUFP should encourage a greater diversity of housing types and sizes to cater for the diversity of household sizes and provide affordable housing in greenfield areas.

### Environmental Outcomes

Despite the assurances in 2010 that the changes to the Urban Growth Boundary would result in good biodiversity outcomes through the *Biodiversity Conservation Strategy for Melbourne's Growth Corridors*, the system has been poorly managed. Ten years later:

- Little of the Western Grassland Reserves have been purchased. The Victorian Audit Generals Office released a report in June, which identified that only 10% of the 15,000 hectares to be purchased beyond the Urban Growth Boundary has been acquired to date. Little offset money remains for further purchases of the remaining 90% of land. The Western Grassland Reserve had been intended to be in place by 2020.
- Lack of certainty still exists for many landowners who have significant portions of their land identified for Growing Grass Frog habitat. In the City of Melton there are 15 properties which have more than 50% of this property encumbered for this purpose, furthermore six of these properties have more than 75% of their property encumbered. We have made previous submissions on the economic uncertainty that these landowners face in light of the State Government decision to not compensate landowners when acquiring this land.
- A large extent of the Western Grassland is also being prioritised as a resource for quarrying activities potentially resulting in further habitat losses.

The WMLUFP should improve environmental outcomes for the west.

### Climate Adaptation and Responding to Climate Change

The WMLUFP should include improved climate change adaptation measures.

The Victorian State Government is currently preparing a *Regional Climate Change Adaptation Strategy for Greater Melbourne*. The Adaptation Strategy Discussion Paper has identified that climate change will have an impact on our environment through:

- Rising sea levels with increased risk of coastal erosion and inundation
- Continued rising daily temperatures
- More frequent and longer heatwaves
- Extreme rainfall events expected to become more intense
- Rainfall expected to continue to decline in winter and spring
- Fire season is longer and the number of very fire danger days in spring is increasing

The WMLUFP should have a greater emphasis on the west so it can respond to the expected changes to the environment through improved measures to:

- Manage the risk of flash flooding
- Capture and reuse stormwater
- Respond appropriately to sea level rises
- Respond to the increased threat of bush and grass fires
- Reduce heat island effect through the increased use of canopy trees and the greening of new suburbs
- Transition greenfield suburbs from being carbon dependent communities
- Reduce their reliance on private motor vehicles
- Increase electric bus options
- Increase the number of train stations for better access to public transport
- Planning for electric recharge stations for private motor vehicles

## Specific Comments

### Overall Document

1. The document reads more like a 10-year infrastructure plan, than a 30-year land use framework plan.
2. Most of the infrastructure projects listed are projects that have been committed to in the State Government budget. More infrastructure projects are needed to meet the needs of the population in 2050.
3. The Western Metro Land Use Framework Plan (WMLUFP) should be more aspirational and visionary.
4. The plan focusses infrastructure investment in the Cities of Brimbank and Wyndham, which fails to demonstrate an understanding that 1 in 3 people in the west will live in the City of Melton in 2050.
5. The City of Melton should not be treated as a dormitory area for the employment centres in Brimbank and Wyndham, rather a greater focus should be placed on creating self-sufficient employment in the City of Melton.
6. In 2050, the City of Melton will be approaching 500,000 people, which will require a greater investment in infrastructure than what is currently identified in the WMLUFP.
7. The level of investment proposed by the State Government in the WMLUFP for the Cobblebank Metropolitan Activity Centre, fails to appreciate an understanding of the role that this centre will play in the west. This designation was applied by the State Government.
8. The WMLUFP should provide a strong vision for the west and provide a road map on what infrastructure will be required to deliver a strong region in 2050.

### Page Specific Comments

Page	Comments
<b>Chapter 01 – Introduction</b>	
5	<p><b>State-led Planning</b></p> <ul style="list-style-type: none"> <li>The last paragraph identifies that:</li> </ul> <p><i>The Victorian Department of Transport is leading the whole-of-government delivery and coordination of Sunshine as a transport precinct. The Victorian Department of Jobs, Precincts and Regions is leading the strategic development of Footscray as a Business Precinct and Werribee NEIC.</i></p> <p>Who is coordinating the strategic development of Cobblebank Metropolitan Activity Centre and is there recognition that Melton's population in 2050 will justify the same level of priority as Sunshine and Footscray?</p>
5	<p><b>Table 2 – State Led Planning in West</b></p> <ul style="list-style-type: none"> <li>Is there a reason why the State has not included the Cobblebank (Toolern) Metropolitan Activity Centre in this table?</li> </ul>
7-8	<p><b>City-shaping Transport Projects</b></p> <ul style="list-style-type: none"> <li>A section should be added on city-shaping transport plans that are being prepared in the west: <ul style="list-style-type: none"> <li>The Western Rail Plan which includes the electrification of the Melton rail corridor</li> <li>The Outer Metro Ring transport corridor and connection to Melbourne Airport (precinct).</li> </ul> </li> </ul>
<b>Chapter 02 – Regional snapshot</b>	
8	<p><b>Coronavirus (COVID-19) impacts</b></p> <ul style="list-style-type: none"> <li>There are a variety of population forecast material that can be used to measure the population of Melton / Western Metro region / Melbourne / Victoria into the future. The WMLUFP is using Victoria in Future numbers, whereas Council relies on its .id (informed decisions) population forecast numbers.</li> <li>Melton City Council engaged .id to recast its population forecast considering the impacts of COVID-19. .id found that Melton is somewhat shielded from a large downturn in population as young families are moving to Melton from other areas for economic reasons. .id has found that COVID-19 is likely to slow population growth in the City of Melton, which means the City of Melton will be smaller in number in 2051 than originally forecast. .id have predicted that the City of Melton will now be 448,000 people in 2051 rather than the original forecast of 489,000 people.</li> <li>Council requests a greater elaboration of the impacts of COVID-19 on the population of the region.</li> </ul>
9-10	<p><b>Population and Demographics</b></p> <ul style="list-style-type: none"> <li>The demographics section shows that the percentage of people in the west over the age of 75 will increase from 5% to 9%. What infrastructure will need to be provided in the west to cater for the growing ageing population? Will there need to be changes to the way infrastructure is delivered to cater for a growing ageing population e.g. universal access design?</li> <li>The west has some of Melbourne's poorest and most disadvantaged communities, as evidenced in its SEIFA scores. How is the WMLUFP dealing with this disadvantage? It is lacking direction on how it plans to improve the health and wellbeing of poorer communities.</li> </ul>

Page	Comments
10	<b>Urban Structure</b> <ul style="list-style-type: none"> <li>Include a reference to the planned Outer Metro Ring transport corridor in the radial road connections section.</li> </ul>
<b>Chapter 03 -Vision: Western metro region in 2050</b>	
14	<b>Vision</b> <ul style="list-style-type: none"> <li>Make the following change to the first dot point: <i>A greater diversity of jobs and education opportunities through continued investment in the Sunshine and Werribee NEICs and the delivery of Melbourne Airport Rail and the Metro Tunnel. The growth areas of Wyndham and Melton play a significant role in diversification of the region including well-planned development of the <a href="#">Cobblebank (Toolern) Metropolitan Activity Centre</a></i></li> </ul>
15-16	<b>Map 1 - Western Metro Region 2050 Plan</b> <ul style="list-style-type: none"> <li>Melton Health in High Street Melton is shown as a <i>Health Precinct of state significance</i>. This precinct comprises a community health centre and a community services centre, which is located in a Major Activity Centre. This precinct services the Melton region, and should be shown as a <i>Health Precinct of regional significance</i>.</li> <li>Melton Hospital in the Cobblebank (Toolern) Metropolitan Activity Centre will be a 24-hour Accident and Emergency Hospital. This hospital precinct is shown as a <i>Health Precinct of regional significance</i>. This will be a major health precinct with a public hospital, a private hospital and significant community health and allied services and managed by Western Health as part of their broader hospital network. This precinct should be shown as a <i>Health Precinct of state significance</i>.</li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> <li>The <i>Western Interstate Freight Terminal</i> should be renamed to the <i>Western Interstate Freight Precinct</i>, to reflect the name currently used for this project by the State Government.</li> </ul>
<b>Chapter 04 - Productivity</b>	
18	<b>Introduction</b> <ul style="list-style-type: none"> <li>Add the Western Rail Plan to the list of projects in the second paragraph.</li> <li>The <i>Western Interstate Freight Terminal</i> should be renamed to the <i>Western Interstate Freight Precinct</i>, to reflect the name currently used for this project by the State Government.</li> </ul> <b>State of Play</b> <ul style="list-style-type: none"> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>Melton Health in High Street Melton is identified as a <i>Health Precinct of state significance</i>. This precinct comprises a community health centre and a community services centre, which is located in a Major Activity Centre. This precinct services the Melton region, and should be shown as a <i>Health Precinct of regional significance</i>. The future Melton Hospital located in the Cobblebank (Toolern) Metropolitan Activity Centre should be identified as a Health precinct of state significance instead.</li> <li><i>An estimated 151,000 additional jobs will be located across the Western Metro Region by 2031 with over half of the new jobs located in the Melton and Wyndham LGAs. What is the number of jobs in 2050? Melton City Council has adopted an Investment Attraction plan that seeks to create 100,000 local jobs by 2050.</i></li> </ul>
19	The list of key transport links in the last paragraph should be broadened to include the Calder Highway. <i>Key transport links include the Western Highway <a href="#">and Freeway</a>, Princes Highway and Freeway, <a href="#">the Calder Highway and Freeway</a>, and the Western Ring Road.</i>
20	<b>Regional Challenges</b> <p>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</p>



Page	Comments
21-22	<p><b>Map 2 - Western Metro Region Productivity 2050</b></p> <ul style="list-style-type: none"> <li>• Melton Health in High Street Melton is shown as a <i>Health Precinct of state significance</i>. This precinct comprises a community health centre and a community services centre, which is located in a Major Activity Centre. This precinct services the Melton region, and should be shown as a <i>Health Precinct of regional significance</i>.</li> <li>• Melton Hospital in the Cobblebank (Toolem) Metropolitan Activity Centre will be a 24-hour Accident and Emergency Hospital. This hospital precinct is shown as a <i>Health Precinct of regional significance</i>. This will be a major health precinct with a public hospital, a private hospital and significant community health and allied services. This precinct should be shown as a <i>Health Precinct of state significance</i>.</li> <li>• The Cobblebank (Toolem) Metropolitan Activity Centre should be shown as a future <i>Health and Education Precinct of state significance</i> as it will have the future Melton Hospital and will also have tertiary education (university classes and TAFE) campuses. The health and tertiary education precincts are identified in the <i>Toolem PSP</i> and the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework</i>.</li> <li>• The <i>Toolem Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolem) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>• The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>• The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>• The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> <li>• The <i>Western Interstate Freight Terminal</i> should be renamed to the <i>Western Interstate Freight Precinct</i>, to reflect the name currently used for this project by the State Government.</li> <li>• Show the <i>Western Irrigation Network</i> project</li> <li>• Show the new <i>Strategic Extractive Resource</i> area located to the south of Eynesbury</li> </ul>
23	<p><b>Direction 1 – Manage and Plan for Industrial Precincts</b></p> <ul style="list-style-type: none"> <li>• Expand the access and connectivity paragraph (para. 2) to include reference to the Outer Metro Ring transport corridor: <i>Access and connectivity with major infrastructure will need to be maintained to preserve the future productivity of the area. Significant transport road corridors service the Western Industrial Precinct including the Western Ring Road, and Princes and Western highways. <u>Transport connectivity will be enhanced through the development of the Outer Metro Ring transport corridor, which will connect the Western Industrial Precinct to the Princes, Western, Calder and Hume Freeways.</u></i></li> <li>• Add text to the Western Industrial Precinct sections about the City of Melton (para. 5 and 6): <i><u>Development of the Western Industrial Precinct within the City of Melton will be guided through the development, and implementation, of the Chartwell East, Derrimut Fields, Mt Atkinson, Ravenhall, Tarnait Plains and Warrawee Precinct Structure Plans.</u></i></li> <li>• Table 3. Add an additional suburb to the Future / Emerging Precincts column: <i><u>Ravenhall, Truganina, Truganina North and Tarnait</u></i></li> </ul>
24	<p><b>Table 4 – Regionally significant industrial precincts</b></p> <ul style="list-style-type: none"> <li>• The <i>Toolem Employment Precinct</i> should be renamed to the <i>Cobblebank (Toolem) Employment Precinct and Melton Industrial Park</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> </ul>
25	<p><b>Figure 7 – Western Metro Region key regional connections</b></p> <p>Amend Figure 7 to show:</p> <ul style="list-style-type: none"> <li>• Outer Metro Ring transport corridor</li> <li>• Western Interstate Freight Precinct</li> </ul> <p><b>Figure 8 – Existing and Future Industrial Floorspace Requirements</b></p> <ul style="list-style-type: none"> <li>• Figure 8 shows that industrial land in the Western State Significant Industrial Precinct will be exhausted in 21 years, and industrial land in the western suburbs will be exhausted in 32 years.</li> <li>• Given that this is a 30-year land use plan, what happens when the industrial land supply is exhausted? Will DELWP be looking to increase the supply of industrial land through the expansion of the Urban Growth Boundary?</li> </ul>

Page	Comments
27	<p><b>Table 5 – State Significant Health and / or Education Precincts</b></p> <ul style="list-style-type: none"> <li>Melton Health in High Street Melton is shown as a <i>Health Precinct of state significance</i>. This precinct comprises a community health centre and a community services centre, which is in a Major Activity Centre. This precinct services the Melton region, and should be shown as a <i>Health Precinct of regional significance</i>.</li> <li>Melton Hospital in the Cobblebank (Toolern) Metropolitan Activity Centre will be a 24-hour Accident and Emergency Hospital. This hospital precinct is shown as a <i>Health Precinct of regional significance</i>. This will be a major health precinct with a public hospital, a private hospital and significant community health and allied services. This precinct should be shown as a <i>Health Precinct of state significance</i>.</li> <li>The Cobblebank (Toolern) Metropolitan Activity Centre should be shown as a future <i>Health and Education Precinct of state significance</i> as it will have the future Melton Hospital and will also have tertiary education (university classes and TAFE) campuses. The health and tertiary education precincts are identified in the <i>Toolern PSP</i> and the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework</i>.</li> </ul>
30	<p><b>Direction 3 – Strong Network of Activity Centres</b></p> <ul style="list-style-type: none"> <li>The WMLUFP needs a section on the role Metropolitan Activity Centres like the section on the two proposed NEICS (see pages 26-29). A summary is required on what role the Metropolitan Activity Centres play, and a summary of what higher order services are provided in each of the Metropolitan Activity Centres.</li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The Cobblebank (Toolern) Metropolitan Activity Centre will be a major commercial centre in the West. It will be a major employment centre in the west. It will have: <ul style="list-style-type: none"> <li>25,000 sqm of commercial / office floor space</li> <li>A health precinct comprising a public and a private hospital</li> <li>A justice and emergency services precinct</li> <li>A tertiary education with university and TAFE offerings</li> <li>A civic precinct comprising a new civic centre, indoor recreation centre and a community services hub</li> </ul> </li> <li>The list of strip shopping centres should include High Street in Melton, which is subject to significant revitalisation funding: <i>... as well as strip-based centres (for example Altona, Ascot Vale-Union Road, <a href="#">High Street (Melton)</a>, Moonee Ponds, St Albans, Werribee and Williamstown).</i></li> <li>In the paragraph regarding commercial floorspace add text about the significant commercial / business land in the Cobblebank (Toolern) Employment and Mixed-Use Precinct: <i>30 hectares of commercial / business land is identified in the Cobblebank Employment and Mixed-Use Precinct, adjacent to the Cobblebank (Toolern) Metropolitan Activity Centre</i></li> <li>Strategy 13 should be amended to refer to the Cobblebank Metropolitan Activity Centre, which is missing from the list of metropolitan activity centres referenced: <i>Direct high-value jobs and higher-density development to activity centres, in particular the <a href="#">Cobblebank (Toolern)</a>, Footscray and Sunshine metropolitan activity centres as well as suitable major activity centres.</i></li> </ul>
32	<p><b>Direction 4 – Accommodate Longer-term Industrial and Commercial Opportunities</b></p> <ul style="list-style-type: none"> <li>Amend the reference to employment precincts to clarify which employment precincts are being referenced: <i>There are notable <a href="#">regional</a> employment precincts in the Western Growth Corridor, and planned upgrades to freeways and freight facilities, that will reinforce the region's importance to the industrial sectors in the future.</i></li> <li>Update all references to Toolern on page 32 to Cobblebank (Toolern), to reflect the suburb that is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Toolern Industrial Employment Precinct</i> should be renamed to the <i><a href="#">Cobblebank (Toolern) Industrial and Commercial Employment Precinct</a></i>.</li> <li>Make changes to the following paragraph: <i><a href="#">Cobblebank (Toolern)</a> will include a major employment precinct and a mixed-use area that will play an important role in providing around 70,000 square metres of <a href="#">retail floor space</a>, and <a href="#">100 hectares</a> of land for higher order employment, <a href="#">civic</a>, <a href="#">justice</a>, education and health facilities, including the new Melton Hospital. The <a href="#">activity-centre adjacent Cobblebank (Toolern) Industrial and Commercial Precinct</a> will contain office space, a business park and industrial uses that require access to a large labour force servicing the needs of other nearby industrial and commercial businesses.</i></li> <li>Make the following changes to text:</li> </ul>

Page	Comments
	<i>This potential supply needs to be retained for employment uses and secured as future industrial land, particularly in <a href="#">Cobblebank (Toolem)</a>, <a href="#">Fraser Rise (Plumpton)</a>, and south-west of Werribee</i>
33	<p><b>Direction 4 – Accommodate Longer-term Industrial and Commercial Opportunities</b></p> <ul style="list-style-type: none"> <li>Make the following changes to Strategy 17: <i>Retain and preserve future industrial land identified in the Western Industrial Precinct and at <a href="#">Cobblebank (Toolem)</a>, <a href="#">Fraser Rise (Plumpton)</a> and south of Werribee for industrial uses.</i></li> <li>Make the following changes to Strategy 18: <i>Encourage commercial precincts in the Western Growth Corridor to <b>diversify diversify</b> and incorporate higher-density and finer-grain development as they mature over time</i></li> <li>Make the following changes to Strategy 19: <i>Coordinate and manage the delivery of the <a href="#">Cobblebank (Toolem)</a> Metropolitan Activity Centre between state and local governments to ensure <a href="#">Cobblebank (Toolem)</a> develops into a state-significant location in the Western Metro Region</i></li> </ul>
33	<p><b>Direction 5 – Ensure protection of Green Wedges</b></p> <ul style="list-style-type: none"> <li>It is important to note a number of important infrastructure projects that are currently proposed within green wedges in the City of Melton: <ul style="list-style-type: none"> <li>Western Irrigation Network</li> <li>Western Outer Ring Main</li> <li>Outer Metropolitan Ring transport corridor</li> <li>Western Victorian Transmission Network project</li> </ul> </li> <li>It is unclear why the Melbourne Regional Landfill at Ravenhall is listed in this Direction, as the landfill is located within the Urban Growth Boundary and is not located in a Green Wedge</li> </ul>
34	<p><b>Extractive Resources</b></p> <ul style="list-style-type: none"> <li>The section on extractive industries is nested under Direction 5 which is focussed on the protection of Melbourne's Green Wedges. Many of the west's quarries are located within the Urban Growth Boundary. A new direction is required to deal with extractive resources / landfill / resource recovery separate from green wedges.</li> <li>It is unclear what is meant by the following text - <i>Designated industrial or commercial development activities located adjacent to existing quarry sites within/adjacent to the UGB would be rezoned to Urban Growth Zone.</i></li> </ul> <p>DELWP have recently released the Buffer Area Overlay, which is supposed to be applied to manage development around sites that require a buffer. The Buffer Area Overlay appears to be the most appropriate tool to manage land use and development, rather than the Urban Growth Zone, which was created to manage growth in greenfield areas.</p> <p>It is not appropriate to apply the Urban Growth Zone to a non-greenfield context, where development has already occurred. The Urban Growth Zone is the incorrect tool to be used to manage land use and development in established industrial and commercial areas.</p> <p>It is unclear who would prepare a Precinct Structure Plan (PSP) for the Urban Growth Zone area, as the VPA is already struggling to prepare PSPs for greenfield areas that were brought into the urban growth boundary in 2010.</p> <p>The Buffer Area Overlay should require risk assessments are undertaken when new development or a change of use is proposed proximate to an existing or approved quarry.</p> <ul style="list-style-type: none"> <li>Remove the Extractive Industry Interest Area (EIIA) from land inside the Urban Growth Boundary in the City of Melton. Urban development has been approved through PSPs for most of the EIIA land within the Urban Growth Boundary, it is therefore incompatible to continue to show this area as being suitable for quarrying. It is appropriate to retain the EIIA on the Boral Quarry site in Ravenhall, as this site has a 100-year extractive licence.</li> </ul>
35	<p><b>Figure 12 - Extractive Resources</b></p> <p>Remove the Extractive Industry Interest Area (EIIA) from land inside the Urban Growth Boundary in the City of Melton. Urban development has been approved through PSPs for most of the EIIA land within the Urban Growth Boundary, it is therefore incompatible to continue to show this area as being suitable for quarrying. It is appropriate to retain the EIIA on the Boral Quarry site in Ravenhall, as this site has a 100-year extractive licence.</p>
36	<p><b>Table 6 – Green Wedges</b></p> <ul style="list-style-type: none"> <li>Western Plains North Green Wedge – make the following change: <i>Maximise the use of Class B recycled water from the Sunbury Wastewater Treatment for agricultural land uses <a href="#">through the Western Irrigation Network project</a></i></li> </ul>

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	<ul style="list-style-type: none"> <li>Western Plains North Green Wedge – move <i>Preserve the Western Grasslands Reserve as a highly valuable ecosystem</i> to the Western Plains South Green Wedge, as the reserve is not located in the Western Plains North Green Wedge.</li> </ul>
37	<p><b>Table 6 – Green Wedges</b></p> <ul style="list-style-type: none"> <li>Western Plains South Green Wedge – add a new future role / strategic opportunity: <i>Provide a new tourism opportunity through the development of the Werribee River Shared Trail which will link the Melton Township / Eynesbury / Riverdale / Werribee communities.</i></li> <li>Western Plains South Green Wedge – add a new future role / strategic opportunity: <i>Preserve the Western Grasslands Reserve as a highly valuable ecosystem.</i></li> <li>Western Plains South Green Wedge – add a new future role / strategic opportunity: <i>Through the Western Irrigation Network project maximise the use of Class B recycled water for agricultural and other uses.</i></li> <li>Western Plains South Green Wedge – add a new future role / strategic opportunity: <i>Increase tourism and recreation opportunity at Eynesbury to complement its existing golf and polo facilities.</i></li> </ul>
37	<p><b>Action 2</b></p> <ul style="list-style-type: none"> <li>Clarification is needed on Action 2:</li> </ul> <p><i>Prepare a report that sets out a spatial framework for employment precincts and activity centres across the Western Growth Corridor. It will consider the future demand for and need for commercial and employment land across the growth areas and ensure that Precinct Structure Plans make adequate and sufficient provision to accommodate longer-term commercial and employment needs.</i></p> <p>How is this different from the spatial framework identified in the <i>West Growth Corridor Plan</i>, and the work that was undertaken recently by DELWP in the <i>Melbourne Industrial and Commercial Land Use Plan</i>?</p>
39	<p><b>Table 7 – Metropolitan and Major Activity Centres</b> <b>Cobblebank (Toolern) Metropolitan Activity Centre</b></p> <ul style="list-style-type: none"> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>Make the following changes to the 'What Needs to be Considered' column: <ul style="list-style-type: none"> <li>Projected to serve a population of <del>5568,000</del> people within the larger Toolern PSP area</li> <li><del>The Metropolitan Activity Centre will provide higher order infrastructure for the wider City of Melton which will have an ultimate population of more than 500,000 people</del></li> <li><del>Integration of new Melton Hospital and associated health precinct</del></li> <li><del>Integration of a justice and emergency services precinct including law courts</del></li> <li><del>Integration of tertiary education facilities including university and TAFE courses</del></li> <li><del>Grade separation at Ferris and East Roads</del></li> <li><del>Proximity to the OMR</del></li> <li><del>Area subject to environment audit overlay to the north-west</del> [The environment audit overlay is located in the Cobblebank Employment Precinct, not the Metropolitan Activity Centre]</li> </ul> </li> <li>Make the following changes to the 'Future Role / Strategic Opportunities' column: <ul style="list-style-type: none"> <li>Establish role as <del>a metropolitan activity centre. It will be the primary activity centre and transport hub for Toolern the City of Melton</del> and wider community including the peri-urban areas</li> <li>Promote a range of regional and local employment, civic, retail, education, <u>legal</u>, medical, residential, recreational and entertainment uses and a mixture of shops, offices and dwellings</li> <li>Improve the quantum and quality of local employment opportunities in the region by supporting investment and job creation</li> <li><del>Provide a range of housing at average density of at least 15 dwellings per hectare, with higher density housing generally located in the activity centre</del> <u>Support the development of higher density residential development within the activity centre.</u></li> <li>Develop transit-oriented urban structure, with a road network that supports local bus routes within 400 metres of most homes, provides direct connections to key destinations in Melton Township and higher-order public transport connections at Melton Station and Cobblebank Station and bus interchange</li> <li>Provide network of landscaped open spaces to contribute to amenity</li> </ul> </li> </ul>
42	<p><b>Table 7 – Metropolitan and Major Activity Centres</b> <b>Caroline Springs Major Activity Centre</b></p> <ul style="list-style-type: none"> <li>Change reference to <i>Caroline Springs (Brimbank)</i> to <i>Caroline Springs (Melton)</i> to accurately reflect the municipality it is located in.</li> <li>Make the following changes to the 'Existing Attributes' column: <ul style="list-style-type: none"> <li><del>Freestanding shopping centre on Lake Street</del> <u>and strip shopping centre on Caroline Springs Boulevard</u></li> </ul> </li> </ul>



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	<ul style="list-style-type: none"> <li>○ Supermarket, retail, convenience, medical, <b>and</b> accommodation services, <b>civic, office and education services</b></li> <li>○ <b>Lake Caroline Lake</b> with surrounding open space at the core of the activity centre</li> <li>○ Train (Caroline Springs Station) 3.5km to the south, <b>Train (Watergardens Station) 4.5km to the north-east</b>, and PPTN interchange bus services</li> </ul> <ul style="list-style-type: none"> <li>● Make the following changes to the 'Future Role / Strategic Opportunities' column: <ul style="list-style-type: none"> <li>○ Offer a broad range of non-retail commercial activities, providing services and employment opportunities for the local community, including small commercial offices and professional services</li> <li>○ <b>Continue to provide a diversity of uses, public spaces and community facilities</b></li> <li>○ <b>Encourage medium- and higher-density residential development</b></li> </ul> </li> </ul>
43	<p><b>Table 7 – Metropolitan and Major Activity Centres</b> <b>Melton Major Activity Centre</b></p> <ul style="list-style-type: none"> <li>● Make the following changes to the 'Existing Attributes' column: <ul style="list-style-type: none"> <li>○ Strip-based centre on High Street <b>in the centre of Melton Township</b></li> <li>○ A <b>sub-regional commercial</b> role with retail and services such as health, community, civic, <b>commercial, office and education wholesaling</b></li> <li>○ Train (Melton Station) service <b>2km to the south, and PPTN interchange bus services</b></li> </ul> </li> </ul>
44	<p><b>Table 7 – Metropolitan and Major Activity Centres</b> <b>Melton – Woodgrove and Coburns Road Major Activity Centre</b></p> <ul style="list-style-type: none"> <li>● Make the following changes to the 'Existing Attributes' column: <ul style="list-style-type: none"> <li>○ Two separate freestanding shopping centres at Woodgrove Shopping Centre and Coburns Central Shopping Centre, between High Street and the Western Freeway to the south, and Coburns Road to the east</li> <li>○ Regional retail function</li> <li>○ <b>StateRegionally-significant health precinct</b> at Melton Health</li> <li>○ <b>Train (Melton Station) service 2km to the south, and PPTN interchange bus services</b></li> </ul> </li> <li>● Make the following changes to the 'What Needs to be Considered' column: <ul style="list-style-type: none"> <li>○ Connection to Melton Town Centre and Melton Station</li> <li>○ <del>Flooding risk in parts of the activity centre</del> [The flooding extent is 670sqm of land on the western edge of the activity centre – it is minor and covers less than 1% of the activity centre area]</li> <li>○ <b>Opportunities for restricted retail and mixed-use development on vacant land in the centre</b></li> </ul> </li> </ul>
45	<p><b>Table 7 – Metropolitan and Major Activity Centres</b> <b>Mt Atkinson (Hopkins Road) Major Activity Centre</b></p> <ul style="list-style-type: none"> <li>● The Hopkins Road (Mt Atkinson) Major Activity Centre should be renamed to the Mt Atkinson (Hopkins Road) Major Activity Centre.</li> <li>● Make the following changes to the 'What Needs to be Considered' column: <ul style="list-style-type: none"> <li>○ Proposed railway station <b>removal of level crossing and grade separation at Hopkins Road</b></li> <li>○ Proposed Truganina Terminal Station <b>to the south of the town centre</b></li> <li>○ Future regionally-significant commercial land <b>to the north and east</b></li> <li>○ <b>Future regionally-significant industrial land to the north</b></li> <li>○ Western <b>State Significant Industrial Precinct</b> to the east <b>and south</b></li> <li>○ <b>Boral Quarry and Melbourne Regional Landfill (Ravenhall) to the east</b></li> <li>○ Outer Metropolitan Ring reservation to the west</li> <li>○ Key landscape characteristics of Mt Atkinson <b>volcanic cone</b></li> <li>○ <b>Proximity to the Western Interstate Freight Precinct</b></li> </ul> </li> <li>● Make the following changes to the 'Future Role / Strategic Opportunities' column: <ul style="list-style-type: none"> <li>○ Encourage a variety of employment, infrastructure and community facilities</li> <li>○ <b>Service the sub-regional catchment providing local shopping, education, business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation</b></li> <li>○ <b>Surrounding industrial land should maximise opportunities for industrial land</b> to support employment activity [The industrial land is not located in the activity centre. The industrial land is located to the north and south of the activity centre]</li> <li>○ Provide diverse housing opportunities</li> </ul> </li> </ul>
46	<p><b>Table 7 – Metropolitan and Major Activity Centres</b> <b>Fraser Rise (Plumpton) Major Activity Centre</b></p> <ul style="list-style-type: none"> <li>● The Plumpton Major Activity Centre should be renamed to the Fraser Rise (Plumpton) Major Activity Centre, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>● Make the following changes to the 'Existing Attributes' column: <ul style="list-style-type: none"> <li>○ <b>Future major activity centre between Plumpton Road, Melton Highway and Beattys Road</b></li> </ul> </li> </ul>



Page	Comments
	<ul style="list-style-type: none"> <li><del>o Pastoral and agricultural land uses</del> [This is irrelevant. These land uses will be removed when the centre is constructed]</li> <li>o Approved PSP</li> </ul> <ul style="list-style-type: none"> <li>• Make the following changes to the 'What Needs to be Considered' column: <ul style="list-style-type: none"> <li>o Future regionally-significant commercial land</li> <li>o Future regionally-significant Melton Highway Industrial Precinct located to the west</li> <li>o <u>OMR to the west</u></li> <li>o Future public transport connections as the activity centre is not on a rail line</li> </ul> </li> <li>• Make the following changes to the 'Future Role / Strategic Opportunities' column: <ul style="list-style-type: none"> <li>o Encourage local and regional employment precincts in business/ professional and industrial services</li> <li>o <u>Service the sub-regional catchment providing local shopping, education, business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation</u></li> <li>o Accommodate residential growth and social infrastructure</li> </ul> </li> </ul>
46	<p><b>Table 7 – Metropolitan and Major Activity Centres</b> <b>Rockbank Major Activity Centre</b></p> <ul style="list-style-type: none"> <li>• Make the following changes to the 'Future Role / Strategic Opportunities' column: <ul style="list-style-type: none"> <li>o Provide a sub-regional function</li> <li>o Encourage higher-density residential options that connect to the train station</li> <li><del>o Provide key social infrastructure, local shopping centres, schools and public transport to support the growing residential population</del></li> <li>o <u>Service the sub-regional catchment providing local shopping, business, education, medical, leisure, recreation and community needs while allowing opportunities for local specialisation</u></li> <li>o Develop a transport precinct around Rockbank Station</li> </ul> </li> </ul>
47	<p><b>Table 7 – Metropolitan and Major Activity Centres</b> <b>Aintree (Rockbank North) Major Activity Centre</b></p> <ul style="list-style-type: none"> <li>• The Rockbank North Major Activity Centre should be renamed to the Aintree (Rockbank North) Major Activity Centre, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>• Make the following changes to the 'Existing Attributes' column: <ul style="list-style-type: none"> <li>o Future major activity centre east of Leakes Road and north of the Western Freeway</li> <li>o Approved PSP</li> <li>o <u>Train (Rockbank Station) located 1.5km to the south</u></li> </ul> </li> <li>• Make the following changes to the 'Future Role / Strategic Opportunities' column: <ul style="list-style-type: none"> <li><del>o Develop as a regional focal point for higher-order employment, retail, health and education services with a principal catchment focused north of the Western Freeway</del></li> <li>o <u>Service the sub-regional catchment providing local shopping, business, education, medical, leisure, recreation and community needs while allowing opportunities for local specialisation, with a principal catchment focussed north of the Western Highway</u></li> <li>o Encourage a range of housing opportunities including medium and higher density housing</li> </ul> </li> </ul>
<b>Chapter 05 – Housing Choice</b>	
52	<p><b>Regional Demographics</b></p> <ul style="list-style-type: none"> <li>• Make these changes to the following paragraph: Population growth differs between municipalities within this region as shown in Table 8. Wyndham and Melton LGAs will continue to accommodate the majority of the region's population growth, contributing 34 54 per cent by 2036, followed by Melton LGA with 23 per cent (DELWP, 2019b). Hobsons Bay and Maribymong LGAs are expected to accommodate the smallest amount of the region's population in the same period. It is noted that DELWP's Greenfields Urban Development Program report for 2020 identified that 6,363 titled lots were created in Melton, and 6,304 titled lots were created in Wyndham.</li> </ul>
53	<p><b>Table 8 – Actual and Projected Population by LGA</b></p> <ul style="list-style-type: none"> <li>• It is problematic that the WMLUFP is a plan that seeks to provide guidance on land use in the west to 2051, however it stops its population projections in 2036 (which is halfway through the projected life of this plan).</li> <li>• It is important to note that in 2051, the City of Melton is projected to have a population close to 500,000 people</li> <li>• In 2036 the City of Wyndham's population growth begins to slow as it is reaching its ultimate build out state. It is at this time the City of Melton's population surges as it becomes to dominant greenfield area in the west.</li> </ul>

Page	Comments
	<ul style="list-style-type: none"> <li>In 2051, 1 in 3 people in the west will be living in the City of Melton, 1 in 3 will be in the City of Wyndham, and the remaining 1 in 3 will be in the remaining LGAs.</li> </ul>
55-56	<p><b>Locations for Housing Growth</b></p> <ul style="list-style-type: none"> <li>Make the following change: <i>Housing at greater densities is encouraged around activity centres, in urban renewal areas and in areas that have good public transport. The Western Metro Region has a strong network of activity centres in the established inner suburbs that are well developed and have opportunities for renewal. Some activity centres are accessible by train and bus services. <a href="#">Cobblebank (Toolern)</a>, Sunshine and Footscray metropolitan activity centres will be the focus of significant growth and coordinated planning due to their linkages with key transport infrastructure and their strategic locations close to the Melbourne CBD, employment areas, and Melbourne Airport. As future anchors for employment within the region, medium- and higher-density housing will develop around these centres</i></li> </ul>
59-60	<p><b>Map 3 – Housing Choice 2050</b></p> <ul style="list-style-type: none"> <li>The extent of walkable catchment for the <i>Melton-Woodgrove Major Activity Centre</i> should reflect the extent of Residential Growth Zone land in the Melton Planning Scheme.</li> <li>The extent of walkable catchment for the <i>High Street Melton Major Activity Centre</i> should reflect the extent of Residential Growth Zone land in the Melton Planning Scheme.</li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in. The extent of walkable catchment for this activity centre should reflect the medium- and high-density housing shown in the Toolern PSP.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in. The extent of walkable catchment for this activity centre should reflect the medium- and high-density housing shown in the Rockbank North PSP.</li> <li>The extent of walkable catchment for the <i>Rockbank Major Activity Centre</i> should reflect the higher-density housing shown in the Rockbank PSP.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in. The extent of walkable catchment for this activity centre should reflect the walkable catchment shown in the Plumpton PSP.</li> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in. The extent of walkable catchment for this activity centre should reflect the walkable catchment shown in the Mt Atkinson PSP.</li> <li>The extent of walkable catchment for the <i>Caroline Springs Major Activity Centre</i> should reflect the land zoned Comprehensive Development Zone and Residential Growth Zone in the Melton Planning Scheme.</li> <li>The <i>Western Interstate Freight Terminal</i> should be renamed to the <i>Western Interstate Freight Precinct</i>, to reflect the name currently used for this project by the State Government.</li> </ul>
62-65	<p><b>Table 12 – Locations for medium- and high-density housing</b></p> <ul style="list-style-type: none"> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> <li>Melton Railway Station should be included as a housing investigation area. The area surrounding the train station is currently zoned Residential Growth Zone.</li> </ul>
69	<p><b>Direction 10 – Improve Planning Processes for Growth Areas</b></p> <ul style="list-style-type: none"> <li>The WMLUFP indicates that the City of Melton has around 42 years of residential land supply. Work undertaken by iD indicates that the City of Melton will be rapidly approaching 500,000 people in 30-years' time and will be reaching its ultimate build out state.</li> </ul>

Page	Comments
	<ul style="list-style-type: none"> <li>Council agrees with Strategy 35 <i>Require development in growth areas to be sequenced and staged at a regional level to better link infrastructure delivery to land release.</i> Council has been advocating to the VPA that PSPs should require development to be staged. Currently PSPs allow development to occur anywhere within an approved PSP.</li> </ul>
71-72	<p><b>Map 4 – West Growth Corridor Plan</b></p> <ul style="list-style-type: none"> <li>Melton Health in High Street Melton is shown as a <i>Health Precinct of state significance</i>. This precinct comprises a community health centre and a community services centre, which is located in a Major Activity Centre. This precinct services the Melton region, and should be shown as a <i>Health Precinct of regional significance</i>.</li> <li>Melton Hospital in the Cobblebank (Toolern) Metropolitan Activity Centre will be a 24-hour Accident and Emergency Hospital. This hospital precinct is shown as a <i>Health Precinct of regional significance</i>. This will be a major health precinct with a public hospital, a private hospital and significant community health and allied services. This precinct should be shown as a <i>Health Precinct of state significance</i>.</li> <li>The Cobblebank (Toolern) Metropolitan Activity Centre should be shown as a future <i>Health and Education Precinct of state significance</i> as it will have the future Melton Hospital and will also have tertiary education (university classes and TAFE) campuses. The health and tertiary education precincts are identified in the <i>Toolern PSP</i> and the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework</i>.</li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> <li>The <i>Western Interstate Freight Terminal</i> should be renamed to the <i>Western Interstate Freight Precinct</i>, to reflect the name currently used for this project by the State Government</li> </ul>
<b>Chapter 06 – Integrated Transport</b>	
76	<p><b>Introduction</b></p> <ul style="list-style-type: none"> <li>Make reference to the Western Rail Plan in the first paragraph.</li> </ul> <p><b>State of Play – Road Network</b></p> <ul style="list-style-type: none"> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>Paragraph 1 – add the Palmers Road corridor to the list of north-south routes. The Palmers Road Corridor comprises – Calder Park Drive / Westwood Drive / Robinsons Road / Palmers Road</li> </ul>
76	<p><b>State of Play – Public Transport Network</b></p> <ul style="list-style-type: none"> <li>This section should reference only 15% of dwellings within the City of Melton live within 400 metres of a bus service, which is well below the 95% metric set by the State Government.</li> <li>A multitude of residential estates in the City of Melton have no access to a bus service in Deanside, Eynesbury, Fraser Rise, Rockbank, Thornhill Park, Truganina and Weir Views.</li> </ul>
77-78	<p><b>Map 5 – Integrated Transport State of Play</b></p> <ul style="list-style-type: none"> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> </ul>

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79-80	<p><b>Figure 15 – Public Transport Accessibility</b></p> <ul style="list-style-type: none"> <li>A new category should be added to the plan that shows no access to public transport. This will reveal that there are large sections of the City of Melton has no access to public transport, rather than very poor access to it</li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> </ul>
81	<p><b>State of Play – Freight Network</b></p> <ul style="list-style-type: none"> <li>Add reference to the planned Western Interstate Freight Precinct.</li> </ul>
81	<p><b>State of Play – Regional Access and Movement</b></p> <ul style="list-style-type: none"> <li>Add text about the travel patterns of workers who reside in the City of Melton.</li> <li>22% of resident workers work locally in the City of Melton.</li> <li>73% of resident works commute out of the City of Melton for work.</li> </ul>
84	<p><b>Regional Strengths</b></p> <ul style="list-style-type: none"> <li>Make the following change: <i>The region will benefit from access improvements through significant infrastructure investments of Suburban Rail Loop, and Melbourne Airport Rail and the Western Rail Plan.</i></li> </ul>
85-86	<p><b>Map 6 – Integrated Transport 2050</b></p> <ul style="list-style-type: none"> <li>In the legend reference is made to <i>Transport Projects – Potential</i>. This should read <i>Transport Projects – Future</i></li> <li>Add the following projects to the map: <ul style="list-style-type: none"> <li>Electrification of the railway line to Melton. It is concerning to see that the 2050 map is showing that all the stations along the Melton rail line are shown as being serviced by regional rail. In 2050 the City of Melton will be approaching 500,000 residents, which will overwhelm a regional rail service</li> <li>Upgrade of the Western Highway to an Urban Freeway standard</li> <li>Upgrade of the Melton Highway</li> <li>Divert the Suburban Rail Loop along the Outer Metro Ring transport corridor from Melbourne Airport to Werribee</li> </ul> </li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> <li>The <i>Western Interstate Freight Terminal</i> should be renamed to the <i>Western Interstate Freight Precinct</i>, to reflect the name currently used for this project by the State Government</li> </ul>
87	<p><b>Direction 11 – Strengthen connections to peri-urban and regional areas</b></p> <ul style="list-style-type: none"> <li>Paragraph 3 hints that electrification will occur on the Melton Railway Line. The <i>Western Rail Plan</i> should be mentioned in this section, which will involve the following works: <ul style="list-style-type: none"> <li>Electrification of the rail line to Melton</li> <li>Construction of two regional rail tracks from Melton to Sunshine to separate regional trains from the metropolitan train network</li> </ul> </li> </ul>



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	<ul style="list-style-type: none"> <li>• We are surprised that upgrades to the Calder and Western Freeways are listed as potential upgrades! The Western Highway in the City of Melton is currently a rural standard highway, which will not cope with the population increases in the City of Melton. The rural highway will need to be upgraded to an urban standard freeway well before 2050 to cope with the massive increase in population and to efficiently move freight.</li> <li>• Add the following transport projects, which will improve linkages to regional and peri-urban areas: <ul style="list-style-type: none"> <li>○ Electrification of the Melton rail corridor</li> <li>○ Removal of level crossings on the Melton rail corridor</li> <li>○ Construction of Thornhill Park (Paynes Road) station and Mt Atkinson (Hopkins Road) station, and upgrade Melton railway station</li> </ul> </li> </ul>
87-88	<p><b>Direction 12 – Improve transport connections to improve productivity</b></p> <ul style="list-style-type: none"> <li>• <i>A number of priority road projects have been identified for the Western Metro Region including improved north-south connections and connections over freeways such as Palmers Road, Point Cook, Derrimut Road, Truganina and the Duncans Road interchange in Werribee South.</i></li> </ul> <p>The above projects have been constructed. Is there a reason why these are listed as priority projects?</p> <ul style="list-style-type: none"> <li>• Make the following change: <i>Better transport networks for the Western Metro Region will provide people with more transport choices and make it easier to travel to activity centres and employment nodes. This will reduce congestion on the region's radial network of freeways and arterial roads including the <a href="#">Calder Freeway</a>, <a href="#">Melton Highway</a>, <a href="#">Princes Freeway</a> and the Western Highway.</i></li> <li>• Add a new section: <u><i>To cater for increased population in the west, and the needs of freight, the following transport upgrades are required:</i></u> <ul style="list-style-type: none"> <li>○ <u><i>Staged development of the Outer Metro Ring transport corridor and connection to the Melbourne Airport precinct</i></u></li> <li>○ <u><i>Upgrade of the Western Highway to an urban freeway standard</i></u></li> <li>○ <u><i>Upgrade of the Melton Highway</i></u></li> <li>○ <u><i>Upgrade of the Hopkins Road corridor to improve access between the Cities of Melton and Wyndham, and to provide access to the Western Interstate Freight Precinct</i></u></li> <li>○ <u><i>Upgrade of the Palmers Road Corridor to improve access between the Cities of Melton and Wyndham, and to provide freight access to the Calder / Western and Princes Freeways</i></u></li> <li>○ <u><i>Level Crossing removals for Hopkins Road in Truganina, Leakes Road in Rockbank, Ferris Road in Cobblebank, Station Road in Melton and Old Calder Highway in Diggers Rest.</i></u></li> <li>○ <u><i>Duplication of Christies Road to service new major employment precincts.</i></u></li> </ul> </li> <li>• Make the following change: <i>Priority regional public transport improvements and connections are:</i> <ul style="list-style-type: none"> <li>○ <i>Continuing to progress major improvements in passenger rail by providing additional rail services, such as the Metro Tunnel, which will create a new end-to-end rail line from Sunbury in the west to Cranbourne/Pakenham in the south-east</i></li> <li>○ <u><i>The electrification of the Melton rail corridor, including the construction of new rail stations at Thornhill Park (Paynes Road) and Mt Atkinson (Hopkins Road), and improvements to the Melton rail station</i></u></li> <li>○ <u><i>Removal of level crossings on the Melton rail corridor</i></u></li> <li>○ <u><i>Construction of a new train station at Calder Park Drive on the Sunbury rail line</i></u></li> <li>○ <i>The duplication of the Altona Loop and new railway stations</i></li> <li>○ <i>Melbourne Airport Rail connecting from Melbourne CBD, via Sunshine to Melbourne Airport</i></li> <li>○ <i>Commuter car parking and bike storage facilities at railway stations</i></li> <li>○ <i>Greater frequency and availability of after-hours and weekend bus services, and the provision of bus routes to residential and industrial estates that are not currently serviced in the outer suburbs.</i></li> </ul> </li> <li>• Make the following change: <i>Priorities include completing a cycling connection between Sunshine, Footscray and Melbourne's CBD and exploring improvements to north-south strategic cycling connections in the inner west. <u>Construction of the following cycling corridors:</u></i> <ul style="list-style-type: none"> <li>○ <u><i>Melton Township to metropolitan Melbourne</i></u></li> <li>○ <u><i>Koroit Creek trail from the Melton Highway to the Port Phillip Bay</i></u></li> <li>○ <u><i>Werribee River trail linking the communities of Melton Township / Eynesbury / Riverdale / Werribee</i></u></li> </ul> </li> </ul>
89-90	<p><b>Figure 17 – Key regional linkages</b></p> <ul style="list-style-type: none"> <li>• Show intra-regional linkages from the Cobblebank (Toolern) Metropolitan Activity Centre to the Werribee NEIC, the Sunshine NEIC and Footscray Metropolitan Activity Centre</li> <li>• The Toolern Metropolitan Activity Centre should be renamed to the Cobblebank (Toolern) Metropolitan Activity Centre, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> </ul>



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91-92	<p><b>Figure 18 – Strategic Cycling Corridors</b></p> <ul style="list-style-type: none"> <li>Add the Werribee River shared trail (Melton Township / Eynesbury / Riverdale / Werribee) to the plan</li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> <li>The <i>Western Interstate Freight Terminal</i> should be renamed to the <i>Western Interstate Freight Precinct</i>, to reflect the name currently used for this project by the State Government</li> </ul>
93	<p><b>Direction 13 – Improve public and transport access to activity centres in the west</b></p> <ul style="list-style-type: none"> <li>Make the following change: <ul style="list-style-type: none"> <li><i>Melbourne Airport Rail, Western Rail Plan (electrification of the Melton and Wyndham Vale), SRL and faster rail to Geelong and Ballarat will expand the catchments of the Sunshine NEIC, which includes the Metropolitan Activity Centre, and the Werribee NEIC, and Cobblebank Metropolitan Activity Centre. These projects will also improve connections for the region's activity centres and industrial areas.</i></li> </ul> </li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>Council requests the State Government reconsider the current alignment of the Suburban Rail Loop. Currently the Suburban Rail Loop is a well-defined route that connects middle-ring centres across the southern, eastern and northern suburbs. It is however ill-defined in the western suburbs. Council recommends that DELWP consider using two of the four rail tracks in the Outer Metro Ring from Melbourne Airport to Werribee, which would create a more balanced loop around Melbourne.</li> <li>Add text regarding the need to significantly upgrade the bus network to better connect people to the Cobblebank (Toolern) Metropolitan Activity Centre and major activity centres.</li> </ul>
94	<p><b>Direction 14 – Improve transport connectivity</b></p> <ul style="list-style-type: none"> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>Make the following change: <ul style="list-style-type: none"> <li><i>Development in the growth areas will be supported by <del>three</del> four main rail spines:</i> <ul style="list-style-type: none"> <li><i>Sunbury Rail Line with a new train station proposed at Calder Park Drive</i> [The Sunbury Rail Line services Diggers Rest, which is a PSP area in the west metro area. The Calder Park station will provide an alternative train station for people living in the Plumpton and Warrensbrook PSPs located south of Melton Highway]</li> </ul> </li> </ul> </li> <li>Make the following change: <ul style="list-style-type: none"> <li><i>Planning for rail services and railway station development along the Melton railway line (Western Rail Plan), including multi-modal integration, to support metropolitan and major activity centres, as well as strategically located park and ride facilities. Works will include the electrification of the rail corridor to Melton, the removal of level crossings, the upgrade of Melton station, and construction of new stations at Thornhill Park (Paynes Road) and Mt Atkinson (Hopkins Road).</i></li> </ul> </li> </ul>

Page	Comments
	<ul style="list-style-type: none"> <li>Make the following change: <i>Existing bus services requiring improvement include along Melton Highway from <a href="#">Cobblebank (Toolem)</a> to Watergardens to new estates without a bus service. Other activity centres needing better bus connections between them include <a href="#">Aintree (Rockbank North)</a>, <a href="#">Caroline Springs</a>, <a href="#">Cobblebank (Toolem)</a>, <a href="#">Fraser Rise (Plumpton)</a>, <a href="#">Melton (High Street and Woodgrove)</a>, <a href="#">Mt Atkinson (Truganina)</a>, and <a href="#">Rockbank and Toolem</a>.</i></li> </ul>
New content	<p>Prepare a Bus Route Plan for the west, which identifies the location of existing and future:</p> <ul style="list-style-type: none"> <li>Category 1 - Rapid Routes - Bus Rapid Transport and Shuttle Routes</li> <li>Category 2 - Connector Routes - Trunk Routes, Connector Routes and Neighbourhood Routes</li> <li>Category 3 - Local Routes - Local Routes and Demand Responsive Transport</li> </ul> <p>The plan should identify at least a high level how many routes will be required in the outer suburbs and what each route should do, for example:</p> <ul style="list-style-type: none"> <li>Show a new bus route Bacchus Marsh - Melton - Sydenham along Melton Highway</li> <li>Show the PPTN routes identified in the West Growth Corridor Plan Cobblebank Metropolitan Activity Centre will be serviced by the following bus routes: <ul style="list-style-type: none"> <li>Bus Rapid Transit Route to Werribee NEIC via Hopkins Road</li> <li>Shuttle Route to Cobblebank Employment Precinct, Melton Industrial Precinct, High Street and Woodgrove</li> <li>Trunk route to Aintree, Fraser Rise and Sydenham</li> <li>Trunk route to Eynesbury and Riverdale</li> <li>Local routes which service Cobblebank, Strathulloh, and Thornhill Park</li> </ul> </li> </ul>
95	<p><b>Direction 15 – Improve active and public transport to support 20-minute neighbourhoods</b></p> <ul style="list-style-type: none"> <li>Make the following change: <i>New communities in the growth areas are planned around new major activity centres such as <a href="#">Aintree (Rockbank North)</a>, <a href="#">Fraser Rise (Plumpton)</a>, <a href="#">Mt Atkinson (Hopkins Road)</a>, and <a href="#">Rockbank and South</a> in the Melton corridor, and along Regional Rail Link at Tarnait, Riverdale and Wyndham Vale in Wyndham</i></li> <li>The <i>Toolem Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolem) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> </ul>
96	<p><b>Direction 16 – Support and grow freight and logistics</b></p> <ul style="list-style-type: none"> <li>The <i>Western Interstate Freight Terminal</i> should be renamed to the <i>Western Interstate Freight Precinct</i>, to reflect the name currently used for this project by the State Government</li> </ul>
97	<p><b>Action 10</b></p> <ul style="list-style-type: none"> <li>Make the following change to Action 10: <i>Undertake a review of the regional bus network to support regional access and movement in the short and medium terms. This should include:</i> <ul style="list-style-type: none"> <li>early planning of integration with major public transport changes including Suburban Rail Loop, Melbourne Airport Rail, and the Western Rail Plan</li> <li>future bus networks in the growth areas, and</li> <li>bus infrastructure for late night travel options.</li> </ul> </li> </ul>
<b>Chapter 07 - Liveability</b>	
101	<p><b>Table 13 – Key landscapes</b></p> <ul style="list-style-type: none"> <li>Make the following change to the waterways significance column: <i>The <del>five</del>-major natural waterways that run through the <del>Green Wedge</del> west include the <del>are the</del> Laverton Creek, Skeleton Creek, Lollypop Creek, Little River, and Werribee River, <a href="#">Djerriwarrih Creek</a>, <a href="#">Kororoit Creek</a>, <a href="#">Toolem Creek</a>, and the <a href="#">Maribyrnong River</a>.</i></li> <li>Make the following change to the Werribee River significance column: <i>The Werribee River is also a significant ecosystem which features river red gums, <a href="#">the Melton Reservoir</a>, the Graham's Reserve estuary, the K Road Cliffs, and spectacular views across its flood plain to the You Yangs and Brisbane Ranges.</i> <i>The Growling Grass Frog inhabits a section of the growth corridor along the lower Werribee River. Land will continue to be acquired where possible to create a 15,000 hectare parkland to protect and manage this landscape. <a href="#">A shared path is planned along the river to connect the communities of Melton Township / Eynesbury / Riverdale and Werribee.</a></i></li> <li>Add a section on the Maribyrnong River, which is another major river in the west.</li> </ul>
102	<p><b>Figure 19 – Aboriginal cultural heritage</b></p> <ul style="list-style-type: none"> <li>Amend the plan to show Mount Cottrell volcanic cone is a shared responsibility area for the Bunurong and the Wurundjeri</li> </ul>

Page	Comments
103	<p><b>Heritage and Visitor Places</b></p> <ul style="list-style-type: none"> <li>Make the following change: <i>Key cultural assets that contribute to the character of the region include the Werribee Mansion, Overnewton Castle and historic Keilor Hotel, <a href="#">Eynesbury</a>, Jack's Magazine and the 19th century streetscapes and maritime heritage of Williamstown.</i></li> <li>Make the following change: <i>Tourism assets include Werribee Zoo, Werribee Township Regional Park, <a href="#">Eynesbury</a>, Scienceworks, Seaworks, The Substation in Newport and the beaches of Altona, Williamstown and Point Cook.</i></li> </ul>
105	<p><b>Open space and regional trails</b></p> <ul style="list-style-type: none"> <li>Change references to the <i>Toolern Regional Park</i> to the <i>Toolern Creek Regional Park</i>, which is the name that Parks Victoria are using for this regional park.</li> <li>Add a new paragraph on some of the new regional cycling routes proposed in the west: <i><a href="#">Substantial regional trails are proposed along:</a></i> <ul style="list-style-type: none"> <li><i><a href="#">The Werribee River, which will connect the Melton Township / Eynesbury / Riverdale / Werribee communities</a></i></li> <li><i><a href="#">The Kororoit Creek, which will provide a trail between the Melton Highway to the Port Phillip Bay, connecting multiple communities in the Cities of Melton, Brimbank, Maribymong and Hobsons Bay</a></i></li> </ul> </li> </ul>
106	<p><b>Open Space and Trails</b></p> <ul style="list-style-type: none"> <li>It would be useful to show how the west is performing against the VPA's Metropolitan Open Space Network aspiration of households being within a 400 metre walk to open space.</li> </ul>
107-108	<p><b>Map 7 – Liveability 2050</b></p> <ul style="list-style-type: none"> <li>Add the following attractions found in the City of Melton: <ul style="list-style-type: none"> <li>Melton Botanic Gardens</li> <li>Melton Tourist Precinct on Melton Highway – comprising Round Rock Winery, Born and Raised Winery, Witchmount Estate, The Gamekeepers Secret, and the Windmill Gardens Reception Centre</li> <li>Toolern Creek Regional Park</li> <li>Melton Reservoir</li> <li>Eynesbury</li> <li>Mt Cottrell, Mt Kororoit and Mt Atkinson volcanic cones</li> </ul> </li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> </ul>
109	<p><b>Direction 17 – Cultural heritage</b></p> <ul style="list-style-type: none"> <li>Make the following change: <i>Further engagement with Traditional Owners is important to fully recognise the cultural significance of places and landscapes (such as the <a href="#">Werribee River</a>, <a href="#">Maribymong River</a>, <a href="#">Kororoit Creek</a>, <a href="#">Toolern Creek</a>, <a href="#">Djerriwarrh Creek</a>, <a href="#">Laverton Creek</a>, <a href="#">Skeleton Creek</a>, <a href="#">Lollypop Creek</a>, <a href="#">Stony Creek</a> and <a href="#">Moonee Ponds Creek</a>, <a href="#">and volcanic cones</a>). Places will be protected by collaborative efforts between new and existing stakeholders and all tiers of government (including Aboriginal Victoria and catchment management authorities).</i></li> </ul>
111	<p><b>Direction 19 – Open space network</b></p> <ul style="list-style-type: none"> <li>Add a section on the proposal to create new regional parks in the west – Toolern Creek Regional Park and Kororoit Creek Regional Park.</li> </ul>
112	<p><b>Direction 20 – Legacy of great public spaces</b></p> <ul style="list-style-type: none"> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>Make the following change: <i>Town centres at <a href="#">Tarnet</a>, <a href="#">Sayers Road</a> and <a href="#">Aintree (Plumpton) Leakes Road (Rockbank)</a> adjoin, or are close to, waterways and can be designed to integrate these waterways into the character of the town.</i></li> </ul>

Page	Comments
113	<p><b>Strategy 80</b></p> <ul style="list-style-type: none"> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> </ul>
<b>Chapter 08 – Strong Communities</b>	
116-117	<p><b>State of Play – Health and education facilities</b></p> <ul style="list-style-type: none"> <li>Make the following change: <i>The region has four major hospitals. Public hospital services are provided by Western Health, which operates Sunshine Hospital (which includes the Western Centre for Health Research and Education in St Albans), Footscray Hospital and Williamstown Hospital (which also includes acute care and an emergency department). Mercy Hospitals operate the Ursula Frayne Mental Health Unit in Footscray and the Mercy Public Hospital in Werribee, while Djerriwarrh Health Services operate Melton Health. <u>Land acquisition is currently underway for the future Melton Hospital in Cobblebank (Toolern) Metropolitan Activity Centre.</u></i></li> <li>It would be useful for this section to reference the VPA's benchmark rate for the provision of government primary and secondary schools, and analysis on how the west is tracking against these metrics. The VPA specify that a government primary school should be provided for every 9,000 people and a secondary school for every 27,000 people. If the west has a population of 99,000 people, it needs 110 government primary schools and 37 government secondary schools to service the population. The west currently has 90 government primary schools and 27 government secondary schools, which would suggest more schools are needed to reduce overcrowding of schools.</li> </ul>
118	<p><b>State of Play – Social infrastructure</b></p> <ul style="list-style-type: none"> <li>Make the following change: <i>Major sporting and active recreation assets include the Werribee Park Equestrian Centre, State Baseball Softball Centre in Altona, Wyndham City Stadium in Tarnait, Whitten Oval in Footscray, <u>Tabcorp Park</u>, Moonee Valley Racecourse and Calder Park Raceway. Other regional level facilities include <u>Macpherson Park in Melton</u>, Windy Hill football ground in Essendon and Eagle Stadium in Werribee. Williamstown and Altona also feature yachting and sailing clubs</i></li> <li>Make the following change: <i>Regional justice infrastructure within the Western Metro Region includes two Magistrates Courts, four Community Corrections Locations, one Justice Service Centre and two youth justice locations at Footscray and Sunshine. <u>There is a planned justice precinct in Cobblebank (Toolern) Metropolitan Activity Centre comprising law courts, a police station and emergency services.</u></i></li> </ul>
119-120	<p><b>Map 8 – Strong communities 2050</b></p> <ul style="list-style-type: none"> <li>Add the following facilities in the City of Melton: <ul style="list-style-type: none"> <li>Melton Reservoir – runabout and speedboat club</li> <li>Tabcorp Park</li> <li>MacPherson Park – regional active open space</li> <li>Planned Grangefields Regional Active Open Space Reserve (west of Leakes Road and south of the Kororoit Creek)</li> <li>Planned Rockbank Regional Active Open Space Reserve northeast corner of Leakes Road and Greigs Road</li> </ul> </li> <li>Melton Health in High Street Melton is shown as a <i>Health Precinct of state significance</i>. This precinct comprises a community health centre and a community services centre, which is located in a Major Activity Centre. This precinct services the Melton region, and should be shown as a <i>Health Precinct of regional significance</i>.</li> <li>Melton Hospital in the Cobblebank (Toolern) Metropolitan Activity Centre will be a 24-hour Accident and Emergency Hospital. This hospital precinct is shown as a <i>Health Precinct of regional significance</i>. This will be a major health precinct with a public hospital, a private hospital and significant community health and allied services. This precinct should be shown as a <i>Health Precinct of state significance</i>.</li> <li>The Cobblebank (Toolern) Metropolitan Activity Centre should be shown as a future <i>Health and Education Precinct of state significance</i> as it will have the future Melton Hospital and will also have tertiary education (university classes and TAFE) campuses. The health and tertiary education precincts are identified in the <i>Toolern PSP</i> and the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework</i>.</li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> </ul>



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	<ul style="list-style-type: none"> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> </ul>
121	<p><b>Direction 21 – Major social infrastructure</b></p> <ul style="list-style-type: none"> <li>Refer to the two six-indoor court recreation centres in Caroline Springs Major Activity Centre and Cobblebank (Toolern) Metropolitan Activity Centre. Further six-indoor court recreation centres are proposed in Aintree (Rockbank North), Deanside, and Rockbank.</li> <li>Refer to Melton Waves aquatic centre in Melton, and the proposed aquatic centre in Fraser Rise (Plumpton) Major Activity Centre.</li> <li>Refer to MacPherson Park – regional active open space reserve in Melton. A further regional active open space reserves are proposed in Grangefields and Rockbank.</li> <li>Refer to the two existing libraries in Melton and Caroline Springs. Additional libraries are planned in Aintree (Rockbank North), Cobblebank (Toolern), Fraser Rise (Plumpton) and Rockbank.</li> <li>Refer to the proposed regional performing arts centre that is proposed in Cobblebank (Toolern) Metropolitan Activity Centre.</li> </ul>
122	<p><b>Direction 22 – Health and education services</b></p> <ul style="list-style-type: none"> <li>Add commentary that the State are in the process of acquiring land for the Melton Hospital in Cobblebank Metropolitan Activity Centre. This hospital will be of state significance.</li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The Cobblebank (Toolern) Metropolitan Activity Centre will provide comprehensive and specialist education, health and community services, tertiary education, higher order civic facilities, and justice facilities. Council is currently planning to deliver a Community Services Hub in the Cobblebank Metropolitan Activity Centre which will provide office and meeting space for more than 70 community service organisations.</li> </ul>
122	<p><b>Table 14 – Health and / or education precincts</b></p> <ul style="list-style-type: none"> <li>Melton Health in High Street Melton is shown as a <i>Health Precinct of state significance</i>. This precinct comprises a community health centre and a community services centre, which is located in a Major Activity Centre. This precinct services the Melton region, and should be shown as a <i>Health Precinct of regional significance</i>.</li> <li>Melton Hospital in the Cobblebank (Toolern) Metropolitan Activity Centre will be a 24-hour Accident and Emergency Hospital. This hospital precinct is shown as a <i>Health Precinct of regional significance</i>. This will be a major health precinct with a public hospital, a private hospital and significant community health and allied services. This precinct should be shown as a <i>Health Precinct of state significance</i>.</li> <li>The Cobblebank (Toolern) Metropolitan Activity Centre should be shown as a future <i>Health and Education Precinct of state significance</i> as it will have the future Melton Hospital and will also have tertiary education (university classes and TAFE) campuses. The health and tertiary education precincts are identified in the <i>Toolern PSP</i> and the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework</i>.</li> <li>Add a new tertiary education campus in the Cobblebank (Toolern) Metropolitan Activity Centre. University and TAFE courses will be provided in Cobblebank.</li> </ul>
123	<p><b>Strategy 93</b></p> <ul style="list-style-type: none"> <li>Make the following change: <i>Support the development of a health and education precinct in <a href="#">the Cobblebank (Toolern) Metropolitan Activity Centre</a>.</i></li> </ul>
<b>Chapter 09 – Sustainability and Resilience</b>	
133-134	<p><b>Map 9 – Sustainability and Resilience State of Play</b></p> <ul style="list-style-type: none"> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> </ul>



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	<ul style="list-style-type: none"> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> </ul>
135-136	<p><b>Map 10 – Sustainability and Resilience 2050</b></p> <ul style="list-style-type: none"> <li>This map is too busy. Is it possible to show the water related outcomes on one plan, and all other matters on another?</li> <li>Show the proposed Kororoit Creek Regional Park</li> <li>Show the Surbiton Park Wastewater and Treatment Plant and its buffer on the plan.</li> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Hopkins Road Major Activity Centre</i> should be renamed to the <i>Mt Atkinson (Hopkins Road) Major Activity Centre</i>, to reflect the area that it is located in.</li> </ul>
138	<p><b>Direction 25 – Increase tree canopy to 20%</b></p> <ul style="list-style-type: none"> <li>In new PSP areas there is an increasing reliance on Small Lot Housing Code (SLHC) as residential densities increase. The SLHC often results in narrow lots, the frontage of which is predominantly garaging and vehicle crossovers. DELWP and the VPA need to resolve how tree canopies can be significantly increased in greenfield areas when there is no room to plant a tree on house lots and the ability to plant street trees is diminished by increased housing densities and the dominance of SLHC.</li> </ul>
139	<p><b>Direction 27 – Recycled water Strategy 112</b></p> <ul style="list-style-type: none"> <li>Make the following change: <i>Protect and buffer the Western Treatment Plant and Surbiton Park Treatment Plant (Melton) through appropriate planning zones as a waste-water management hub.</i></li> </ul>
New content	<p><b>Add a new direction after Direction 30</b></p> <ul style="list-style-type: none"> <li>Add a new direction regarding major utility infrastructure located in the west.</li> <li>The WMLUFP should include a section on energy utility infrastructure and the impacts on land use associated with their construction and operation.</li> <li>The WMLUFP needs to provide vision and high-level guidance to ensure that service utility infrastructure is appropriately integrated with structure planning and future urban form.</li> <li>Among the key ongoing utility infrastructure projects, the Western Outer Ring Main (WORM), a high-pressure gas transmission pipeline, is proposed to be constructed across several municipalities including Melton. The proposed gas pipeline is located to the north of Taylors Road and traverses the municipality in a north eastern direction through Melton Highway and Calder Freeway towards the Melbourne-Bendigo rail corridor. The proposed new segment of the pipeline in the City of Melton follows an existing gas pipeline easement within the Plumpton PSP and in the Western Plains North Green Wedge.</li> <li>Another project that should be considered is the Western Victoria Transmission Line project, which will provide renewable energy from Western Victoria to metropolitan Melbourne (Sydenham).</li> </ul>
142	<p><b>Direction 31 – Recycling and resource recovery</b></p> <ul style="list-style-type: none"> <li>Greater emphasis should be placed on resource recovery.</li> <li>The China Sword Policy and the (almost) collapse of the recycling market has highlighted the need for investment in resource recovery infrastructure in Victoria.</li> <li>There is a significant opportunity in the west, and it is appropriate for the WMLUFP to reflect where this infrastructure is likely to be located.</li> <li>It is also appropriate for the WMLUFP to reflect on where the expansion of existing facilities needs to be considered, as well as existing transfer stations and facilities such as the Melton Recycling Facility in Cobblebank.</li> <li>It would be appropriate for the WMLUFP to consider the needs of the proposed Container Deposit Scheme. Major processing facilities will need to be planned to support this program.</li> <li>The State Government is establishing a framework for Waste to Energy. The WMLUFP should contemplate where these facilities are proposed within the west.</li> <li>Add information about the Melton Recycling Facility and City Circle Recycling Site in Cobblebank: <ul style="list-style-type: none"> <li>\$14 million spent on this facility since 2017</li> <li>Critical transfer station in the west and provides critical services for a rapidly growing community</li> </ul> </li> </ul>

Page	Comments
<b>Appendix 2 – Housing Choice</b>	
155-156	<ul style="list-style-type: none"> <li>The <i>Toolern Metropolitan Activity Centre</i> should be renamed to the <i>Cobblebank (Toolern) Metropolitan Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the Precinct Structure Plan (PSP) that it is located in.</li> <li>The <i>Rockbank North Major Activity Centre</i> should be renamed to the <i>Aintree (Rockbank North) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> <li>The <i>Plumpton Major Activity Centre</i> should be renamed to the <i>Fraser Rise (Plumpton) Major Activity Centre</i>, to reflect the suburb that it is located in. It is currently named after the PSP that it is located in.</li> </ul>
<b>Glossary</b>	
157-163	<ul style="list-style-type: none"> <li>Make the following change to the definition of Metropolitan Activity Centres: <i>Higher-order centres with diverse employment options, services and housing stock, supported by good transport connections. Existing centres include Box Hill, Broadmeadows, Dandenong, Epping, Footscray, Fountain Gate/ Narre Warren, Frankston, Ringwood and Sunshine. Future centres will include Lockerbie and <b>Cobblebank (Toolern)</b>.</i></li> </ul>

The Western Metro Land Use Framework Plan should be reviewed every five years. A review of the Plan should be required when there are substantial changes to Government policy to realign the Plan to the new direction set by the State Government.

## Conclusion

Council would welcome further discussion on this submission and would be happy to meet at any time.

Should you have any questions about the above or the content of our submission, please contact Matthew Milbourne, Coordinator Toolern Review on 9747 5403 or [matthewm@melton.vic.gov.au](mailto:matthewm@melton.vic.gov.au) by email.