

Planning Implementation (DELWP)

From: contact@engage.vic.gov.au
Sent: Tuesday, 31 December 2019 11:02 AM
To: Planning Implementation (DELWP)
Subject: New Form submission on Planning for Melbourne's Industrial and Commercial Land



New Form submission on Planning for Melbourne's Industrial and Commercial Land

Hi planning.implementation@delwp.vic.gov.au

There has been a submission on [Planning for Melbourne's Industrial and Commercial Land](#) through Engage Victoria

A copy of the submission is provided as below:

Planning principles and strategies for employment land.

The draft Melbourne industrial and commercial land use plan includes principles and strategies to guide planning for industrial and commercial land. (page 32).

Do you think the principles and strategies provide enough clarity and guidance to assist planning for industrial and commercial land?

Yes

If no, please let us know why and how they could be improved.

Criteria to identify regionally-significant industrial precincts.

Plan Melbourne identifies state-significant industrial precincts. The draft Melbourne industrial and commercial land use plan identifies regionally-significant industrial precincts and includes criteria used as the basis to identify these locations (page 34).

Do you support the criteria developed to identify regionally-significant industrial precincts?

Yes

If no, please let us know why and how they could be improved.

Purpose for regionally-significant industrial precincts and local industrial precincts.

Plan Melbourne outlines a purpose for state-significant industrial precincts. The draft Melbourne industrial and commercial land use plan identifies a purpose for regionally-significant industrial precincts and local industrial precincts (page 35).

Do you support the purpose developed for regionally-significant industrial precincts and local industrial precincts?

No

If no, please let us know why and how they could be improved.

On page 35, there is a hierarchy of industrial precincts identified. It is unclear whether there are any substantial differences between locally and regionally significant industrial precincts. Who is

responsible for the preparation of regional industrial land use strategies - are they treated as local precincts which will be included in a Local Industrial Land Use Strategy (Appendix 2 on page 111) or will strategies be prepared by the State Government?

Developing local industrial land use strategies.

Appendix 2 of the draft Melbourne industrial and commercial land use plan proposes guidance for developing local industrial land use strategies.

Do you have any comments or suggestions to improve the guidance for developing local industrial land use strategies?

In the City of Melton the development of a Local Industrial Land Use Strategy will be complicated by the following matters:

- Much of the industrial land identified is of state or regional significance located in Precinct Structure Plan (PSP) areas. Who is responsible for the planning of these precincts – is it Council? The State Government? The Victorian Planning Authority (VPA)?
- Given most of the undeveloped industrial area in the City of Melton is located in areas where PSPs have not yet been prepared by the VPA, how can Council ensure there is an adequate supply of land to accommodate industrial growth for at least a 15-year period until those PSPs have been prepared and approved?
- Many of the matters to be addressed by the strategy are addressed when PSPs are prepared. Council therefore recommends that Appendix 2 on page 111 be modified to:
- Identify how the strategy deals with industrial land identified in future PSP areas.
- Identify how the strategy deals with state and regionally significant industrial land.

Council is happy to assist DELWP with alternative wording for Appendix 2 if required

Key industrial and commercial areas.

The draft Melbourne industrial and commercial land use plan identifies and describes key industrial and commercial areas for each of the six metropolitan regions (refer to Part B of the plan).

Have the key industrial and commercial areas been adequately identified and described across the regions?

No

If no, please let us know which other area we should identify or how the areas can be better described.

Council recommends the following changes to the hierarchy of commercial and industrial land: • The description of the Western State Significant Industrial Precinct (WSSIP) on page 52 should include commentary on the State Significant Boral Quarry and landfill in Ravenhall. • The description of the WSSIP on page 52 should include commentary on the Ravenhall interface to the three correction facilities located within the WSSIP – the Ravenhall Correction Centre, the Metropolitan Remand Centre, and the Dame Phyllis Frost Centre. • The land located between the Western Freeway and the Ballarat Rail Line west of Hopkins Road is constrained being in close proximity to residential land to its north and south – is should be shown as regionally significant land – existing rather than state significant.. • The land east of the Outer Metropolitan Ring Reservation in the Melton Highway Industrial Precinct should be shown as regionally significant industrial land – existing, as the Plumpton PSP has been approved.

Would you like to comment on any other aspects of the plan?

The broader activity centre network on page 52 should include references to the larger free-standing shopping centre at Woodgrove (Melton West) and Caroline Springs, and the strip-based centre in High Street (Melton). See the attached submission for further detail on the City of Melton and the Draft Melbourne Industrial and Commercial Land Use Plan.

The contact information you provide may be used to contact you should we need to clarify your submission or to provide you with project updates.

The submission you provide will be published on the DELWP website. To protect individual privacy, DELWP will remove your name and address from your submission when we receive it.

If you do not wish to be identified, please ensure there is no other information in your submission that could identify you or other individuals.

If you are making comment as an organisation, then your comments may be published, including the name of your organisation.

De-identified submissions may be used by DELWP, or its contracted service providers under confidentiality agreements, in preparing its recommendations to government.

Please note, if you do not provide your name/email address we will not be able to identify your submission if you wish to access it, make a correction, or require technical support.

Should you need to correct the information you provided or gain access to your submission, please contact us via email at planning.implementation@delwp.vic.gov.au

I agree to the privacy statement

yes

To view all of the form's submissions, visit:

<https://engage.vic.gov.au/index.php/dashboard/reports/forms/viewDetail/2373>

Regards,

The Engage Victoria Team

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A Thriving Community
Where Everyone Belongs



Melton City Council Submission
Planning for Melbourne's Industrial and Commercial Land

Melton City Council

31 December 2019

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Introduction

Thank you for the opportunity to comment on Melbourne's Industrial and Commercial Land Use Plan.

The City of Melton has a current population of over 165,000 people. In 2051 the population of the City of Melton is forecast to be 485,000, 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 2051 the population of working age people is anticipated to be 275,255 or 56.7% of the population.

In 2016 the census found there were 59,998 workers living within the City of Melton, and 73% of these residents worked outside of the City of Melton (43,814 people). In 2016 it was estimated that there were 24,657 workers within the City of Melton, 13,080 of which lived and worked locally.

The 2016 census revealed that 74.7% of people in the City of Melton travelled to work by car as a driver or a passenger.

There is much to be done to provide improved employment opportunities for residents in the City of Melton to work locally.

The City of Melton comprises the following commercial and industrial areas:

- A significant amount of the vacant land located within the Western State-Significant Industrial Precinct
- Hopkins Road Business Precinct
- Melton Highway Industrial Precinct
- Toolern Employment Precinct
- Cobblebank (Toolern Precinct Structure Plan (PSP)) Metropolitan Activity Centre
- Three existing Major Activity Centres – Caroline Springs, High Street (Melton), and Woodgrove
- Four future Major Activity Centres – Fraser Rise (Plumpton PSP), Aintree (Rockbank North PSP), Rockbank (Rockbank PSP), and Truganina (Mt Atkinson PSP)
- 25 Neighbourhood Activity Centres (combination of existing, emerging and future centres)

Melton City Council welcomes the work being undertaken by the State Government to protect land identified for employment purposes, which when developed will provide improved opportunities for the residents in the City of Melton to find employment opportunities close to where they live.

Council eagerly awaits the business case for the Western Interstate Freight Terminal (WIFT) and the ensuing development of the WIFT as it will accelerate development in Truganina and Ravenhall in the City of Melton and provide accessible local jobs for residents of the City of Melton and the wider western region.

Council also awaits the outcomes of the business case for the Melton Hospital, and the Western Rail Plan, which when constructed will generate a range of employment opportunities and improved access to employment areas within the municipality.

Should you have any questions about the above or the content of our submission, please contact [REDACTED]

[REDACTED] Coordinator Toolern Review [REDACTED].

Yours sincerely,

[REDACTED]
Manager City Design, Strategy and Environment

Background

The City of Melton has a current population of over 165,000 people. In 2051 the population of the City of Melton is forecast to be 485,000, 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 2051 the population of working age people is anticipated to be 275,255 or 56.7% of the population.

In 2016 the census found there were 59,998 workers living within the City of Melton, and 73% of these residents worked outside of the City of Melton (43,814 people). In 2016 it was estimated that there were 24,657 workers within the City of Melton, 13,080 of which lived and worked locally.

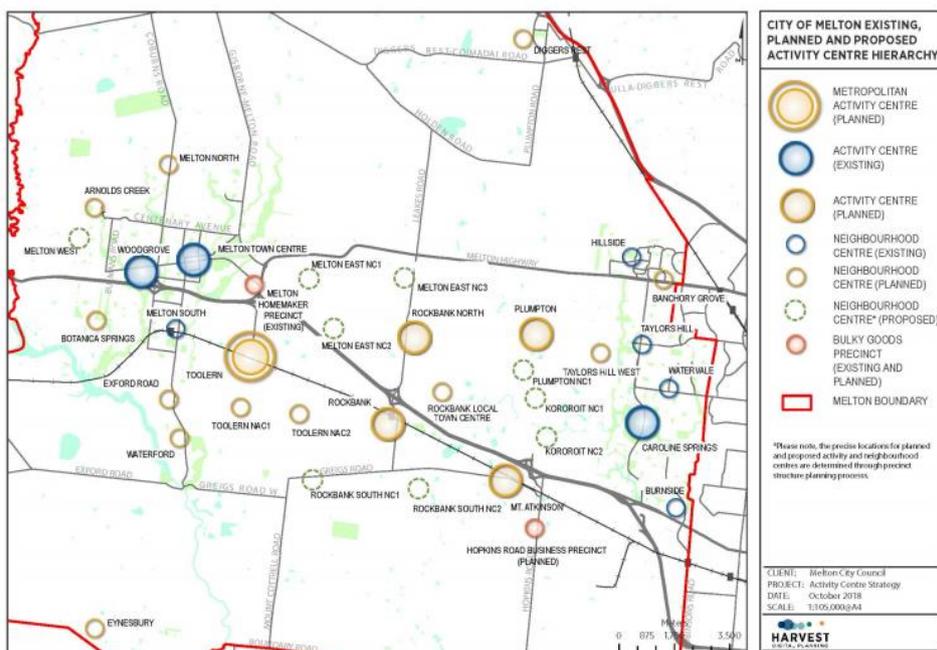
The 2016 census revealed that 74.7% of people in the City of Melton travelled to work by car as a driver or a passenger.

The *Draft Melbourne Industrial and Commercial Land Use Plan* has identified that the City of Melton comprises the following commercial and industrial areas:

- A significant amount of the vacant land located within the Western State-Significant Industrial Precinct
- Hopkins Road Business Precinct
- Melton Highway Industrial Precinct
- Toolern Employment Precinct
- Cobblebank (Toolern PSP) Metropolitan Activity Centre
- Three existing Major Activity Centres – Caroline Springs, High Street (Melton), and Woodgrove
- Four future Major Activity Centres – Fraser Rise (Plumpton PSP), Aintree (Rockbank North PSP), Rockbank, and Truganina (Mt Atkinson PSP)

In addition to the above, Council has identified that there will be 25 Neighbourhood Activity Centres (combination of existing, emerging and future centres).

Below is an image from the Melton Planning Scheme that identifies the location of Activity Centres in the City of Melton:



Council strongly supports work being undertaken by the State Government to determine when the following infrastructure will be delivered:

- Western Interstate Freight Terminal
- Melton Hospital
- Western Rail Plan

The above infrastructure will be a significant catalyst for economic development in the City of Melton.

Planning for Growth

Since 2010 twelve Precinct Structure Plans (PSP) have been approved, which has released land for employment purposes:

- Toolern PSP (2010) which includes the Cobblebank Metropolitan Activity Centre, four Neighbourhood Activity Centres, and the Toolern Employment Precinct
- Melton North PSP (2010) which includes a Neighbourhood Activity Centre
- Taylors Hill West PSP (2010) which includes a Neighbourhood Activity Centre
- Diggers Rest PSP (2012) which includes a Neighbourhood Activity Centre and a local employment precinct
- Rockbank North PSP (2012) which includes a Major Activity Centre and a Neighbourhood Activity Centre
- Toolern Park PSP (2014)
- Paynes Road PSP (2016)
- Rockbank PSP (2016) which includes a Major Activity Centre and two Neighbourhood Activity Centres
- Mt Atkinson and Tarneit Plains PSP (2017) which includes a Major Activity Centre, the Hopkins Road Industrial Precinct, and land within the Western State-Significant Industrial Precinct
- Plumpton PSP (2018) which includes a Major Activity Centre, a Neighbourhood Activity Centre and land within the Melton Highway Industrial Precinct
- Kororoit PSP (2018) which includes two Neighbourhood Activity Centres

In 2019 Council adopted the *Cobblebank Metropolitan Activity Centre Urban Design Framework (UDF)* and the *Cobblebank Employment and Mixed Use UDF*, which will now allow development to occur within this significant employment area. Both UDF's provide enough land for 22,000 jobs.

The *Cobblebank Metropolitan Activity Centre UDF* identifies land for:

- A public hospital, and a private hospital
- A justice precinct
- The future Melton Civic Centre
- 70,000 sqm of retail floor space
- 25,000 sqm of commercial floor space
- 30,000 sqm of education facility floor space

The *Cobblebank Employment and Mixed Use UDF* identifies:

- 200 hectares of light industrial land
- 100 hectares of mixed use land
- 35 hectares of restricted retail / showroom land
- 30 hectares of commercial / business land
- 50 hectares of business park / research land

Future residential PSP areas are:

- Bulmans Road PSP
- Kororoit Part 2 PSP
- Melton East PSP which includes two Neighbourhood Activity Centres

- Melton West PSP which includes a Neighbourhood Activity Centre
- Minns Road PSP
- Rockbank South PSP which includes two Neighbourhood Activity Centres
- Warrensbrook PSP which includes a Neighbourhood Activity Centre, the Melton Tourist precinct, and part of the Melton Highway employment precinct

Future employment PSP areas are:

- Chartwell East and Derrimut Fields PSPs, which are identified as being the home of the future Western Interstate Freight Terminal (WIFT), and will form part of the Western State-Significant Industrial Precinct
- Ravenhall PSP, which will form part of the Western State-Significant Industrial Precinct, contains three corrections facilities, and contains the Boral Quarry and landfill which is identified as a hub of state significance in the *Statewide Waste and Resource Recovery Infrastructure Plan*
- Warrawee PSP, which will form part of the Western State-Significant Industrial Precinct

The Chartwell East and Derrimut Fields PSPs will reserve the land required for the WIFT and release land for development within the Western State-Significant Industrial Precinct.

Unlocking Employment Growth in the City of Melton

As previously identified in this submission, Council supports the business case development for state significant infrastructure which will create jobs within the City of Melton, and will help to accelerate the development of industry within the City of Melton:

- Western Interstate Freight Terminal
- Melton Hospital
- Western Rail Plan

Planning work should also commence for the following important infrastructure, which will help to support the development of the commercial and industrial premises in the City of Melton:

- Outer Metropolitan Ring Road / Rail corridor
- Electrification of the Melton Rail Corridor, construction of the Hopkins Road and Paynes Road railway stations, upgrade of the Melton Railway Station, and removal of level crossings
- Upgrade of the Western Highway to an urban standard freeway
- Upgrade of the Melton Highway
- Upgrade of Hopkins Road
- Construction of the Western Interstate Freight Terminal
- Determination of how containers are transported from the Port of Melbourne to the WIFT
- Preparation of PSPs for employment areas (Chartwell East, Derrimut Fields, Ravenhall, Warrawee, and Warrensbrook)
- Improved Resource Recovery and the reduction of waste going to landfill at the Ravenhall hub of state significance
- Construction of the Melton Hospital at Cobblebank
- Construction of the legal and justice precinct at Cobblebank

When the WIFT is operational the Cities of Melton and Wyndham will become the logistics heart of Victoria due to its proximity to the Port of Melbourne, Melbourne Airport, Avalon Airport, and major freeways. This role will be reinforced if Bay West is established.

Specific Comments

Council supports the methodology used to determine the significance of commercial and industrial land identified in the *Draft Melbourne Industrial and Commercial Land Use Plan*.

Council supports the significance of the following industrial and commercial precincts:

Industrial Land

- The identification of the industrial precinct surrounding the Boral Quarry on Hopkins Road as being part of the *Western State Significant Industrial Precinct (WSSIP)*. This area is a logical extension of the existing precinct in Altona, Laverton, Laverton North and Truganina.
- The revision of the WSSIP boundaries around the *Hopkins Road Business Precinct* to align with the recent PSP approvals.
- The identification of the *Hopkins Road Business Precinct* as a state significant industrial precinct.
- The identification of the *Melton Highway Industrial Precinct* and the *Toolern Employment Precinct* as regionally significant industrial precincts.
- The identification of the *Diggers Rest Employment Precinct* as a locally significant industrial precinct.
- The identification of land north of Ballarat Road in Burnside, and isolated industrial precincts within Melton Township as locally significant industrial precincts.

Commercial Land

- The broader activity centre network on page 52 should include references to the larger free-standing shopping centre at Woodgrove (Melton West) and Caroline Springs, and the strip-based centre in High Street (Melton).
- The identification of the activity centre in Cobblebank as the *future Toolern Metropolitan Activity Centre*.
- The identification of Mt Atkinson (Truganina), Rockbank, Rockbank North (Aintree), and Plumpton (Fraser Rise) as future major activity centres.

Council recommends the following changes to the hierarchy of commercial and industrial land:

- The description of the *Western State Significant Industrial Precinct (WSSIP)* on page 52 should include commentary on the State Significant Boral Quarry and landfill in Ravenhall.
- The description of the *WSSIP* on page 52 should include commentary on the Ravenhall interface to the three correction facilities located within the *WSSIP* – the Ravenhall Correction Centre, the Metropolitan Remand Centre, and the Dame Phyllis Frost Centre.
- The land located between the Western Freeway and the Ballarat Rail Line west of Hopkins Road is constrained being in close proximity to residential land to its north and south – is should be shown as regionally significant land – existing rather than state significant..
- The land east of the Outer Metropolitan Ring Reservation in the *Melton Highway Industrial Precinct* should be shown as regionally significant industrial land – existing, as the Plumpton PSP has been approved.

Approach to Planning for Industrial and Commercial Land

Council generally supports the approach to planning for industrial and commercial land found on pages 31-36), including:

- The implementation of new and updated guidance into the Victoria Planning Provisions to support state and regionally-significant industrial precincts.
- The development of a more sophisticated approach to understating business needs and land use requirements and the assessment of future demand for industrial land.
- Reviewing the commercial zones to better understand how they are being applied and operating.
- Developing a process for ongoing monitoring of commercial land use and development.
- Council's preparing and implementing municipal-wide industrial land use strategies and activity centre strategies to guide future development.

Council supports the principles and strategies relating to the identification and protection of key industrial and commercial areas in Metropolitan Melbourne.

Council agrees that land identified for commercial and industrial purposes in the West Growth Corridor Plan and approved PSPs will be critical for economic development, job creation, and the overall economic well-being and prosperity of the State of Victoria and the City of Melton. It is therefore imperative that areas identified for this purpose are well protected.

Industrial Land

Council agrees that mechanisms should be put in place by the State Government to ensure land that is identified for future industrial purposes is retained for industrial purposes.

Given that there is only 38 years of supply of industrial land identified in Metropolitan Melbourne consideration should be given to examining whether additional land should be identified for industrial purposes for Metropolitan Melbourne.

On page 35, there is a hierarchy of industrial precincts identified. It is unclear whether there are any substantial differences between regionally significant and locally significant industrial precincts. It is unclear who will be responsible for the preparation of regional industrial land use strategies – are they treated as local precincts which will be included in a Local Industrial Land Use Strategy (see Appendix 2 on page 111), or will strategies for regional precincts be prepared by the State Government?

Specifically, Council seeks clarification on whether regionally significant industrial precincts should be managed to meet the industrial needs for the wider western Melbourne area, or should they be managed to meet local needs for the City of Melton?

In the City of Melton the development of a *Local Industrial Land Use Strategy* will be complicated by the following matters:

- Much of the industrial land identified is of state or regional significance located in Precinct Structure Plan (PSP) areas. Who is responsible for the planning of these precincts – is it Council? The State Government? The Victorian Planning Authority (VPA)?
- Given most of the undeveloped industrial area in the City of Melton is located in areas where PSPs have not yet been prepared by the VPA, how can Council ensure there is an adequate supply of land to accommodate industrial growth for at least a 15-year period until those PSPs have been prepared and approved?
- Many of the matters to be addressed by the strategy are addressed when PSPs are prepared.

Council therefore recommends that Appendix 2 on page 111 be modified to:

- Identify how the strategy deals with industrial land identified in future PSP areas.
- Identify how the strategy deals with state and regionally significant industrial land.

Council is happy to assist DELWP with alternative wording for Appendix 2 if required.

Commercial Land

Council believes that adequate land has been identified for commercial purposes in the City of Melton. The amount of land identified for this purpose has been derived through the preparation and implementation of the *City of Melton Retail and Activity Centres Strategy*, and the development and implementation of PSPs.

Given that commercial land lends itself to high-density development, the amount of commercial land available for development is not a limitation to the development of retail or commercial activity in the City of Melton.

Futureproofing Industrial Precincts

Melton City Council recognises that development trends for manufacturing and logistics is seeing the increasing automation of these industries, which is resulting in development that does not necessarily result in high numbers of jobs.

Has the State Government considered the impact of this automation, and whether logistic facilities should increasingly be vertical rather than horizontal facilities?

What impact will technology have on freight and logistics in the future? Will planning for future freight and logistic hubs need to increasingly focussed on preserving airspace for drones?

Growth areas across Melbourne are identifying that our industrial areas are being developed with places of assembly (such as dance studios and reception centres), places of worship (such as temples, churches and mosques), and indoor recreation centres (such as play centres and indoor climbing facilities). Consideration should be given to the careful management of Section One and Section Two uses within industrial areas to minimise adverse amenity impacts, and to ensure that sufficient land is preserved for traditional land uses that need industrial zoned land (for example panel beaters, manufacturing, and freight and logistics) due to their potential for amenity impact.

Conclusion

In conclusion, Council is generally supportive of the work undertaken by DELWP in the *Draft Melbourne Industrial and Commercial Land Use Plan*, subject to the clarification of questions raised in this submission, and the changes requested on pages 8 and 9 being addressed.

Council would welcome further discussion on this submission and would be happy to meet in the new year.

Should you have any questions about the above or the content of our submission, please contact [REDACTED]
[REDACTED] Coordinator Toolern Review on [REDACTED].