

# PLENTY VALLEY STRATEGIC PLAN



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## Foreword

The Plenty Valley is one of the most important growth areas in metropolitan Melbourne. Over the next 15 years it will play a key role in meeting the housing needs of the expanding population.

Thousands of hectares of corridor land are being rezoned, providing for residential and other uses. This large-scale development must be provided with adequate public transport and roads, infrastructure and services, and opportunities for employment. It is also important to protect the Valley's environment and heritage, so that it retains its individual and attractive character.

The *Plenty Valley Strategic Plan* has been prepared for these purposes - to ensure the balanced growth of new communities, the efficient staging of development, and protection of the environment. Approximately two thirds of the area affected by rezoning will be designated for conservation and environmental management.

The plan is the result of a long process of investigation, consultation and assessment. Public response and debate on the issues have made a valuable contribution, and community consultation will continue as more detailed planning progresses.

One of the most promising features of the Plenty Valley is its scope for innovative and attractive housing, designed to meet the requirements of today's households. With its landscape setting, improved transport systems and co-ordinated planning and design, I believe it will become one of the prime residential areas in Melbourne.



**Tom Roper**  
Minister for Planning and Environment

The Plenty Valley was first identified as a potential urban area in the 1960s. In 1987 the Victorian Government confirmed its designation as one of the main metropolitan growth corridors, and in 1988 the Minister for Planning and Environment, Mr Tom Roper, launched a series of community workshops to consider different concepts for development. Additional detailed investigations were made during the consultation process, and these were also carefully considered. The Government has now produced a strategic plan to ensure the suitable and orderly development of the Plenty Valley over the next 10 to 15 years.

The *Plenty Valley Strategic Plan* aims to ensure a comprehensive approach to planning by providing opportunities for residential development and local employment; roads and public transport giving good access to and within the Plenty Valley; conservation areas and public open space. It also provides for the phasing of development, and a timetable for major public works. Its principles will guide more detailed planning and implementation at the local level.

The plan provides for new residential development to accommodate about 70,000 people. It defines strategic land use boundaries, identifying urban and non-urban areas. It provides the basis for rezoning almost 7000 hectares of previously zoned corridor land as follows:

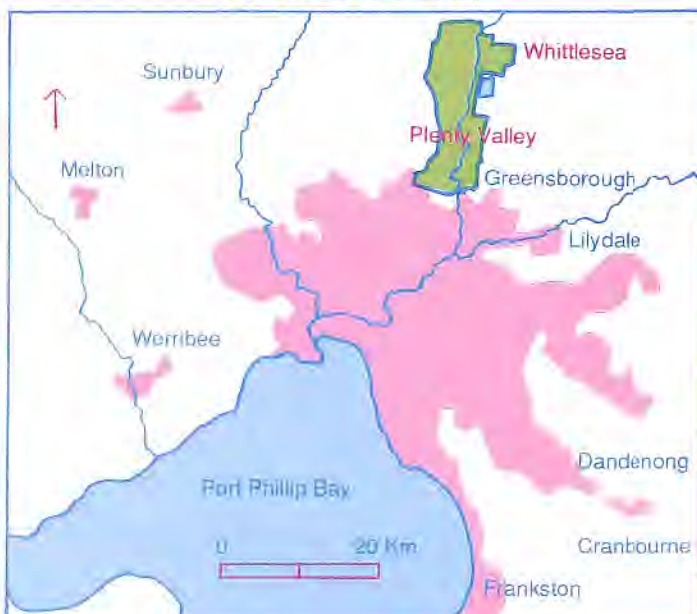
Use	Ha (approx)
New residential	1600
Activity centres	90
Employment	370
Proposed metropolitan park	1200
Conservation buffer to park	550
Environmental living	550
Red Gum protection	1400
Landscape interest	1000

A new Urban Zone has been introduced, which commits land to urban uses but remains flexible regarding design and specific use, which will be decided as development progresses.

The Ministry for Planning and Environment has prepared rezoning proposals, which are now on exhibition as amendments to the City of Whittlesea and Shire of Diamond Valley Planning Schemes.

The City of Whittlesea and the Shire of Diamond Valley will be responsible for further detailed planning and implementation of the strategic plan.

## LOCALITY PLAN



- extension of heavy rail from Epping to South Morang
- establishment of a transport interchange at the main activity centre in South Morang
- heavy rail extension to a large commuter car park at South Mernda (subject to detailed evaluation).

Bus networks are planned for all new residential areas.

### Road system

The primary road network is shown on the Plenty Valley Strategic Plan. Plenty Road, Yan Yean Road and High Street will be progressively upgraded to multi-lane divided carriageways as development occurs.

Local roads will be developed to provide for movement within residential areas and connection to the main road network. Direct access to main roads from houses and other developments will be actively discouraged.

Major improvements in east-west access will be provided through the extension of Findon Road eastward to Gorge Road. Bridge Inn Road will be developed to provide access to the west.

The Metropolitan Ring Road, which is planned to be completed in the 1990s, will play an important role in improving links around the metropolitan area, particularly to the Melbourne Airport.

### Transport funding

Requirements and opportunities for private funding of transport infrastructure and services will be investigated and identified. This will include the formulation of requirements for contributions, including financial, by developers to the provision of the transport proposals, particularly for rail. Provision for such contributions is included in the planning scheme ordinance.

### Social facilities and services

Community Services Victoria will co-ordinate the preparation of a social development strategy for the region to complement and reinforce the planning and service provision which will be undertaken by various groups and agencies.

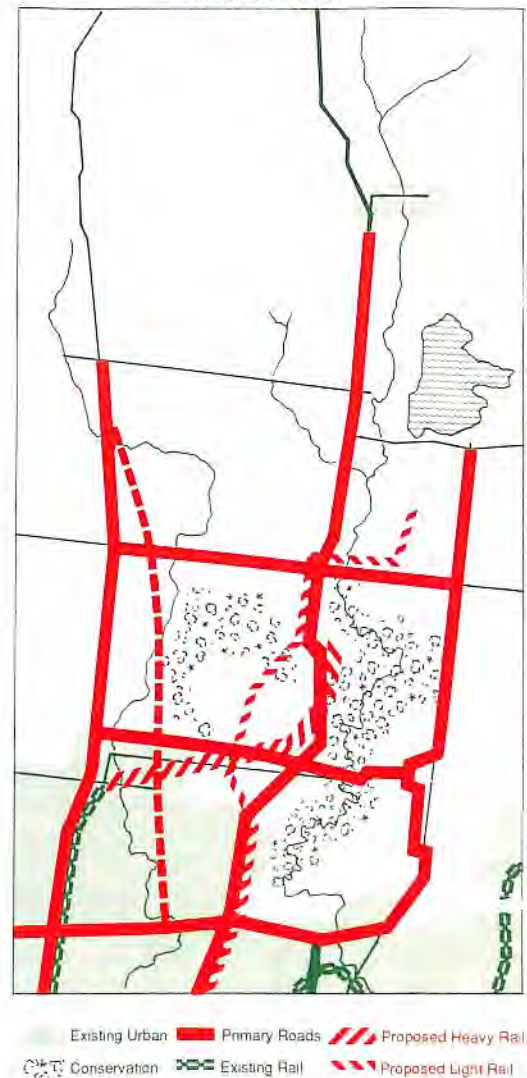
Initial commitments include the community hospital at the main activity centre, a new TAFE campus at Epping, and proposed new primary and secondary schools.

### Environment and heritage

The Plenty Valley is an area of outstanding beauty. Magnificent River Red Gums on the basalt plains, soft rolling hills, the ridges and the Plenty Gorge give the area a picturesque quality which is enhanced by long vistas to the distant mountains. Planning and development of the Plenty Valley has taken and will continue to take its scenic and environmental qualities into account.

The Valley also has a rich cultural heritage. Aboriginal occupancy dates back forty thousand years. This is the tribal area of the Wurundjeri, and there is still strong Aboriginal interest in the area's cultural heritage sites.

### TRANSPORT



European settlement began in the 1830s, when the area was opened for grazing and wheat growing. Historic buildings and archaeological sites provide a good record of the early days of European settlement. New development should recognise and protect significant sites.

Plans for the Plenty Valley include the creation of the Plenty Gorge Metropolitan Park and, in the long term, establishing a link between the park, around the southern side of the Quarry Hill area, and the South Morang Activity Centre.

New zones are being introduced to provide for protection and regeneration of significant stands of River Red Gum, and long-term maintenance and revegetation programs will be initiated in conjunction with land owners and other key groups such as the Arthur Rylah Institute, Greening Victoria and Department of Conservation, Forests and Lands.

Areas of landscape significance, such as the Whittlesea hills, will not be subject to intensive development.

Development on flood plains will be discouraged.



## Services

### Water supply

Water will be provided through expansion of the existing Quarry Hill and Yarrambat distribution systems and later by the construction of a higher level system at Mernda. These systems will ultimately provide water supply to an altitude of 182m.

### Sewerage

Reticulated sewerage will be provided to all new urban development. Areas earmarked for early development will be connected to the existing metropolitan sewerage system. Areas around Mernda will require interim treatment. A strategy to determine the most effective treatment and disposal methods will be carried out jointly by the Board of Works and the Environment Protection Authority and completed by 1992. This system will be designed for eventual connection to the metropolitan sewerage system when the north-western sewer is completed in 10-15 years.

### Drainage

New development in the Plenty Valley will drain to both the Darebin Creek and Plenty River. Because of the environmental sensitivity of the Plenty Gorge and existing constraints south of the Gorge, it is important to minimise any increase in urban run-off and gross pollutants. Wherever possible, maximum on-site retention of urban drainage will be planned for. A strategy for urban drainage will be developed in conjunction with the sewerage strategy and be completed by 1992.

Wherever possible waterways should be made a feature of new development.

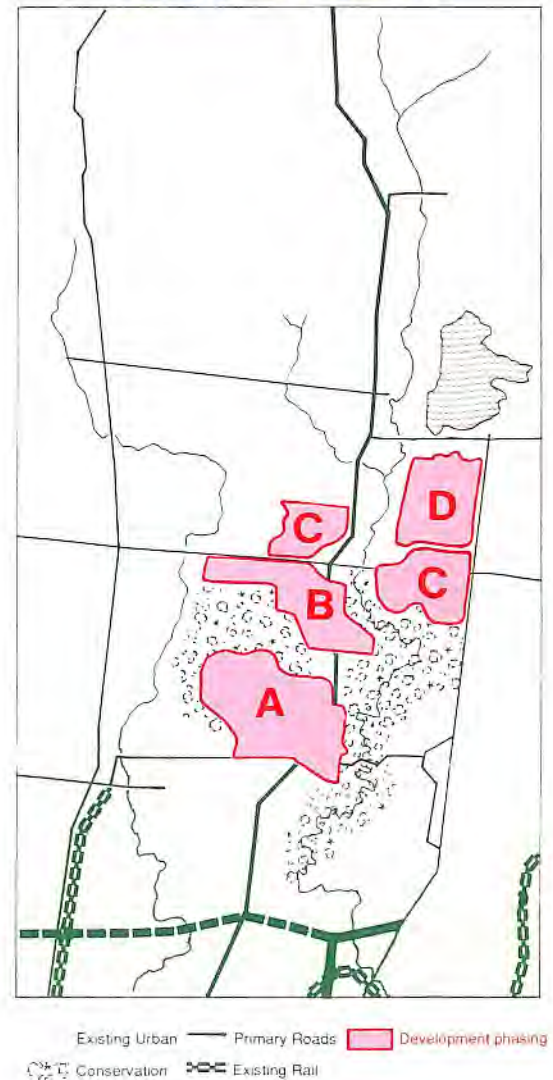


### Other services

Other services such as gas, power and telecommunications will be progressively supplied to the Plenty Valley, using shared trenching wherever possible. Undergrounding of electricity lines will be encouraged in all new residential subdivisions to minimise visual intrusion.

The design and construction of all works and services will be planned to minimise adverse effects on sites and features of environmental significance.

## DEVELOPMENT PHASING



## Phasing of development

The phasing of development in the Plenty Valley is critical in ensuring:

- the orderly expansion of urban areas
- the efficient provision of infrastructure systems
- the efficient provision of public transport services and roads
- adequate access to employment and service centres
- continuity of development to minimise the isolation of new areas
- minimal undesirable impacts on the environment
- implementation of the Government's Urban Development Program.

The actual timetable of development will depend to a large extent on the speed of population growth, demographic change, the availability and adequacy of funding and development pressures experienced in the future. Full development of existing serviced areas first will be encouraged. Development in areas BCD is programmed for commencement after completion of the detailed sewerage and drainage strategies.

## Implementation

The next stage in the planning process will be implementation of the strategic plan. Government agencies, local councils and developers must take into account not only the principles established in the plan, but also design standards for enhancing the quality of life and the environment in all new urban areas.



## Major public works

The establishment of new services, such as sewerage, and the extension of existing services, such as water supply and transport, will depend on demand, level of commitment from the development industry, and availability of funds. The objective of the strategic plan is to co-ordinate the provision of key services with development. A timetable has been proposed for these services.

Services	Target date
• Sewerage and drainage (Area A)	Immediate with progressive augmentation
• Sewerage and drainage (Areas BCD)	Following detailed sewerage and drainage strategies to be completed by 1992
• Water Supply to 182m AHD	Supply available with progressive augmentation of distribution system
• Extension of heavy rail to South Morang	Mid 1990s
• Extension of light rail to main activity centre	Mid 1990s
• Widening and upgrading of Plenty Road	Progressive
• Construction of community hospital at main activity centre	Completed early 1990s
• Construction of new civic centre at main activity centre.	Completed early 1990s
• Construction of a transport interchange at main activity centre.	Mid 1990s
• Education facilities - progressive development of eight new primary and two secondary school sites and education support facilities in the South Morang-Mill Park area.	Over the next 3-8 years
• Construction of a 24-hour Police Divisional Office at South Morang.	Completed early 1990s

## Investigations undertaken

Investigations were made before release of development options for consultation in March 1988. During the subsequent planning process a number of additional investigations and studies were made. These include:

- Vegetation survey and sites of botanical significance study  
Department of Conservation, Forests and Lands, Ecological Survey report No 37, 1989
- Terrestrial vertebrate fauna and sites of zoological significance survey  
Campbell Beardsell, Department of Conservation, Forests and Lands, 1989
- The fish and fauna habitats of the Plenty River survey report  
Department of Conservation, Forests and Lands, 1989
- Archaeological survey of historical sites  
Victoria Archaeological Survey, 1989
- Archaeological survey of Aboriginal sites  
Victoria Archaeological Survey, 1989
- Landscape study  
Tract Consultants for North East Regional Organisation of Councils, 1988
- Employment projections  
Ministry for Planning and Environment, 1988
- Analysis of European and historical structures  
Ministry for Planning and Environment, 1989

These studies are available at the libraries of the Ministry for Planning and Environment, the City of Whittlesea and the Shire of Diamond Valley.

## Working groups

The Plenty Valley Strategic Plan was prepared by working groups led by the Ministry for Planning and Environment and guided by a Liaison Committee including representatives from:

- Ministry for Planning and Environment
- City of Whittlesea
- Shire of Diamond Valley
- Ministry of Transport
- Board of Works
- Community Services Victoria
- Ministry of Education

Other agencies participating in working groups included:

- Department of Conservation, Forests and Lands
- Ministry of Housing and Construction
- Victoria Archaeological Survey
- Environment Protection Authority
- Arthur Rylah Institute
- State Electricity Commission
- Gas and Fuel Corporation
- Health Department
- Telecom Australia

## Exhibition venues and further information

Rezoning proposals implementing this plan are on public exhibition from 22 August until 23 October at the offices of:

Ministry for Planning and Environment  
477 Collins Street  
Melbourne 3000 Tel: 628 5111

Ministry for Planning and Environment  
(Northern Region)  
3rd Floor, 235 Queen Street  
Melbourne 3000 Tel: 603 8392

City of Whittlesea  
Municipal Offices  
Epping 3076 Tel: 401 1333

Shire of Diamond Valley  
Municipal Offices  
Greensborough 3088 Tel: 435 7411

All submissions must be made in writing and lodged with:

Ministry for Planning and Environment,  
477 Collins Street, Melbourne 3000

GPO Box 2240T Melbourne 3001

by 23 October 1989



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