



TOOLERN

ACTIVITY CENTRE

THE TOOLERN TOWN CENTRE

Toolern represents Melbourne's best opportunity to develop a fully integrated, transport orientated, mixed use town centre development. The Toolern Growth Area will create a new community of approximately 60,000 people and is expected to bring the future population of Melton Township to 120,000 people. To put this in perspective, Ballarat has approximately 88,000 residents, Greater Shepparton has approximately 59,000 residents and Mildura has approximately 51,000 residents.

The Toolern population will provide the critical mass to deliver higher order community facilities, public transport, shopping, entertainment, housing, education, recreation and employment outcomes to Melbourne's West. The Toolern Town Centre will be an integrated hub where these elements merge to create a dynamic urban environment, providing inner city amenity within one of Melbourne's fastest growing regions.

The Toolern Town Centre is strategically located at the intersection of Ferris Road and the Melbourne to Ballarat rail line in order to provide critical transport connections between road and rail. With convenient access off the Western Freeway, Ferris Road will become a vibrant, highly used gateway to the new Town Centre. The importance of Ferris Road has already been identified through the new \$45 million dollar Tabcorp Park Harness Racing and Entertainment Facility at the entrance to Toolern.

A new Toolern Train Station, adjacent to 201 Ferris Road, will be a focal point within the town centre, providing direct access to approximately 70,000 sqm of retail floorspace including supermarkets, department stores, mini major retailers and specialty shops. The station will provide convenient connection to Caroline Springs, Melbourne's CBD and Victoria's western regional centres including Bacchus Marsh and Ballarat.

A range of new infrastructure commitments for the western suburbs including those in the new Victorian Transport Plan will act as a catalyst for growth in the region. Further, the Victorian Governments proposed UGB extension is focused towards the western region and intends to cater for an additional 284,000 dwellings in Melbourne's growth areas by 2030.

Planning for Toolern is nearly complete and a detailed design stage for the Town Centre is commencing. This document provides the key illustrations associated with the planning of the Toolern Activity Centre to date.



STAGE 1

DEVELOPMENT STAGING

A portion of the retail core is identified as Stage 1 development and will consist of development equivalent to a large Neighbourhood Activity Centre with a supermarket, discount department store and specialty shops.

The Melton rail upgrade and new train station will be integrated with Stage 2 of the Toolern Activity Centre is anticipated to occur as the Toolern community develops.

Stage 3, the balance of the retail core and further mixed use development amongst the previous stages will occur over the medium to longer term. Stage 3 growth will cater for the growing, and more diverse population by providing higher order retailing, services and diversified housing options.

It is anticipated that the full build out of the Mixed Use Retail Core will be complete in approximately 20 years time.

STAGE 2



STAGE 3



MELBOURNE'S WEST

The Shire of Melton is one of the fastest growing suburbs in Australia. This trend has triggered new infrastructure investment in the region including the recently completed Deer Park Bypass.

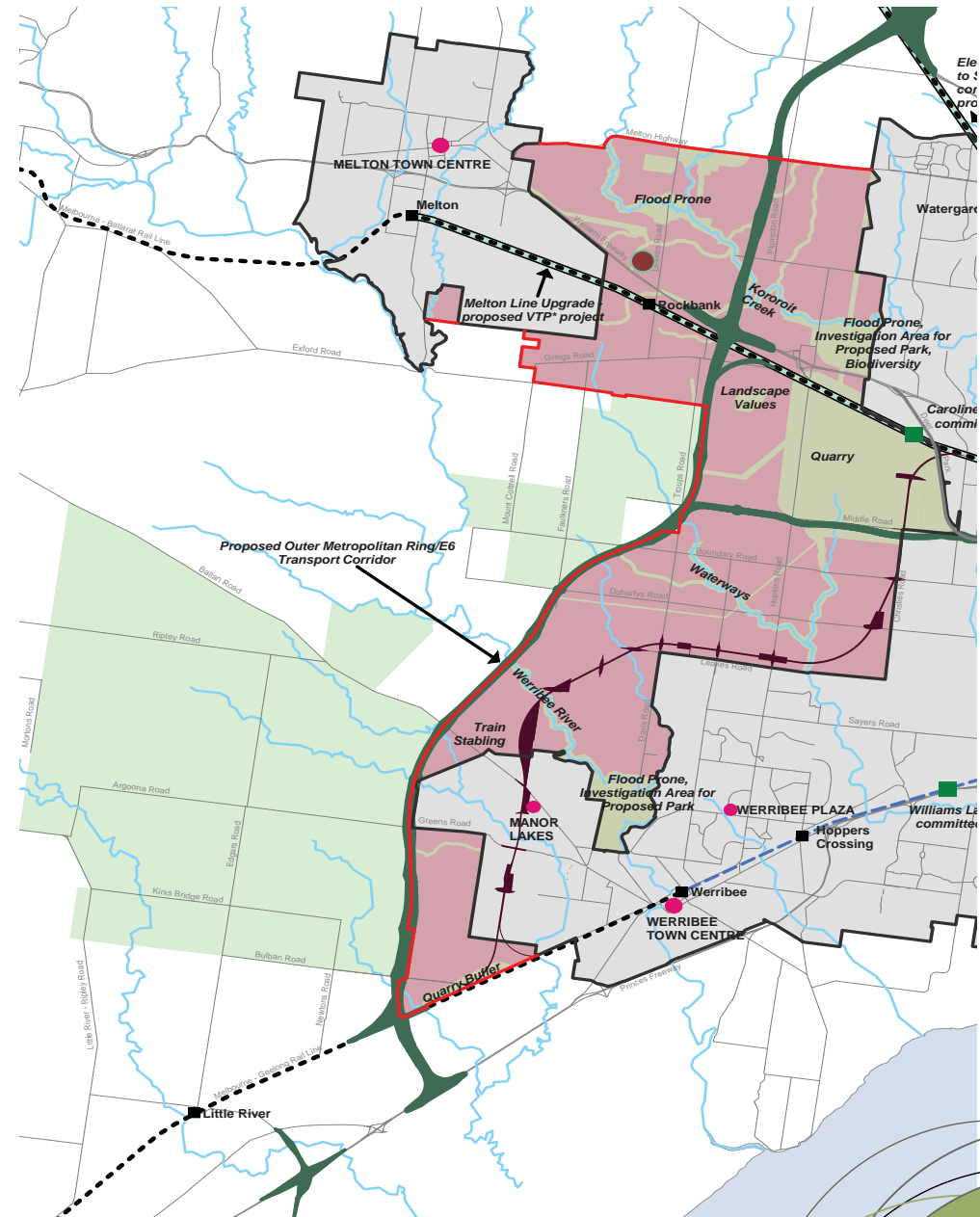
During 2009, the Victorian Government released multiple reports and strategies that all point to future growth for Melbourne's western region. These include *Melbourne @ 5 Million*, the *Victorian Transport Plan* and *Delivering Melbourne's Newest Sustainable Communities*.

In June 2009, the Victorian Government released their proposed Urban Growth Boundary (UGB) which significantly expands the Melton - Carline Springs Growth area to connect the Melton Township with Metropolitan Melbourne.

The Victorian Transport Strategy identifies further new infrastructure for Melton and the western region to service future growth. The completion of the new Regional Rail Link and the electrification of the line to Sunbury will provide more trains and allow services to Melton to be doubled. The Melton line upgrade will include new train stations, duplication and electrification of the line, providing increased services.

The Outer Metropolitan Ring Transport Corridor will connect Avalon Airport with the Tullamarine Airport and the Port of Geelong. The future alignment of this corridor will run north south through the Shire of Melton acting as a further catalyst for development.

The new infrastructure identified for the region and extensive areas of new residential land will support the continuing trend of high population growth in the western suburbs. The Toolern Activity Centre will be centrally located within the new growth corridor, further enhancing its role within Melbourne's West.



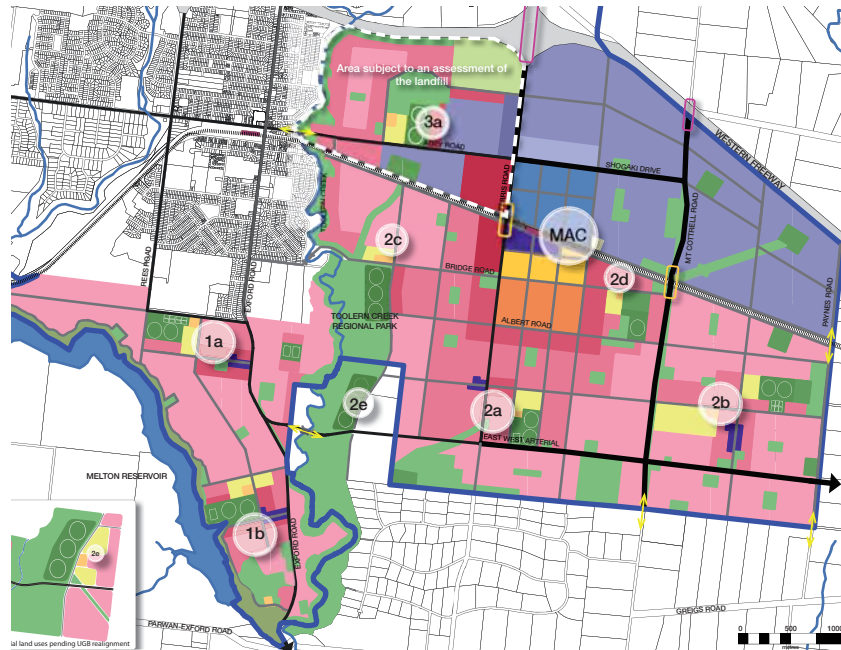
Source: Delivering Melbourne's Newest Sustainable Communities, DPCC 2009

TOOLERN GROWTH AREA

The Toolern Growth Area is located in the Melton – Caroline Springs Growth Corridor, one of the 5 Growth Areas of Melbourne. The Toolern Growth Area is being implemented through the Toolern Precinct Structure Plan which was adopted by the Shire of Melton in October 2008.

The Growth Areas Authority, the state government body responsible for the creation and implantation of PSP's, is currently preparing the final documentation required for incorporating the document into the Melton Planning Scheme. It is expected that this will be completed by late 2009.

Covering approximately 2500 hectares in the Shire of Melton, the Toolern Precinct Structure Plan (PSP) is the largest PSP prepared for any of the Melbourne Growth Areas. The plan will deliver approximately 24,000 new dwellings for 60,000 new residents and facilitate more than 30,000 local jobs over the next 20 years.



Source: Toolern Precinct Structure Plan, MacroPlan Australia 2008

The PSP includes 5 activity centres, including 1 Major Activity Centre (MAC). The MAC is strategically concentrated on both sides of the rail corridor and will include a new railway station in order to deliver a transport orientated development.

The Toolern PSP identifies the future population of the Toolern and surrounding areas will create demand for 70,000sqm of retail floorspace and 10,000sqm of bulky goods retail floorspace within the MAC.

The MAC includes a number of sub-precincts which are all 'mixed use' in character but with an identified primary use. The primary location for retail floorspace is within the 'Mixed Use Retail Core' which the Toolern PSP identifies as being located on 201 Ferriss Road, Melton South. This property has frontage to Ferriss Road, which will be the gateway to the new community.

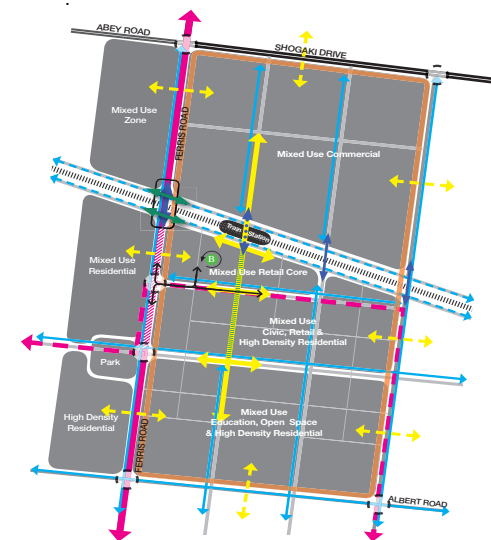


The Mixed Use Retail Core will include:

- Up to 4 supermarkets at 3-4000sqm each.
- Up to 3 discount department stores to a total of 15,000sqm
- Small scale department store of 8-10,000sqm
- Specialty shops including mini-major retail stores forming approximately 30,000sqm.

In addition to retail development the Mixed Use Retail Core will have a mix of other uses such as office, residential, entertainment and multi storey car parking above ground level to contribute to the urban character of the MAC.

These uses will be mixed through 4-6 storey development throughout the site and concentrated along a Town Centre Main Street. This is consistent with the most progressive planning occurring throughout Australia and internationally. Examples of this in Australia include Rouse Hill in NSW, and the Waterfront City Development in Docklands, Melbourne.





Commercial opportunity adjacent to rail corridor and northern employment land

Opportunity for commercial office space with strong address on Ferris Boulevard

Some visible car parking may be required on initial stages

Supermarket and DDS adjacent in pedestrian based street

Commercial office space with address on Centre Street

Community uses on southern side of Centre Street

Station and bus co-located in future

Latter stages of development of corridor provide of development station

Single loaded sleaving reside uses



Grade separation on Ferris Road

Loading areas accessed off Station Street

Slip roads allow for street address to Ferris Road

Short term site entry prior to completion of Ferris Road upgrade

Jason Street provides interim Main Street environment prior to development of adjacent parcels

Duck Lane provides narrow street with contrasting character to Main Street and Centre Street

Pedestrian link across Centre Street

Plaza / park to corner street

Bus set down area at end of Main Street strong visual connection to rail station

Plaza at station entry terminates end of Main Street

Station Road provides commercial address and public interface to rail corridors

Bikeway along rail corridor

Smaller plaza space on Jason Street provides short term plaza space

Deflection in Main Street creates visual containment of this key pedestrian space

Loading areas sleaved with other uses

Two level mall sleaved with retail uses to Main Street and Centre Street

Entry point to larger retail development diagonally opposite park



EAST WEST SECTION OF TOWN CENTRE



PLANNING AND DESIGN GUIDELINES

A 2-day design workshop occurred during May 2009 to better understand what the guidelines within the Toolern Precinct Structure Plan (PSP) mean for the property at 201 Ferris Road. The workshops included representatives from the Department of Planning and Community Development, Growth Areas Authority, Shire of Melton, major retailers, architects, planners, retail economists, urban designers and traffic and transport engineers.

Throughout the workshop, a set of planning and design guidelines for the development of the Toolern Activity Centre emerged. These guidelines formed the basis for the visualisations within this document and justification for the identified development parcels.

The guidelines shown here are not final 'planning scheme' guidelines. Rather, they are a set of planning and design guidelines that are considered to represent 'good planning' and to deliver the mixed use, transport orientated 'retail core' component of the Toolern Major Activity Centre (MAC), as consistent with the Toolern PSP. These guidelines are intended to inform the formal planning process and preparation of the detailed Toolern Major Activity Centre Framework Plan, as required by the Toolern PSP.

ROAD NETWORK

The following components define the road network throughout the retail core.

Ferris Road Grade Separation

The Ferris Road grade separation will be a key infrastructure item which performs multiple transportation and connectivity functions for private vehicles, rail, buses, pedestrian and cyclists.

- A 10m road reserve for Ferris Road must be provided along the western boundary of the site.
- An additional 15m must be provided along the majority of the Ferris Road reserve in order to create an access lane.
- An access lane must run parallel to Ferris Road and connect to Station Street, which will then cross over Ferris Road parallel to the rail line.
- A pedestrian and cycle path along Ferris Road must link to the access lane and extend under the grade separation.
- The pedestrian and cycle path under the rail must be grade separated from Ferris Road, to provide a more level underpass and provide protection to cyclist and pedestrians.

Centre Street

Centre Street will accommodate approximately 10,000 vehicles/day and provide one of the main access points to the Toolern MAC. It will also form the interface between the retail core and the civic

precinct.

- A 24m road reservation must be provided between Centre Street and Station Street to accommodate a 5.2m carriageway to facilitate safe sharing of cars, buses and bicycles, 2.3m indented car parking a centre median as a pedestrian refuge and 3.5m pedestrian strip allowing for cafe furniture.

Main Street

Main Street will be the primary north-south connection through the activity centre. It will extend from the civic precinct and connect Centre Street to the transport interchange. Through the retail core, the alignment of main street responds to the irregular shape of the site by running perpendicular to Centre Street and the rail corridor. A key activity node will form where the road is 'cranked'. At this approximate location, Main Street connects with Jason Street to the west and forms the entrance to the eastern retail component in Stage 3.

- A 24m road reservation must be provided between Centre Street and Station Street to accommodate a 5.2m carriageway to facilitate safe sharing of cars, buses and bicycles, 2.3m indented car parking and 4.5m pedestrian strip allowing for cafe furniture etc.
- The Main Street must connect to the transport interchange and continue through the civic precinct to the south.
- The Main Street should run perpendicular to both the transport interchange and Centre Street.

Jason Street

It is anticipated that Jason Street will perform the Main Street function during the first stages of development. Upon full build out of the retail core, it will perform a secondary and supporting role to Main Street.

Jason Street creates a key element in the grid based major activity centre. The street has a retail focus and is critical in integrating the three stages of development within the retail core.

- A 20m road reservation must be provided between the Ferris Road service road and the Main Street to accommodate a 4m carriageway to facilitate safe sharing of cars and bicycles, 2.3m indented car parking and 3.7m pedestrian strip.
- The road reserve should be located approximately 95m north of the Centre Street reserve.
- The alignment of Jason Street should connect with Main Street where Main Street is 'cranked', or slightly north to accommodate traffic management considerations.
- There must be no median within the road reservation.

Station Street and Bus Interchange

Station Street runs parallel with the rail reserve and provides a key connection to the transport interchange. The width of Station Street varies in order to accommodate the bus interchange which is strategically located to provide public transport users with a direct connection between modes and access to the Main Street.

- A 20m road reservation should be provided along the length of the rail corridor.
- An additional 20m reservation will be required between the rail corridor and Parcel 4, in order to accommodate a bus interchange.

Duck Lane

Duck Lane will provide a secondary north-south connection between Main Street and Ferris Road. It will increase connectivity and permeability through the retail core and to the transport interchange. It is not intended to provide for high levels of vehicle traffic. Rather it may provide for service vehicles, convenience parking and retailers which are looking for a more urban environment.

- An 18m road reservation must be provided between the Centre Street and Station Street to accommodate a 3.5m carriageway to facilitate cars and delivery vehicles, 2.3m indented car parking and 3.7m pedestrian strip.
- Design consideration for access to loading areas must be given during the preparation of more detailed site plans for parcels 1 and 3.

SIGNALISED INTERSECTIONS

Signalised intersections are to be located at:

- Ferris Road and Centre Street
- Centre Street and Main Street

BUS NETWORK

Ferris Road grade separation has been designed to accommodate bus routes associated with the Principal Public Transport Network (PPTN) and access to the activity centre. Due to the intensity of land uses in this location, there has been some compromise between adding time to the bus routes and the connectivity between modes. It has been considered that locating the bus interchange directly across from the rail station will allow better transfer between modes but will require the bus to travel off of its main route down Ferris Road. The proposed route is shown on the following plan.

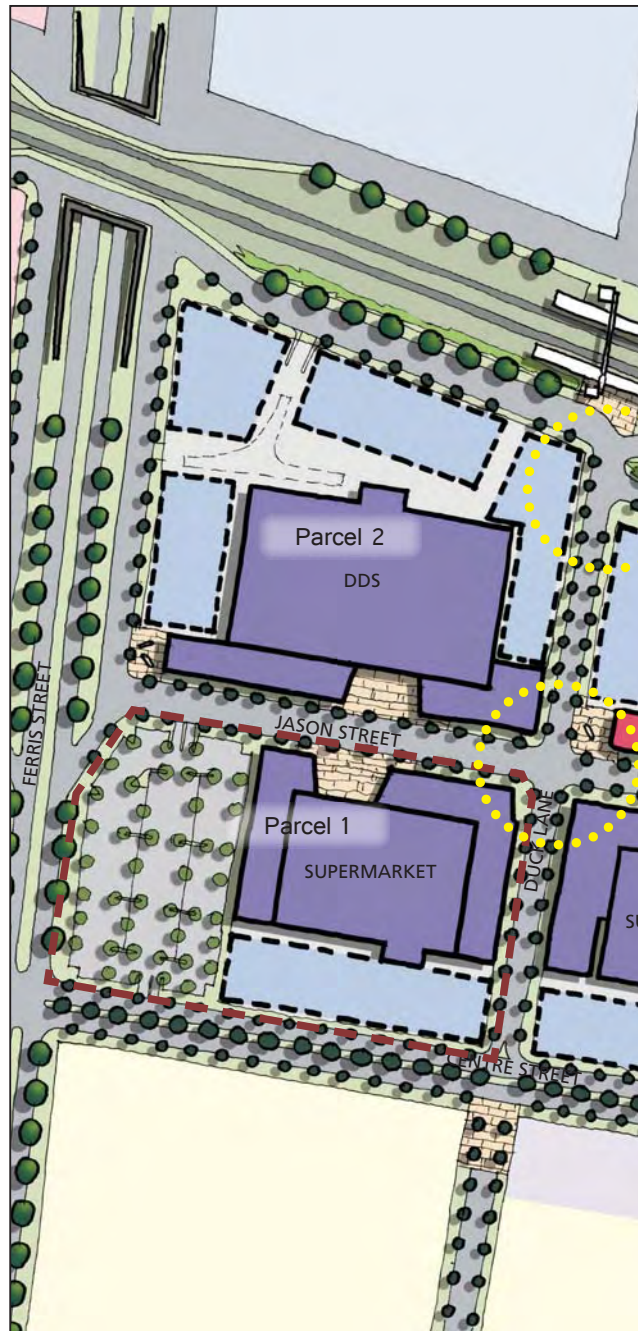


PARCEL 1

Parcel 1 will play a strategic role in initiating the development of the activity centre. It is envisaged that this precinct will be developed simultaneous to the first stages of residential development on Council owned land to the west. During Stage 1, it is unlikely that the public transport infrastructure central to the design of Toolern will be in place. As a result, the format of Stage 1 development will be somewhat more car based, focused around Ferris Road but designed to facilitate the gradual transition into a fully transport orientated centre.

objectives

- To initiate development of the Toolern Activity Centre retail core.
- To provide a car based retail centre that can transition into a transport orientated development.
- To preserve strategically located land for longer term development of the parcel in line with the objectives of the Toolern PSP.
- To design development such that it orientates users towards Jason Street and reflects the significance of this street through the retail core.
- To accommodate the future road infrastructure required for Ferris Road and the Ferris Road grade separation.
- To provide space for loading areas which can service the uses on the parcel without detracting from compact form of the activity centre.



planning and design guidelines

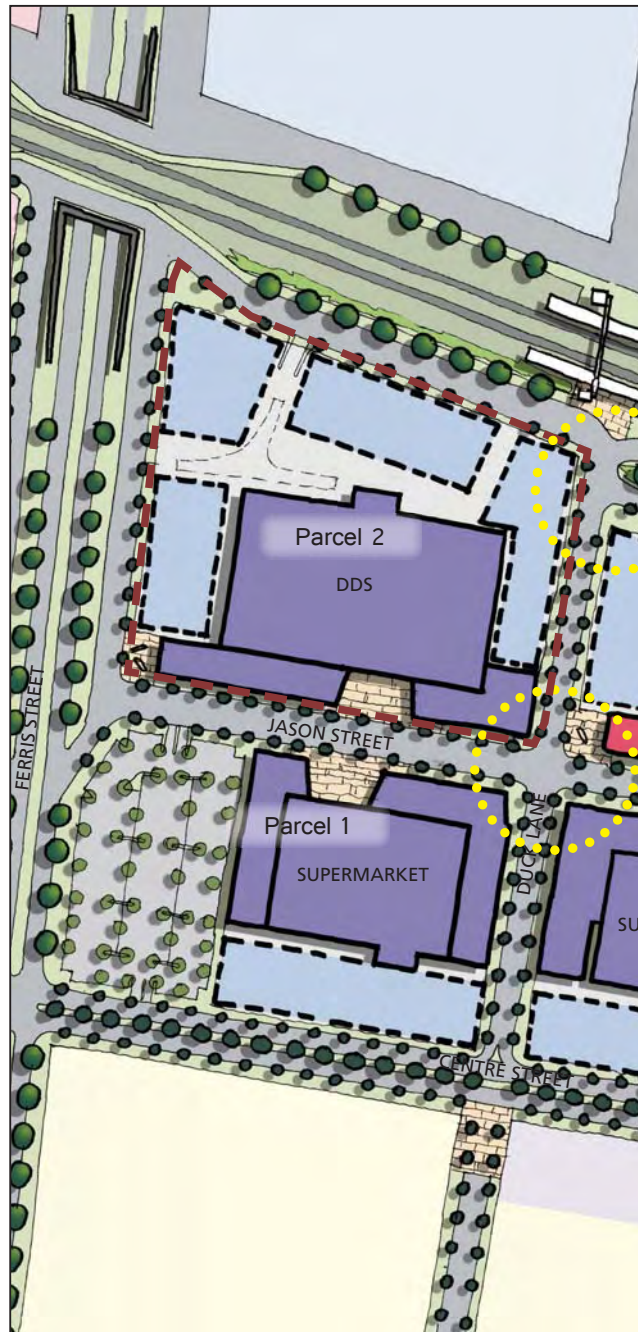
- A supermarket of approximately 3500sqm must be provided and have its main entrance orientated onto Jason Street.
- An at grade car park should be located in the western portion of the site with convenient access to Ferris Road.
- A secondary entrance to the western car park may be provided, but it's design must be indicative of its secondary role.
- Specialty retail must sleeve the northern side of the supermarket with frontages to Jason Street.
- Specialty retail must be located on both sides of the entrance to the supermarket
- Specialty retail must be located along the western side of the supermarket to take advantage of exposure from Ferris Road and the at grade car park.
- A loading area for the supermarket should be accessed from Duck Lane. The loading area should be as compact as possible and may use part of Duck Lane and adjacent loading area in Parcel 3 to coordinate turning movements. This should be considered part of the character of Duck Lane.
- In the longer term, specialty retail must be provided along the western side of the supermarket with frontage onto Duck Lane. This specialty retail must not be provided until the specialty retail along Jason Street in Precinct 2 has been developed.
- Approximately 30m of land between the retail development and Centre Street frontage must be retained for longer term, mixed-use commercial office development with a Centre Street address.
- Any overflow car parking should be provided on surrounding parcels where possible and incorporated into multi-storey car parks when surrounding parcels are developed.

PARCEL 2

Parcel 2 may be incorporated into a Stage 1 or Stage 2 development strategy. The development of a Discount Department Store in this location is critical for the overall development of the Toolern MAC, as it provides a retail anchor that will set the MAC apart from surrounding neighbourhood activity centres. It will also play a key role in identifying Toolern as a grid-based activity centre with Main Street outcomes.

objectives

- To provide development that distinguishes the major activity centre as the primary retailing precinct in Toolern.
- To provide activation to the north side of Jason Street.
- To facilitate a mix of uses, including commercial offices.
- To create an attractive and inviting frontage to Ferris Road which responds to the engineering requirements of the grade separation.
- To orientate development on the northern portion of the parcel towards the rail corridor.
- To design development that responds to individual attributes of activity nodes located at the western side of the transport interchange and Jason Street and Duck Lane intersection.
- To provide space for loading areas which can service the uses on the parcel without detracting from compact form of the activity centre.
- To provide car parking in a manner that supports the transport orientated nature of the activity centre.



planning and design guidelines

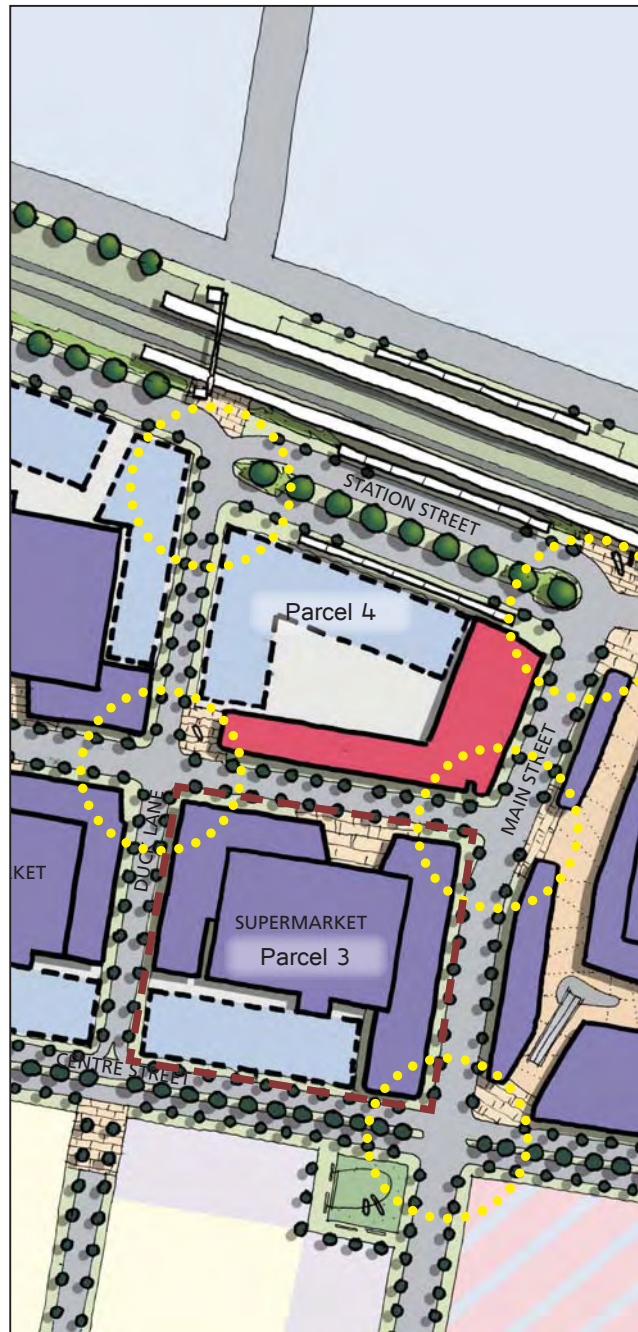
- A DDS of approximately 6000sqm must be provided and have its main entrance orientated onto Jason Street.
- The DDS must be sleeved with specialty retail along Jason Street.
- The entrance to the DDS must be further east than the entrance to the supermarket in order to generate passing trade for specialty retailers.
- A loading area must be provided to the rear of the DDS with access from Station Street. The loading area will service the DDS as well as other developments on Parcel 2.
- Mixed use development will front onto the eastern, western and northern sides of the parcel and include commercial office space with strong exposure from Ferris Road and the transport interchange.
- Mixed use development should generally have activated uses at ground level with residential and office uses above. Independent commercial entrances of approximately 15m or less are considered activated frontages.
- Development on the northeast corner must respond to its interface with the transport interchange by providing activated frontage.
- Development on the southeast corner should respond to the key intersection through increased built form and landmark features.
- Development along Duck Lane should consist of a mix of uses including retail. However retail uses should not be developed until retail uses have been established along Jason Street.
- Development must be designed to accommodate multi-storey car parking above the DDS and to provide convenient access to Jason Street.

PARCEL 3

Parcel 3 is anticipated to be a component of the second stage of development. It is positioned in a strategic location with three of its corners destined to be significant activity nodes within the retail core. These include the Jason Street and Duck Lane intersection, Jason Street and Main Street intersection and the Centre Street and Main Street gateway to the retail core.

Objectives

- To link the eastern and western portion of the retail core through active areas on Jason Street.
- To provide a distinguishable and attractive gateway to the retail core at the Centre Street and Main Street intersection.
- To design development that responds to individual attributes of activity nodes located on 3 corners of the parcel.
- To provide an appropriate interface with the civic precinct to the south of Centre Street.
- To retain strategic land parcels for longer term development which will provide the mixed use character required within the retail core.
- To enforce the role of Main Street as the primary street within the retail core.
- To provide space for loading areas which can service the uses on the parcel without detracting from compact form of the activity centre.
- To provide car parking in a manner that supports the transport orientated nature of the activity centre.



planning and design guidelines

- A supermarket of approximately 3500sqm must be provided and have its main entrance orientated onto Jason Street, approximately mid block.
- A secondary entrance to the supermarket from the Main Street should be provided.
- A loading area for the supermarket should be accessed from Duck Lane. The loading area should be as compact as possible and may use part of Duck Lane and adjacent loading area in Parcel 1 to coordinate turning movements. This should be considered part of the character of Duck Lane.
- Mixed use development that sleeves the supermarket throughout this parcel must generally be 3-4 storeys, with activated ground level uses and shop top apartments or commercial uses above.
- Development above 2 storeys should be setback from the streetscape in order to minimise overshadowing.
- Development on the southeast corner must be a minimum of 2 storeys and designed to highlight the entrance to the retail core.
- Specialty retail must sleeve the northern side of the supermarket with frontage to Jason Street.
- Specialty retail must be provided along the length of Main Street
- Approximately 30m of land along Centre Street between Duck Lane and the retail development fronting onto Main Street must be retained for longer term, mixed-use office development.
- Residential development should be provided above ground level retail uses on the Main Street in order to provide passive surveillance and contribute to activity throughout the day and evening.
- Car parking must be provided in multi-storey development or below grade parking with convenient access to Jason Street and Main Street.
- Car parking rates should be considered in the context of a transport orientated development.

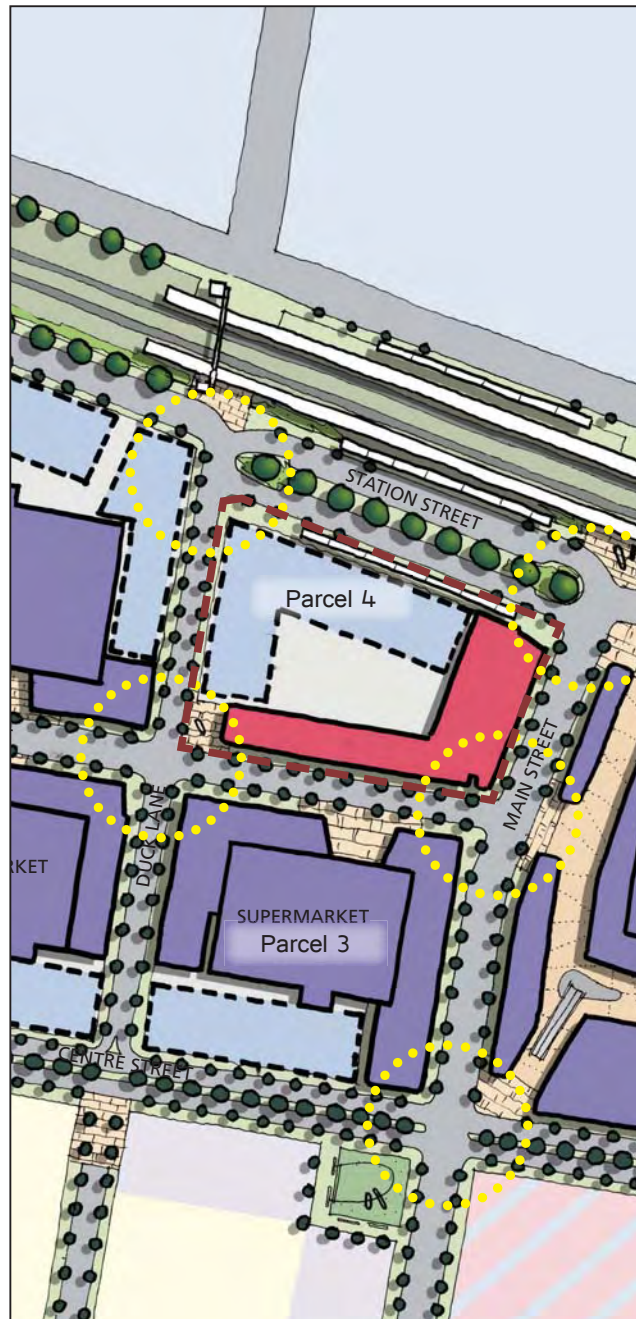
PARCEL 4

Parcel 4 is located directly opposite the transport interchange and provides a key opportunity to provide a truly transport orientated activity centre. Parcel 4 is slightly smaller than others within the retail core and will not support a major retail anchor such as supermarket or DDS. This parcel will be retained for a greater level of development intensity with a mix of uses with a focus on residential and commercial opportunities.

It is anticipated that this parcel will be developed at the same time as a future railway station is constructed. Opportunities should be explored with Department of Transport to design a transport interchange that is fully integrated into the activity centre and provides convenient public connections across the rail corridor to the employment precinct. This will potentially add an additional 4,000 sqm of area above the transport interchange to increase site yield while enhancing connectivity to areas north of the rail corridor.

objectives

- To integrate the transport interchange into the retail core.
- To link the eastern and western portion of the retail core via activity on Jason Street.
- To provide a natural connection for pedestrians between the transport interchange and the Main Street.
- To deliver a transport orientated development outcome for the Toolern MAC by concentrating high density residential and office development next to the transport interchange.
- To design development that responds to individual attributes of activity nodes located on each corner.
- To provide space for loading areas which can service the uses on the parcel without detracting from compact form of the activity centre.
- To provide car parking in a manner that supports the transport orientated nature of the activity centre.



planning and design guidelines

- High density commercial and residential development of 6-8 storeys should be located above activated ground level uses and designed to take advantage of views of Mt Cottrell to the south and Lerderberg Ranges to the north.
- High density commercial and residential development should be designed to maximise passive surveillance throughout the activity centre.
- Opportunities to fully integrate the transport interchange and the mixed use development should be encouraged, including development over the rail corridor which incorporates publicly accessible crossings.
- Development along the northern portion of the parcel must respond to its interface with the transport interchange and provide activated frontage with uses that focus on providing amenity to transport users. These uses include those such as cafes, dry cleaners, newsstands, convenience shop, bicycle service and repair shop, pub, and restaurants.
- Development of 2 storeys should be encouraged along Jason Street with development above 2 storeys being set back from the streetscape to minimise overshadowing.
- Car parking must be provided in attractive multi-storey development or below grade parking with convenient access to the activity nodes.
- Car parking rates should be considered in the context of a transport orientated development.

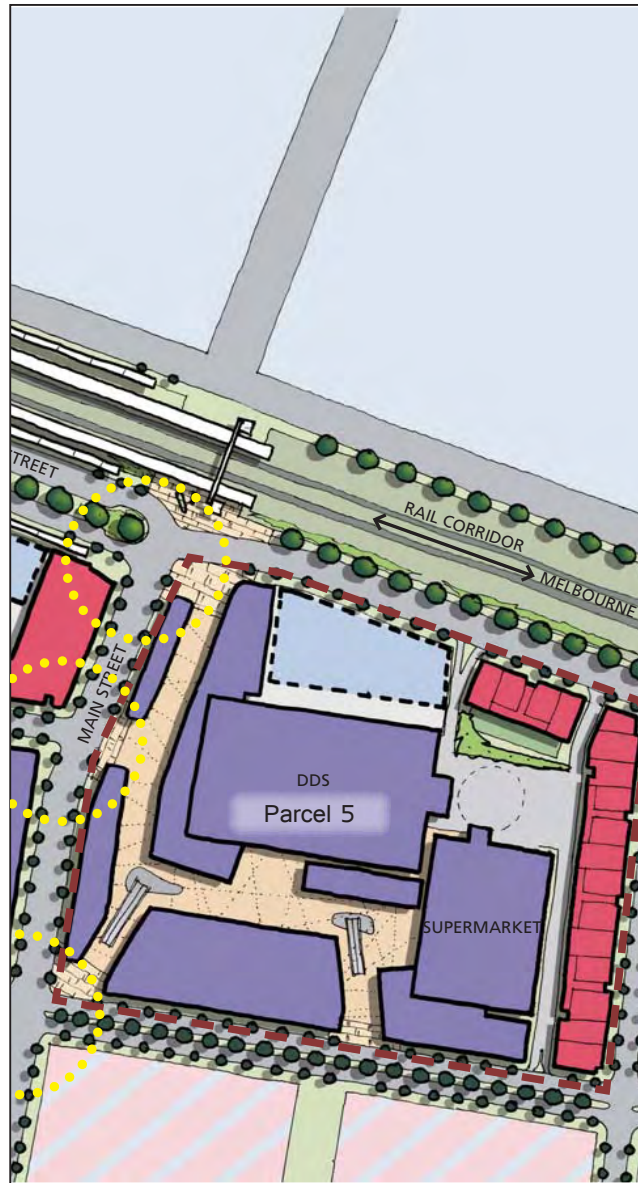
PARCEL 5

Parcel 5 will be designed to accommodate the balance of retail demand for the activity centre. At the time of its development, higher order retail offers such as a small scale department store are likely to be feasible. This form of development can take place over multiple storeys and could be incorporated with covered shopping areas.

It will be important for this parcel to reinforce the Main Street while providing an alternative shopping experience that will compete with other regional centres in order to capture escape expenditure. Detailed planning of this parcel will be dependant on a retail demand forecast and the time of development to understand the most desirable design outcome which accommodates the retail demand and supports the preferred 'Main Street' character of the activity centre.

objectives

- To accommodate the balance of demand for retail floorspace once Parcels 1-4 are fully developed.
- To maintain focus on grid based activity centre as the primary activity location within the retail core.
- To reinforce Main Street as the primary destination within the activity centre.
- To provide retail floorspace on multiple levels.
- To provide an alternative shopping experience that competes with other regional centres.
- To design development that responds to individual attributes of activity nodes located along Main Street.
- To provide attractive development along the rail corridor which promotes the Toolern MAC as a desired destination and creates a sense of arrival.
- To provide space for loading areas which can service the uses on the parcel without detracting from compact form of the activity centre.
- To provide car parking in a manner that supports the transport orientated nature of the activity centre.
- To provide a supermarket to fulfill the needs of residents within the surrounding high density residential areas.
- To provide parking associated with the transport interchanged.



Note: The illustration above shows a parallel mall configuration at ground level which is only one of the potential outcomes for development of this parcel.

planning and design guidelines

- The majority of retail development in Parcel 5 must not occur until specialty retail has been established along both sides of Jason Street and Main Street and there is sufficient demand to support the additional development without impacting on existing retail developments.
- Retail uses must be developed on multiple levels to accommodate the full extent of retail demand for the Toolern MAC.
- Main Street must be comprised of activated retail and entertainment uses including cafe/restaurant.
- A supermarket of approximately 3500sqm must be provided towards the southern boundary and designed for 24 hour access.
- The supermarket should be designed and located to minimise the walking distance for surrounding residents.
- A DDS of approximately 6000sqm must be provided and have its main entrance orientated towards Jason Street.
- A Department Store of approximately 11,000sqm should be developed over 2 or more storeys and have its primary entrance fronting onto Main Street. A secondary entrance may provide connection to other retail development within the parcel.
- The activity node located at the intersection of Jason Street and Main Street must be enhanced by a primary entrance to retail uses within the precinct or may be an entrance to a DDS or DS.
- Development on the northwest corner must respond to its location adjacent to the transport interchange and enhance the activity node.
- A loading area should be provided between the retail and residential uses with access from Centre Street and Station Street. Acoustic treatment will be required between residential uses and the loading area.
- Residential uses must be provided along the eastern boundary of the parcel in order to enhance the mixed use requirement of the activity centre.
- Commercial uses should be accommodated along Station Street with access to the transport interchange.
- This Parcel may be leased to Department of Transport in the short to medium term to provide 'park and ride' facilities for the transport interchange. Eventually, commuter parking should be developed in multi-storey car parks above ground level, underground, or on the northern side of the rail corridor.
- Car parking must be provided in attractive multi-storey development or below grade parking with convenient access to the transport interchange and Main Street.
- Car parking rates should be considered in the context of a transport orientated development.

LAND PARCEL	STAGE 1	STAGE 2	STAGE 3	COMMENTS
ONE	Anticipated Timing			
Residential				
Office			●	Fronting onto Centre Street
Retail	●	●	●	Primarily developed in Stage1
Retail Anchors	●			Supermarket
At Grade/On-Street Car Parking	●	●	●	At grade car park at southwest corner at Ferris Road and Centre Street
Multi-Storey Car Parking			●	May include parking above supermarket in longer term.
Below Grade Car Parking				Below grade parking permitted if required.
TWO				
Residential				
Office			●	Fronting onto rail corridor with access to the transport interchange
Retail	●	●	●	Primarily developed in Stages 1 and 2.
Retail Anchors		●		Discount Department Store may be developed in Stages 1 or 2.
At Grade/On-Street Car Parking	●	●	●	May provide interim at-grade car parking associated with Parcel 1.
Multi-Storey Car Parking		●	●	Needs to provide parking for Parcels 1 and 2.
Below Grade Car Parking				Below grade parking permitted if required.
THREE				
Residential			●	Above ground level retail
Office			●	Fronting onto Centre Street
Retail		●	●	Fronting onto Jason Street, Main Street and Duck Lane in Stage 3.
Retail Anchors		●		Supermarket
At Grade/On-Street Car Parking		●	●	May provide interim at-grade car parking associated with Parcel 1.
Multi-Storey Car Parking		●	●	
Below Grade Car Parking		●		May not be required if incorporated into multi-storey car park.
FOUR				
Residential		●	●	Critical component of Parcel and key to transport orientated development.
Office		●	●	Critical component of Parcel and key to transport orientated development.
Retail		●		Specialty retail along Jason Street and to activate street frontages
Retail Anchors				Anchored by transport interchange
At Grade/On-Street Car Parking		●	●	May provide interim at-grade car parking associated with Parcel 3.
Multi-Storey Car Parking		●	●	Associated with Residential and Office Uses.
Below Grade Car Parking		●		May incorporate car parking associated with transport interchange.
FIVE				
Residential			●	Provide passive surveillance through activity centre.
Office			●	Located near transport interchange.
Retail			●	Must be on multiple storeys
Retail Anchors			●	Supermarket, Discount Department Store and Small Scale Department Store
At Grade/On-Street Car Parking		●	●	May provide interim at-grade car parking associated with transport interchange.
Multi-Storey Car Parking			●	Should incorporate car parking associated with transport interchange.
Below Grade Car Parking			●	Should incorporate car parking associated with transport interchange.

This table highlights the land uses and car parking configuration associated with each Parcel of land identified on page 12. The table expresses the anticipated staging of development, however this is subject to change based on market demand and detailed planning.

THE WAY FORWARD

With the broad scale planning process nearly complete, Toolern is entering an exciting new stage. The Shire of Melton, a significant land holder in Toolern, is actively progressing plans for the first phase of residential development in order to continue the Shire's rapid growth levels over the past decade. Coinciding with this will be the first stage of the Toolern Town Centre development to provide amenity to these new residents.

The Toolern PSP requires an Urban Design Framework (UDF) to be prepared prior to submitting a planning application within the MAC. The UDF will be consistent with the primary land use locations and design guidelines listed in the PSP, but will provide a greater level of detail in regards to the train station, retail design and design guidelines. The UDF is to be funded by the landholders in the Toolern MAC and prepared in conjunction with the GAA. The UDF will ensure that the maximum potential is realised out of this progressive new development and that it builds on the knowledge gained through the best new transport orientated, retail developments in Australia.

For further information regarding the
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Please note that this document expresses the current state of planning and development of the Toolern Activity Centre as of July 2009. Images and mapping contained within this document are illustrative only and subject to change. Images within this document make no representation as to the final concept and design elements, appearance of the activity centre, layout and use of space or final built form. Any investment and decision making in relation to the Toolern Activity Centre should be based on the most up to date information. Information within this document has been provided by multiple parties who are identified above or throughout the document. Some of the content within this document has been formulated or interpreted based on the professional advice and most current information available during its preparation and the owners of this document take no responsibility for its accuracy.