

Appendix 2

Specific issues to be addressed in the review process

The years of residential land supply for each growth area are shown in Figure 4. This is based on present lot yields, which average at 10 dwellings per hectare, and reflects present rates and distributions of development across each growth area.

The long-term capacity for each growth area will be verified at the completion of the Growth Area Plan review.

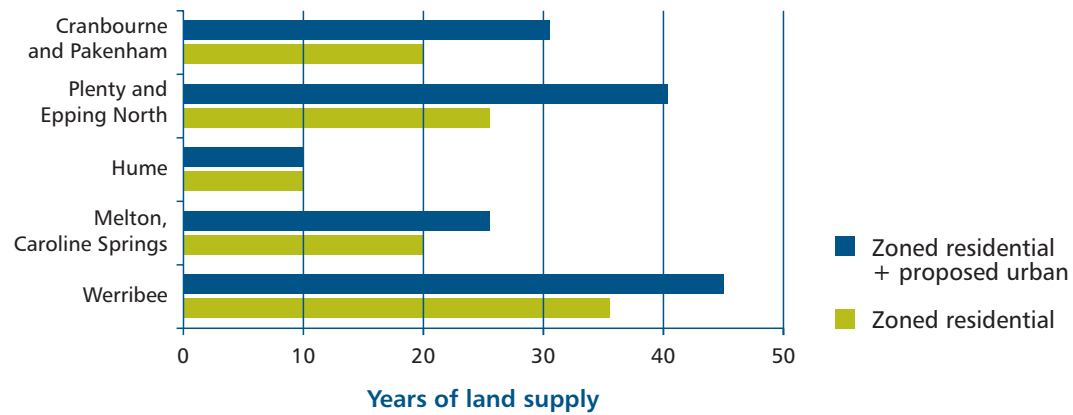


Figure 4. Growth areas land supply.

Werribee

The Werribee Growth Area Plan and Ministerial Direction were originally prepared in 1990. These apply to the City of Wyndham and suburbs such as Werribee, Wyndham Vale, Tarneit, Hoppers Crossing and Point Cook.

Between 1996–99 the Werribee growth area yielded some 15 per cent of all development in Melbourne’s growth areas. In the metropolitan context, the City of Wyndham is expected to have the second highest housing growth rate in metropolitan Melbourne.

Strategic actions

- Further residential zoning and urban growth north and north-west of Werribee will be re-examined as there is no commitment to provide rail services to the area.
- Shorter-term new urban growth in the Werribee growth area will be focused around activity centres and the existing Werribee rail corridor, based on design principles that are oriented to public transport.
- The Outer Western Integrated Transport Strategy (see Appendix 1 on Integrated Transport Plans) will provide a framework for transport planning and provision.
- Employment opportunities will be supported at Werribee Technology Precinct, Laverton Airfield and at a possible activity centre and new rail station located west of Werribee township.
- There will be an investigation of the long-term potential for new transit centres based on transit-oriented design principles, located at Laverton and west of Werribee.
- The existing Laverton North heavy industrial area will be protected, with adequate protection provided for uses in that area, including buffer areas.
- Ensure that Point Cook Airfield can be developed in a way that maintains it as an operating airport complementary to Moorabbin Airport.
- The use of high-quality recycled water (Grade A water) from the Western Treatment Plant will be investigated for irrigation in urban areas (parks), industry and farms using sustainable practices.
- Horticultural and environmentally sensitive areas, such as the internationally significant wetlands protected under the Ramsar Treaty, Laverton Saltworks and the Western Treatment Plant, will be protected from urban encroachment.

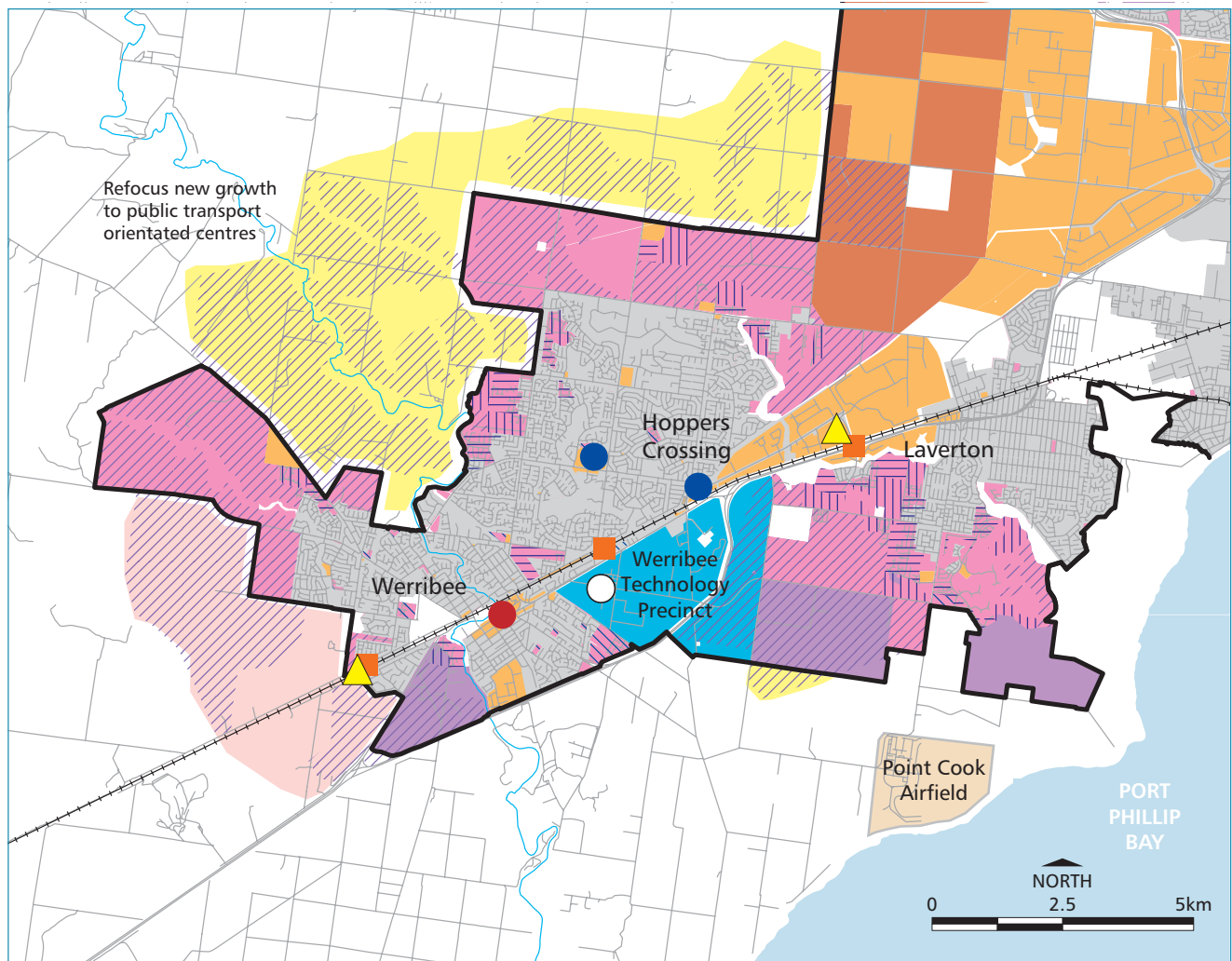


Figure 5. Werribee growth area

- Existing urban development
- Future urban
- Future urban investigation
- Residential zone
- Business/Industrial zone
- Proposed major industrial area
- Werribee Technology Precinct
- Potential for urban development to be re-examined

- Rail
- Road
- Urban growth boundary
- Principal Activity Centre
- Major Activity Centre
- Specialised Activity Centre
- Potential public transport orientated centre
- Potential new rail station

- Housing Melbourne 2000 Forecast Development*
- Short term
 - Medium term
 - Long term
 - Non forecast

Hume

To date, most of the formal planning in the Hume growth area has been undertaken by major developers, who have prepared local structure plans in partnership with the City of Hume.

From 1996–99 the Hume growth area, which includes the suburbs of Greenvale, Roxburgh Park, Craigieburn and Craigieburn West, yielded some 19 per cent of growth area development in Melbourne.

The Government has provided \$98 million in the 2002–03 budget to electrify the rail line to Craigieburn. However, long-term expansion of this growth area to the north and west will be deferred unless development can occur on the basis of design that is oriented to public transport.

Pending review of planning for this growth area, no land is currently identified within the UGB for further growth.

As there are close relationships with the development of land in nearby Mitchell Shire and the residential markets emerging in Epping North, planning for the Hume growth area should occur in close consultation with these adjoining municipalities.

Strategic actions

- Preference will be given in the growth area review to land along the existing rail corridor in preference to development west of Craigieburn and north of Mt Ridley Road.
- The potential for a future activity centre at Donnybrook will be investigated.
- Low-density residential development near the growth area will be deferred until the long-term potential of the growth area is determined.
- The potential for a major employment node will be examined, focusing on the excellent access to road and rail infrastructure along the Hume Highway corridor.

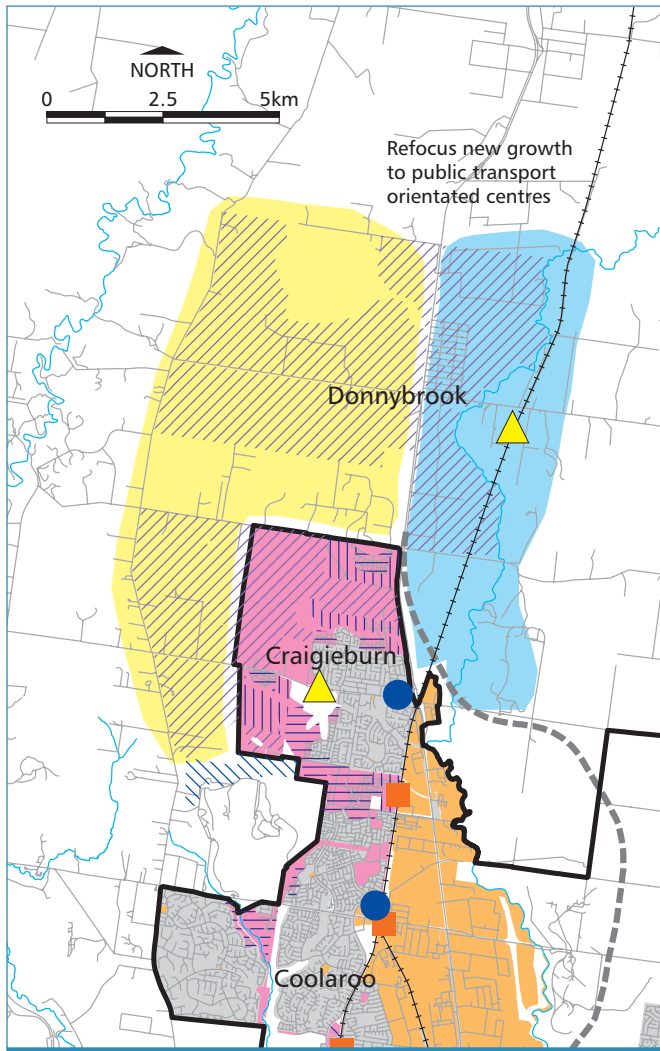


Figure 6. Hume growth area

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|---|--|
| <ul style="list-style-type: none"> Existing urban development Possible future urban investigation Residential zone Business/Industrial zone Potential for urban development to be re-examined ++ Rail — Road — Freeway under construction — Urban growth boundary ● Major Activity Centre ▲ Potential public transport orientated centre ■ Potential new rail station | <p><i>Housing Melbourne 2000 Forecast Development</i></p> <ul style="list-style-type: none"> Short term Medium term Long term Non forecast |
|---|--|

Plenty Valley – Epping North

Following extensive community consultation and detailed strategic studies, a plan was prepared in 1989 for the Plenty Valley growth area. The plan sets the strategic context for rezoning of land in the growth area and led to the preparation of a Ministerial Direction.

The major public transport commitment in this growth area relates to the extension of the rail corridor from Epping to South Morang. The development of the South Morang activity centre as proposed in the Plenty Valley Strategic Plan includes the potential extension of the Plenty Road tram north to South Morang. The Whittlesea Strategic Transport Infrastructure Study will guide future transport planning in the growth area.

The Plenty Valley growth area, including the suburbs of South Morang and Mernda, yielded some 14 per cent of all residential development in metropolitan growth areas between 1996–99.

Most development in this growth area is occurring on development fronts at Doreen and South Morang. Once land at Epping North is released for residential development, some of the forecast growth for Plenty Valley could be diverted to Epping North.

Epping North

Epping North is located between Plenty Valley and the Craigieburn Bypass, and north-west of the existing Epping residential and commercial area. It is within the UGB but is not yet zoned for residential purposes. It is estimated that, when the growth area is fully developed, the total residential capacity of Epping North will be between 13,000 and 15,000 lots. The first residential lots should be available for purchase in 2003. A structure plan has been prepared for Epping North, focusing on mixed-use design oriented to public transport.

The major developer at Epping North is the URLC, whose 'Aurora' development provides best practice design and integrated community development. Features include a mandatory five-star energy rating for all dwellings, a pilot project for water reuse, a rainwater tank for each dwelling, and significant dwelling diversity and densities.

Opportunities for increased density in this growth area may be influenced by issues of environmental and infrastructure capacity.

Strategic actions

- The existing growth area plan for Plenty Valley will be reviewed, with a focus on development phasing, employment potential, public transport provision and opportunities for higher density residential development.
- Opportunities to further develop the employment node at Cooper Street Epping will be investigated.
- Preserve a public transport corridor from Lalor Station to Epping North.
- The opportunity to extend public transport to meet the existing rail corridor at Donnybrook will be considered in the longer term.

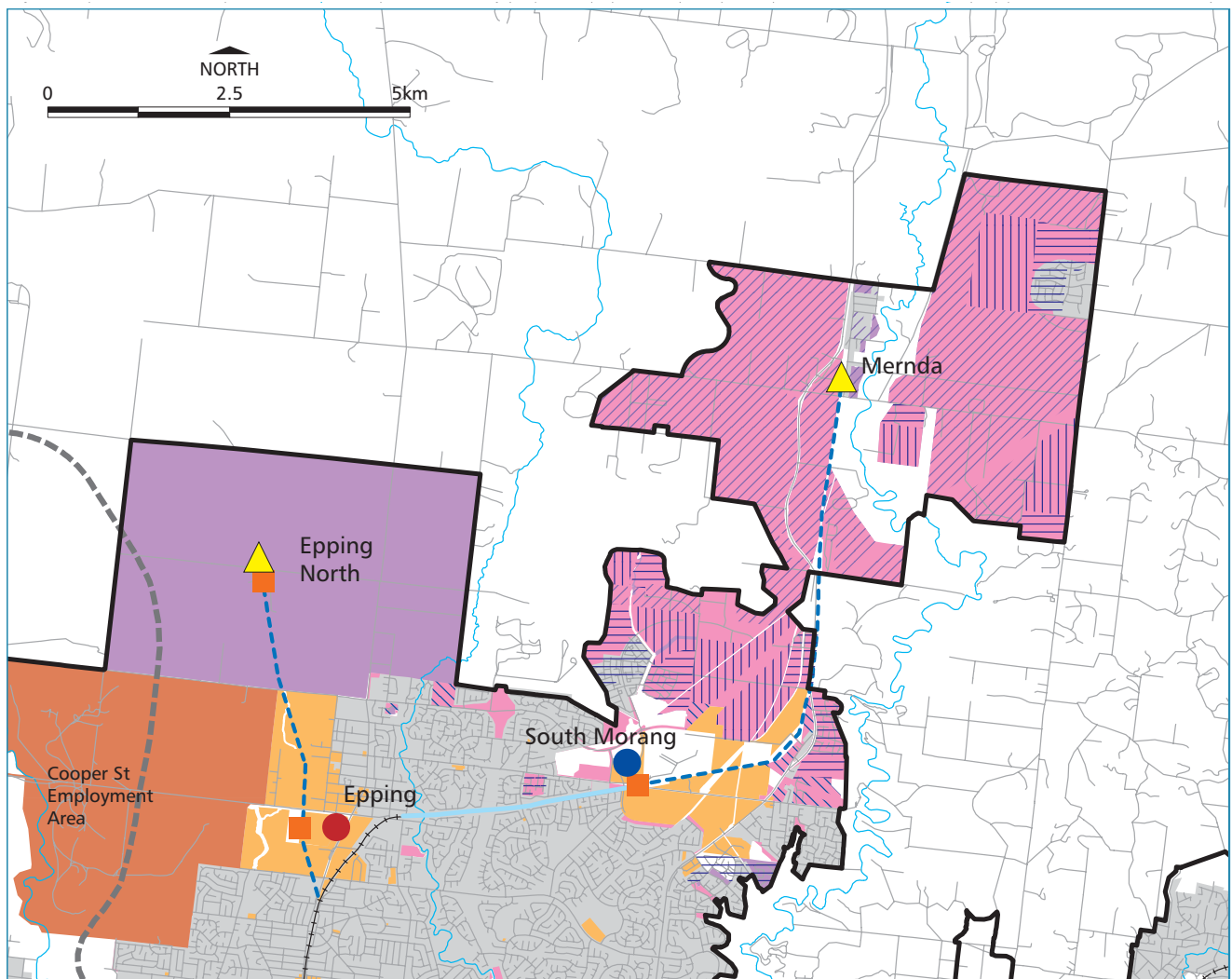


Figure 7. Plenty Valley-Epping North growth area

- Existing urban development
- Future urban
- Residential zone
- Business/Industrial zone
- Proposed major industrial area

- Rail
- Road
- Freeway under construction
- Urban growth boundary
- Principal Activity Centre
- Major Activity Centre
- Potential public transport oriented centre
- Potential new rail station
- Proposed rail extension
- Potential rail extension

- Housing Melbourne 2000
Forecast Development*
- Short term
 - Medium term
 - Long term
 - Non forecast