



MELTON CITY COUNCIL

Minutes of the Meeting of the Melton City Council

24 June 2024

**THESE MINUTES CONTAIN REPORTS DEALT WITH AT A
CLOSED MEETING OF COUNCIL**

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MELTON CITY COUNCIL

**MINUTES OF THE MEETING OF THE MELTON CITY COUNCIL
HELD IN THE COUNCIL CHAMBERS,
MELTON CIVIC CENTRE, 232 HIGH STREET MELTON
ON 24 JUNE 2024 AT 7.00PM**

Present: Cr K Majdlik (Mayor)
Cr S Abboushi (Deputy Mayor)
Cr J Farrugia
Cr S Ramsey
Cr J Shannon
Cr B Turner
Cr A Vandenberg

R Wai, Chief Executive Officer
T Scoble, Director City Life
M Merritt, Acting Director City Futures
N Whiteside, Director City Delivery
P Leersen, Director Organisational Performance
E Keogh, Head of Governance
R Hodgson, Senior Coordinator Governance
J Simpson, Coordinator Open Space Planning
A Badina, Senior Strategic Planner
V Zdjelar, Governance Officer

1. OPENING PRAYER AND RECONCILIATION STATEMENT

The Mayor, Cr Majdlik opened the meeting at 7.02pm with the opening prayer and reconciliation statement.

2. APOLOGIES AND LEAVE OF ABSENCE

Cr L Carli

Cr G Kesic

Motion

Crs Ramsey/Shannon.

That Councillor Kesic's request for leave for the period 17 June 2024 to 1 August 2024, inclusive, be granted.

For: Crs Abboushi, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Cr Farrugia

CARRIED

3. CHANGES TO THE ORDER OF BUSINESS

Nil.

4. DEPUTATIONS

Nil.

5. DECLARATION OF ANY PECUNIARY INTEREST, OTHER INTEREST OR CONFLICT OF INTEREST OF ANY COUNCILLOR

Nil.

6. ADOPTION AND CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

RECOMMENDATION:

That the Minutes of the Meeting of Council held on 27 May 2024 be confirmed as a true and correct record.

Motion

Crs Abboushi/Ramsey.

That the Minutes of the Meeting of Council held on 27 May 2024 be confirmed as a true and correct record.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

7. SUMMARY OF INFORMAL MEETING OF COUNCILLORS

7.1 SUMMARY OF INFORMAL MEETINGS OF COUNCILLORS

- Monday 13 May 2024 Summary of Informal Meeting of Councillors
- Monday 27 May 2024 Summary of Informal Meeting of Councillors
- Monday 3 June 2024 Summary of Informal Meeting of Councillors

RECOMMENDATION:

That the Summaries of Informal Meetings of Councillors dated 13 May 2024, 27 May 2024 and 3 June 2024 provided as **Appendices 1 - 3** respectively to this report, be received and noted.

Motion

Crs Abboushi/Ramsey.

That the Summaries of Informal Meetings of Councillors dated 13 May 2024, 27 May 2024 and 3 June 2024 provided as **Appendices 1 - 3** respectively to this report, be received and noted, with an amendment to the Summary of Informal Meeting of Councillors dated 3 June 2024, being the removal of the apology for Cr Abboushi.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

LIST OF APPENDICES

1. Summary of Informal Meeting of Councillors - dated 13 May 2024
2. Summary of Informal Meeting of Councillors - dated 27 May 2024
3. Summary of Informal Meeting of Councillors - dated 3 June 2024



INFORMAL MEETING OF COUNCILLORS

MEETING DETAILS:

Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 13 May 2024	Time Opened:	6.18pm
		Time Closed:	8.59pm
Councillors present:	Cr K Majdlik (Mayor) Cr S Abboushi (Deputy Mayor) Cr L Carli Cr J Farrugia Cr G Kesic Cr S Ramsey Cr J Shannon Cr B Turner Cr A Vandenberg (online)		
Officers present:	R Wai Chief Executive Officer S Romaszko Director City Futures T Scoble Director City Life N Whiteside Director City Delivery (online) P Leersen Director Organisational Performance (CFO) E Keogh Head of Governance A Ravindran Head of Technology (on line) M Merritt Manager, City Design J Simson Coordinator Open Space Planning (on line) R Hodgson Senior Governance Coordinator A Nealer Councillor Liaison Officer S Reimers Councillor Liaison Officer		
Guests	Cazz Redding	Founder and Director, Schemology Pty Ltd (on line)	
Apologies	Nil		
Matters discussed:	1. Review with Councillor Liaison Officers 2. Review of Annual Christmas Community Food Support Project 3. Response to Notice of Motion 892: CCTV in Public Places 4. Lake Caroline Masterplan and Activation Strategy 5. Melton Weir Parkland Strategy 6. Draft Reports: Councillor questions and clarity 7. General updates from Officers		
CONFLICT OF INTEREST DISCLOSURES:			
Were there any conflict of interest disclosures by Councillors		Yes	
Matter No.	Councillor making disclosure	Councillor left meeting	
2	Cr Julie Shannon	Yes	
7 (17.8)	Cr Sophie Ramsay	Yes	

REPORT PRODUCED BY:**Officer name:**

Emily Keogh

Date:

13/5/24



INFORMAL MEETING OF COUNCILLORS

MEETING DETAILS:

Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 27 May 2024	Time Opened:	6.17pm
		Time Closed:	6.55pm
Councillors present:	Cr K Majdlik (Mayor) Cr S Abboushi (Deputy Mayor) Cr L Carli Cr J Farrugia Cr G Kesic Cr S Ramsey Cr J Shannon Cr B Turner Cr A Vandenberg (arrived 6.32pm)		
Officers present:	R Wai Chief Executive Officer S Romaszko Director City Futures T Scoble Director City Life P Leersen Director Organisational Performance (CFO) N Whiteside Director City Delivery (online) E Keogh Head of Governance M Merritt Acting Manager City Strategy R Hodgson Senior Governance Coordinator		
Guests	Nil		
Apologies	Nil		
Matters discussed:	1. Council Meeting Agenda		

CONFLICT OF INTEREST DISCLOSURES:

Were there any conflict of interest disclosures by Councillors?		Yes
Matter No.	Councillor making disclosure	Councillor left meeting
Council Meeting Agenda Item 17.9	Cr Ramsey	Yes

REPORT PRODUCED BY:

Officer name:	Renee Hodgson, Senior Coordinator Governance	Date:	27/5/24
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INFORMAL MEETING OF COUNCILLORS

MEETING DETAILS:

Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 3 June, 2024	Time Opened:	6.17 pm
		Time Closed:	9.40 pm
Councillors present:	Cr K Majdlik (Mayor) Cr L Carli Cr G Kesic (Online) Cr S Ramsey Cr J Shannon Cr B Turner Cr S Abboushi (Deputy Mayor) (Online) 6.50pm		
Officers present:	R Wai Chief Executive Officer S Romaszko Director City Futures T Scoble Director City Life N Whiteside Director City Delivery P Leersen Director Organisational Performance (CFO) E Keogh Head of Governance E Ryder Manager Healthy Connected Communities H Taylor Events Coordinator L Bzovy Manager Maternal & Child Health N Marino Manager Finance A Ravindran Head of Technology M Merritt Manager City Strategy		
Guests	Nil		
Apologies	Cr J Farrugia Cr A Vandenberg		
Matters discussed:	1. Event Delivery Framework 2. Melton Employment and Industrial Land Supply – Final Draft Strategy 3. Response to NoM 891 4. FlexiPay 5. Finalised 2024/25 Draft Budget 6. Technology Change Project (Enterprise Resource Planning) platform contract 7. End User Computing Device Leasing 8. Response to NoM 884 9. Maternal Child Health Service Update 10. General Updates from Officers		
CONFLICT OF INTEREST DISCLOSURES:			
Were there any conflict of interest disclosures by Councillors		No	
REPORT PRODUCED BY:			
Officer name:	Emily Keogh	Date:	03/06/2024

8. CORRESPONDENCE INWARD

8.1 PARLIAMENTARIAN AND DEPARTMENTAL LETTERS RECEIVED BY THE MAYOR

- The Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government and The Hon. Kristy McBain MP, Minister for Regional Development, Local Government and Territories – Confirmation of funding allocation under the Roads to Recovery (RTR) Program
- The Hon. Ros Spence MP, Minister for Carers and Volunteers - Victorian Support for Carers Program
- The Hon. Melissa Horne MP, Minister for Local Government – Acknowledgment of Melton City Council's advocacy priorities document

RECOMMENDATION:

That Council receive and note the following Parliamentarian and Departmental letters received by the Mayor, provided as **Appendix 1 - 3** to this report:

1. The Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government and The Hon. Kristy McBain MP, Minister for Regional Development, Local Government and Territories – Confirmation of Funding Allocation Under the Roads to Recovery (RTR) Program.
2. The Hon. Ros Spence MP, Minister for Carers and Volunteers - Victorian Support for Carers Program.
3. The Hon. Melissa Horne MP, Minister for Local Government – Acknowledgment of Melton City Council's Advocacy Priorities.

Motion

Crs Turner/Ramsey.

That Council receive and note the following Parliamentarian and Departmental letters received by the Mayor, provided as **Appendix 1 - 3** to this report:

1. The Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government and The Hon. Kristy McBain MP, Minister for Regional Development, Local Government and Territories – Confirmation of Funding Allocation Under the Roads to Recovery (RTR) Program.
2. The Hon. Ros Spence MP, Minister for Carers and Volunteers - Victorian Support for Carers Program.
3. The Hon. Melissa Horne MP, Minister for Local Government – Acknowledgment of Melton City Council's Advocacy Priorities.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

LIST OF APPENDICES

1. The Hon. Catherine King MP and The Hon. Kristy McBain MP - dated 22 May 2024
2. The Hon. Ros Spence MP, Minister for Carers and Volunteers - dated 6 June 2024
3. The Hon. Melissa Horne MP, Minister for Local Government - dated 17 June 2024



THE HON CATHERINE KING MP
Minister for Infrastructure, Transport, Regional
Development and Local Government

THE HON KRISTY MCBAIN MP
Minister for Regional Development,
Local Government and Territories

Kathy Majdlik
Mayor
Melton City Council
PO Box 21
MELTON VIC 3337

Via: kathy.majdlik@melton.vic.gov.au
Cc: csu@melton.vic.gov.au

Dear Mayor/Councillor

I am writing to advise your funding allocation under the **Roads to Recovery** (RTR) Program. The Australian Government is proud of its continued support for road construction and maintenance through RTR with \$4.4 billion being made available over the next five years. In 2024-25, the annual RTR budget is \$650 million and will increase over the funding period to reach \$1 billion per year from 2027-28. This represents the first increase in RTR funding since 2019-20. This permanent increase will allow for more effective long-term planning for the safer maintenance and upgrade of our local roads without being subject to budget cycles.

I am pleased to advise that **Melton City Council** will receive **\$11,096,117** for the five-year funding period 1 July 2024 to 30 June 2029.

The RTR Program will continue to operate under simple administrative arrangements, allowing funding recipients to decide the priority local projects on which to spend their allocation. In accordance with the current arrangements, projects funded under RTR can be delivered at any time throughout the five-year funding period. While your nominal annual allocation gradually increases over the next five years, if you have local priorities that require access to funding sooner, I encourage you to identify and schedule your projects as early as possible in the new financial year and contact the Department of Infrastructure, Transport, Regional Development, Communications and the Arts by email to Roads.toRecovery@infrastructure.gov.au.

The Department will soon write to formally advise you of the updated program conditions prior to the start of the new funding period, including in relation to your nominal annual allocation and own source expenditure requirements.

The Australian Government is committed to improving employment opportunities for First Nations peoples and we ask for this consideration to be applied to projects using RTR funding.

In addition to the RTR funding commitment, the Australian Government has increased funding to the **Black Spot Program**, and from 1 July 2024 will commence the new **Safer Local Roads and Infrastructure Program**. Collectively these programs provide a valuable source of funding to local governments seeking to improve road infrastructure and safety. Councils will also be interested to know that submissions are continuing to be accepted for the **Heavy Vehicle Rest Area initiative**. For further information on these programs and how to apply, please visit <https://investment.infrastructure.gov.au/about/local-initiatives>. I encourage you to consider these programs to support your local road safety improvements.

I look forward to continuing the successful relationship between the Australian Government and your council over the coming years.

Yours sincerely



THE HON CATHERINE KING MP
Minister for Infrastructure, Transport, Regional Development and Local Government



THE HON KRISTY MCBAIN MP
Minister for Regional Development, Local Government and Territories

22 May 2024



The Hon Ros Spence MP

Minister for Agriculture
Minister for Community Sport
Minister for Carers and Volunteers

GPO Box 1774
Melbourne Victoria 3001
Telephone: 1300 622 308
www.dffh.vic.gov.au

BAC-CO-46620

Cr Kathy Majdlik
Mayor
City of Melton
kathryn@melton.vic.gov.au

Dear Mayor

Thank you for your letter dated 22 May 2024 regarding the Victorian Support for Carers Program. I appreciate the Council's commitment to supporting unpaid carers in your local area.

The Allan Labor Government recognises the critical role of unpaid carers, and has committed substantial ongoing investment to provide services to help carers receive support and respite.

We are continuing to invest more than \$22.4 million per annum in the Support for Carers Program, which delivers tailored support and respite to carers across the state. Program funding increases each year through the addition of indexation.

In 2023-24, the Government also committed \$38 million over four years for Additional Respite for Carers to supplement the support available through the Support for Carers Program. Funding of \$9.5 million per annum delivers 100,000 more hours of respite each year, allowing 5,000 more Victorian carers each year to access much needed respite support and take a break from their caring responsibilities.

I am pleased to confirm that there are seven Support for Carers Program providers and four Additional Respite for Carers providers delivering services for unpaid carers in Melton and surrounding areas, along with a range of statewide service providers. These include:

- Gateway Community Services (<http://www.gatewaycommunityservices.org.au>)
- Mind Australia (<https://www.mindaustralia.org.au>)
- Carers Victoria, which as peak body for Victorian carers, offers a statewide advisory line and also delivers the Support for Carers Program for carers in western metropolitan Melbourne (<http://carersvictoria.org.au>).

Further information on providers of support for carers in each local area is available on the Department of Families, Fairness and Housing's website: www.vic.gov.au/support-carers-program and www.vic.gov.au/additional-respite-funding.



The Government also continues to partner with and fund the sector peak body Carers Victoria, which provides advice and service system navigation support for unpaid carers across the state. Carers Victoria can be contacted on 1800 514 845.

I trust this information has been of assistance to you and thank you again for taking the time to write to me about this matter.

Yours sincerely



The Hon. Ros Spence MP
Minister for Carers and Volunteers

6 / 6 / 2024



The Hon Melissa Horne MP

Minister for Casino, Gaming and Liquor Regulation
Minister for Local Government
Minister for Ports and Freight
Minister for Roads and Road Safety

121 Exhibition Street
Melbourne, Victoria 3000 Australia

Ref: CMIN-1-24-2822

Cr Kathy Majdlik
Mayor
Melton City Council
PO Box 21
MELTON VIC 3337
kathy.majdlik@melton.vic.gov.au

Dear Mayor

Thank you for your letter dated 22 April 2024 regarding Melton City Council's advocacy priorities.

As Australia's fastest growing growth area, I acknowledge the issues and opportunities for the transport network in Melton and the broader Western Growth Corridor, and recognise the effort that Council has gone to develop the advocacy priorities document.

The amount of growth within Melton has been a key contributing factor to transport investment decisions such as the Western Freeway Business Case, being developed by Major Road Projects Victoria, as well as level crossing removals along the Ballarat Rail corridor at Hopkins Road, Ferris Road, Coburns Road, and Exford Road. Projects such as these are overseen by the Minister for Transport Infrastructure, and I encourage Council to engage further with the Hon Danny Pearson on such investments. Over \$65 million was also announced in Melton as part of the Growth Area Infrastructure Contributions funding. These projects will ensure Melton's transport network is safer and more efficient to cater for current and future demand growth.

Planning for the Western Intermodal Freight Terminal is also ongoing to provide greater certainty to what the facility requires. This will not only provide commercial and employment opportunities by unlocking land in the eastern areas of Melton, but will also facilitate improved freight access within the municipality and across Victoria by both road and rail.



Thank you again for sharing Council's concerns. Your feedback is important to the Allan Labor Government as it continues to work hard to improve the road and freight networks in Victoria.

Yours sincerely



Hon Melissa Horne MP

Minister for Casino, Gaming and Liquor Regulation

Minister for Local Government

Minister for Ports and Freight

Minister for Roads and Road Safety

Date: 17/06/2024

9. PETITIONS AND JOINT LETTERS

Nil.

7. RESUMPTION OF DEBATE OR OTHER BUSINESS CARRIED OVER FROM A PREVIOUS MEETING

Nil.

8. PUBLIC QUESTION TIME

Submitter: Asim Butt	
Question Asked of Council	Response
What is the construction commencement date of the sports reserve on the corner of Clara Avenue and Kirkpatrick Boulevard Truganina?	Council is working with the developer on the delivery of this active open space project. The project is anticipated to commence construction within the next 6 months and be completed within 18 months.
Submitter: Burnside Resident	
Question Asked of Council	Response
How does one know whether their complaint has transitioned from a level 1 to a level 2 complaint?	A complaint is escalated from a Level 1 Complaint to a Level 2 Complaint when the customer is not satisfied that Council's response is in line with its policies or legislative obligations. Therefore the complainant would be aware of the transition from level 1 to level 2 as they have escalated the matter for review.
Submitter: Burnside Resident	
Question Asked of Council	Response
What are councils current estimated timeframes for providing initial acknowledgment, resolution and ongoing status updates for level 1 and level 2 complaints?	Snap Send Solve requests are not processed as complaints - they are managed as a request for service or the reporting of an issue. Response times are therefore dependant on the service being requested – for example where the Road Management Act applies, there are specific intervention levels and time frames that apply that can be different to other requests.

Submitter: Aamer Kiani	
Question Asked of Council	Response
Can we have a traffic signal at the corner of Brooklyn Road and Coburns Road roundabout?	A signalised intersection at Brooklyn Road and Coburns Road is currently in the preliminary design phase with construction scheduled for the 2028/29 financial year, subject to Council's Annual Budget review and approval process.
Submitter: Aamer Kiani	
Question Asked of Council	Response
Is there any chance of getting entry and exit ramps on Bulmans Road bridge in the near future?	The Victorian Government is responsible for the Western Freeway, including determining whether entry/exit ramps are provided, such as at Bulmans Road. Council's Moving Melton Advocacy Program continues to seek improvements to the Western Highway including additional entry/exit ramps at key roads.
Submitter: Harnit Bedi	
Question Asked of Council	Response
The question is when will council decide to double the lanes on Taylors Road?	Council is actively progressing a number of projects within the Taylors Road Corridor Upgrade Plan which includes the duplication of Taylors Road to the east of Monaghans Lane, which is currently in detailed design phase and scheduled to be completed by 2026/2027 financial year..
Submitter: Harnit Bedi	
Question Asked of Council	Response
Can the light on the intersection of Plumpton Road and Taylors Road be reinstalled?	Council officers are working on installing a temporary solar light at the intersection of Taylors Road and Plumpton Road until the signalised intersection works commence which will provide permanent lighting.

Submitter: Dania Sin	
Question Asked of Council	Response
When will the council address the issues around street lighting and crossings at the vicinity around the Rockbank train station to ensure the safety of the community?	<p>Council officers are progressing a lighting upgrade project on Leakes Road, south of the Rockbank Train Station, which is currently being designed by Powercor and anticipated to be installed by the end of 2024.</p> <p>Pedestrian crossing points are available at Westcott Parade and Greenview Avenue north and south of the station. These provide crossing points for both residential catchments either side of the railway line.</p>
Submitter: Mark Cunningham	
Question Asked of Council	Response
In a cost of living crisis, can the council justify why rates are being increased when money does not appear to be going back to the community its intended for, as Melton Council has the largest surplus of \$365.3 million (Casey City Council has the second largest surplus of \$198.4 million)?	<p>Most of the surplus is money received because we are a growth area. \$335M of these funds are contributed by developers and capital grants. This money must be used for future capital infrastructure projects within respective development areas like childcare centres, ovals, parks, open spaces, and roads.</p> <p>In many instances these funds fall short of the full cost delivery of the infrastructure needed with Council funding the difference.</p>
Submitter: Mark Cunningham	
Question Asked of Council	Response
Equivalent facilities have been provided to neighbouring suburbs, and Aintree will receive more in the latest budget (a second community centre, second dog park, and third sports precinct). With a \$365.3 million surplus, can we expect the timelines for Rockbank facilities—Rockbank East Community Centre (2027), Sports Reserve (2028/29), and Pavilion (2031/32)—to be significantly advanced?	The timing of delivery for these community facilities and active open space reserves will be as planned and consider Precinct Structure planning, population and participation demands.

Submitter: Kate Williams	
Question Asked of Council	Response
Does council have an update from the developer regarding the overdue opening of the new Greigs Rd/ Innovation Ave Rockbank intersection?	All construction works for Greigs Road and Innovation Drive are complete and awaiting the energisation of the traffic lights from Powercor (the electrical services authority) and Department of Transport and Planning.
Submitter: Farhan Khan	
Question Asked of Council	Response
Can Council advise if there are any plans in the next 12 months for enabling activation of a more efficient public bus route to unlock community connectivity which will facilitate residents of Grandview and Mt Atkinson estates to access common facilities (e.g., Community Centre, Parks etc)?	The Victorian Government's Department of Transport and Planning is the responsible authority that plan for new public transport services. Council strongly advocates for the provision of additional public transport, including bus services.
Submitter: Farhan Khan	
Question Asked of Council	Response
When is the next PTV update session planned by the council and can local developer representatives join these sessions?	Council Officers meet quarterly with the Department of Transport and Planning to discuss advocacy priorities, including buses, arterial road networks and train stations, across the City of Melton. It is suggested that residents with specific public transport enquiries contact the Department of Transport and Planning directly.
Submitter: Manish Baisoya	
Question Asked of Council	Response
While a new suburb creation exercise is awaited for Mt Atkinson, could the council advise on the process to 'rename' suburb without changing existing boundary?	Council as a naming authority, may receive proposals to name a road, place or locality. Council may form a position in relation to the proposal in line with the State Naming Rules, however it is the State Government's Geographic Names Victoria who ultimately makes the decision around naming.

Submitter: Manish Baisoya	
Question Asked of Council	Response
Could the Mayor write a formal letter to the state minister for health, requesting that local residents of Mt Atkinson area (presently Truganina suburb) don't get zoned by default to Werribee Mercy Hospital, which is located about 30 mins away, as opposed to Sunshine Hospital located much closer at about 12 minutes.	<p>The management of public hospitals is the responsibility of the Victorian Government.</p> <p>This is a matter that is best directed to the Local State Member of Parliament who can best advocate on behalf of their constituents.</p>
Submitter: Melanie Blackman	
Question Asked of Council	Response
<p>Could council advise residents on when the Mayor last sent a formal letter to the 2 concerned state ministers for securing a meeting to discuss this critical matter onsite?</p> <p><i>(This relates to Hopkins Road)</i></p>	<p>Council has written to relevant Ministers and local members on a number of occasions regarding Hopkins Road, the most recent being in March this year.</p> <p>Council will continue to follow up on the upgrade of Hopkins Road as it remains a key priority.</p>
Submitter: Melanie Blackman	
Question Asked of Council	Response
Could the council advise if it has an ongoing engagement with Major Road Projects Victoria, the state Government agency delivering the traffic signalization project on Hopkins Road & Boundary Road intersection which has had temporary traffic signals in place for close to 4 years now (since September 2020)?	Council officers have been in contact with the Victorian Government's Department of Transport & Planning about the project during the initial phases and will continue to remain involved as the project progresses.
Submitter: Pawan Kaur	
Question Asked of Council	Response
With the master planning and design completed, could the council advise if works on the much delayed Mt Atkinson East Sports Reserve are still expected to commence this year with a view to open it in January 2026 along with 2 new primary schools in our area?	Council is working with the developer on the delivery of this active open space. The project is expected to commence construction within 6 months and be completed within 18 months.

Submitter: Pawan Kaur	
Question Asked of Council	Response
Is there any council oversight, such as penalties or fines for developers due to the delayed delivery of the Mount Atkinson East Sports Reserve?	<p>Council is working in partnership with the developer to deliver this project.</p> <p>There is no mechanism available to Council to penalise developers for the delay of delivery of infrastructure.</p>
Submitter: Nitin Ahuja	
Question Asked of Council	Response
Could the council advise residents on some key statistics regarding mobile tower applications in city of Melton, like the count of mobile tower planning permit request that have been received in the last two years, count of requests that have been completed so far, count of requests that have been rejected, and count of requests that have been referred to VCAT?	<p>Council has received 3 planning applications for telecommunication towers over the past two years:</p> <ul style="list-style-type: none"> • 1 was approved by Council Officers under delegation; • 1 was approved by VCAT; and • 1 application was withdrawn by the applicant and did not proceed.
Submitter: Nitin Ahuja	
Question Asked of Council	Response
As mobile networks become an essential service in modern age, and the topic evolving rapidly, when is the revision of the existing 2017 council communication framework due?	<p>Planning and providing mobile networks is the responsibility of the Federal Government and private entities like Telstra, Optus, and Vodafone. In some cases Council may be required to issue a planning permit for their installation.</p> <p>Council's Communication Framework ensures that prominent infrastructure does not negatively impact residential amenity or character. At this stage there are no plans to review and update the Framework.</p>
Submitter: Girish Khara	
Question Asked of Council	Response
Could the council advise on the outcome of the VCAT process conducted in February 2024 for mobile tower application submitted by third party operator (WaveConn)?	Following the VCAT hearing in February 2024, VCAT directed Council to issue a planning permit in accordance with their order dated 18 June 2024.

Submitter: Girish Khara	
Question Asked of Council	Response
On the back of neighbouring Wyndham city council taking strong stance on balanced development in new estates, is the City of Melton council willing to take a similar stance and pause issuance of construction permits for new commercial and business projects along Hopkins Road?	At this stage Council is continuing to work with Victorian Government agencies for the timely delivery of critical infrastructure such as the upgrade and duplication of Hopkins Road. Council requested in our Victorian Budget submission that the delivery of the upgrade of Hopkins Road is addressed as a high priority for our community.
Submitter: Shams Alam	
Question Asked of Council	Response
When will the work for the Rockbank Town Centre start and be completed?	Council is not aware of the timeframes for the construction of the development of the Rockbank town centre as the developer is responsible for delivery.
Submitter: Shams Alam	
Question Asked of Council	Response
When will Paynes Road works be completed?	Council officers have been advised by the developer for Thornhill Park that Payne's Road is currently under construction with an anticipated completion date of December 2024.
Submitter: Osama Usuf	
Question Asked of Council	Response
What are the timelines for the Mt Atkinson Nature Reserve and who will be the lead delivery agency for this one?	The nature reserve will be delivered by the developer and is part of their permit obligations and will be subject to developer's timeline.
Submitter: Osama Usuf	
Question Asked of Council	Response
Could the council please confirm that PTV's guidance and past local experiences with public bus routes (like delay in Kirkpatrick-Highline Boulevard activation) has been factored in the planning roadmap for Mt Atkinson and Tarneit Plains PSP to ensure that public bus capable roads are been activated on time over 5 years as our community continues to grow?	Council's planning approval process requires roads and the associated infrastructure to be constructed to support the bus network. The Victorian Government's Department of Transport & Planning are responsible for determining when new bus routes will commence.

Submitter: Jaksha S	
Question Asked of Council	Response
Could the council advise what percentage of sites at Mt Atkinson Estate identified by Telstra to be technically suitable have been deemed appropriate by respective council team?	There have been three planning applications for telecommunications towers submitted over the past two years; two have been approved and one application withdrawn by the applicant. Officers will continue to work with infrastructure providers to assist in identifying suitable locations.
Submitter: Jaksha S	
Question Asked of Council	Response
Could council advise if there is a similar engagement like with Telstra underway with non-Telstra telecom mobile tower operators like Optus, Vodafone and TPG at Mt Atkinson Estate?	Service providers lease out the use of the infrastructure directly from Telstra. Council engages mostly with Telstra and have specific site discussions with other service providers.
Submitter: Srini V	
Question Asked of Council	Response
What planning controls are there to prevent developers from selling land without committed delivery dates for local shops, forcing over 7,000 residents to make 30-minute trips for groceries or health appointments?	An Urban Design Framework must be prepared by the developer before the land can be developed. Council is pursuing this with the landowner. There are no planning controls that can require the development of retail floor space before residential development.
Submitter: Srini V	
Question Asked of Council	Response
What are the timelines shared by the developers for any proposed construction for the Major Town Centre (Westfield) and would the construction be stagewise/phased?	Council is not aware of the timeframes for the construction of the development of the town centre as this is dependent on the completion of the Urban Design Framework by the developer.
Submitter: David O'Connor	
Question Asked of Council	Response
There are a number of significant projects contained within the 2024/25 Draft Budget pertaining to Diggers Rest. Would Council please provide more details around the scope of works anticipated within the delivery of these projects?	The preliminary details of the projects budgeted in 2024/25 including project name, description, funding for 2024/25 and the project status are available on Council's website.

Submitter: David O'Connor	
Question Asked of Council	Response
Given the recent announcement by the State Government to prioritise the delivery of the Interstate Freight Terminal at Beveridge, what challenges does this now present for Council with respect to the objectives of the Draft Melton Employment and Industrial Land Strategy?	<p>Council officers are of the understanding that the Western Interstate Freight Terminal (known as the WIFT) remains a long-term priority for the Victorian Government to be developed when capacity is required.</p> <p>The Melton Employment and Industrial Land Strategy details the WIFT as a long-term project. When the WIFT is delivered, the scale and timing of demand for industrial land is likely to expand.</p>
Submitter: Matthew Pearse	
Question Asked of Council	Response
Will the City of Melton be hosting a separate information session for potential candidates like Wyndham Council ahead of the local council elections this October?	There are currently no plans to host a separate session. Melton Council is working with the Municipal Association of Victoria and the Victorian Electoral Commission to ensure candidates in Melton have access to election information they may require.
Submitter: Matthew Pearse	
Question Asked of Council	Response
As the Thornhill Park, Rockbank and Mt Cottrell catchment is the fastest growing corridor in Australia for the last 3 years, will the City of Melton write to Gabrielle Williams MP and Steve McGhie MP to a community forum where residents can explain the urgent need of a bus route in Thornhill park?	<p>A new bus service for Thornhill Park formed part of Council's submission for the 2024/25 Victorian Budget.</p> <p>In April and May this year Council also wrote to all relevant Ministers and local Members of Parliament outlining Council's advocacy priorities, including the need for improved bus services and a bus service for Thornhill Park.</p> <p>Council encourages the community to also engage with Local Members of Parliament and the Minister for Public Transport to advocate for improved bus services.</p>

Submitter: Jordon Mizzi	
Question Asked of Council	Response
Can you please list the location, date, outcome, and construction status of all planning permit applications for petrol stations in Melton for the past 10 years?	<p>To respond to this question, we need to conduct a search of the past 10 years.</p> <p>On completion of this search, a response will be provided directly to the submitter and a copy of the response included in responses to all questions published on Council's website.</p>
Submitter: Jordon Mizzi	
Question Asked of Council	Response
Can the council please investigate the roadblocks preventing independent petrol stations from operating in Melton, what the council can do to remove these obstacles, and any other advocacy efforts to encourage an independent operator to open in Melton?	<p>The location of independent service stations is market driven. Planning provisions apply equally to independent and non-independent petrol station providers.</p> <p>As per any development opportunity, Council is available to work proactively with operators.</p>

9. PRESENTATION OF STAFF REPORTS

12.1 ADOPTION OF MELTON CITY COUNCIL BUDGET 2024/2025

Author: Natalie Marino - Manager Finance

Presenter: Peter Leersen - Director Organisational Performance

Cr Vandenberg departed the Chamber at 7:34pm.

PURPOSE OF REPORT

To endorse the proposed 2024/25 Council Budget.

RECOMMENDATION:

That Council, in accordance with Section 94 of the *Local Government Act 2020*, adopt the proposed budget for 2024/25 having considered the details of the 2024/25 recurrent and capital budget appended to this report, which includes;

- Section 1 – Link to the Integrated Planning and Reporting Framework
- Section 2 – Services and service performance indicators
- Section 3 – Financial Statements
- Section 4 – Notes to the financial statements
- Section 5 – Financial performance indicators
- Section 6 – Schedule of fees and charges

Motion

Crs Shannon/Abboushi.

That Council, in accordance with Section 94 of the *Local Government Act 2020*, adopt the proposed budget for 2024/25 having considered the details of the 2024/25 recurrent and capital budget appended to this report, which includes;

- Section 1 – Link to the Integrated Planning and Reporting Framework
- Section 2 – Services and service performance indicators
- Section 3 – Financial Statements
- Section 4 – Notes to the financial statements
- Section 5 – Financial performance indicators
- Section 6 – Schedule of fees and charges

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon and Turner

Against: Nil

Abstained: Nil

CARRIED

REPORT

1. Executive Summary

Melton City Council's proposed budget for 2024/25 has been prepared with consideration of the community vision and the objectives as set out in the Council and Wellbeing Plan 2021-2025 and in accordance with Council's 10 Year Financial Plan and legislative obligations.

It seeks to add, enhance, improve and maintain infrastructure within the Melton municipality as well as deliver projects and services that are valued and needed by our community. The community has had an opportunity to make budget submissions at the commencement of the budget preparation process in November 2023. The proposed budget is presented following extensive internal review in consultation with officers and Councillors.

2. Background/Issues

Council commenced the budget preparation process for 2024/25 in November 2023. The budget has been prepared in line with the 10 Year Financial Plan and gives consideration to the growing needs of the community, service delivery demands, and initiatives put forward by the community and Councillors.

The *Local Government Act 2020* ('the Act') requires that Council prepare a budget for each financial year, and that the budget contains the following information:

- Financial statements in the form and containing the information required by the regulations
- A description of the services and initiatives to be funded in the budget
- A statement as to how the services and initiatives will contribute to achieving the strategic objectives specified in the Council Plan
- Major initiatives to be undertaken during the financial year
- For services to be funded in the budget, the prescribed indicators of service performance that are required to be reported against in the performance statement
- The amount which Council intends to raise by general rates, municipal charges, service rates and service charges
- Whether the general rates will be raised by uniform rate or differential rate and information required relating to differential rates; and
- Any other information required by the regulations.

Appendix 1 is a full copy of the 2024/25 Council Budget document and includes the proposed schedule of fees and charges.

In preparing the budget, Council has taken into consideration the proposed rates increase, operating costs and capital projects and provides detailed information with regard to the major impacts for 2024/25. It also provides details about Council's financial management principles to ensure a financially sustainable future.

Council has revalued all properties in the Melton municipality in accordance with its statutory obligations. The value of all properties within the Melton municipality has increased by 1.16% based on the Valuer General data.

The Victorian Government established the Fair Go Rates System (FGRS), which is a framework limiting the maximum amount councils may increase rates in a year without seeking additional approval. The Minister for Local Government set a rate cap of 2.75% for all Councils for the 2024/25 year. Officers sought the full rate cap of 2.75%, with Council approving a 2.75% increase which has been applied across all classes of properties.

This budget has been prepared with the 2.75% rate cap in expanding its facilities while continuing to deliver high quality services to the community.

Council's total revenue from general rates and charges revenue will increase to \$192.3 million. This level of rate income will ensure Council is able to continue to deliver a high level of services and infrastructure to the community as well as assist in delivering a capital works program of \$223.1 million which will enable Council to respond to the growth in demand across the municipality.

The budget contains operating income of \$632.5 million and operating expenditure of \$262.3 million in 2024/25, generating an operating surplus of \$370.2 million, which is a decrease of \$13.4 million over the forecast result for 2023/24 predominantly due to a reduction in developer contributions.

This operating surplus includes \$335.5 million in developer contributions, capital grant revenue and net gains on assets that are common in a growth Council which are received in the current financial year to build future facilities like childcare & community centres, roads, ovals, parks and open spaces. Most of this money can only be used for these purposes.

The adjusted operating surplus for 2024/25 is budgeted to be \$34.8 million once developer contributions, capital grants and net gains on assets are excluded. This is a measure of financial sustainability and shows steady improvement over the four financial years from 2024/25 to 2027/28 inclusive.

Key elements of the 2024/25 Council Budget include:

- The average general rate and municipal charge will increase for 2024/25 by 2.75%, in line with the rate cap of 2.75% set by the Victorian Government.
- This will equate to an average rate increase for Melton City Council residents of around \$0.94 per week, with nearly half of all households seeing an increase less than that.
- Fees and charges have generally been increased by 2-3% or based on full cost recovery. Some fees are fixed by legislation while others are set on a user pays basis.
- An increase of \$90 pensioner rebate will be available to eligible property owners.
- Additional resources have been included to support and care for ratepayers needing financial assistance.
- The net cost of services delivered to the community in 2024/25 year is expected to be \$205.4 million. Council will continue to work with the community over the coming years to align community priorities and expectations with Council's service delivery model.
- A total of 16 community submissions were received with Council proposing to fund or partially fund 10 submissions. Projects range from recreation reserve infrastructure improvements, facility upgrades for sporting clubs and community groups, park upgrades and support for community events.
- A thorough infrastructure needs analysis process has occurred which identified a number of key projects to be progressed or delivered in 2024/25. As a result of Council's strong financial position, \$223.1 million has been budgeted towards our planned capital works program of which \$35.9 million relates to projects that will be carried forward from the 2023/24 financial year. The carried forward component is fully funded from the 2023/24 Budget.
- The planned capital works program equates to an average of \$2,518 per ratepayer to build these important community assets like childcare centres, ovals, parks, open spaces and roads.

- Key highlights of the capital works program to be delivered, or commenced in the coming year include:
 - ✓ \$72.4 million in road and bridge infrastructure and renewals
 - ✓ \$61.5 million in recreational, leisure & community facilities and renewals
 - ✓ \$47.6 million in building improvements and renewals
 - ✓ \$13.1 million in footpaths and cycleways
 - ✓ \$6.6 million in parks, open space and streetscapes and renewals
 - ✓ \$5.0 million in plant and equipment and \$0.9 million in drainage
 - ✓ \$2.8 million in traffic management devices like roundabouts and signalised intersections.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

6.3 An organisation that demonstrates excellence in civic leadership and governance.

6.3.1 Maintain a high level of transparent, accountable, unbiased and representative governance.

4. Financial Considerations

The costs associated with preparing the 2024/25 Municipal Budget, including the associated advertising and community engagement have been provided for in the current financial year budget.

With property revaluations occurring annually, the amount of the rate increase will not be consistent across all properties with some properties experiencing varying levels of capital appreciation/depreciation whilst others have remained with little change.

The overall value of all properties within the Melton municipality has increased by 1.16% based on the Valuer General data.

5. Consultation/Public Submissions

Council's annual budget engagement process for preparation of the 2024/25 Draft Council Budget commenced in November 2023 inviting community members and community groups to make a budget submission to help inform the framing of the budget and associated capital works program. This opportunity was promoted through multiple mediums including City of Melton Conversations online engagement portal and was also promoted via social media, newspaper advertisements, Council's website and through Council community email networks. The opportunity for community submissions was open from Monday 22 November 2023 to Friday 16 December 2023.

Two budget drop-in sessions were held within this time to give the community the opportunity to ask questions about the process and discuss ideas with Councillors and Council officers.

In total 16 submissions were received from individuals, community groups and sporting clubs. The opportunity for each submitter to present to Council was provided on 15 February 2024, with 12 submitters presenting. These presentations took place at the commencement of the budget process rather than historically at the end. This enabled early consideration of initiatives as part of the preparation of the budget presented with this report.

Council adopted the Draft Council Budget in principle on 22 April 2024 for the purpose of community feedback for 14 days where the community could comment prior to Council consideration and adoption at the 24 June 2024 Council meeting.

During this time, Council received 851 views and 668 visitors to the Melton Conversations Page with 49 community members providing a contribution relating to the Draft Council Budget which was shared and discussed by Officers and Councillors at the Briefing of Councillors on 3 June 2024.

6. Risk Analysis

Council's process of preparing and endorsing the 2024/25 Budget is in accordance with Section 96 of the *Local Government Act 2020*.

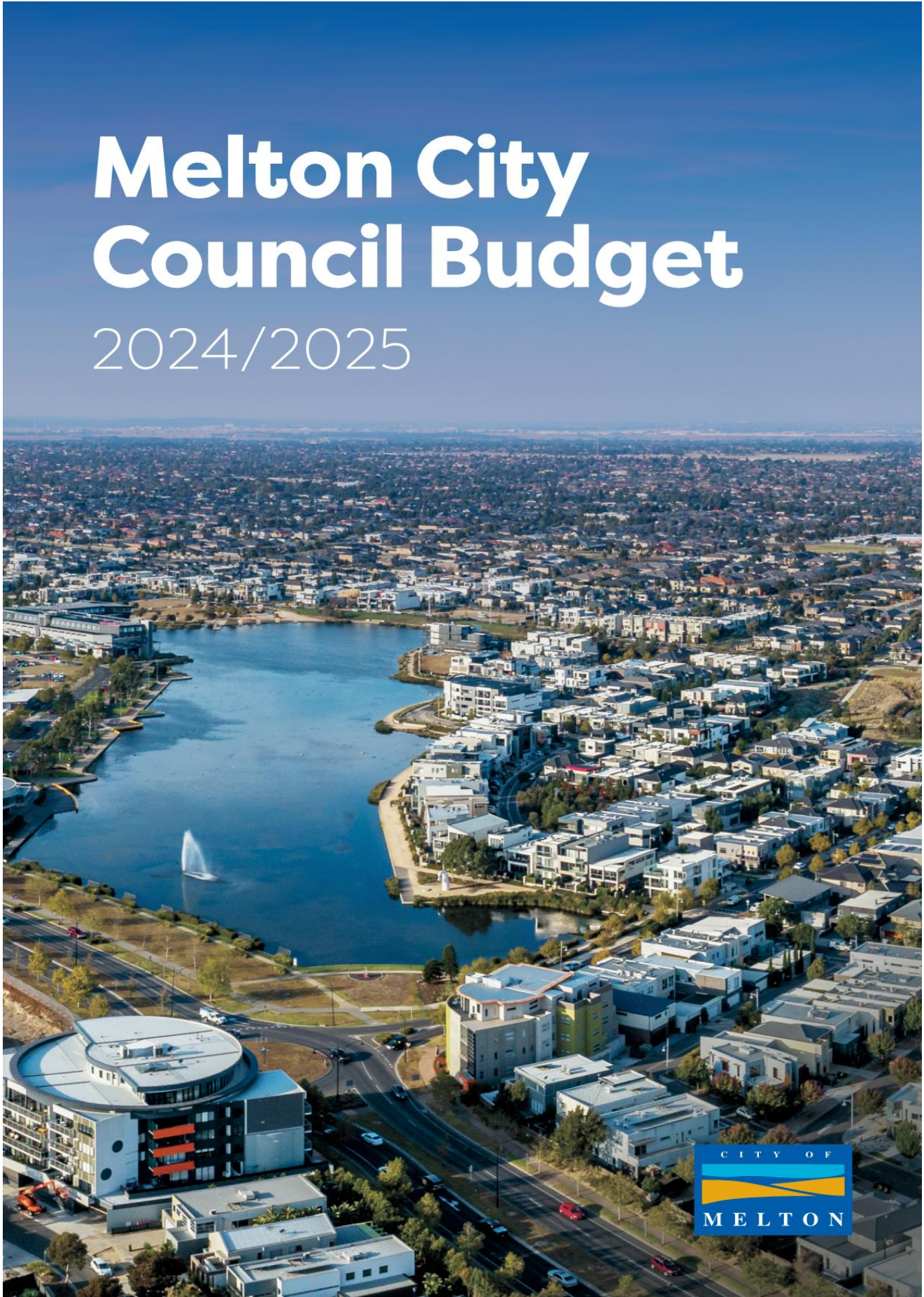
7. Options

Council must adopt a budget by 30 June 2024 as it is a legislative requirement under section 94 of the *Local Government Act 2020*.

LIST OF APPENDICES

1. Council Budget 2024-25

Melton City Council Budget 2024/2025



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Disclaimer

The information contained in this document is for general guidance only. It is not professional advice and should not be used, relied upon or treated as a substitute for specific professional advice. Given the changing nature of laws, rules and regulations, and the inherent hazards of electronic communication, there may be delays, omissions or inaccuracies in information contained in this document.

The model budget, including financial statements, has been prepared in accordance with the requirements of the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020*. While every effort has been made to ensure that the information contained in this document has been accurate and complies with relevant Victorian legislation, each Council remains responsible to ensure that the budget they prepare is compliant with all statutory requirements.

Mayor's Foreword



On behalf of Melton City Council, it's a pleasure to present our 2024/25 Budget.

Council is committed to delivering the high-quality infrastructure, programs, services and facilities that our community deserves.

The City of Melton is one of Australia's fastest growing municipalities. That brings with it many benefits, but it also brings challenges and cost pressures. This budget recognises that and responds to the many opportunities presented by such rapid growth.

Community is at the heart of everything we do. This is even more so during these challenging economic times when cost of living pressures affect every aspect of our residents' lives and have a major impact on the delivery of projects and services.

Our budget is a blueprint for the delivery of the essential services, programs and infrastructure that play a critical role in building a healthy, sustainable, liveable and connected community. It empowers us to build a vibrant and prosperous future for our community and make this a City where our residents want to live, work and raise a family.

It demonstrates Council's continued commitment to responsible and responsive governance. As such, it has been framed around a rate increase of 2.75 per cent, which is in line with the State Government's rate cap amount for this financial year.

This budget has the balance right. It shows we are a sustainable Council that will deliver high-quality services, programs and facilities that meet your needs and expectations and invest in new and renewal infrastructure projects.

This is the final budget we will deliver for this Council term. We have achieved an enormous amount over the past four years, but we know there is much more to do.

In the upcoming financial year, our Capital Works Budget will total \$223.1 million and include roads (\$70.7 million); recreational, leisure and community facilities (\$61.5 million); footpaths and cycleways (\$13.1 million); bridges (\$1.7 million); library books (\$558,000); street tree planting programs (\$500,000); and park upgrades, open space and streetscape improvements (\$6.5 million).

These projects have been made possible by Council's grant funding success, revenue stream diversification, contributions from developers, debt reduction and forward planning.

Highlights of the 2024/25 capital works program include:

- \$17.8 million for Mt Atkinson East Sports Reserve
- \$11.9 million to complete the upgrade of Bulmans Road, Melton West
- \$7.8 million to complete the signalised intersection at Caroline Springs Boulevard and Rockbank Middle Road, Caroline Springs

- \$9.7 million to finalise design and commence early work on the Plumpton Aquatic and Leisure Centre
- \$10.6 million for construction of the Bridge Road Community Hub
- \$14.6 million for Plumpton Children's Centre and Neighbourhood House
- \$8.3 million for the Weir Views Children's and Community Centre
- \$6.2 million for the upgrade of Troups Road South, Mount Cottrell (Stage 2)
- \$4.5 million to complete the road duplication of Hume Drive, Taylors Hill, between Calder Park Drive and Gourlay Road
- \$5.3 million to duplicate Taylors Road, from Gourlay Rd to Westwood Drive, Caroline Springs
- \$8.3 million for Aintree Children's and Community Centre
- \$5.3 million for the Cobblebank Community Services Hub
- \$5.1 million for MacPherson Park rugby facility (Stage 3)
- \$3.8 million for Rockbank North Sports Reserve

Council has focused on strengthening our community by maintaining and upgrading existing assets, as well as preparing our City for the future with new infrastructure to support an increase in development and population growth.

This Budget was formed after listening to our residents and incorporating your feedback. It includes funds for 10 projects highlighted by the community, including improvements to local parks and sports ground facilities, and support for community activities and events.

I'd like to extend my personal thanks to all the residents and community groups who shared their ideas and visions for the City. Your insight has been invaluable and has enabled us to prepare a budget that's not only fair and equitable, but also strives to achieve the timely delivery of infrastructure, programs and services for our community.

Together, we are continuing to build a thriving city and a community that we can all be proud of. I am thrilled to present a balanced and responsible budget that truly represents the needs and values of our residents now and in the future.

Cr Kathy Majdlik
Mayor, City of Melton

CEO's Introduction

Executive Summary



We have another exciting year ahead in delivering on the commitments of our Melton City Council 2024/25 Budget.

Thank you to everyone involved in preparing the budget over many months including team Melton - the employees of Council, our Councillors, and our community that made submissions or provided feedback.

This budget will continue the delivery of our Long-Term Community Vision *Melton City 2041 - The City We Create*, our Council and Wellbeing Plan 2021-2025 vision and priorities, and our 10 Year Financial Plan.

We have an ambitious capital works program totalling \$223.1 million. There will be a big focus on completing projects already underway, as well planning new projects for future years for our fast-growing City.

With many of our residents interested in accessing information online we have created an interactive website for our residents to search their neighbourhood areas to see what projects will be delivered.

Our workforce provides more than 100 services to our community, and this budget includes investment in our workplace to continue to provide these services to our fast-growing community at standards to support customer expectations.

We know the cost-of-living pressures are challenging for some of our residents and we are adding to our customer care programs to support people in genuine hardship.

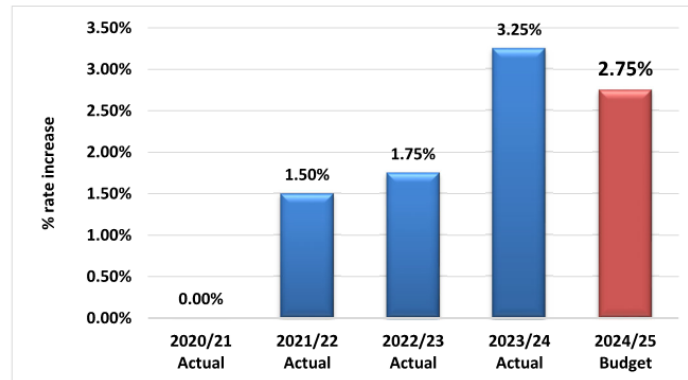
As Australia's fastest-growing Council area, we have many developers building new housing and business areas. Developers are required to contribute money to Council which we must spend in development areas on childcare centres, ovals, parks, open spaces, and roads.

As these developer contributions are not enough to pay the full cost of these facilities our Council is committed to looking at alternative revenue streams that do not rely on customer rates. We also continue to identify operational efficiency savings.

Our team looks forward to working with the community to deliver on the commitments of this budget for our wonderful, diverse City.

Roslyn Wai
CEO

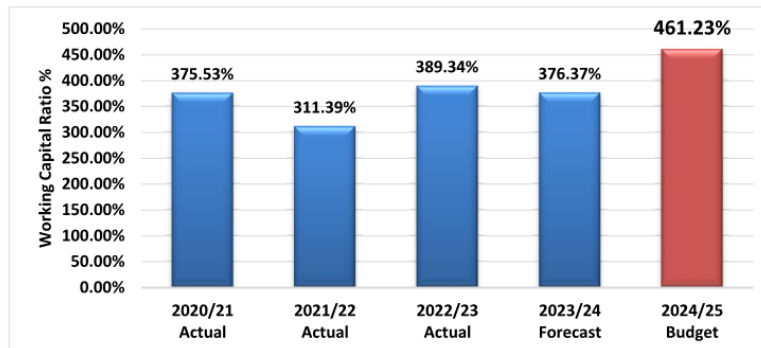
1. Rates



Total revenue from rates and charges is projected to be \$192.25 million. The 2024/25 Council budget includes a 2.75% rate increase which is in line with the Victorian Government's Fair Go Rates System (FGRS) which caps rate increases by Victorian councils. (see sec 4.1.1 for further information on the application of the FGRS).

This rate increase will go towards maintaining service levels, meeting the cost of several internal and external influences affecting the operating Budget and towards capital works to address the asset renewal needs of the municipality. It is important to note that the actual rate increases experienced by individual ratepayers may differ from the 2.75% increase due to revaluations. Rate increases are impacted by the average rate increase (2.75%) as well as property valuation increases (or decreases) of individual properties relative to the average across the municipality.

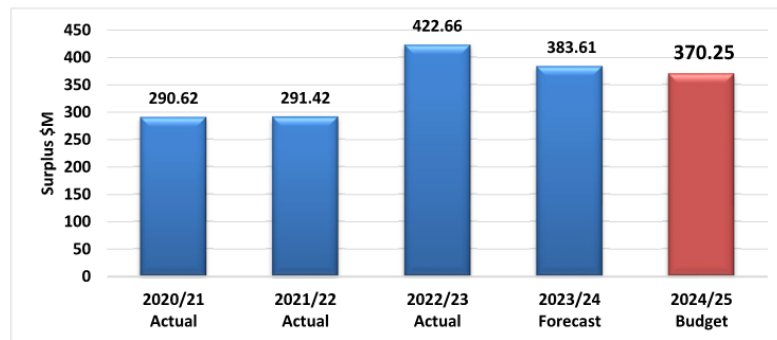
2. Working Capital



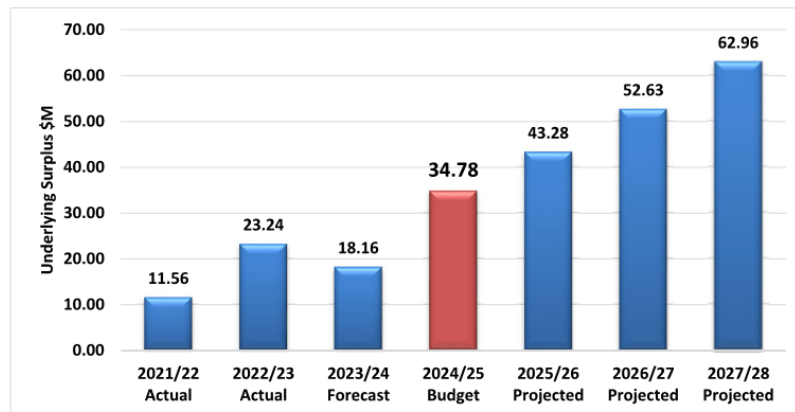
The budget working capital ratio (net current assets) is projected to be 461.23% for 2024/25 that reflects a healthy cash position.

As Australia's fastest-growing community, it is important to note that Council receives significant income and assets from developer contributions that contribute to our surplus and cash position.

These developer funds can only be used for future capital infrastructure projects within respective development areas like child care centres, ovals, parks, open spaces and roads.

3. Operating Result

The expected operating result for the 2024/25 year is a surplus of \$370.25 million, which is a small decrease of \$13.36 million over the forecast result for 2023/24 predominantly due to the volatility associated with developer contributions from year to year.

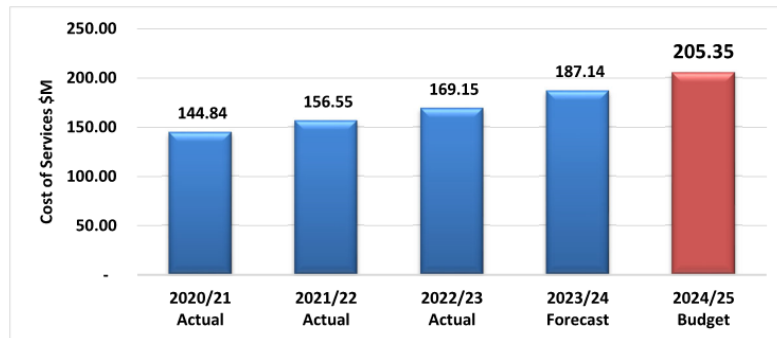
4. Financial Sustainability

A budget has been prepared for the four-year period ending 30 June 2028. The budget is in turn set within the Financial Plan to assist Council to adopt a budget within a longer-term financial framework. The key objective of the Financial Plan is financial sustainability in the medium to long term, while still achieving the Council's strategic objectives.

The adjusted underlying result, which is a measure of financial sustainability, shows steady improvement over the four financial years from 2024/25 to 2027/28 inclusive.

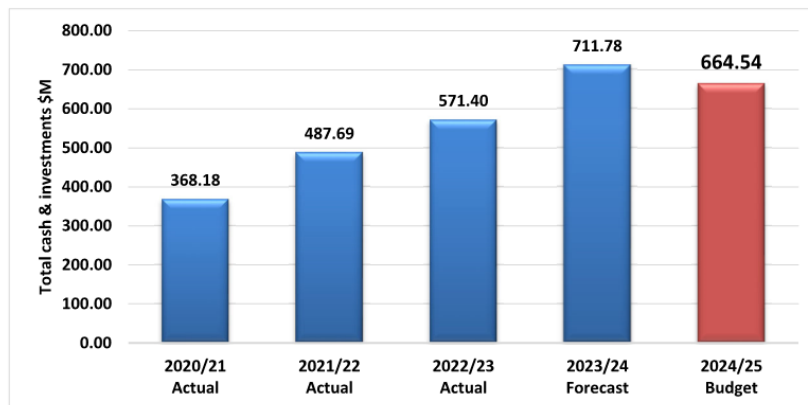
Council will continue to work with the community to:

- Review and prioritise the services that we provide;
- Determine the level of service that can be afforded;
- Determine which assets are required to undertake the prioritised services;
- Determine any surplus assets that can be decommissioned or rationalised; and
- Determine where staffing resources may need to be realigned to deliver prioritised services.

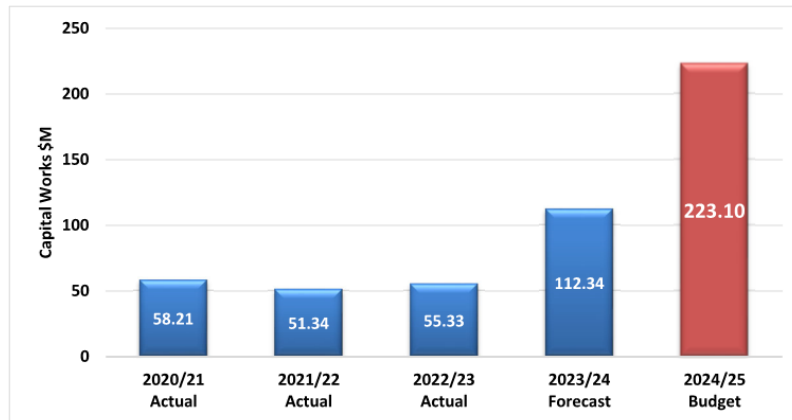
5. Services

The cost of services delivered to the community in the 2024/25 year is expected to be \$205.35 million which shows an increase of \$18.20 million over the forecast cost for 2023/24. Council will continue to work with the community over the coming years to align community priorities and expectations with Council's service delivery model. This needs to be set within a financially sustainable framework.

Further detail in relation to the cost of Council's services can be found in section 2 of this document.

6. Cash and Investments

Cash and investments are expected to decrease by \$47.24 million during the year to \$664.54 million as at 30 June 2025. The decrease is a consequence of a decrease in cash relating to monetary contributions from developers. The budgeted levels of cash are in line with Council's projections and the need to fund ongoing service delivery and invest in new infrastructure particularly in the growth regions of the municipality.

7. Capital Works

The capital works program for the 2024/25 year is expected to be \$223.1 million of which \$35.96 million relates to projects which will be carried forward from the prior 2023/24 year. The carried forward component is fully funded from the 2023/24 Budget. The \$223.1 million capital works program is funded by:

- \$28.24 million from grants;
- \$52.19 million from developer contributions and other reserves; and
- \$142.66 million from Council operations.

The increase in capital expenditure for 2024/25 is mainly due to \$151.10 million of projects that are continuing to be delivered over multiple years. Please refer to section 4.5 for the entire listing of the 2024/25 capital works program.

Budget Influences

This section sets out the key budget influences arising from the external environment within which Council operates.

External Influences

The four years represented within the Budget are 2024/25 to 2027/28. In preparing the 2024/25 budget, several external influences have been taken into consideration. These are outlined below:

- **Location** – The Western Highway, an important national freight route runs through the City. The City of Melton is within a comfortable driving distance north-west of the Melbourne Central Business District (CBD). The Melton Township comprises the suburbs of Melton, Melton West, Harkness, Melton South, Kurunjang and Brookfield and is centred on the Melton major activity centre, around 35 kilometres north-west of the Melbourne CBD. The City of Melton's eastern corridor is centred on the major activity centre of Caroline Springs, approximately 19 kilometres north-west of the Melbourne CBD. The eastern corridor includes the suburbs of Burnside, Burnside Heights, Caroline Springs, Diggers Rest, Hillside and Taylors Hill.
- **Population Growth** – The City of Melton is now the fastest-growing area in Australia with an annual population growth of 6.42 per cent. According to Forecast.id, the City of Melton population forecast for 2024 is 217,242, and is forecast to grow to 440,142 by 2051.
- **Defined Benefit Superannuation** – Council has an ongoing obligation to fund any investment shortfalls in the Defined Benefits Scheme. The amount and timing of any liability is dependent on the global investment market. At present the actuarial ratios are at a level that additional calls from Local Government are not expected in the next 12 months.
- **Superannuation Guarantee** – In 2020 the Federal Government implemented policy to 'progressively' increase the Superannuation Guarantee (the minimum an employer must pay an employee in Superannuation payments), from 9.5% where it had sat since 2015, to 12% in 2026 (by increments of 0.5% each year). Accordingly, our proposed 2024/25 budget incorporates a Superannuation Guarantee charge of 11.5% which will then increase to 12% in 2025/26.
- **Financial Assistance Grants** – The largest source of government funding to Council is through the annual Victorian Local Government Grants Commission allocation. The overall state allocation is determined by the Federal Financial Assistance Grant. Core financial assistance grants provided to councils by the main tax collection agency – the Commonwealth Government – have declined over the years, while GST revenue has continued to rise.
- **Capital Grant Funding** – Capital grant opportunities arise continually and play a vital role in funding infrastructure growth required to meet our growing demographic.
- **Cost Shifting** - This occurs where Local Government continues to provide the same service level to the community on behalf of the State and/or Federal Government. Over time, the funds received by Local Governments' do not increase in line with real cost increases, such as school crossing, Material Child Health or library services, resulting in a further reliance on rate revenue to fund the gap to meet these service delivery expectations. For example, in 1975, public libraries were funded 50:50 by State and local government. Victorian Government funding has since declined to just 17 per cent of public library operating costs, with councils now contributing 83 per cent of the total cost. This is equal to \$73 million paid annually by councils to cover the State's funding shortfall.
- **Enterprise Agreement** – Council has entered into a new Enterprise Agreement in 2023 being a four-year Agreement from 1 July 2022 – 30 June 2026 comprising an increase of 4% on July 2022 (backdated), then 3% annually to 2025. The employee value proposition also included five weeks annual leave as an important employee attraction entitlement. These have been included in the budgeted employee costs.
- **Rate Capping** – The Victorian State Government continues with a cap on rate increases. The cap for 2024/25 has been set at 2.75% down from 3.50% in 2023/24 even though current economic forecasts indicate CPI running at approximately 4%.
- **Supplementary Rates** – Supplementary rates are additional rates received after the budget is adopted each year, for the part of the year when a property value increases in value (eg. due to improvements made or change in land class), or new residents become assessable. Importantly, supplementary rates recognises that new residents require services on the day they move into the Council and Council is committed to providing these. Supplementary rates income is based on historical and forecast data and is set at anticipated levels.
- **Waste Disposal Costs** – The Environment Protection Authority (EPA) regulation has a sustained impact on Council with regards to compliance with existing and past landfills sites. Waste disposal costs are also impacted by industry changes such as increasing EPA landfill levies and negotiation of contracts eg. recycling, sorting and acceptance.
- **Development Contributions** – Being closely linked to the current and projected growth in our population referred to above, 'development contributions income' plays an intrinsic part in sustaining this growth by way of investment in infrastructure and community services. This is also dependant on land sales and the desire of developers to construct new developments within the municipality.

Internal Influences

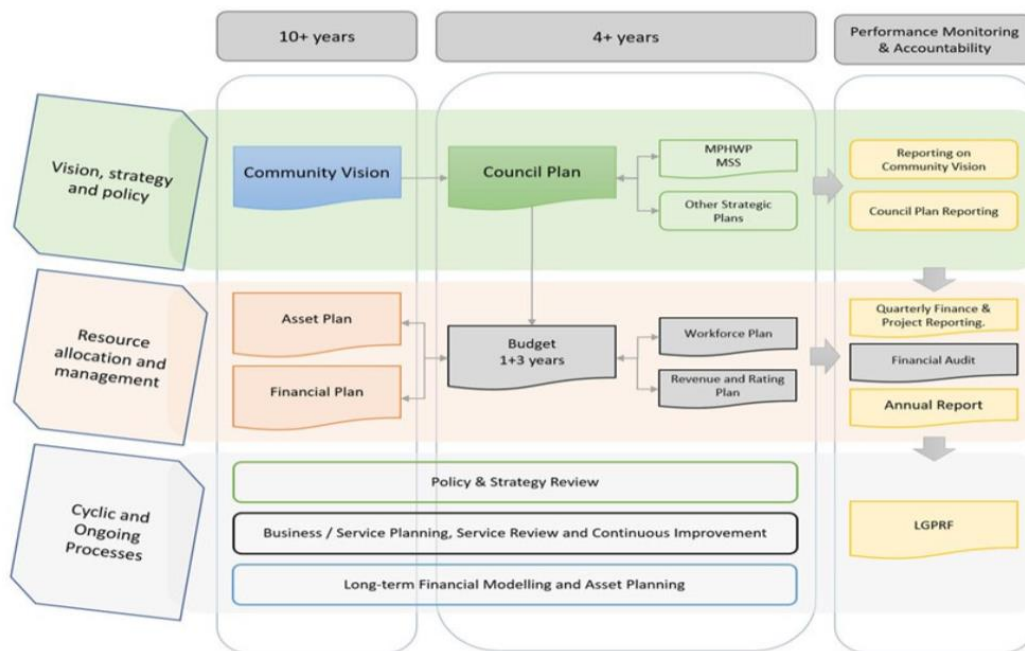
- **Business Transformation** – Council has embarked on an organisation-wide continuous improvement across four themes in our workplace Transformation Plan. The themes are People, Customer, Technology and Growth. Our People, Customer and Technology themes are something most of us understand. Our Growth theme, however, is about advancing our organisation and workplace sustainability. The business transformation is underway, and the implementation of the service planning reviews have focused on:
 - Resource levels to maintain and improve services
 - Resources to fill gaps in current service delivery identified through the plans
 - Opportunities for operating efficiencies
 - An increasing demand from the community to address ageing infrastructure, improve the appearance of town centres and enhance parks, playgrounds and sporting facilities
 - Tactical upgrades of key business systems to support the organisation while the longer term enterprise systems are procured, planned and implemented.
- **Adjusted Underlying Result** – Council's underlying result is impacted by the rate cap and the continued growth in servicing the community. Surplus funds from operations ensures Council has the financial capacity to invest in long term Council assets.
- **Cash** – Council has cash holdings at a sustainable level and will remain conscious of holding adequate funds to cover reserves, trusts and working capital. This in turn will generate additional interest income to benefit the community.
- **Working Capital** – Council requires a certain level of cash to be able to meet its daily obligations (working capital) in times of low income and high expenditure. The 2024/25 cash levels are adequate in ensuring Council covers short-term obligations.

1. Link to the Integrated Strategic Planning and Reporting Framework

This section describes how the Budget links to the achievement of the Community Vision and Council Plan within an overall integrated strategic planning and reporting framework. This framework guides the Council in identifying community needs and aspirations over the long term (Community Vision and Financial Plan), medium term (Council Plan, Workforce Plan, and Revenue and Rating Plan) and short term (Budget) and then holding itself accountable (Annual Report).

1.1 Legislative planning and accountability framework

The Budget is a rolling four-year plan that outlines the financial and non-financial resources that Council requires to achieve the strategic objectives described in the Council Plan. The diagram below depicts the integrated strategic planning and reporting framework that applies to local government in Victoria. At each stage of the integrated strategic planning and reporting framework there are opportunities for community and stakeholder input. This is important to ensure transparency and accountability to both residents and ratepayers.



Source: Department of Jobs, Precincts and Regions

The timing of each component of the integrated strategic planning and reporting framework is critical to the successful achievement of the planned outcomes.

1.1.2 Key planning considerations

Service level planning

Although councils have a legal obligation to provide some services - such as animal management, local roads, food safety and statutory planning - most council services are not legally mandated, including some services closely associated with councils, such as libraries, building permits and sporting facilities. Further, over time, the needs and expectations of communities can change. Therefore councils need to have robust processes for service planning and review to ensure all services continue to provide value for money and are in line with community expectations. In doing so, councils should engage with communities to determine how to prioritise resources and balance service provision against other responsibilities such as asset maintenance and capital works.

Community consultation needs to be in line with a council's adopted Community Engagement Policy and Public Transparency Policy.

1.2 Our purpose

Our Vision

A Thriving Community Where Everyone Belongs

Our mission

Support the growth, wellbeing and aspirations of our community through leadership, excellence and inclusion.

Our values

Motivate

We are motivated by:

- Our essential responsibility to strive and to deliver the best possible outcomes for community.
- Creativity, innovation and co-design approaches, with people at the heart of everything we do.
- Our commitment to continuous improvement.
- Our ability to maximise our time and resources.
- The pride we take in our work and the quality of our outcomes.

Empower

We are empowered to:

- Involve others in solving problems, making decisions, and celebrate success.
- Encourage and recognise the contributions of others.
- Build capacity of staff and community.
- Take responsibility and be accountable for our decisions and actions.
- Be curious, think differently and try new things.

Lead

We lead by:

- Demonstrating our Vibrant MELTON Values.
- Embracing challenges and seeking to understand the drivers of future change.
- Encouraging creativity, innovation, design thinking and continuous improvement.
- Welcoming new ideas and ways of working from all levels of the organisation and community.

Trust

We build trust by:

- Demonstrating kindness, respecting all people and valuing differences.
- Learning from others' experiences and perspectives.
- Dealing with others fairly and equitably by actively listening and responding appropriately.
- Taking responsibility to follow through on the commitments we make.

Open

We demonstrate openness and integrity by:

- Creating an environment that fosters honest communication.
- Collaborating with community and partners to achieve outcomes.
- Developing clear plans, policies and procedures and consistently applying them.
- Being transparent, accessible and providing relevant and timely feedback.

Nurture

We nurture by:

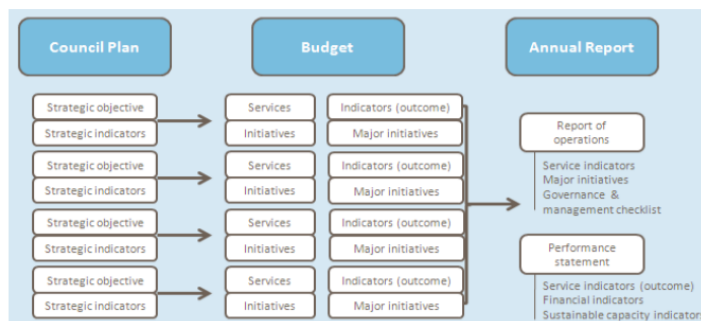
- Supporting growth and learning to achieve organisational and community goals.
- Being responsible for the way we treat others, and the natural environment.
- Encouraging a sense of belonging by sharing knowledge and actively supporting colleagues and community.
- Enriching the wellbeing and needs of current and future communities.
- Recognising people and projects that exceed expectations, celebrating achievements individually and together.

1.3 Strategic objectives

Strategic Objective	Description
Strategic Objective 1 A safe City that is socially and culturally connected - a diverse, equitable, safe and connected City that people are proud to be a part of.	Our community is at the heart of everything we do. Council is committed to supporting a diverse, equitable and connected community that people are proud to be a part of. Our community has told us they value a sense of belonging, want to feel safe in their homes and neighbourhoods, and want opportunities to come together. A safe City that is socially and culturally connected is created through local leadership, strong partnerships, accessible services, tailored programs and welcoming places that promote community health and wellbeing.
Strategic Objective 2 A vibrant and healthy natural and built environment.	Council is committed to protecting and enhancing the City's natural environment - its grasslands, forests, waterways, flora and fauna. People in our City have told us that the bushfires in early 2020 refined their focus on global warming and renewed their commitment to environmental sustainability whilst heightening their awareness of our community's vulnerability to climate change. They also recognise the health and wellbeing benefits of having close access to green open space, especially on their mental wellbeing during the COVID-19 pandemic. A whole-of-community commitment is required to combat climate change to ensure a thriving natural environment for current and future generations.
Strategic Objective 3 A fast growing, innovative and well-planned City - a City where growth and development occur in a strategic, fair and sustainable way.	Council is committed to ensuring that the growth and development of our City occurs in a strategic, fair and sustainable way. Our community has told us that they want well-planned neighbourhoods that promote walking and cycling, efficient public transport and a free-flowing road network. They want public spaces that foster connection as well as a state-of-the-art hospital, and local health and community services. Council will partner with and advocate to service providers and all tiers of government to work towards achieving this.
Strategic Objective 4 A City that promotes greater education and employment - A City rich in local employment and education opportunities.	Our community has told us that they want to be known as a learning City, for our pioneering innovation and a place with abundant employment opportunities. Council is committed to advocating for local tertiary education, ensuring that as our community grows there is equitable access to schools and training opportunities, as well as providing lifelong learning programs for all stages of life. In addition to this, Council will work closely with local businesses and invest in attracting new business ventures to enable more residents to be locally employed. We will work in partnership with the community, private sector and all tiers of government to achieve this.
Strategic Objective 5 A community that is actively engaged in the City - a community that embraces volunteering and is encouraged and able to engage with Council.	Council is committed to working in collaboration with our community to better understand and represent their diverse needs. Our community has told us that they want to contribute to the development of Council projects that affect their lives so we will encourage our community to engage with us through accessible and transparent consultation. People in our City have also shared that they want to be actively engaged in the community and want to contribute to making their City great through volunteering.
Strategic Objective 6 A high performing organisation that demonstrates civic leadership and organisational excellence - an innovative, transparent, accountable and sustainable organisation.	Council is committed to providing strategic leadership and striving for innovation, transparency, accountability and sustainability. We will manage the City in a socially responsible way and ensure our services and facilities are efficient and equitable. We will work in partnership with our community, stakeholders and all tiers of government to meet the needs and aspirations of our growing City.

2. Services and service performance indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2024/25 year and how these will contribute to achieving the strategic objectives outlined in the Council Plan. It also describes several initiatives and service performance outcome indicators for key areas of Council's operations. Council is required by legislation to identify major initiatives, initiatives and service performance outcome indicators in the Budget and report against them in their Annual Report to support transparency and accountability. The relationship between these accountability requirements in the Council Plan, the Budget and the Annual Report is shown below



Source: Department of Jobs, Precincts and Regions

2.1 Strategic Objective 1

A safe City that is socially and culturally connected - a diverse, equitable, safe and connected City that people are proud to be a part of.

Services

Service area	Description of services provided		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Community Safety	Community Safety is responsible for the implementation of Council's General Local Laws, including amenity protection, local laws, parking, litter prevention and management of school crossings program. Community Safety are also responsible for building services, environmental health and animal management, including ranger services and management of Council's Pound.	<i>Inc</i> <i>(Exp)</i>	8,148 (8,606)	10,094 (11,172)	9,591 (10,422)
		Surplus / (Deficit)	(457)	(1,079)	(830)
Child, Family and Youth	Provision of services for children 0-25 years and their families. Programs include Child Care services, Kindergarten enrolment, playgroup and children's programs, family parenting programs, preschool field officer program, best start program). The service also facilitates Council's Early Years Partnership committee delivering Melton's Municipal Early Years Plan and the provision of all programs and services related to young people aged 12-25 through the Council Young Communities portfolio.	<i>Inc</i> <i>(Exp)</i>	3,507 (6,114)	3,222 (6,547)	3,385 (6,479)
		Surplus / (Deficit)	(2,607)	(3,326)	(3,094)
Community Care and Active Living	Provision of services and programs for older people, people with a disability and their carers including delivered and centre-based meals, personal care, domestic assistance, community transport property maintenance, community and centre based respite and Men's Shed. Also, includes provision of Integrated Family Support Services and Housing Services that provide homelessness support services and manage Council's affordable housing properties. The service area also facilitates Council's Disability Advisory and Youth Advisory Committees.	<i>Inc</i> <i>(Exp)</i>	5,846 (7,891)	6,519 (8,576)	6,424 (9,194)
		Surplus / (Deficit)	(2,045)	(2,056)	(2,770)
Recreation and Facility Activation	Plans and manages the provision of all community sport, recreation and leisure based (including aquatics) infrastructure across the municipality. The service also provides advice to Council on open space planning, sport development, leisure needs and access to recreation activities. The Business unit provides Council's cafe services and manages the activation and bookings of all community facilities and infrastructure.	<i>Inc</i> <i>(Exp)</i>	2,364 (3,954)	1,866 (3,706)	1,998 (4,354)
		Surplus / (Deficit)	(1,590)	(1,840)	(2,356)
Healthy Connected Communities	Plans, promotes and supports a more inclusive, engaged, healthy, and safe community through a range of community capacity initiatives and programs. This is delivered through the provision of community centre and neighbourhood facilities and programs, social and health policy planning and research, health promotion, community safety, the prevention of violence against women, reconciliation and First Nations community engagement, and culturally and linguistically diverse communities engagement along with community grants and awards programs. Plans and delivers Council's major events (civic and community) program.	<i>Inc</i> <i>(Exp)</i>	656 (6,851)	844 (8,869)	689 (8,953)
		Surplus / (Deficit)	(6,195)	(8,026)	(8,264)
Maternal & Child Health	Provision of all Maternal Child Health Services and programs including Universal and Enhanced MCH services, parental education support services and programs.	<i>Inc</i> <i>(Exp)</i>	4,229 (6,966)	4,125 (7,950)	4,607 (10,434)
		Surplus / (Deficit)	(2,737)	(3,825)	(5,827)

Major Initiatives

- 1) Melton Football Netball Club MacPherson Park Upgrade - shelter structure (Net cost \$250,000)
- 2) Melton Phoenix Football Club - lighting conversion to LEDs at junior pitches (Net cost \$260,000)

Other Initiatives

- 3) Frontier Reserve Aintree Oval 1 and 2 - shelter and storage feasibility (Net cost \$15,000)
- 4) Taylors Hill Recreation Reserve - shelter and seating (Net cost \$100,000)
- 5) Stolen Generation marker - engagement, design and preplanning (Net cost \$126,500)
- 6) Extension of Melton Pound Sat & Sun opening hours from 9.30am-11.00am and 3.00pm - 4.30pm - one year trial (Net cost \$85,000)
- 7) Provisional sum for a feasibility study for an Aboriginal Controlled Community Hub within the city of Melton subject to a separate Council Report with decision of Council (Net cost \$80,000)
- 8) Mountain Bike and BMX Facility Strategy (Net cost \$60,000)
- 9) Djirra's Melton Creative Art Studio and Workshop Space - Support 50% of requested value to be issued under funding agreement (Net cost \$15,000)
- 10) Caroline Springs Carols By Candlelight (Net cost \$40,000)
- 11) Arnolds Creek Reserve - electronic scoreboard (Net cost \$80,000)
- 12) Frontier Reserve Aintree Oval 1 - electronic scoreboard (Net cost \$80,000)
- 13) Frontier Recreation Reserve Turf wickets - design only (Net cost \$30,000)
- 14) Caroline Springs precinct feasibility (Net cost \$60,000)
- 15) Melton South Community Centre - storage unit for centre and the food bank (Net cost \$3,000)
- 16) Melton Weir Parkland strategy outcomes (Net cost \$85,000)

Service Performance Outcome Indicators

Service	Indicator
Maternal and Child Health(MCH)*	Participation
Aquatic Facilities*	Participation
Animal Management*	Health and Safety
Food Safety*	Health and Safety

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

2.2 Strategic Objective 2*A vibrant and healthy natural and built environment.***Services**

Service area	Description of services provided		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Operations	Operations are responsible for the maintenance of the City's assets, including Council's roads, footpaths, drainage, parks, open spaces, sportsgrounds, trees and responsible for Council's waste and recycling services. Operations also coordinate Council's municipal emergency management arrangements (planning, preparedness and recovery) and organisational business continuity planning.	<i>Inc</i>	1,250	850	1,192
		<i>(Exp)</i>	(68,989)	(76,944)	(81,249)
		Surplus / (Deficit)	(67,739)	(76,094)	(80,056)
City Environment and Sustainability	Provision of environmental planning and administering Council's Environmental Enhancement Program. Creating, maintaining and implementing council's environment, climate change, sustainability and integrated water management policies and plans. Delivery of Council's environmental outreach activities to the community.	<i>Inc</i>	168	-	-
		<i>(Exp)</i>	(1,164)	(1,754)	(1,916)
		Surplus / (Deficit)	(996)	(1,754)	(1,916)

Major Initiatives

- 17) Increase the budget for Minor Park Improvements (Net cost \$1,500,000)

Other Initiatives

- 18) Melton Botanic Garden - contribution to handrail (Net cost \$15,000)
 19) Free Green Waste - change of dates to mid-November and mid-January (Net cost \$Nil)
 20) Commemorative Park Bench (Net cost \$5,000)
 21) Grizzly Bear Park Truganina - local park improvement (Net cost \$15,000)
 22) Parkwood Green Playground Improvements - pre-planning and site works (Net cost \$15,000)
 23) Navan Park Boardwalk Crossover - preplanning and design only (Net cost \$50,000)

Service Performance Outcome Indicators

Service	Indicator
Waste Management*	Waste Diversion

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

2.2 Strategic Objective 3

A fast growing, innovative and well-planned City - a City where growth and development occur in a strategic, fair and sustainable way.

Services

Service area	Description of services provided	2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
City Strategy	Provision of strategic planning and administration of the Melton Planning Scheme, urban design and landscape architecture for assessment of planning permits, community and open space planning, and heritage services.	<i>Inc</i> <i>(Exp)</i> Surplus / (Deficit)	1,586 (3,894) (2,308)	818 (3,790) (2,971)
Engineering and Asset Services	Engineering and Asset Services are responsible for engineering investigations and permits, traffic and transport planning, asset services, including geographic information systems and facilities maintenance.	<i>Inc</i> <i>(Exp)</i> Surplus / (Deficit)	5,079 (9,309) (4,230)	3,991 (10,025) (6,034)
City Infrastructure Planning	Provision of strategic infrastructure planning activities including long term capital pipeline management, land acquisition activities, transport network planning, engineering assessment of planning permit applications and monitoring of development construction activity.	<i>Inc</i> <i>(Exp)</i> Surplus / (Deficit)	7,299 (2,300) 4,998	8,260 (3,391) 4,869
Capital Delivery	Capital Delivery is responsible for the delivery of Council's Capital Works Program, including management of design, approvals, procurement of works and co-ordination and contract management of construction.	<i>Inc</i> <i>(Exp)</i> Surplus / (Deficit)	190 2,484 2,674	38 (617) (578)
Major Project Delivery	Major Projects Delivery is responsible for the delivery of Council's high risk high value infrastructure projects. This involves the full end to end project delivery from pipeline and business case development through to completion.	<i>Inc</i> <i>(Exp)</i> Surplus / (Deficit)	- (76) (76)	- (117) (117)
City Growth and Development	Provision of assessment of planning and subdivision proposals under the relevant planning and subdivision legislation and ensuring compliance with the planning controls. Services provided include the assessment of Planning and Subdivision Applications, pre-application consultation, planning advice, post permit approvals, issue of Statements of Compliance, and collection, monitoring and reporting of development contributions.	<i>Inc</i> <i>(Exp)</i> Surplus / (Deficit)	1,800 (3,328) (1,529)	1,974 (3,778) (1,804)
Executive Lead Strategic Initiatives	Provision of services facilitating major public and private investments in the municipality, strategic acquisition and disposal of Council land, strategic development of key Council owned properties.	<i>Inc</i> <i>(Exp)</i> Surplus / (Deficit)	190 (425) (235)	195 (467) (273)
Enterprise Project Management Office	Provision of leadership, support and improvement capability with setting priorities, standards and goals for Council's portfolio of programs and projects.	<i>Inc</i> <i>(Exp)</i> Surplus / (Deficit)	- (612) (612)	- (47) (47)

Major Initiatives

24) Pedestrian fencing in Caroline Springs Boulevard and increased safety measures for outdoor dining on Council land (Net cost \$250,000)

Other Initiatives

25) Lake Caroline master plan outcomes (Net cost \$80,000)

26) Linda Place Kurunjang - footpath construction to Thrice Lane (Net cost \$52,000)

Service Performance Outcome Indicators

Service	Indicator
Planning Services*	Decision making
Roads*	Satisfaction

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

2.2 Strategic Objective 4

A City that promotes greater education and employment - A City rich in local employment and education opportunities.

Services

Service area	Description of services provided	2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Libraries & Learning	Provision of public library services including collections, programs, activities and access to technology from two library locations, online and via outreach services to promote reading, learning and literacy. Provision of arts and cultural activities.	<i>Inc</i> 1,384	1,352	1,388
		<i>(Exp)</i> (4,092)	(4,570)	(5,126)
	Surplus / (Deficit)	(2,709)	(3,218)	(3,737)
Economy and Place Management	Economy and Place is responsible for supporting local businesses through business engagement, place activations and training and development programs, including the annual Business Awards. This department also has a major focus on investment attraction and place management, working at a strategic level with internal and external stakeholders to attract jobs and investment to the City's existing and growing commercial and industrial precincts. This department plays a major role in exploring, developing and leading transformative place based interventions through urban design and investment attraction projects within key activity centres.	<i>Inc</i> 227	38	-
		<i>(Exp)</i> (2,053)	(2,128)	(1,730)
	Surplus / (Deficit)	(1,826)	(2,090)	(1,730)

Other Initiatives

27) Melton Gold Cup television coverage contribution (Net cost \$14,000)

28) "We Love Aintree" – Placemaking Program funding (Net cost \$30,000)

Service Performance Outcome Indicators

Service	Indicator
Libraries*	Participation

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

2.2 Strategic Objective 5

A community that is actively engaged in the City - a community that embraces volunteering and is encouraged and able to engage with Council.

Services

Service area	Description of services provided	2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Communication and Engagement		<i>Inc</i>	-	-
	The communications function delivers media liaison, strategic communications, communication plans, and produces publications and electronic communications for the community, Councillors and the organisation.	<i>(Exp)</i>	(1,056)	(1,497)
		Surplus / (Deficit)	(1,056)	(1,497)

2.2 Strategic Objective 6

A high performing organisation that demonstrates civic leadership and organisational excellence - an innovative, transparent, accountable and sustainable organisation.

Services

Service area	Description of services provided	2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Finance		<i>Inc</i>	25,973	22,191
	Provision of financial services to both internal and external customers including the management of Council's finances, raising and collection of rates and charges and property valuation.	<i>(Exp)</i>	(4,758)	(3,833)
		Surplus / (Deficit)	21,215	14,877
Technology		<i>Inc</i>	410	-
	Provision of leadership, support and improvement capability in the area of information and technology so that the organisation can deliver effective services.	<i>(Exp)</i>	(14,676)	(14,946)
		Surplus / (Deficit)	(14,266)	(14,946)
People & Safety		<i>Inc</i>	-	-
	Provision of human resources, learning and development payroll, industrial relations. Provides occupational health and safety programs, workers' compensation services, health and wellbeing initiatives.	<i>(Exp)</i>	(3,133)	(3,623)
		Surplus / (Deficit)	(3,133)	(3,623)
Executive Administration		<i>Inc</i>	-	-
	This area of governance includes the Mayor, Councillors, Chief Executive Officer and Executive Management Team and associated support which cannot be easily attributed to the direct service provision areas. Responsible for providing strategic direction and operational leadership of Council and its results.	<i>(Exp)</i>	(3,236)	(5,547)
		Surplus / (Deficit)	(3,236)	(5,547)
Advocacy and Government Relations		<i>Inc</i>	128	105
	This area coordinates government relations strategies, planning, development and facilitation of Council's advocacy functions and the management of the Melton Public Cemetery.	<i>(Exp)</i>	(959)	(1,329)
		Surplus / (Deficit)	(831)	(1,224)
Customer Experience		<i>Inc</i>	-	-
	The customer service function delivers the provision of customer services in relation to phone, email and in person enquiries. Counter services are provided at locations including Melton Civic Centre and Melton and Caroline Springs Libraries.	<i>(Exp)</i>	(1,867)	(2,110)
		Surplus / (Deficit)	(1,867)	(2,110)
Transformation Program		<i>Inc</i>	-	-
	The transformation office is responsible for delivery of the Transformation Plan to improve customer and employee experience through a focus on customers, people, technology and growth.	<i>(Exp)</i>	-	(504)
		Surplus / (Deficit)	-	(504)
Governance		<i>Inc</i>	44	13
	Provision of a range of internal services to Council including governance, legal, contractual and internal audit services. Also administrative support to the Mayor and Councillors. Provides risk management services and fraud and corruption control.	<i>(Exp)</i>	(4,060)	(5,628)
		Surplus / (Deficit)	(4,016)	(5,615)
Procurement		<i>Inc</i>	-	-
	Provision of procurement, credit cards, fleet management and insurance services to both internal and external customers including strategic sourcing, frameworks, policies and procedures, compliance and capability development.	<i>(Exp)</i>	(1,121)	(3,660)
		Surplus / (Deficit)	(1,121)	(3,660)
Organisational Performance		<i>Inc</i>	-	-
	Provision of Council's Corporate Planning and Performance functions including the development and revision of the Council and Wellbeing Plan, Annual Report and Council's non-financial end-of-year reporting.	<i>(Exp)</i>	(140)	(476)
		Surplus / (Deficit)	(140)	(476)

Other Initiatives

- 29) Councillor training opportunities (Net cost \$30,000)
30) Increase Pensioner rebate from \$85 up to \$90 (Net cost \$38,200)

Service Performance Outcome Indicators

Service	Indicator
Governance*	Satisfaction

* refer to table at end of section 2.2 for information on the calculation of Service Performance Outcome Indicators

Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Governance	Consultation and engagement	Satisfaction with community consultation and engagement. (Community satisfaction rating out of 100 with the consultation and engagement efforts of Council)	Community satisfaction rating out of 100 with how Council has performed on community consultation and engagement
Statutory planning	Service standard	Planning applications decided within required timeframes (percentage of regular and VicSmart planning application decisions made within legislated timeframes)	[Number of planning application decisions made within 60 days for regular permits and 10 days for VicSmart permits / Number of planning application decisions made] x100
Roads	Condition	Sealed local roads below the intervention level (percentage of sealed local roads that are below the renewal intervention level set by Council and not requiring renewal)	[Number of kilometres of sealed local roads below the renewal intervention level set by Council / Kilometres of sealed local roads] x100
Libraries	Participation	Library membership (Percentage of the population that are registered library members)	[Number of registered library members / Population] x100
Waste management	Waste diversion	Kerbside collection waste diverted from landfill. (Percentage of recyclables and green organics collected from kerbside bins that is diverted from landfill)	[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100
Aquatic Facilities	Utilisation	Utilisation of aquatic facilities. (Number of visits to aquatic facilities per head of population)	Number of visits to aquatic facilities / Population
Animal Management	Health and safety	Animal management prosecutions. (Percentage of animal management prosecutions which are successful)	Number of successful animal management prosecutions / Total number of animal management prosecutions
Food safety	Health and safety	Critical and major non-compliance outcome notifications. (Percentage of critical and major non-compliance outcome notifications that are followed up by Council)	[Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about food premises] x100
Maternal and Child Health	Participation	Participation in the MCH service. (Percentage of children enrolled who participate in the MCH service)	[Number of children who attend the MCH service at least once (in the financial year) / Number of children enrolled in the MCH service] x100
		Participation in the MCH service by Aboriginal children. (Percentage of Aboriginal children enrolled who participate in the MCH service)	[Number of Aboriginal children who attend the MCH service at least once (in the financial year) / Number of Aboriginal children enrolled in the MCH service] x100

2.3 Reconciliation with budgeted operating result

	Surplus / (Deficit)	(Expenditure)	Income
	\$'000	\$'000	\$'000
Strategic Objective 1	(23,142)	(49,836)	26,694
Strategic Objective 2	(81,972)	(83,165)	1,192
Strategic Objective 3	(11,243)	(26,568)	15,325
Strategic Objective 4	(5,467)	(6,856)	1,388
Strategic Objective 5	(1,766)	(1,766)	-
Strategic Objective 6	(14,753)	(37,157)	22,404
Total	(138,344)	(205,348)	67,004
Expenses added in:			
Depreciation and Amortisation		(56,851)	
Finance costs		(72)	
Surplus/(Deficit) before funding sources	(195,267)	(262,271)	67,004
Funding sources added in:			
Rates and charges revenue			192,255
Interest on Investments			37,794
Developer Contributions			283,797
Net gain (loss) on disposal of property, infrastructure, plant and equipment			23,426
Capital grants			28,243
Total funding sources		-	565,515
Operating surplus/(deficit) for the year	370,248	(262,271)	632,519

3. Financial Statements

This section presents information in regard to the Financial Statements and Statement of Human Resources. The budget information for the year 2024/25 has been supplemented with projections to 2027/28

This section includes the following financial statements prepared in accordance with the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020*.

- Comprehensive Income Statement
- Balance Sheet
- Statement of Changes in Equity
- Statement of Cash Flows
- Statement of Capital Works
- Statement of Human Resources

Comprehensive Income Statement

For the four years ending 30 June 2028

		Forecast Actual	Budget	Projections		
	NOTES	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
Income / Revenue						
Rates and charges	4.1.1	178,109	192,255	207,635	224,246	242,186
Statutory fees and fines	4.1.2	14,155	13,841	14,256	14,684	15,124
User fees	4.1.3	12,827	12,951	13,340	13,740	14,152
Grants - operating	4.1.4	33,911	40,212	41,016	41,837	42,673
Grants - capital	4.1.4	27,127	28,243	8,481	12,130	14,000
Contributions - monetary	4.1.5	120,264	97,951	164,491	195,239	191,870
Contributions - non-monetary	4.1.5	214,508	185,846	225,383	236,652	248,484
Net gain (or loss) on disposal of property, infrastructure, plant and equipment		3,547	23,426	10,000	10,000	10,000
Other income	4.1.6	34,409	37,794	38,822	39,880	40,969
Total income / revenue		638,857	632,519	723,425	788,408	819,459
Expenses						
Employee costs	4.1.7	75,800	82,204	85,492	88,912	92,468
Materials and services	4.1.8	124,870	120,845	124,470	128,204	132,051
Depreciation	4.1.9	52,028	56,125	58,931	61,878	64,972
Amortisation - intangible assets	4.1.10	327	327	284	247	215
Depreciation - right of use assets	4.1.11	365	399	399	399	399
Borrowing costs	4.1.12	190	482	313	211	131
Finance costs - leases		14	72	53	33	12
Bad and Doubtful Debts		1,653	1,352	1,366	1,379	1,393
Other expenses		-	465	479	494	509
Total expenses		255,247	262,271	271,788	281,758	292,149
Surplus/(deficit) for the year						
		383,610	370,248	451,636	506,650	527,310
Total comprehensive result						
		383,610	370,248	451,636	506,650	527,310

Balance Sheet

For the four years ending 30 June 2028

		Forecast Actual	Budget	Projections		
	NOTES	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
Assets						
Current assets						
Cash and cash equivalents		158,621	94,789	69,496	124,502	223,586
Trade and other receivables		32,259	35,537	40,233	44,311	45,450
Other financial assets		314,157	323,582	333,289	343,288	353,586
Inventories		17	18	18	19	19
Other assets		27,509	27,509	27,509	27,509	27,509
Total current assets	4.2.1	532,563	481,434	470,545	539,628	650,150
Non-current assets						
Other financial assets		239,000	246,170	253,555	261,162	268,997
Property, infrastructure, plant & equipment		4,034,750	4,416,378	4,871,190	5,302,114	5,711,917
Right-of-use assets	4.2.4	510	1,197	798	399	-
Investment property		7,170	7,170	7,170	7,170	7,170
Intangible assets		1,723	1,396	1,112	864	649
Total non-current assets	4.2.1	4,283,153	4,672,310	5,133,825	5,571,709	5,988,733
Total assets		4,815,716	5,153,744	5,604,370	6,111,337	6,638,883
Liabilities						
Current liabilities						
Trade and other payables		85,932	46,486	47,084	47,703	48,290
Trust funds and deposits		39,125	40,299	41,508	42,753	44,036
Provisions		13,881	14,297	14,726	15,168	15,623
Interest-bearing liabilities	4.2.3	2,241	2,905	1,629	1,709	1,793
Lease liabilities	4.2.4	319	392	412	433	-
Total current liabilities	4.2.2	141,498	104,379	105,359	107,766	109,741
Non-current liabilities						
Provisions		1,633	1,682	1,732	1,784	1,838
Interest-bearing liabilities	4.2.3	922	5,131	3,502	1,793	-
Lease liabilities	4.2.4	204	844	433	-	-
Total non-current liabilities	4.2.2	2,759	7,657	5,667	3,578	1,838
Total liabilities		144,257	112,037	111,026	111,343	111,579
Net assets		4,671,459	5,041,707	5,493,344	5,999,994	6,527,303
Equity						
Accumulated surplus		2,693,188	2,974,873	3,337,282	3,754,036	4,190,778
Reserves		1,978,271	2,066,834	2,156,062	2,245,958	2,336,525
Total equity		4,671,459	5,041,707	5,493,344	5,999,994	6,527,303

Statement of Changes in Equity

For the four years ending 30 June 2028

	NOTES	Total \$'000	Accumulated Surplus \$'000	Revaluation Reserve \$'000	Other Reserves \$'000
2024 Forecast Actual					
Balance at beginning of the financial year		4,285,913	2,343,662	1,462,758	479,493
Surplus/(deficit) for the year		385,546	385,546	-	-
Transfers (to) / from reserves		-	(36,020)	-	36,020
Balance at end of the financial year		4,671,459	2,693,188	1,462,758	515,513
2025 Budget					
Balance at beginning of the financial year		4,671,459	2,693,188	1,462,758	515,513
Surplus/(deficit) for the year		370,248	370,248	-	-
Transfers (to) / from reserves	4.3.1	-	(88,563)	-	88,563
Balance at end of the financial year	4.3.2	5,041,707	2,974,873	1,462,758	604,076
2026					
Balance at beginning of the financial year		5,041,707	2,974,873	1,462,758	604,076
Surplus/(deficit) for the year		451,636	451,636	-	-
Transfers (to) / from reserves		(0)	(89,228)	-	89,228
Balance at end of the financial year		5,493,344	3,337,282	1,462,758	693,304
2027					
Balance at beginning of the financial year		5,493,344	3,337,282	1,462,758	693,304
Surplus/(deficit) for the year		506,650	506,650	-	-
Transfers (to) / from reserves		(0)	(89,896)	-	89,896
Balance at end of the financial year		5,999,994	3,754,036	1,462,758	783,200
2028					
Balance at beginning of the financial year		5,999,994	3,754,036	1,462,758	783,200
Surplus/(deficit) for the year		527,310	527,310	-	-
Transfers (to) / from reserves		(0)	(90,568)	-	90,568
Balance at end of the financial year		6,527,303	4,190,778	1,462,758	873,767

Statement of Cash Flows

For the four years ending 30 June 2028

	Notes	Forecast	Budget	Projections		
		Actual 2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
		Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
Cash flows from operating activities						
Rates and charges		178,217	190,893	205,766	222,297	240,194
Statutory fees and fines		14,975	15,117	15,596	16,070	16,560
User fees		14,124	14,145	14,594	15,036	15,495
Grants - operating		34,809	39,927	40,824	41,654	42,507
Grants - capital		13,467	28,043	10,017	11,806	13,819
Contributions - monetary		113,272	97,951	164,491	195,239	191,870
Interest received		20,719	32,515	33,490	34,495	35,530
Trust funds and deposits taken		415	1,174	1,209	1,245	1,283
Other receipts		54,898	40,384	28,069	33,106	35,930
Net GST refund / payment		2,439	17,462	20,417	15,032	12,372
Employee costs		(69,225)	(108,283)	(85,222)	(88,631)	(92,197)
Materials and services		(105,883)	(137,923)	(98,297)	(101,246)	(104,316)
Other payments		(36,095)	(37,178)	(38,293)	(39,442)	(40,625)
Net cash provided by/(used in) operating activities	4.4.1	236,132	194,228	312,660	356,661	368,422
Cash flows from investing activities						
Payments for property, infrastructure, plant and equipment		(124,535)	(288,872)	(361,235)	(326,395)	(294,159)
Proceeds from sale of property, infrastructure, plant and equipment		26,784	26,864	26,945	27,025	27,107
Net cash provided by/ (used in) investing activities	4.4.2	(97,751)	(262,008)	(334,290)	(299,370)	(267,053)
Cash flows from financing activities						
Finance costs		(179)	(482)	(313)	(211)	(131)
Proceeds from borrowings		-	8,300	-	-	-
Repayment of borrowings		(2,607)	(3,427)	(2,905)	(1,629)	(1,709)
Interest paid - lease liability		(23)	(72)	(53)	(33)	(12)
Repayment of lease liabilities		(352)	(373)	(392)	(412)	(433)
Net cash provided by/(used in) financing activities	4.4.3	(3,161)	3,947	(3,663)	(2,285)	(2,285)
Net increase/(decrease) in cash & cash equivalents		135,220	(63,832)	(25,293)	55,006	99,084
Cash and cash equivalents at the beginning of the financial year		23,401	158,621	94,789	69,496	124,502
Cash and cash equivalents at the end of the financial year		158,621	94,789	69,496	124,502	223,586

Statement of Capital Works

For the four years ending 30 June 2028

NOTES	Forecast	Budget	Projections		
	Actual 2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
Property					
Land	3,510	-	-	-	-
Total land	3,510	-	-	-	-
Buildings	30,703	44,210	94,671	37,555	30,301
Building improvements	-	3,403	1,764	1,627	2,618
Total buildings	30,703	47,613	96,435	39,183	32,919
Total property	34,213	47,613	96,435	39,183	32,919
Plant and equipment					
Plant, machinery and equipment	-	4,995	307	316	326
Fixtures, fittings and furniture	100	422	116	124	131
Information technology & telecommunications	2,047	10,360	14,362	16,084	4,343
Library books	511	558	583	869	869
Total plant and equipment	2,658	16,336	15,369	17,394	5,669
Infrastructure					
Roads	35,171	70,694	77,548	78,710	60,768
Bridges	521	1,700	6,185	9,794	16,797
Footpaths and cycleways	3,159	13,117	8,451	3,887	7,978
Drainage	1,095	929	769	646	650
Recreational, leisure and community facilities	12,879	61,508	70,916	97,937	93,509
Parks, open space and streetscapes	12,905	6,569	8,408	5,902	5,268
Off street car parks	481	130	806	-	-
Kerb and Channel	-	142	146	151	155
Traffic Management Devices	838	2,816	2,543	1,696	1,321
Other infrastructure	8,415	1,546	786	852	1,256
Total infrastructure	75,464	159,154	176,558	199,574	187,703
Total capital works expenditure	4.5.1 112,335	223,103	288,361	256,150	226,290
Represented by:					
New asset expenditure	61,510	123,883	193,838	205,471	195,359
Asset renewal expenditure	13,238	11,175	9,281	8,519	10,640
Asset expansion expenditure	5,417	-	-	-	-
Asset upgrade expenditure	32,170	88,045	85,242	42,160	20,292
Total capital works expenditure	4.5.1 112,335	223,103	288,361	256,150	226,290
Funding sources represented by:					
Grants	27,127	28,243	8,481	12,130	14,000
Developer Contribution & Other Reserves	4,665	52,197	104,714	99,403	78,705
Council cash	80,543	142,662	175,166	144,616	133,585
Total capital works expenditure	4.5.1 112,335	223,103	288,361	256,150	226,290

Statement of Human Resources

For the four years ending 30 June 2028

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Projections		
			2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
Staff expenditure					
Employee costs - operating	75,800	82,204	85,492	88,912	92,468
Employee costs - capital	12,001	12,148	12,885	13,532	14,143
Total staff expenditure	87,801	94,352	98,377	102,444	106,611
	FTE	FTE	FTE	FTE	FTE
Staff numbers					
Employees	780.3	808.0	832.1	848.7	861.4
Total staff numbers	780.3	808.0	832.1	848.7	861.4

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

Directorate	Budget 2024/25 \$'000	Comprises			
		Permanent Full Time \$'000	Permanent Part time \$'000	Casual \$'000	Temporary \$'000
Office of CEO	10,612	8,912	1,328	63	309
Organisational Performance	13,785	12,279	187	-	1,319
City Delivery	17,720	14,392	2,284	409	635
City Life	35,433	22,260	11,188	1,268	717
City Futures	13,676	12,488	614	-	574
Total staff expenditure	91,226	70,331	15,601	1,740	3,554
Capitalised labour costs	12,148				
Labour Efficiencies	(9,022)				
Total expenditure	94,352				

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

Directorate	Budget Permanent FTE	Comprises			
		Permanent Full Time FTE	Permanent Part time FTE	Casual FTE	Temporary FTE
Office of CEO	82.3	65.0	14.3	0.5	2.5
Organisational Performance	126.8	113.4	1.6	-	11.8
City Delivery	189.2	155.0	25.7	3.8	4.7
City Life	290.9	176.1	100.3	8.3	6.2
City Futures	118.8	107.0	5.6	-	6.2
Total staff	808.0	616.5	147.5	12.6	31.4

**Summary of Planned Human Resources Expenditure
For the four years ending 30 June 2028**

	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
Office of CEO				
Permanent - Full time	8,912	9,452	9,937	10,395
Women	6,655	7,051	7,418	7,752
Men	2,257	2,401	2,519	2,643
Persons of self-described gender	0	0	0	0
Permanent - Part time	1,328	1,407	1,478	1,542
Women	1,254	1,330	1,399	1,461
Men	74	77	79	81
Persons of self-described gender	0	0	0	0
Total Office of CEO	10,240	10,859	11,415	11,937
Organisational Performance				
Permanent - Full time	12,279	13,020	13,680	14,296
Women	7,467	7,911	8,319	8,686
Men	4,812	5,109	5,361	5,610
Persons of self-described gender	0	0	0	0
Permanent - Part time	187	193	198	204
Women	187	193	198	204
Men	0	0	0	0
Persons of self-described gender	0	0	0	0
Total Organisational Performance	12,466	13,213	13,878	14,500
City Delivery				
Permanent - Full time	14,392	15,262	16,031	16,763
Women	6,776	7,180	7,538	7,883
Men	7,616	8,082	8,493	8,880
Persons of self-described gender	0	0	0	0
Permanent - Part time	2,284	2,426	2,545	2,661
Women	1,724	1,831	1,923	2,010
Men	560	595	622	651
Persons of self-described gender	0	0	0	0
Total City Delivery	16,676	17,688	18,576	19,424
City Life				
Permanent - Full time	22,260	23,616	24,815	25,939
Women	16,849	17,871	18,775	19,633
Men	5,411	5,745	6,040	6,306
Persons of self-described gender	0	0	0	0
Permanent - Part time	11,188	11,869	12,474	13,043
Women	10,395	11,029	11,597	12,116
Men	793	840	877	927
Persons of self-described gender	0	0	0	0
Total City Life	33,448	35,485	37,289	38,982
City Futures				
Permanent - Full time	12,488	13,249	13,917	14,554
Women	5,574	5,921	6,212	6,501
Men	6,914	7,328	7,705	8,053
Persons of self-described gender	0	0	0	0
Permanent - Part time	614	656	688	722
Women	417	453	467	494
Men	197	203	221	228
Persons of self-described gender	0	0	0	0
Total City Futures	13,102	13,905	14,605	15,276
Casuals, temporary and other expenditure	5,294	5,618	5,899	6,164
Capitalised labour costs	12,148	12,885	13,532	14,143
Labour Efficiencies	(9,022)	(9,571)	(10,055)	(10,512)
Total staff expenditure	94,352	100,082	105,139	109,914

	2024/25 FTE	2025/26 FTE	2026/27 FTE	2027/28 FTE
Office of CEO				
Permanent - Full time	60.8	62.6	63.9	64.9
Women	45.4	46.7	47.7	48.4
Men	15.4	15.9	16.2	16.5
Persons of self-described gender	0.0	0.0	0.0	0.0
Permanent - Part time	14.3	14.7	15.0	15.2
Women	13.5	13.9	14.2	14.4
Men	0.8	0.8	0.8	0.8
Persons of self-described gender	0.0	0.0	0.0	0.0
Total Office of CEO	75.1	77.3	78.9	80.1
Organisational Performance				
Permanent - Full time	91.6	94.3	96.2	97.6
Women	55.7	57.3	58.5	59.3
Men	35.9	37.0	37.7	38.3
Persons of self-described gender	0.0	0.0	0.0	0.0
Permanent - Part time	1.6	1.6	1.6	1.6
Women	1.6	1.6	1.6	1.6
Men	0.0	0.0	0.0	0.0
Persons of self-described gender	0.0	0.0	0.0	0.0
Total Organisational Performance	93.2	95.9	97.8	99.2
City Delivery				
Permanent - Full time	118.3	121.8	124.2	126.1
Women	55.7	57.3	58.4	59.3
Men	62.6	64.5	65.8	66.8
Persons of self-described gender	0.0	0.0	0.0	0.0
Permanent - Part time	25.7	26.5	27.0	27.4
Women	19.4	20.0	20.4	20.7
Men	6.3	6.5	6.6	6.7
Persons of self-described gender	0.0	0.0	0.0	0.0
Total City Delivery	144.0	148.3	151.2	153.5
City Life				
Permanent - Full time	173.2	178.4	182.0	184.7
Women	131.1	135.0	137.7	139.8
Men	42.1	43.4	44.3	44.9
Persons of self-described gender	0.0	0.0	0.0	0.0
Permanent - Part time	100.2	103.2	105.3	106.9
Women	93.1	95.9	97.9	99.3
Men	7.1	7.3	7.4	7.6
Persons of self-described gender	0.0	0.0	0.0	0.0
Total City Life	273.4	281.6	287.3	291.6
City Futures				
Permanent - Full time	93.2	96.0	97.9	99.4
Women	41.6	42.9	43.7	44.4
Men	51.6	53.1	54.2	55.0
Persons of self-described gender	0.0	0.0	0.0	0.0
Permanent - Part time	5.3	5.5	5.6	5.7
Women	3.6	3.8	3.8	3.9
Men	1.7	1.7	1.8	1.8
Persons of self-described gender	0.0	0.0	0.0	0.0
Total City Futures	98.5	101.5	103.5	105.1
Casuals and temporary staff	39.7	40.9	41.7	42.3
Capitalised labour	84.1	86.6	88.3	89.6
Total staff numbers	808.0	832.1	848.7	861.4

4. Notes to the financial statements

This section presents detailed information on material components of the financial statements. Council needs to assess which components are material, considering the dollar amounts and nature of these components.

4.1 Comprehensive Income Statement

4.1.1 Rates and charges

Rates and charges are required by the Act and the Regulations to be disclosed in Council's budget. As per the Local Government Act 2020, Council is required to have a Revenue and Rating Plan which is a four year plan for how Council will generate income to deliver the Council Plan, program and services and capital works commitments over a four-year period.

In developing the Budget, rates and charges were identified as an important source of revenue. Planning for future rate increases has therefore been an important component of the financial planning process. The Fair Go Rates System (FGRS) sets out the maximum amount councils may increase rates in a year. For 2024/25 the FGRS cap has been set at 2.75%. The cap applies to both general rates and municipal charges and is calculated on the basis of council's average rates and charges.

The level of required rates and charges has been considered in this context, with reference to Council's other sources of income and the planned expenditure on services and works to be undertaken for the community.

To achieve these objectives while maintaining service levels and a strong capital expenditure program, the average general rate and the municipal charge will increase by 2.75% in line with the rate cap.

This will raise total rates and charges for 2024/25 to \$192,255m.

4.1.1(a) The reconciliation of the total rates and charges to the Comprehensive Income Statement is as follows:

	2023/24 Forecast Actual	2024/25 Budget	Change	Change
	\$'000	\$'000	\$'000	%
General rates*	135,113	147,017	11,904	8.8%
Municipal charge*	13,321	14,530	1,209	9.1%
Waste management charge	23,472	24,175	703	3.0%
Environmental enhancement rebate	(1,753)	(1,892)	(139)	7.9%
Council pensioner rebate	(687)	(700)	(13)	1.9%
Supplementary rates and rate adjustments	6,200	7,938	1,738	28.0%
Interest on rates and charges	1,272	1,187	(85)	-6.7%
Total rates and charges	176,938	192,255	15,317	8.7%

*These items are subject to the rate cap established under the FGRS.

4.1.1(b) The rate in the dollar to be levied as general rates under section 158 of the Act for each type or class of land compared with the previous financial year.

Type or class of land	2023/24 cents/\$CIV	2024/25 cents/\$CIV	Change
General Rate	0.21789	0.22079	1.33%
Vacant Land	0.32684	0.33119	1.33%
Extractive Industry Land	0.62752	0.63588	1.33%
Commercial/Industrial Developed Land	0.34862	0.35326	1.33%
Commercial/Industrial Vacant Land	0.43578	0.44158	1.33%
Retirement Village Land	0.18521	0.18767	1.33%
Rural Living Land	0.19610	0.19871	1.33%
Rural Land	0.15688	0.15897	1.33%
Urban Growth Land	0.16342	0.16559	1.33%

4.1.1(c) The estimated total amount to be raised by general rates in relation to each type or class of land, and the estimated total amount to be raised by general rates, compared with the previous financial year.

Type or class of land	2023/24 \$'000	2024/25 \$'000	Change \$'000	Change %
General Rate	95,345	105,382	10,037	10.5%
Vacant Land	15,670	14,256	(1,414)	-9.0%
Extractive Industry Land	306	311	5	1.6%
Commercial/Industrial Developed Land	15,239	17,924	2,685	17.6%
Commercial/Industrial Vacant Land	4,116	4,370	254	6.2%
Retirement Village Land	435	454	19	4.4%
Rural Living Land	664	787	123	18.5%
Rural Land	2,093	2,178	85	4.1%
Urban Growth Land	1,246	1,355	109	8.7%
Sub-Total	135,114	147,017	11,903	8.8%
Less EER Rebate	(1,753)	(1,892)	(139)	7.9%
Less Pension Rebate	(687)	(700)	(13)	1.9%
Total amount to be raised by general rates	132,674	144,425	23,654	17.8%

4.1.1(d) The number of assessments in relation to each type or class of land, and the total number of assessments, compared with the previous financial year.

Type or class of land	2023/24 Number	2024/25 Number	Change Number	Change %
General Rate	66,054	72,480	6,426	9.7%
Vacant Land	11,935	10,591	(1,344)	-11.3%
Extractive Industry Land	8	8	-	0.0%
Commercial/Industrial Developed Land	3,337	3,549	212	6.4%
Commercial/Industrial Vacant Land	384	433	49	12.8%
Retirement Village Land	560	560	-	0.0%
Rural Living Land	227	227	-	0.0%
Rural Land	546	547	1	0.2%
Urban Growth Land	203	203	-	0.0%
Total number of assessments	83,254	88,598	5,344	6.4%

4.1.1(e) The basis of valuation to be used is the Capital Improved Value (CIV).

4.1.1(f) The estimated total value of each type or class of land, and the estimated total value of land, compared with the previous financial year.

Type or class of land	2023/24 \$'000	2024/25 \$'000	Change \$'000	Change %
General Rate	43,758,158	47,729,340	3,971,182	9.1%
Vacant Land	4,794,250	4,304,517	(489,733)	-10.2%
Extractive Industry Land	48,830	49,000	170	0.3%
Commercial/Industrial Developed Land	4,371,225	5,073,696	702,471	16.1%
Commercial/Industrial Vacant Land	944,398	989,735	45,337	4.8%
Retirement Village Land	234,740	241,970	7,230	3.1%
Rural Living Land	338,610	396,250	57,640	17.0%
Rural Land	1,333,920	1,369,850	35,930	2.7%
Urban Growth Land	762,745	818,125	55,380	7.3%
Total value of land	56,586,876	60,972,483	4,385,607	7.8%

4.1.1(g) The municipal charge under Section 159 of the Act compared with the previous financial year.

Type of Charge	Per Rateable Property	Per Rateable Property	Change	Change %
	2023/24 \$	2024/25 \$	\$	
Municipal	160	164	4	2.5%

4.1.1(h) The estimated total amount to be raised by municipal charges compared with the previous financial year.

Type of Charge	2023/24 \$	2024/25 \$	Change \$	Change %
Municipal	13,321	14,359	1,038	7.8%

4.1.1(i) The rate or unit amount to be levied for each type of service rate or charge under Section 162 of the Act compared with the previous financial year.

Type of Charge	Per Rateable Property 2023/24 \$	Per Rateable Property 2024/25 \$	Change \$	Change %
Waste Service – Option A 120L Garbage, 240L Recycling, 240L Green	319	300	(19)	-6.0%
Waste Service – Option C 120L Garbage, 240L Recycling, 120L Green	319	300	(19)	-6.0%
Waste Service – Option E 120L Garbage, 240L Recycling	319	300	(19)	-6.0%
Waste Service – Additional bin	170	160	(10)	-5.9%
Waste Service – Option B * 80L Garbage, 240L Recycling, 240L Green	319	300	(19)	-6.0%
Waste Service – Option D * 80L Garbage, 240L Recycling, 120L Green	319	300	(19)	-6.0%
Waste Service – Option F * 80L Garbage, 240L Recycling	319	300	(19)	-6.0%

*** These Waste Services are no longer offered. Council has one standard Waste Service including 120L Garbage, 240L Recycling. A 120L or 240L Green bin can be provided free of charge.**

4.1.1(j) The estimated total amount to be raised by each type of service rate or charge, and the estimated total amount to be raised by service rates and charges, compared with the previous financial year.

Type of Charge	2023/24 \$	2024/25 \$	Change \$	Change %
Waste Service	23,472	24,175	703	3.0%

4.1.1(k) The estimated total amount to be raised by all rates and charges compared with the previous financial year.

	2023/24 \$'000	2024/25 \$'000	Change \$'000	Change %
Rates and charges after rebates	132,674	144,425	11,751	8.9%
Municipal charge	13,321	14,359	1,038	7.8%
Waste service charge	23,472	24,175	703	3.0%
Supplementary rates (including new Waste Services)	8,092	7,938	(154)	-1.9%
Total Rates and charges	177,559	190,897	13,338	7.5%

4.1.1(l) Fair Go Rates System Compliance

Melton City Council is required to comply with the State Government's Fair Go Rates System (FGRS). The table below details the budget assumptions consistent with the requirements of the Fair Go Rates System.

	2023/24	2024/25
Total Rates	\$ 143,766,466	\$ 157,235,654
Number of rateable properties	83,254	88,598
Base Average Rate	\$ 1,727	\$ 1,775
Maximum Rate Increase (set by the State Government)	3.50%	2.75%
Capped Average Rate	\$ 1,787	\$ 1,823
Maximum General Rates and Municipal Charges Revenue	\$ 148,798,292	\$ 161,555,988
Budgeted General Rates and Municipal Charges Revenue	\$ 148,433,524	\$ 161,547,078
Budgeted Supplementary Rates	\$ 8,091,780	\$ 7,938,219
Budgeted Total Rates and Municipal Charges Revenue	\$ 156,525,304	\$ 169,485,297

4.1.1(m) Any significant changes that may affect the estimated amounts to be raised by rates and charges.

There are no known significant changes which may affect the estimated amounts to be raised by rates and charges. However, the total amount to be raised by rates and charges may be affected by:

- The making of supplementary valuations (2024/25: estimated \$7,938,219 and 2023/24: \$8,091,780)
- The variation of returned levels of value (e.g. valuation appeals)
- Changes of use of land such that rateable land becomes non-rateable land and vice versa
- Changes of use of land such that residential land becomes business land and vice versa.

4.1.1(n) Differential rates.

Each differential rate will be determined by multiplying the Capital Improved Value of rateable land (categorised by the characteristics described below) by the relevant percentages indicated above.

Council believe each differential rate will contribute to the equitable and efficient carrying out of council functions. Details of the objectives of each differential rate, the types of classes of land, which are subject to each differential rate and the uses of each differential rate are set out below.

General Rate

General Rate is any land which does not have the characteristics of:

1. Vacant Land;
2. Extractive Industry Land;
3. Commercial/Industrial Developed Land;
4. Commercial/Industrial Vacant Land;
5. Retirement Village Land;
6. Rural Living Land;
7. Rural Land; or
8. Urban Growth Land.

The objective of this differential is to ensure that such rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council. These include the:

1. Implementation of good governance and sound financial stewardship;
2. Construction, renewal, upgrade, expansion and maintenance of infrastructure assets;
3. Development and provision of health, environmental, conservation, leisure, recreation, youth and family community services;
4. Provision of strategic and economic management, town planning and general support services; and
5. Promotion of cultural, heritage and tourism aspects of Council's municipal district.

The types and classes of rateable land within this differential are those having the relevant characteristics described above.

The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever it is located within the municipal district, without reference to ward boundaries.

The use of the land within this differential rate, in the case of improvement, is any use of land.

The planning scheme zoning applicable to each rateable land within this category, as determined by consulting maps referred to in the relevant Planning Scheme.

The types of buildings on the land within this differential rate are all buildings already constructed on the land or which will be constructed prior to the expiry of the financial year.

Vacant Land

Vacant Land is any land:

1. on which no building with an approved occupancy permit is erected;
2. located in a precinct structure plan, and with an approved planning permit for residential subdivision; and
3. which does not have the characteristics of:
 - 3.1 Commercial/Industrial Vacant Land;
 - 3.2 Rural Living Land;
 - 3.3 Rural Land; or
 - 3.4 Urban Growth Land.

The objective of this differential is to encourage the development of land for non-commercial and non-industrial purposes, and ensure that such rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council. These include the:

1. Implementation of good governance and sound financial stewardship;
2. Construction, renewal, upgrade, expansion and maintenance of infrastructure assets;
3. Development and provision of health, environmental, conservation, leisure, recreation, youth and family community services;
4. Provision of strategic and economic management, town planning and general support services;
5. Promotion of cultural, heritage and tourism aspects of Council's municipal district; and
6. To discourage land banking, and ensure an adequate supply of residential zoned land to the market demand.

The types and classes of rateable land within this differential are those having the relevant characteristics described above.

The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever it is located within the municipal district, without reference to ward boundaries.

The use of the land within this differential rate, in the case of improvement, is any use of land.

The planning scheme zoning applicable to each rateable land within this category, as determined by consulting maps referred to in the relevant Planning Scheme.

Extractive Industry Land

Extractive Industry Land is any land which is:

1. used primarily for the extraction or removal of stone, including the treatment of stone; and
2. located within a Special Use Zone 1 under the Melton Planning Scheme.

The objective of this differential is to ensure that such rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council. These include the:

1. Implementation of good governance and sound financial stewardship;
2. Construction, renewal, upgrade, expansion and maintenance of infrastructure assets;
3. Development and provision of health, environmental, conservation, leisure, recreation, youth and family community services;
4. Provision of strategic and economic management, town planning and general support services; and
5. Promotion of cultural, heritage and tourism aspects of Council's municipal district.

The types and classes of rateable land within this differential are those having the relevant characteristics described above.

The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever it is located within the municipal district, without reference to ward boundaries.

The use of the land within this differential rate, in the case of improvement, is any use of land.

The planning scheme zoning applicable to each rateable land within this category, as determined by consulting maps referred to in the relevant Planning Scheme.

The types of buildings on the land within this differential rate are all buildings already constructed on the land or which will be constructed prior to the expiry of the financial year.

Commercial/Industrial Developed Land

Commercial/Industrial Developed land is any land which:

1. Is used or adapted or designed to be used primarily for commercial or industrial purposes; or
2. Does not have the characteristics of Extractive Industry Land.

The objective of this differential is to ensure that such rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council, having regard to the capacity of such land to be used to yield income and the demands such land make on Council's infrastructure. These include the:

1. Implementation of good governance and sound financial stewardship;
2. Construction, renewal, upgrade, expansion and maintenance of infrastructure assets;
3. Development and provision of health, environmental, conservation, leisure, recreation, youth and family community services;
4. Provision of strategic and economic management, town planning and general support services; and
5. Promotion of cultural, heritage and tourism aspects of Council's municipal district.

The types and classes of rateable land within this differential are those having the relevant characteristics described above.

The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever it is located within the municipal district, without reference to ward boundaries.

The use of the land within this differential rate, in the case of improvement, is any use of land.

The planning scheme zoning applicable to each rateable land within this category, as determined by consulting maps referred to in the relevant Planning Scheme.

The types of buildings on the land within this differential rate are all buildings already constructed on the land or which will be constructed prior to the expiry of the financial year.

Commercial/Industrial Vacant Land

Commercial/Industrial Vacant Land is any land:

1. On which no building with an approved occupancy permit is erected; and
2. Which is located within:
 - 2.1 a Business 1 Zone
 - 2.2 a Comprehensive Development Zone;
 - 2.3 a Mixed Use Zone;
 - 2.4 an Industrial Zone 1;
 - 2.5 an Industrial Zone 3;
 - 2.6 Special Use Zone 4;
 - 2.7 Special Use Zone 3;
 - 2.8 Special Use Zone 6;
 - 2.9 Special Use Zone 7; or
 - 2.10 Urban Growth Zone located in a precinct structure plan, and with an approved planning permit for commercial/industrial use under the Melton Planning Scheme.

The objective of this differential is to encourage the commercial/industrial development and ensure that such rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council. These include the:

1. Implementation of good governance and sound financial stewardship;
2. Construction, renewal, upgrade, expansion and maintenance of infrastructure assets;
3. Development and provision of health, environmental, conservation, leisure, recreation, youth and family community services;
4. Provision of strategic and economic management, town planning and general support services;
5. Promotion of cultural, heritage and tourism aspects of Council's municipal district; and
6. To discourage land banking, and ensure an adequate supply of commercial/industrial zoned land to the market demand.

The types and classes of rateable land within this differential are those having the relevant characteristics described above.

The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever it is located within the municipal district, without reference to ward boundaries.

The use of the land within this differential rate, in the case of improvement, is any use of land.

The planning scheme zoning applicable to each rateable land within this category, as determined by consulting maps referred to in the relevant Planning Scheme.

Retirement Village Land

Retirement Village Land is any land which is located within a retirement village land under the Retirement Villages Act 1986.

The objective of this differential is to ensure that such rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council. These include the:

1. Implementation of good governance and sound financial stewardship;
2. Construction, renewal, upgrade, expansion and maintenance of infrastructure assets;
3. Development and provision of health, environmental, conservation, leisure, recreation, youth and family community services;
4. Provision of strategic and economic management, town planning and general support services;
5. Promotion of cultural, heritage and tourism aspects of Council's municipal district; and
6. Recognition of the services undertaken by the retirement village sector.

The types and classes of rateable land within this differential are those having the relevant characteristics described above.

The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever it is located within the municipal district, without reference to ward boundaries.

The use of the land within this differential rate, in the case of improvement, is any use of land.

The planning scheme zoning applicable to each rateable land within this category, as determined by consulting maps referred to in the relevant Planning Scheme.

The types of buildings on the land within this differential rate are all buildings already constructed on the land or which will be constructed prior to the expiry of the financial year.

Rural Living Land

Rural Living Land is any land which is:

1. Two (2) or more hectares but less than ten (10) hectares in area; and
2. Located within:
 - 2.1 a Green Wedge A Zone;
 - 2.2 a Green Wedge Zone;
 - 2.3 a Rural Conservation Zone;
 - 2.4 a Farming Zone; or
 - 2.5 Special Use Zone 5.
 under the Melton Planning Scheme.

The objective of this differential is to ensure that such rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council. These include the:

1. Implementation of good governance and sound financial stewardship;
2. Construction, renewal, upgrade, expansion and maintenance of infrastructure assets;
3. Development and provision of health, environmental, conservation, leisure, recreation, youth and family community services;
4. Provision of strategic and economic management, town planning and general support services;
5. Promotion of cultural, heritage and tourism aspects of Council's municipal district; and
6. To assist in the maintenance of rural properties.

The types and classes of rateable land within this differential are those having the relevant characteristics described above.

The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever it is located within the municipal district, without reference to ward boundaries.

The use of the land within this differential rate, in the case of improvement, is any use of land.

The planning scheme zoning applicable to each rateable land within this category, as determined by consulting maps referred to in the relevant Planning Scheme.

The types of buildings on the land within this differential rate are all buildings already constructed on the land or which will be constructed prior to the expiry of the financial year.

Rural Land

Rural Land is any land which is:

1. Ten (10) hectares or more in area; and
2. Located within:
 - 2.1 a Green Wedge A Zone;
 - 2.2 a Green Wedge Zone;
 - 2.3 a Rural Conservation Zone;
 - 2.4 a Farming Zone; or
 - 2.5 Special Use Zone 5.
 under the Melton Planning Scheme.

The objective of this differential is to ensure that such rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council. These include the:

1. Implementation of good governance and sound financial stewardship;
2. Construction, renewal, upgrade, expansion and maintenance of infrastructure assets;
3. Development and provision of health, environmental, conservation, leisure, recreation, youth and family community services;
4. Provision of strategic and economic management, town planning and general support services;
5. Promotion of cultural, heritage and tourism aspects of Council's municipal district;
6. To recognise the impact of urban land speculation on the valuation of farm land; and
7. To encourage agricultural activity.

The types and classes of rateable land within this differential are those having the relevant characteristics described above.

The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever it is located within the municipal district, without reference to ward boundaries.

The use of the land within this differential rate, in the case of improvement, is any use of land.

The planning scheme zoning applicable to each rateable land within this category, as determined by consulting maps referred to in the relevant Planning Scheme.

The types of buildings on the land within this differential rate are all buildings already constructed on the land or which will be constructed prior to the expiry of the financial year.

Urban Growth Land

Urban Growth Land is any land which is:

1. Two (2) or more hectares in area; and
2. Located within an Urban Growth Zone under the Melton Planning Scheme in respect of which no precinct structure plan has been approved.

The objective of this differential is to ensure that such rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council, having regard to the capacity of such land to be developed (or future developed) and the demands that such land make on Council's infrastructure. These include the:

1. Implementation of good governance and sound financial stewardship;
2. Construction, renewal, upgrade, expansion and maintenance of infrastructure assets;
3. Development and provision of health, environmental, conservation, leisure, recreation, youth and family community services;
4. Provision of strategic and economic management, town planning and general support services;
5. Promotion of cultural, heritage and tourism aspects of Council's municipal district; and
6. Planning & preparation of Precinct Structure Plan.

The types and classes of rateable land within this differential are those having the relevant characteristics described above.

The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever it is located within the municipal district, without reference to ward boundaries.

The use of the land within this differential rate, in the case of improvement, is any use of land.

The planning scheme zoning applicable to each rateable land within this category, as determined by consulting maps referred to in the relevant Planning Scheme.

The types of buildings on the land within this differential rate are all buildings already constructed on the land or which will be constructed prior to the expiry of the financial year.

4.1.2 Statutory fees and fines

	Forecast Actual	Budget	Change \$'000	Change %
	2023/24	2024/25		
	\$'000	\$'000		
Infringement and Costs	4,914	4,493	(421)	-8.6%
Permit Fees and other Registration Fees	6,000	6,297	297	5.0%
Town Planning Fees	6	2	(5)	-75.0%
Court Recoveries	275	169	(106)	-38.6%
Land Information Certificates	226	288	62	27.6%
Refund- Statutory Fees	(4)	(2)	2	-46.0%
Other Statutory Fees	1,438	1,044	(394)	-27.4%
Property Information Requests	1,300	1,550	250	19.2%
Total statutory fees and fines	14,155	13,842	(313)	-2.2%

4.1.2 Statutory fees and fines (\$0.313 million decrease)

Statutory fees and fines relate mainly to fees and fines levied in accordance with legislation and include animal registrations, Health Act registrations and parking infringement fines. Increases in statutory fees are made in accordance with legislative requirements.

Statutory fees and fines are projected to decrease by \$0.313 million or 2.2% compared to the 2023/24 forecast. The decrease is predominately related to Parking Fine revenue within the 'Infringements' category and essentially returns the budget into a regular alignment after an anomalous increase in the 2023/24 Forecast.

4.1.3 User fees

	Forecast Actual	Budget	Change \$'000	Change %
	2023/24	2024/25		
	\$'000	\$'000		
Aged and Health Services Client Fees	617	679	62	10.0%
Child, Family and Youth Service Client Fees	105	175	70	66.8%
Child, Family and Youth Service Levies	342	389	46	13.5%
Child, Family and Youth Service Other Fees	41	50	9	22.6%
Funeral Services Fees	105	126	21	19.8%
Leisure and Recreation Client Fees	5	1	(4)	-79.3%
Leisure and Recreation Registration Fees	70	58	(12)	-17.6%
Libraries and Learning Client Fees	3	0	(3)	-91.7%
Non Standard Street Lighting Fees	450	450	-	0.0%
Other Fees and Charges	425	172	(254)	-59.6%
Planning, Application and Permit Fees	1,858	2,046	188	10.1%
Rental	2,527	2,518	(9)	-0.4%
Subdivision Fees	6,000	6,000	-	0.0%
Supplementary Valuation Fees	277	287	10	3.5%
Total user fees	12,827	12,950	124	1.0%

4.1.3 User fees (\$0.124 million increase)

User charges relate mainly to the recovery of service delivery costs through the charging of fees to users of Council's services. In setting the budget, the key principle for determining the level of user charges has been to ensure that increases are in line with the increases in the cost of providing the services and/or market pricing levels.

User fees and charges are projected to increase by \$0.124 million or 1% over the 2023/24 forecast. This increase is mainly driven by increases in 'Planning, Application and Permit Fees' related to an increase in Asset Protection Permits fees (now aligning with full cost recovery); and 'Rental Income' related to Caroline Springs and Cobblebank Indoor Sports Stadium's.

4.1.4 Grants

Grants are required by the Act and the Regulations to be disclosed in Council's budget.

	Forecast Actual	Budget		
	2023/24	2024/25	Change	Change
	\$'000	\$'000	\$'000	%
Grants were received in respect of the following:				
Summary of grants				
(a) Commonwealth funded grants	29,398	28,822	(575)	-2.0%
(b) State funded grants	31,641	39,633	7,993	25.3%
Total grants received	61,038	68,455	7,417	12.2%
(a) Operating Grants				
Recurrent - Commonwealth Government				
Community support and development	1,596	1,635	38	2.4%
Financial Assistance Grant	20,670	24,869	4,198	20.3%
Maternal and Child Health	13	12	(1)	-6.8%
Aged care	2,224	2,011	(212)	-9.6%
Other	312	295	(17)	-5.4%
Recurrent - State Government				
Aged care	444	572	128	28.9%
Community support and development	600	231	(369)	-61.4%
Families and Children	2,756	2,380	(377)	-13.7%
Libraries	1,032	1,068	36	3.5%
Maternal and Child Health	1,828	5,421	3,593	196.6%
Youth services	1,316	1,203	(113)	-8.6%
Other	120	103	(17)	-14.1%
Recreation & Leisure	3	3	-	0.0%
Total recurrent grants	32,915	39,804	6,889	20.9%
Non-recurrent - State Government				
Community support and development	784	367	(416)	-53.1%
Environment	154	-	(154)	-100.0%
Families and Children	(1)	-	1	-100.0%
Libraries	60	40	(20)	-33.3%
Total non-recurrent grants	996	407	(589)	-59.1%
Total operating grants	33,911	40,212	6,300	18.6%
(b) Capital Grants				
Non-recurrent - Commonwealth Government				
Roads	4,582	1,261	(3,321)	-72.5%
Non-recurrent - State Government				
Buildings	17,462	17,360	(102)	-0.6%
Environment	100	-	(100)	-100.0%
Libraries	500	-	(500)	-100.0%
Other	777	-	(777)	-100.0%
Footpaths & Cycleways	-	2,855	2,855	#DIV/0!
Parks and Open Spaces	1,656	1,100	(556)	100.0%
Recreation & Leisure	1,350	4,637	3,287	243.5%
Roads	500	327	(173)	-34.5%
Traffic Management	200	554	354	176.8%
Other Infrastructure	-	150	150	0.0%
Total non-recurrent grants	27,127	28,244	1,117	4.1%
Total capital grants	27,127	28,244	1,117	4.1%
Total Grants	61,038	68,455	7,417	12.2%

4.1.4 Operating Grants (\$6.300 million increase)

Operating grants include all monies received from state and federal sources for the purposes of funding the delivery of Council's services to ratepayers. Operating grant income is budgeted to increase by \$6.300 million or 18.6% over the 2023/24 forecast. This is predominately due to an increase in Financial Assistance Grant income from the Commonwealth Government.

4.1.4 Capital Grants (\$1.117 million increase)

Capital grants include all monies received from State, Federal and community sources for the purpose of funding the capital works program. Capital grant income is budgeted to increase by \$1.117 million or 4.1% over the 2023/24 forecast. This due to an increase in funding for Recreation and Leisure (mainly for Mt Atkinson East Sports Reserve), and Buildings (mainly Plumpton Childrens Centre and Neighbourhood House).

The 2024/25 Capital Grants of \$28.243 million are for:

	\$ million		\$ million
Plumpton Children's Centre & Neighbourhood House	10.500	Hepburn Way, Caroline Springs - Safety Improvements	0.272
Aintree Children's and Community Centre	5.360	Arnolds Creek Tennis Court Reconstruction	0.264
Mt Atkinson East Sports Reserve	2.788	Palm Springs Road Urbanisation	0.197
Weir Views Childrens and Community Centre	1.500	Burrill Court, Taylors Hill	0.160
Active Transport Connection - Taylors Road, Deanside.	1.270	Punjel Drive Reserve - Diggers Rest	0.160
MacPherson Park Rugby Facility Stage 3	1.000	Melton Recreation Reserve - sport lighting upgrade	0.150
Active Transport Connection - Vineyard Road, Diggers	0.884	Watervale Blvd - Sealed Road	0.130
Alfred Road Shared Path	0.700	Cranwell Reserve - Caroline Springs	0.085
Bulmans Rd West Melton Urbanisation	0.630	Westlake Drive Reserve, Melton West	0.085
Hume Drive Duplication Stage 2 between Calder Park	0.630	Arnolds Creek - Spectator Shelter Upgrade	0.085
Navan Park Play Space Upgrade, Harkness	0.560	Sovereign Boulevard Reserve	0.020
Rockbank North Sports Reserve	0.500	Hillside Recreation Reserve	0.019
Lancefield Drive - Raised intersection & Crossing	0.282	Barwon Street Reserve - Taylors Hill	0.012

4.1.5 Contributions

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change \$'000	Change %
Monetary	120,264	97,951	(22,313)	-18.6%
Non-monetary	214,508	185,846	(28,662)	-13.4%
Total contributions	334,771	283,797	(50,974)	-15.2%

4.1.5 Contributions (\$50.974 million decrease)

Contributions comprise of two categories, Monetary represented by monies paid by developers in regard to Precinct Structure Plans (PSP), Developer Contribution Plans (DCP) and Infrastructure Contribution Plans (ICP); and Non-monetary which reflect the value of infrastructure assets (such as footpaths or drainage), completed by developers with control passed to Council. Non-monetary contributions include gifted assets from subdivision activity as well as in-kind assets provided by developers to offset their DCP contributions payable to Council. Given the nature of these two revenue streams being based on level's of development being undertaken at a given point in time, they can be relatively inconsistent year on year.

Funds received from Monetary Contributions are set aside in Council reserves to fund future capital works relating to public open space and the construction of infrastructure in accordance with planning permits issued for property development. These are expected to drop off in 2024/25 by \$22.313 million or 18.6% in line with the level of anticipated new developments.

Non-monetary contributions are also expected to decrease in 2024/25 by \$28.662 million as the level of developments reaching completion and subsequent assets being handed over to Council, is less than that forecast for 2023/24.

4.1.6 Other income

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change \$'000	Change %
Interest on Investments	28,036	32,515	4,479	16.0%
Investment Property Rental	740	718	(22)	-2.9%
Waste Facility	3,428	3,644	216	6.3%
Program Revenue	1,422	612	(810)	-57.0%
Festivals & Events	202	220	18	9.0%
Insurance Recoveries	501	1	(500)	-99.8%
Other	80	84	4	4.8%
Total other income	34,409	37,794	3,385	9.8%

4.1.6 Other Income (\$3.385 million increase)

Other income relates to a range of items such as interest revenue on investments (excluding interest on rate arrears), and other miscellaneous income items. Other income is projected to increase by \$3.385 million or 9.8% compared to the prior year forecast mainly due to increased interest from Council investments generated by higher interest rates.

4.1.7 Employee costs

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change \$'000	Change %
Wages and Salaries (FT & PT)	54,592	62,587	7,995	14.6%
Casual Staff	1,709	1,722	13	0.7%
Annual Leave Loading	1,744	1,938	195	11.2%
Long Service Leave	1,936	2,152	216	11.2%
Workcover	1,682	1,870	188	11.2%
Superannuation	8,310	10,094	1,783	21.5%
Fringe Benefits Tax	60	30	(30)	-50.0%
Other	5,767	1,811	(3,956)	-68.6%
Total employee costs	75,800	82,204	6,404	8.4%

4.1.7 Employee costs (\$6.404 million increase)

Employee costs include all labour related expenditure such as wages and salaries and on-costs such as allowances, annual leave loading, long service leave, superannuation and work cover premium. Payments to contract employees are not included in this expenditure category.

Employee costs are budgeted to increase by \$6.404 million or 8.4% compared to the 2023/24 forecast result. This increase comprises:

- An expected 3% increase to salary costs in line with the Enterprise Agreement (EA) and an additional one week annual leave for staff;
 - An increase in the Superannuation Guarantee to 11.5% (these increases are scheduled to end with 12% in 2025/26); and
 - An increase of 23.5 FTE from 780.3 to 808.
- These increases are offset by a 10% efficiency factor included to counter the ongoing vacancy rate.

4.1.8 Materials and services

	Forecast Actual	Budget		
	2023/24	2024/25	Change	Change
	\$'000	\$'000	\$'000	%
Administrative support	4,236	6,753	2,516	59.4%
Audit Fees	302	313	11	3.8%
Contract labour	5,269	-	(5,269)	-100.0%
Contract payments (incl. Waste Contracts)	55,632	58,596	2,964	5.3%
Contributions and donations	730	823	93	12.7%
General maintenance incl. vehicles	10,315	10,594	279	2.7%
Hire Charges	1,647	1,470	(177)	-10.8%
Insurance	2,089	2,216	127	6.1%
IT Networking, Software, Hardware & Licencing	7,588	4,272	(3,316)	-43.7%
Legal Fees	1,558	1,430	(127)	-8.2%
Minor Asset Purchases	3,105	1,922	(1,182)	-38.1%
Other	1,754	1,954	200	11.4%
Professional fees	7,892	5,422	(2,470)	-31.3%
Program expenses	6,195	6,058	(138)	-2.2%
Subscriptions & Memberships	884	939	55	6.2%
Training, Seminars & Conferences & Other Staff Related Costs	674	889	215	31.9%
Utilities	7,190	8,324	1,134	15.8%
Waste Services Levies	7,810	8,870	1,060	13.6%
Total materials and services	124,870	120,845	(4,025)	-3.2%

4.1.8 Materials and services (\$4.025 million decrease)

Materials and services comprises ongoing operational costs (other than Employee costs), required for Council to maintain the provision of services to the community. This includes contractors engaged via agencies. Materials and services are projected to decrease by \$4.025 million or 3.2% compared to the prior year forecast due to:

- Contract Labour - an amount is included in the 2023/24 forecast however policy dictates we do not budget for this expense;
- IT Networking, Hardware and Licencing costs where a review was undertaken and efficiencies identified; and
- Professional Fees - the 2023/24 forecast includes 'Development Costs' within IT Services which are not continuing into 2024/25.

These decreases are offset by:

- An increase in estimated Administrative support costs relating to 'On-going Support' in IT and 'Council Election' costs scheduled in 2024/25;
- An increase in estimated Contract Payments driven by contractual agreements;
- An increase in estimated Utility costs; and
- An increase in estimated Waste Services.

4.1.9 Depreciation

	Forecast Actual	Budget		
	2023/24	2024/25	Change	Change
	\$'000	\$'000	\$'000	%
Property	8,443	8,510	67	0.8%
Plant & equipment	769	405	(364)	-47.3%
Infrastructure	42,816	47,210	4,393	10.3%
Total depreciation	52,028	56,125	4,097	7.9%

4.1.9 Depreciation (\$4,097 million increase)

Depreciation is projected to increase by \$4.097 million or 7.9% from the 2023/24 forecast. The increase is in mainly due to the increase in the value of Council's infrastructure assets. This is due to increasing levels of capital expenditure, the impact of asset revaluations as well as ongoing acquisition of substantial levels of contributed assets from Precinct Structure Plan in-kind assets transferred over to Council each year from completed development works within the municipality.

4.1.10 Amortisation - Intangible assets

	Forecast Actual	Budget		
	2023/24	2024/25	Change	Change
	\$'000	\$'000	\$'000	%
Intangible assets	327	327	(0)	0.0%
Total amortisation - intangible assets	327	327	(0)	0.0%

4.1.10 Amortisation of Intangible Assets (\$nil increase)

The Amortisation charge is applicable to non-exclusive licence granted to Melton City Council by Department of Education and the Caroline Springs College for the use of Caroline Springs College Creekside Campus and the Spring Side Children's and Childcare facility built on Department of Education land and Kororoit Creek Learning Centre.

4.1.11 Depreciation - Right of use assets

	Forecast Actual	Budget		
	2023/24	2024/25	Change	Change
	\$'000	\$'000	\$'000	%
Furniture & Equipment	151	199	48	31.8%
Vehicles	214	200	(14)	-6.4%
Total depreciation - right of use assets	365	399	34	9.4%

4.1.11 Depreciation – Right of Use Assets (\$0.034 million increase)

The depreciation of the right of use assets under lease arrangements are reported in accordance with current legislation. The bulk of these is related to Council fleet vehicles. This expense is set to increase due to the addition of new lease agreements associated with gymnasium and IT equipment.

4.1.12 Borrowing Costs

	Forecast Actual	Budget		
	2023/24	2024/25	Change	Change
	\$'000	\$'000	\$'000	%
Interest Expense	190	482	291	153.1%
Total other expenses	190	482	291	153.1%

4.1.12 Borrowing Costs (\$0.291 million increase)

Borrowing costs are set to increase as a result of two new loans budgeted to be entered into during 2024/25. In 2024/25 Council's borrowings are projected to increase by \$8.3M. Council is taking advantage of competitive offering by Treasury Corporation of Victoria and in doing so is creating a needed contingency for capital projects. Since September 2021, the Victorian Government has provided loan facility support, with Treasury Corporation of Victoria being given the capacity to lend directly to Local Government entities.

4.2 Balance Sheet

4.2.1 Assets

4.2.1.1 Current Assets (\$51.129 million decrease)

Current assets in 2024/25 are projected to decrease by \$51.129 million compared to the prior year forecast. This is predominately as a result of a decrease in cash and cash equivalents relating to monetary contributions from developers. This is an inconsistent revenue stream and the 2024/25 reduction is subsequent to a spike in the 2023/24 Forecast.

4.2.1.2 Non-Current Assets (\$389.157 million increase)

Non-Current Assets are budgeted to increase by \$389.157M over the 2023/24 forecast. This is mainly attributable to the increase in property plant and equipment resulting from developer contributed assets and the planned capital works program. The net increase of assets is partly offset by the depreciation of non-current assets plus the written down value of assets disposed during the year through sale of assets.

4.2.2 Liabilities

4.2.2.1 Current Liabilities (\$37.119 million decrease)

Current liabilities are expected to decrease by \$37.119 million over the 2023/24 forecast. The decrease is primarily due to a decrease in Precinct Structure Plan (PSP) creditors relating to Works in Kind and Land in Kind. These are assets provided in kind by developers that are higher than their developer contributions liability and are budged to be delivered as per the schedules provided by developers.

4.2.2.2 Non-Current Liabilities (\$4.898 million increase)

Non-current liabilities are expected to increase by \$4.898 million. This is primarily due to an increase in loan borrowings in 2024/25 as referenced in 4.1.12 above and 4.2.3 below.

4.2.3 Borrowings

The table below shows information on borrowings specifically required by the Regulations.

	Forecast Actual 2023/24	Budget 2024/25	Projections 2025/26	2026/27	2027/28
	\$	\$	\$	\$	\$
Amount borrowed as at 30 June of the prior year	5,770	3,163	8,036	5,131	3,502
Amount proposed to be borrowed	-	8,300	-	-	-
Amount projected to be redeemed	(2,607)	(3,427)	(2,905)	(1,629)	(1,709)
Amount of borrowings as at 30 June	3,163	8,036	5,131	3,502	1,793

4.2.4 Leases by category

As a result of the introduction of *AASB 16 Leases*, right-of-use assets and lease liabilities have been recognised as outlined in the table below.

	Forecast Actual 2023/24	Budget 2024/25
	\$	\$
Right-of-use assets		
Furniture & Equipment	439	1,163
Vehicles	71	34
Total right-of-use assets	510	1,197
Lease liabilities		
Current lease Liabilities		
Furniture & Equipment	263	359
Vehicles	56	33
Total current lease liabilities	319	392
Non-current lease liabilities		
Furniture & Equipment	185	824
Vehicles	19	20
Total non-current lease liabilities	204	844
Total lease liabilities	523	1,236

4.3 Statement of changes in Equity

4.3.1 Reserves

	Opening Balance 01-Jul-24 \$'000	Transfers In \$'000	Transfers Out \$'000	Closing Balance 30-Jun-25 \$'000
Restricted Reserves				
Street Trees & Drainage	999			999
Community Infrastructure	350,074	144,032	(55,469)	438,637
Discretionary Reserves				-
Perpetual Maintenance	139			139
Defined Benefit Call	395			395
Infrastructure & Strategic Investment	122,873			122,873
Capital Program	41,033			41,033
Total Other Reserves	515,513	144,032	(55,469)	604,076

Street Trees & Drainage

Developer contributions for provision of drainage assets and street beautification.

Community Infrastructure

Developer contributions collected to deliver community infrastructure within PSP and non-PSP areas in accordance with the Planning and Environment Act and section 173 agreements.

Perpetual Maintenance

Provision for perpetual maintenance of Melton Cemetery.

Infrastructure & strategic investment (Previously Atherstone Investment)

Income generated from Atherstone estate set aside for major capital works and investments to diversify Council's income streams.

Defined Benefit Call

Provision for potential future funding call under the Defined Benefits Superannuation scheme.

Capital Program

Provision for undelivered projects from the prior year Capital Programs which are expected to be delivered in the years commencing from 2024/25.

4.3.2 Equity

Total equity is a representation of net assets and comprises the following three components:

Accumulated Surplus - Which is an accumulation of all the operating surpluses and deficits realised by Council since its inception offset by transfers to and from reserves. The accumulated surplus at the end of 2024/25 is budgeted to be \$2.975 billion.

Asset Revaluation Reserve - Which represents the difference between the previously recorded values of assets and their current valuations. The asset revaluation reserve balance as at the end of 2024/25 is budgeted at \$1.463 billion.

Other Reserves - These are mainly funds that Council wishes to separately identify as being set aside to meet a specific purpose. This includes developer contribution reserves set aside for future capital works. Other reserve balances as at the end of 2024/25 are budgeted to be \$604.076 million. These reserves are detailed in table 4.3.1 above.

4.4 Statement of Cash Flows

4.4.1 Net cash flows provided by/used in Operating activities

Cashflows from operating activities refers to the cash generated or used in the normal service delivery functions of Council and more specifically, records when the cash is physically being received in, or paid out of our bank accounts. The net cash flows from operating activities does not equal the operating surplus (deficit) for the year as the operating revenues and expenses of the Council as outlined in the Income Statement, include non-cash items such as Depreciation, which have been excluded from the Cash Flow Statement.

The 2024/25 budget for 'Net cash provided by operating activities' is \$41.094 million lower than 2023/24 forecast. This comprises an increase in cash receipts of \$15.253 million that is offset by an increase in operating cash expenditure outflows of \$57.157 million.

Cash receipts are expected to increase for Rates and Charges \$12.676 million, Capital Grants \$14.576 million and Interest on Investments \$11.796 million. These increases in cash receipts are offset by increases in cash payments for Employee Costs \$39.058 million and Materials and Services \$32.040 million.

4.4.2 Net cash flows provided by/used in Investing activities

Cashflows from Investing activities typically refers to cash outflows related to the purchase of Assets such as equipment (which is seen to be an investment for Council), or cash inflows such as the proceeds on sale of said assets.

The net cash used for investing activities is projected to be greater than current year forecast by \$164.257 million. This is almost entirely related to increased cash outflows associated with Property, Plant and Equipment \$164.337 million, with the balance of \$0.080 million being reflective of proceeds on the sale of assets being forecast for 2023/24 but not in 2024/25.

4.4.3 Net cash flows provided by/used in Financing activities

Cashflows from Financing activities refers to cash generated or used in the financing of Council activities which include borrowings from financial institutions. These activities also include any repayments of principal of said borrowings during the year and / or Finance costs associated with the establishment and maintenance of borrowings.

Net cash inflows for this activity are budgeted to be \$3.947 million (or \$7.108 million greater than the 2023/24 forecast), mainly comprising new borrowings of \$8.300 million dollars. These are mainly offset by cash outflows represented by loan repayments, which are budgeted to be \$3.427 million.

4.5 Capital works program

This section presents a listing of the capital works projects that will be undertaken for the 2024/25 year, classified by expenditure type and funding source. Works are also disclosed as current budget or carried forward from prior year.

4.5.1 High Level Summary of Capital Works for 2024/25

Asset Category	Forecast Actual	Budget	Change	Change
	2023/24 \$'000	2024/25 \$'000		%
Property	34,213	47,613	13,400	39%
Plant and equipment	2,658	16,336	13,678	515%
Infrastructure	75,464	159,154	83,690	111%
Total	112,335	223,103	110,768	99%

Asset Category	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contributions & Oth. Reserves \$'000	Council cash \$'000
Property	47,613	42,272	2,392	2,948	17,360	8,577	21,676
Plant and equipment	16,336	643	636	15,056	-	-	16,336
Infrastructure	159,154	80,963	8,147	70,044	10,883	43,620	104,650
Total	223,103	123,879	11,175	88,048	28,243	52,197	142,662

MINUTES OF THE MEETING OF COUNCIL

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

24 JUNE 2024

4.5.2 2024/25 Capital Works Budget by Asset Category

2024/25	Project Cost \$'000	<u>Asset expenditure types</u>			<u>Summary of Funding Sources</u>		
		New	Renewal	Upgrade	Grants	Contributions & Oth. Reserves	Council cash
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Property							
Buildings	44,210	42,272	-	1,938	17,360	8,577	18,274
Building Improvements	3,403	-	2,392	1,010	-	-	3,403
Total Property	47,613	42,272	2,392	2,948	17,360	8,577	21,676
Plant and equipment							
Information technology & telecommunications	10,360	-	-	10,360	-	-	10,360
Fixtures, fittings and furniture	422	85	337	-	-	-	422
Library Books	558	558	-	-	-	-	558
Other Plant and equipment	4,995	-	299	4,696	-	-	4,995
Total Plant and equipment	16,336	643	636	15,056	-	-	16,336
Infrastructure							
Roads	70,694	15,843	4,666	50,186	1,588	20,310	48,797
Bridges	1,700	746	423	532	-	702	999
Footpaths and cycleways	13,117	10,878	1,477	762	2,854	714	9,550
Drainage	929	132	465	333	-	-	929
Kerb & Channel	142	-	142	-	-	-	142
Parks, Open Space and Streetscapes	6,569	646	346	5,578	1,100	-	5,469
Recreational, Leisure and Community Facilities	61,508	49,905	628	10,975	4,637	21,896	34,976
Car parks	130	85	-	45	-	-	130
Traffic Management Devices	2,816	2,256	-	560	554	-	2,263
Other Infrastructure	1,546	472	-	1,074	150	-	1,396
Total Infrastructure	159,154	80,963	8,147	70,044	10,883	43,620	104,650
Grand Total	223,103	123,879	11,175	88,048	28,243	52,197	142,662

4.5.2 2024/25 Capital Works Budget by Project

2024/25 Detailed by Project	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contributions & Oth. Reserves \$'000	Council cash \$'000
Property							
Buildings	44,210	42,272	-	1,938	17,360	8,577	18,274
Aintree Children's and Community Centre	8,251	8,251	-	-	5,360	-	2,891
Cobblebank Community Services Hub	5,271	5,271	-	-	-	1,120	4,150
Diggers Rest Community Centre	691	691	-	-	-	650	41
Mount Atkinson East Community Hub, Mount Atkinson	8	8	-	-	-	-	8
Mt Carberry Childrens and Community Centre	691	691	-	-	-	-	691
Plumpton Children's Centre & Neighbourhood House	14,634	14,634	-	-	10,500	2,224	1,909
Taylors Hill Licensed PlaySpace upgrade program	338	-	-	338	-	-	338
Thornhill Park Childrens and Community Centre	16	16	-	-	-	-	16
Weir Views Childrens and Community Centre	8,251	8,251	-	-	1,500	1,572	5,178
Children's Centre Amenity Upgrades 24/25 - Category 3	181	-	-	181	-	-	181
Children's Centre Amenity Upgrades 24/25 - Category 1 & 2	1,276	-	-	1,276	-	-	1,276
Deanside Community Centre and Neighbourhood House	691	691	-	-	-	295	396
Rockbank East Childrens and Community Centre	2,887	2,887	-	-	-	2,715	172
Bridge Road Athletics Facility	532	532	-	-	-	-	532
Melton South Community Centre - Storage Unit Installation	3	-	-	3	-	-	3
Commemorative Park Bench Installation	5	-	-	5	-	-	5
Increase Safety Measures for Outdoor Dining on Council Land	213	213	-	-	-	-	213
Installation of stolen generation marker	134	-	-	134	-	-	134
Caroline Springs Boulevard Outdoor Dining Pedestrian Fencing	53	53	-	-	-	-	53
Stage 1 Lake Caroline Master Plan - Design Allocation	85	85	-	-	-	-	85
Building Improvements	3,403	-	2,392	1,010	-	-	3,403
Blackwood Drive - Tennis Pavilion	53	-	53	-	-	-	53
Botanica Springs Childrens and Community Centre	213	-	213	-	-	-	213
Melton Waves Aquatic Centre	978	-	978	-	-	-	978
Melton Recreation Reserve - Playing court and public convenience upgrade.	1,010	-	-	1,010	-	-	1,010
Hillside Community - Sports Pavilion	159	-	159	-	-	-	159
Kingsway Childrens Service Centre - MCHC	351	-	351	-	-	-	351
Pinnacle Crescent, Brookfield	639	-	639	-	-	-	639
Total Property	47,613	42,272	2,392	2,948	17,360	8,577	21,676
Plant and equipment							
Information technology & telecommunications	10,360	-	-	10,360	-	-	10,360
Azure Cloud Uplift	1,595	-	-	1,595	-	-	1,595
Enterprise Solutions Program	6,607	-	-	6,607	-	-	6,607
Information Management Program	797	-	-	797	-	-	797
IT Security Program	829	-	-	829	-	-	829
ITSM	213	-	-	213	-	-	213
Wi-Fi uplift across Council Offices & Community Centres	319	-	-	319	-	-	319
Fixtures, fittings and furniture	422	85	337	-	-	-	422
Arnolds Creek East Branch Linear Reserve - Fence	9	-	9	-	-	-	9
Beatty Park - Fence	96	-	96	-	-	-	96
Brookside Recreation Reserve - Public Shelter	43	-	43	-	-	-	43
Cambrian Way Reserve - Park Seat	4	-	4	-	-	-	4
Gretel Grove Reserve - Fence	9	-	9	-	-	-	9
Illawong Terrace Reserve - Drinking Fountain	12	-	12	-	-	-	12
Lake Caroline Waterfront - Park Bench	18	-	18	-	-	-	18
Lake Caroline Waterfront - Park Seat	11	-	11	-	-	-	11
Library Furniture Program	85	85	-	-	-	-	85
Little Blind Creek Reserve - Gunnawarra Rd to Centenary Ave - Park Bench	4	-	4	-	-	-	4
Navan Park Reserve - Fence	51	-	51	-	-	-	51
Ryans Creek Linear Reserve - Fence	9	-	9	-	-	-	9
Sirdar Street Reserve - Fence	9	-	9	-	-	-	9
Tamar Dr - Fence	17	-	17	-	-	-	17
Taylors Hill West Recreation Reserve - Player Shelter	19	-	19	-	-	-	19
Toolern Creek Linear Reserve - Fence	17	-	17	-	-	-	17
Watervale Boulevard Linear Reserve - Drinking Fountain	12	-	12	-	-	-	12
Library Books	558	558	-	-	-	-	558
Library Collections Program	558	558	-	-	-	-	558
Other Plant and equipment	4,995	-	299	4,696	-	-	4,995
Irrigation System Renewals	299	-	299	-	-	-	299
Melton Recycling Facility - Stage 2	4,696	-	-	4,696	-	-	4,696
Total Plant and equipment	16,336	643	636	15,056	-	-	16,336

4.5.2 2024/25 Capital Works Budget by Project

2024/25 Detailed by Project	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New	Renewal	Upgrade	Grants	Contributions & Oth. Reserves	Council cash
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Infrastructure		-	-	-	-	-	-
Roads	70,694	15,843	4,666	50,186	1,588	20,310	48,797
Alexandra St - Sealed Road	148	-	148	-	-	-	148
Argyll Cct - Sealed Road	76	-	76	-	-	-	76
Arnolds Creek Bvd - Sealed Road	53	-	53	-	-	-	53
Arnolds Creek Bvd Wbcw - Sealed Road	95	-	95	-	-	-	95
Botanica Springs Bvd - Sealed Road	21	-	21	-	-	-	21
Bridge Road, Signalised Pedestrian Crossing	539	-	-	539	-	-	539
Brooklyn Rd - Sealed Road	71	-	71	-	-	-	71
Bulmans Rd West Melton Urbanisation	11,871	-	-	11,871	630	2,640	8,600
Caroline Springs Bvd Nbcw - Sealed Road	384	-	384	-	-	-	384
Caroline Springs Bvd Rbt - Sealed Road	180	-	180	-	-	-	180
Caroline Springs Bvd Sbcw - Sealed Road	156	-	156	-	-	-	156
Centenary Av - Sealed Road	23	-	23	-	-	-	23
Coburns Rd - Sealed Road	81	-	81	-	-	-	81
Coburns Rd Nbcw - Sealed Road	366	-	366	-	-	-	366
Coburns Rd Rbt - Sealed Road	40	-	40	-	-	-	40
Dalray Cr - Sealed Road	287	-	287	-	-	-	287
Exford Road Wire Rope Safety Barriers	457	-	-	457	-	-	457
Glenbruar Dr - Sealed Road	31	-	31	-	-	-	31
Hopkins Road and Reed Court Signalised Intersection	1,366	1,366	-	-	-	1,285	81
Hopkins Road and Taylors Road Signalised Intersection	425	425	-	-	-	400	25
Hopkins Road between Normanby Boulevard and Taylors Road	434	434	-	-	-	408	26
Hopkins Road between Reed Court and Normanby Boulevard	64	64	-	-	-	60	4
Hopkins Road between Vel Street and Kororoit Creek	469	469	-	-	-	441	28
Hume Dr - Sealed Road	47	-	47	-	-	-	47
James Cook Dr - Sealed Road	231	-	231	-	-	-	231
Kirkton Dr - Sealed Road	171	-	171	-	-	-	171
Kurunjang Dr - Sealed Road	107	-	107	-	-	-	107
Lagarna Dr - Sealed Road	164	-	164	-	-	-	164
Lancefield Dr Rbt - Sealed Road	46	-	46	-	-	-	46
Langmore Dr - Sealed Road	79	-	79	-	-	-	79
MacPherson Park Secondary Access Road	71	71	-	-	-	-	71
Minns Road and Coburns Road Intersection Upgrade	56	56	-	-	-	53	3
Palm Springs Road Urbanisation	373	373	-	-	197	-	175
Parkwood Pl - Sealed Road	20	-	20	-	-	-	20
Rees Road Upgrade	567	-	-	567	-	-	567
Rockbank Middle Road Duplication, Caroline Springs	96	-	-	96	-	-	96
Roslyn Park Dr - Sealed Road	172	-	172	-	-	-	172
Ryans Lane Sealing	41	-	-	41	-	-	41
Scarlet Oak Av - Sealed Road	41	-	41	-	-	-	41
Scarlet Oak Av Ebcw - Sealed Road	18	-	18	-	-	-	18
Scarlet Oak Av Wbcw - Sealed Road	17	-	17	-	-	-	17
Station Rd & Richard Rd Modify Intersection	319	-	-	319	-	-	319
Staughton St - Sealed Road	377	-	377	-	-	-	377
Taylors Rd Duplication - Gourlay Rd to Westwood Drive	5,316	-	-	5,316	-	-	5,316
Tenterfield Dr - Sealed Road	139	-	139	-	-	-	139
Tenterfield Dr Sbcw - Sealed Road	29	-	29	-	-	-	29
The Crossing - Sealed Road	85	-	85	-	-	-	85
The Parks Nbcw - Sealed Road	24	-	24	-	-	-	24
The Regency - Sealed Road	78	-	78	-	-	-	78
Troups Road South, Mount Cottrell Stage 2	6,167	-	-	6,167	-	-	6,167
Watervale Byd - Sealed Road	153	-	153	-	130	-	24
West Melton Dr - Sealed Road	125	-	125	-	-	-	125
West Melton Dr Rbt - Sealed Road	23	-	23	-	-	-	23
Westcott Pde - Sealed Road	92	-	92	-	-	-	92
Westlake Dr - Sealed Road	258	-	258	-	-	-	258
Westlake Dr Ebcw - Sealed Road	32	-	32	-	-	-	32
Westlake Dr Wbcw - Sealed Road	32	-	32	-	-	-	32
Wolviston Av - Sealed Road	94	-	94	-	-	-	94
Blackdog Drive and Brookfield Ave, Brookfield spike down kerb replacement.	96	96	-	-	-	-	96
Boundary Road Upgrade	3,615	-	-	3,615	-	-	3,615
Taylors Road and Sinclairs Road Signalised Intersection	2,977	-	-	2,977	-	2,770	207
Taylors Road and Westwood Drive Signalised Intersection	532	-	-	532	-	-	532
Caroline Springs Boulevard and The Crossing Signalised Intersection	638	-	-	638	-	-	638
Middle Road, Truganina Road Upgrade	1,372	-	-	1,372	-	-	1,372
Westwood Drive Intersection Upgrades	380	-	-	380	-	-	380
Exford Road and Greigs Road Intersection Upgrade	266	-	-	266	-	-	266
Hume Drive Duplication Stage 2 between Calder Park Drive and Gourlay Road	4,524	-	-	4,524	630	-	3,893
Taylors Road and Plumpton Road Signalised Intersection	638	-	-	638	-	-	638
Caroline Springs Boulevard and Rockbank Middle Road Signalised Intersection	7,774	-	-	7,774	-	-	7,774
Intersection Upgrade Scarlett Ave and Coburns Road	53	53	-	-	-	-	53
Bridge Road Construction and Intersection Upgrade	35	35	-	-	-	-	35
Mt Cottrell Road Upgrade	556	-	-	556	-	-	556
Hopkins Road from Reed Court to Kororoit Creek Bridge	53	53	-	-	-	-	53
Brooklyn Road Upgrade - Design project	159	-	-	159	-	-	159
West Melton Drive and James Cook Drive, West Melton spike down kerb roun	96	96	-	-	-	-	96
Taylors Road Duplication including Upgrade of Gourlay Road intersection	532	-	-	532	-	-	532
Exford Road/Wilson Road and Exford Road/ Northcott Street; Intersection Upg	851	-	-	851	-	-	851

4.5.2 2024/25 Capital Works Budget by Project

2024/25 Detailed by Project	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New	Renewal	Upgrade	Grants	Contributions & Oth. Reserves	Council cash
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Riding Boundary Road, Mount Atkinson	864	864	-	-	-	864	-
Mount Cottrell Road Upgrade	3,000	3,000	-	-	-	3,000	-
City Vista Court and Taylors Road Signalised Intersection	1,065	1,065	-	-	-	1,065	-
Ferris Road and Wembley Avenue Signalised Intersection	393	393	-	-	-	393	-
Mount Atkinson Road north of Riding Boundary Road	255	255	-	-	-	255	-
Mt Atkinson Road and Evolution Road Signalised Intersection	1,356	1,356	-	-	-	1,356	-
Riding Boundary Road and Mount Atkinson Road Signalised Intersection	1,685	1,685	-	-	-	1,685	-
Ferris Road and East West arterial road Signalised Intersection, Strathulloh	393	393	-	-	-	393	-
Mount Atkinson Road, Truganina	1,049	1,049	-	-	-	1,049	-
Construction of East - West Arterial road between Ferris Road and Mount Cottrell	2,192	2,192	-	-	-	2,192	-
Bridges	1,700	746	423	532	-	702	999
Bridge Upgrades - Exford Road and Greigs Road, Exford	532	-	-	532	-	-	532
Hopetoun Gr - Culvert	36	-	36	-	-	-	36
Lake St - Bridge	15	-	15	-	-	-	15
Nixon St - Vehicular Bridge - Major Culvert	15	-	15	-	-	-	15
Stretton Dr - Major Culvert	18	-	18	-	-	-	18
Watervale Bvd - Viewing Platform	124	-	124	-	-	-	124
Wattleree Ct - Bridge	24	-	24	-	-	-	24
Westlake Reserve - Boardwalk	190	-	190	-	-	-	190
Hopkins Road Bridge over Kororoit Creek	746	746	-	-	-	702	44
Footpaths and cycleways	13,117	10,878	1,477	762	2,854	714	9,550
Albert Court - Footpath connection.	12	12	-	-	-	-	12
Alfred Road Shared Path	1,170	1,170	-	-	700	-	470
Armadae Pl - Footpath	17	-	17	-	-	-	17
Arnolds Creek Footpath Connection	10	10	-	-	-	-	10
Baluk/Kurunjang Walkway - Footpath	21	-	21	-	-	-	21
Barries Rd - Footpath	37	-	37	-	-	-	37
Bellevue Bvd Ext - Footpath	13	-	13	-	-	-	13
Bimbadeen St - Footpath	30	-	30	-	-	-	30
Catani Court	12	12	-	-	-	-	12
Christopher Cr - Footpath	14	-	14	-	-	-	14
Church St - Footpath	27	-	27	-	-	-	27
Earlington Bvd - Footpath	113	-	113	-	-	-	113
Germander Court footpath	52	52	-	-	-	-	52
High St - Shared Path	47	-	47	-	-	-	47
Hilton Way - Footpath	118	-	118	-	-	-	118
James Cook Drive Reserve - Shared Path	148	148	-	-	-	-	148
John Batman Dr - Footpath	26	-	26	-	-	-	26
Kurunjang Recreation Reserve - Footpath	21	-	21	-	-	-	21
Lexcen Close Housing - Footpath	20	-	20	-	-	-	20
Long Tree Drive - footpath and pram crossing.	17	17	-	-	-	-	17
Madison Drive Pram Crossing	10	10	-	-	-	-	10
Manly Court Closure - Footpath	7	-	7	-	-	-	7
Melton Town Centre Revitalisation Project (Active Transport, Streetscapes & C	526	-	-	526	-	-	526
Mitchell Rd - Footpath	106	-	106	-	-	-	106
Murray St - Footpath	51	-	51	-	-	-	51
Niewand Av - Footpath	20	-	20	-	-	-	20
Quail Cr - Footpath	103	-	103	-	-	-	103
Reserve - Footpath	3	-	3	-	-	-	3
Rockbank Middle Road - pram crossing with refuge.	42	42	-	-	-	-	42
Royal Cr - Footpath	109	-	109	-	-	-	109
Saronvale Cr - Shared Path	16	-	16	-	-	-	16
Springlake Avenue - Pram crossing	15	15	-	-	-	-	15
St James Close - Footpath connection.	12	12	-	-	-	-	12
Stirling Terrace - Pram crossing.	12	12	-	-	-	-	12
Sugarloaf Bend Shared Path	128	-	-	128	-	60	68
Swan St - Footpath	52	-	52	-	-	-	52
The Bellevue - Shared Path	21	-	21	-	-	-	21
Toolern Creek Regional Park Minor Works (Toolern Creek Linear Reserve)	213	213	-	-	-	-	213
Vine Ct - Footpath	19	-	19	-	-	-	19
Westwood Dr - Footpath	51	-	51	-	-	-	51
William Cct - Footpath	62	-	62	-	-	-	62
William Circuit - Footpath	48	48	-	-	-	-	48
Wills Rd - Footpath	27	-	27	-	-	-	27
Pedestrian Bridge - Modeina Estate, Burnside	1,726	1,726	-	-	-	181	1,545
Meadow Glen Drive - Pram crossing.	6	6	-	-	-	-	6
Vineyard Road- Shared Path	87	87	-	-	-	-	87
Taylors Rd / Meadows Dr -Pedestrian Refuge	99	99	-	-	-	-	99
Sugar Gum Estate Footpaths	1,321	1,321	-	-	-	-	1,321
Pedestrian Bridge-Toolern Creek Western Crossing	280	280	-	-	-	-	280
Pedestrian Bridge at Hannah Watts Park	957	957	-	-	-	-	957
Pedestrian Bridge over Toolern Creek	1,943	1,943	-	-	-	472	1,471
Little Blind Creek Culvert Upgrade	399	399	-	-	-	-	399
Navan Park - Boardwalk Crossover	53	-	-	53	-	-	53
Active Transport Connection - Taylors Road, Deanside.	1,350	1,350	-	-	1,270	-	80
Earlington Square - Footpath	2	-	2	-	-	-	2
Earlington Square - Footpath	2	-	2	-	-	-	2
Earlington Square - Shared Path	65	-	65	-	-	-	65
Earlington Square - Shared Path	160	-	160	-	-	-	160

4.5.2 2024/25 Capital Works Budget by Project

2024/25 Detailed by Project	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New	Renewal	Upgrade	Grants	Contributions & Oth. Reserves	Council cash
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
High street - Footpath	22	-	22	-	-	-	22
Morton Homestead - Footpath	24	-	24	-	-	-	24
Highfield Way Cdw - Footpath	26	-	26	-	-	-	26
Todman Ct - Footpath	26	-	26	-	-	-	26
Active Transport Connection - Vineyard Road, Diggers Rest	940	940	-	-	884	-	56
Footpath Linda Place through to Thrive Lane	55	-	-	55	-	-	55
Drainage	929	132	465	333	-	-	929
35-43 Rowling Street, Fraser Rise	43	-	-	43	-	-	43
Barries Rd - Stormwater Drain	15	-	15	-	-	-	15
Christopher Cr - Stormwater Drain	8	-	8	-	-	-	8
Clarendon Wyn - Stormwater Drain	4	-	4	-	-	-	4
Clarke Rd, Deanside	64	-	-	64	-	-	64
Corr Gr - Stormwater Drain	31	-	31	-	-	-	31
Devon Pl - Stormwater Drain	31	-	31	-	-	-	31
Gladstone Gr - Stormwater Drain	3	-	3	-	-	-	3
Kamil St - Stormwater Drain	33	-	33	-	-	-	33
Lancaster Way - Stormwater Drain	31	-	31	-	-	-	31
Norma St - Stormwater Drain	6	-	6	-	-	-	6
Saronvale Cr - Stormwater Drain	31	-	31	-	-	-	31
Shebler Pl - Stormwater Drain	4	-	4	-	-	-	4
The Regency - Stormwater Drain	31	-	31	-	-	-	31
Unitt St - Stormwater Drain	67	-	67	-	-	-	67
Viewbank Walk - Stormwater Drain	89	-	89	-	-	-	89
Vim St - Stormwater Drain	26	-	26	-	-	-	26
Vista Dr - Stormwater Drain	32	-	32	-	-	-	32
Welcome Rd - Stormwater Drain	25	-	25	-	-	-	25
Peter Pan Crescent, Kurunjang	32	-	-	32	-	-	32
13 Parkway, Melton West	21	-	-	21	-	-	21
35 Clarendon Wynd, Caroline Springs	27	-	-	27	-	-	27
13 Buckle Road, Kurunjang	21	-	-	21	-	-	21
37 Nicholson Terrace, Taylors Hill	46	-	-	46	-	-	46
23 Jacaranda Drive, Taylors Hill	32	-	-	32	-	-	32
11 Herrington Turn, Caroline Springs	27	-	-	27	-	-	27
20 Market Terrace, Taylors Hill	21	-	-	21	-	-	21
Drainage Infrastructure Program, Outfall near Clive Court, Melton	132	132	-	-	-	-	132
Kerb & Channel	142	-	142	-	-	-	142
Bendigo Cct - Kerb	10	-	10	-	-	-	10
Bramshaw Cr - Kerb	11	-	11	-	-	-	11
Churchill Way - Kerb	3	-	3	-	-	-	3
Landscape Dr - Kerb	40	-	40	-	-	-	40
Lewis Av - Kerb	22	-	22	-	-	-	22
Lyme Park Cct - Kerb	56	-	56	-	-	-	56
Parks, Open Space and Streetscapes	6,569	646	346	5,578	1,100	-	5,469
Arbour Boulevard Central Reserve, Burnside Heights	33	-	-	33	-	-	33
Banchory Green Park Rejuvenation, Hillside	18	-	-	18	-	-	18
Barwon Street Reserve - Taylors Hill	26	-	-	26	12	-	14
Castlemain Drive Reserve - Medium Combination Play Unit	117	-	117	-	-	-	117
Castlemaine Drive Reserve - Spring Seesaw	11	-	11	-	-	-	11
Castlemaine Drive Reserve - Swing Set Junior	13	-	13	-	-	-	13
Centenary Park Revitalisation	17	-	-	17	-	-	17
Cheshire Avenue Reserve, Melton South - Play space Upgrade	106	-	-	106	-	-	106
Fieldstone Way Reserve	106	-	-	106	-	-	106
Hillside Recreation Reserve	41	-	-	41	19	-	22
Lucas Terrace Reserve - Swing	13	-	13	-	-	-	13
Melton Botanic Garden Natural Playspace	13	13	-	-	-	-	13
Melton South Recreation Reserve	33	-	-	33	-	-	33
Mt Carberry Reserve, Melton South	46	-	-	46	-	-	46
Navan Park Play Space Upgrade, Harkness	1,363	-	-	1,363	560	-	803
Norm Raven Reserve, Diggers Rest	33	-	-	33	-	-	33
Open Space Furniture Items	53	-	-	53	-	-	53
Parkwood Green Reserve	16	-	-	16	-	-	16
Street Tree Planting Program	532	532	-	-	-	-	532
Stretton Drive Reserve - Combination Unit	98	-	98	-	-	-	98
Stretton Drive Reserve - Spring Rider - Motorbike	7	-	7	-	-	-	7
Taylors Hill Blvd Central Park	128	-	-	128	-	-	128
The Point Reserve - Medium Combination Play Unit	64	-	64	-	-	-	64
The Point Reserve - Spring Rider	11	-	11	-	-	-	11
The Point Reserve - Swing Set Junior	13	-	13	-	-	-	13
Torrance Drive Reserve	32	-	-	32	-	-	32
Turf Club Boulevard	31	-	-	31	-	-	31
Westmelton Drive Reserve, Melton West	33	-	-	33	-	-	33
The Parkway	1,111	-	-	1,111	-	-	1,111
Earlington Square	705	-	-	705	-	-	705
The Grange Reserve Upgrade	159	-	-	159	-	-	159
Blackwood Drive Recreation Reserve, Melton South	51	-	-	51	-	-	51
Seniors Exercise Park - West Side - Location TBC	43	43	-	-	-	-	43
Sovereign Boulevard Reserve	142	-	-	142	20	-	122
Seniors Exercise Park - East Side - Location TBC	43	43	-	-	-	-	43
Black Knight Way Reserve	17	-	-	17	-	-	17

4.5.2 2024/25 Capital Works Budget by Project

2024/25 Detailed by Project	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contributions & Oth. Reserves \$'000	Council cash \$'000
Cobblestone Green	23	-	-	23	-	-	23
Melton Botanic Garden - Installation of Handrail	16	16	-	-	-	-	16
Melton Reservoir Site - Melton Weir Parkland Strategy Development	85	-	-	85	-	-	85
Burill Court, Taylors Hill	213	-	-	213	160	-	53
Royal Crescent Hillside	64	-	-	64	-	-	64
Inglewood Park - Burnside Heights	85	-	-	85	-	-	85
Cranwell Reserve - Caroline Springs	128	-	-	128	85	-	43
Westlake Drive Reserve, Melton West	128	-	-	128	85	-	43
Punjel Drive Reserve - Diggers Rest	213	-	-	213	160	-	53
Grizzly Bear Park - Truganina	16	-	-	16	-	-	16
Water play elements within Taylors Hill (Location TBC)	239	-	-	239	-	-	239
Botanica Springs Linear Reserve, Brookfield	85	-	-	85	-	-	85
Recreational, Leisure and Community Facilities	61,508	49,905	628	10,975	4,637	21,896	34,976
Arnolds Creek - Cricket Facilities x2	74	-	-	74	-	-	74
Arnolds Creek - Spectator Shelter Upgrade	128	-	-	128	85	-	43
Arnolds Creek Rec Reserve - Scoreboard	85	-	-	85	-	-	85
Arnolds Creek Tennis Court Reconstruction	744	-	-	744	264	-	480
Bridge Road - Hockey Field Extension	106	106	-	-	-	-	106
Brookside Recreation Reserve - Cricket Wicket	11	-	11	-	-	-	11
City Vista Media Tower	389	389	-	-	-	-	389
Deanside Recreation Reserve	32	32	-	-	-	30	2
Frontier Rec Reserve - Scoreboard	85	-	-	85	-	-	85
Hillside Recreation Reserve	341	-	-	341	-	-	341
Kurunjang Rec Reserve - Scoreboard	85	-	-	85	-	-	85
Kurunjang Recreation Reserve - Cricket Wicket	128	-	128	-	-	-	128
Kurunjang Recreation Reserve Tennis Pavilion	32	-	-	32	-	-	32
Kurunjang Sports Reserve Soccer Pavilion	124	-	-	124	-	-	124
MacPherson Park - Netball Court	43	-	43	-	-	-	43
MacPherson Park Soccer Pitch Redevelopment	177	-	-	177	-	-	177
Melton South Recreation Reserve	851	851	-	-	-	-	851
Melton South Recreation Reserve - Kitchen Upgrade	64	-	-	64	-	-	64
Melton South Recreation Reserve - Pitch Upgrades	53	-	-	53	-	-	53
Melton Waves Aquatic Centre	425	-	-	425	-	-	425
Melton West Public Tennis Courts	744	-	-	744	-	-	744
Plumpton Aquatic & Leisure Centre	9,666	9,666	-	-	-	9,091	575
Plumpton North Sports Reserve	319	319	-	-	-	300	19
Rockbank North Sports Reserve	3,761	3,761	-	-	500	3,076	185
Springside Recreation Reserve - Scoreboard	85	-	-	85	-	-	85
Taylors Hill Rec Reserve - Scoreboard	85	-	-	85	-	-	85
Weir Views East Sports Reserve	319	319	-	-	-	300	19
Thornhill Park Sports Reserve, Pavilion	32	32	-	-	-	30	2
Melton Recreation Reserve CFA building	213	213	-	-	-	-	213
Mt Carberry Cricket Wicket x 1	37	-	-	37	-	-	37
Melton South cricket net fencing	69	-	-	69	-	-	69
Mt Atkinson East Sports Reserve	17,824	17,824	-	-	2,788	9,069	5,967
Arnolds Creek Recreation Reserve	213	213	-	-	-	-	213
Springside Recreation Reserve	106	106	-	-	-	-	106
Caroline Springs Town Centre Oval Redevelopment	2,871	-	-	2,871	-	-	2,871
Kurunjang Recreation Reserve	1,818	-	-	1,818	-	-	1,818
Melton Recreation Reserve Pavilion	1,869	-	-	1,869	-	-	1,869
MacPherson Park Oval 1	553	319	-	234	-	-	553
Cobblebank Stadium Airconditioning Upgrade	532	-	-	532	-	-	532
MacPherson Park Rugby Facility Stage 3	5,092	5,092	-	-	1,000	-	4,092
Bridge Road Community Hub	10,632	10,632	-	-	-	-	10,632
Frontier Recreation Reserve Turf Wickets	32	32	-	-	-	-	32
CLR242501 - Taylors Hill Recreation Reserve, Taylors Hill	106	-	-	106	-	-	106
Springside Recreation Reserve Spectator Shelter	53	-	-	53	-	-	53
COM 2425 17 - Frontier Recreation Reserve Spectator Shelter	53	-	-	53	-	-	53
Renewal of Caroline Springs Leisure Centre	448	-	448	-	-	-	448
Car parks	130	85	-	45	-	-	130
Macpherson Park Unsealed Car Park	9	-	-	9	-	-	9
Unsealed Carparks Upgrade	36	-	-	36	-	-	36
Becca Way, Caroline Springs car park expansion	85	85	-	-	-	-	85
Traffic Management Devices	2,816	2,256	-	560	554	-	2,263
Cahill Drive Traffic Calming Treatment	128	128	-	-	-	-	128
Hepburn Way, Caroline Springs - Safety Improvements	322	322	-	-	272	-	50
Rockfern Crescent, Diggers Rest	43	43	-	-	-	-	43
Exford Road Car Park & Murphy's Road turning lanes	188	-	-	188	-	-	188
Hume Drive & City Vista Court traffic & pedestrian improvement project	31	31	-	-	-	-	31
Industrial Car Parking	90	90	-	-	-	-	90
James Cook Drive Raised Safety Platform	100	100	-	-	-	-	100
Lancefield Drive - Raised Intersection & Crossing	494	494	-	-	282	-	212
Parwan Exford Rd & Exford Rd Intersection upgrade including Street Lighting	372	-	-	372	-	-	372
Road Safety Around Schools Program	191	191	-	-	-	-	191
Wembley Avenue, Strathulloh	94	94	-	-	-	-	94
Cambrian Way, Melton West	253	253	-	-	-	-	253
Brooklyn Road, Brookfield Speed reduction	32	32	-	-	-	-	32
Bridge Road, Cobblebank speed reduction	32	32	-	-	-	-	32
Eynesbury Road - Eynesbury Traffic Island Modification	85	85	-	-	-	-	85

4.5.2 2024/25 Capital Works Budget by Project

2024/25 Detailed by Project	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New	Renewal	Upgrade	Grants	Contributions & Oth. Reserves	Council cash
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Caroline Springs Blvd Road Safety Platform	106	106	-	-	-	-	106
Exford Road, Melton South speed reduction	32	32	-	-	-	-	32
Gourlay Road, Hillside	64	64	-	-	-	-	64
Town Centre ODA Improvements.	159	159	-	-	-	-	159
Other Infrastructure	1,546	472	-	1,074	150	-	1,396
Caroline Springs Leisure Centre	21	-	-	21	-	-	21
Caroline Springs Town Centre Oval 1 - LED Conversion	202	-	-	202	-	-	202
Kurunjang Recreation Reserve LED Conversion & Upgrade	170	-	-	170	-	-	170
Macpherson Park - Soccer Pitch 2 & 3 LED conversion	276	-	-	276	-	-	276
Melton Recreation Reserve - sport lighting upgrade	202	-	-	202	150	-	52
Path Lighting Improvement Program	206	206	-	-	-	-	206
Public Art Installation	266	266	-	-	-	-	266
Intersection of Boundary Road & Mount Cottrell Road, Mount Cottrell	27	-	-	27	-	-	27
Stevensons Street Community House, Caroline Springs	37	-	-	37	-	-	37
Balmer Grange, Brookfield	27	-	-	27	-	-	27
Hoddle Court, Melton West	53	-	-	53	-	-	53
38 Centenary Avenue, Melton	27	-	-	27	-	-	27
19 Plover Street, Melton	16	-	-	16	-	-	16
Rockbank Community Centre, Rockbank	16	-	-	16	-	-	16
Total Infrastructure	159,154	80,963	8,147	70,044	10,883	43,620	104,650
	-	-	-	-	-	-	-
Grand Total	223,103	123,879	11,175	88,048	28,243	52,197	142,662

4.5.3 Capital works budgeted to be carried forward from the 2023/24 year

2023/24 into 2024/25		<u>Asset expenditure types</u>			<u>Summary of Funding Sources</u>		
	Project Cost \$'000	New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contributions & Oth. Reserves \$'000	Council cash \$'000
Property							
Buildings	11,459	11,459	-	-	-	-	11,459
Building Improvements	420	-	-	420	-	-	420
Total Property	11,879	11,459	-	420	-	-	11,879
Plant and equipment							
Information technology & telecommunications	-	-	-	-	-	-	-
Fixtures, fittings and furniture	-	-	-	-	-	-	-
Library Books	-	-	-	-	-	-	-
Other Plant and equipment	2,029	-	-	2,029	-	-	2,029
Total Plant and equipment	2,029	-	-	2,029	-	-	2,029
Infrastructure							
Roads	3,264	83	-	3,182	-	-	3,264
Bridges	-	-	-	-	-	-	-
Footpaths and cycleways	2,841	2,841	-	-	-	-	2,841
Drainage	-	-	-	-	-	-	-
Kerb & Channel	-	-	-	-	-	-	-
Parks, Open Space and Streetscapes	1,803	-	-	1,803	-	-	1,803
Recreational, Leisure and Community Facilities	14,135	10,942	-	3,193	-	-	14,135
Car parks	9	-	-	9	-	-	9
Traffic Management Devices	-	-	-	-	-	-	-
Other Infrastructure	-	-	-	-	-	-	-
Total Infrastructure	22,052	13,866	-	8,187	-	-	22,052
Grand Total	35,961	25,325	-	10,636	-	-	35,961

**4.6 Summary of Planned Capital Works Expenditure
For the years ending 30 June 2026, 2027 & 2028**

2025/26	<u>Asset Expenditure Types</u>				<u>Funding Sources</u>		
	Total	New	Renewal	Upgrade	Grants	Contributions & Oth. Reserves	Council Cash
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Property							
Buildings	94,671	94,203	-	468.17	6,740	20,533	67,398
Building improvements	1,764	100	1,664	-	-	-	1,764
Total Property	96,435	94,303	1,664	468	6,740	20,533	69,162
Plant and Equipment							
Fixtures, fittings and furniture	116	57	60	-	-	-	116
Information technology & telecommunications	14,362	813	-	13,549	-	-	14,362
Other Plant and equipment	307	17	290	-	-	-	307
Library books	583	583	-	-	-	-	583
Total Plant and Equipment	15,369	1,470	350	13,549	-	-	15,369
Infrastructure							
Roads	77,548	32,949	4,707	39,892	-	34,522	43,026
Bridges	6,185	2,450	135	3,601	-	600	5,585
Footpaths and cycleways	8,451	5,961	1,360	1,130	-	692	7,759
Drainage	769	364	-	405	-	-	769
Recreational, leisure and community facilities	70,916	52,028	452	18,436	800	4,650	65,466
Parks, open space and streetscapes	8,408	1,674	226	6,508	941	-	7,467
Car parks	806	806	-	-	-	-	806
Traffic Management Devices	2,543	1,709	-	833	-	269	2,273
Kerb & Channel	146	8	138	-	-	-	146
Other infrastructure	786	326	-	460	-	-	786
Total Infrastructure	176,558	98,275	7,017	71,266	1,741	40,733	134,084
Total Capital Works Expenditure	288,361	194,047	9,031	85,283	8,481	61,266	218,615

4.6 Summary of Planned Capital Works Expenditure
For the years ending 30 June 2026, 2027 & 2028 (cont)

2026/27	<u>Asset Expenditure Types</u>				<u>Funding Sources</u>		
	Total \$'000	New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contributions & Oth. Reserves \$'000	Council Cash \$'000
Property							
Buildings	37,555	37,237	-	318	-	4,705	32,850
Building improvements	1,627	92	1,535	-	-	-	1,627
Total Property	39,183	37,329	1,535	318	-	4,705	34,477
Plant and Equipment	0	0	0	0	0	0	0
Fixtures, fittings and furniture	124	62	62	-	-	-	124
Information technology & telecommunications	16,084	910	-	15,174	-	-	16,084
Other Plant and equipment	316	18	299	-	-	-	316
Library books	869	869	-	-	-	-	869
Total Plant and Equipment	17,394	1,860	360	15,174	-	-	17,394
Infrastructure							
Roads	78,710	55,844	4,657	18,209	-	50,295	28,415
Bridges	9,794	9,657	137	-	-	8,938	856
Footpaths and cycleways	3,887	2,007	1,429	450	-	249	3,637
Drainage	646	241	-	405	-	-	646
Recreational, leisure and community facilities	97,937	94,635	465	2,837	12,000	22,528	63,409
Parks, open space and streetscapes	5,902	2,369	233	3,300	130	-	5,772
Traffic Management Devices	1,696	1,530	-	167	-	469	1,228
Kerb & Channel	151	9	142	-	-	-	151
Other infrastructure	852	392	-	460	-	-	852
Total Infrastructure	199,574	166,683	7,064	25,827	12,130	82,478	104,965
Total Capital Works Expenditure	256,150	205,872	8,959	41,319	12,130	87,184	156,836

4.6 Summary of Planned Capital Works Expenditure
For the years ending 30 June 2026, 2027 & 2028 (cont)

2027/28	<u>Asset Expenditure Types</u>				<u>Funding Sources</u>		
	Total \$'000	New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contributions & Oth. Reserves \$'000	Council Cash \$'000
Property							
Buildings	30,301	29,983	-	318	-	11,597	18,703
Building improvements	2,618	148	2,470	-	-	-	2,618
Total Property	32,919	30,131	2,470	318	-	11,597	21,321
Plant and Equipment							
Fixtures, fittings and furniture	131	67	63	-	-	-	131
Information technology & telecommunications	4,343	246	-	4,097	-	-	4,343
Other Plant and equipment	326	18	307	-	-	-	326
Library books	869	869	-	-	-	-	869
Total Plant and Equipment	5,669	1,201	371	4,097	-	-	5,669
Infrastructure							
Roads	60,768	52,750	4,808	3,210	-	47,619	13,149
Bridges	16,797	16,614	182	-	-	9,802	6,995
Footpaths and cycleways	7,978	6,325	1,473	180	-	716	7,262
Drainage	650	245	-	405	-	-	650
Recreational, leisure and community facilities	93,509	84,357	479	8,672	14,000	8,662	70,847
Parks, open space and streetscapes	5,268	1,687	240	3,342	-	-	5,268
Traffic Management Devices	1,321	1,221	-	100	-	302	1,020
Kerb & Channel	155	9	147	-	-	-	155
Other infrastructure	1,256	796	-	460	-	-	1,256
Total Infrastructure	187,703	164,004	7,329	16,370	14,000	67,101	106,602
Total Capital Works Expenditure	226,290	195,336	10,170	20,785	14,000	78,698	133,592

5a. Targeted performance indicators

The following table highlights Council's current and projected performance across a selection of targeted service and financial performance indicators. These indicators provide a useful analysis of Council's intentions and performance and should be interpreted in the context of the organisation's objectives. The targeted performance indicators below are the prescribed financial performance indicators contained in Schedule 4 of the Local Government (Planning and Reporting) Regulations 2020. Results against these indicators and targets will be reported in Council's Performance Statement included in the Annual Report.

Targeted performance indicators - Service

Indicator	Measure	Notes	Actual 2021/22	Actual 2022/23	Forecast Actual 2023/24	Budget Target 2024/25	2025/26	Target Projections 2026/27	2027/28	Trend +/-
Governance										
Satisfaction with community consultation and engagement	Community satisfaction rating out of 100 with the consultation and engagement efforts of Council	1	64.00	63.00	64.00	64.96	65.93	66.92	67.06	+
Roads										
Sealed local roads below the intervention level	Number of kms of sealed local roads below the renewal intervention level set by Council / Kms of sealed local roads	2	96.50%	97.00%	96.50%	96.60%	96.64%	96.69%	96.79%	+
Statutory planning										
Planning applications decided within the relevant required time	Number of planning application decisions made within the relevant required time / Number of decisions made	3	87.06%	60.00%	75.00%	75.00%	75.00%	75.00%	75.10%	+
Waste management										
Kerbside collection waste diverted from landfill	Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins	4	43.44%	44.00%	45.62%	46.98%	48.16%	50.09%	50.19%	+

Targeted performance indicators - Financial

Indicator	Measure	Notes	Actual 2022/23	Forecast Actual 2023/24	Budget Target 2024/25	Target Projections			Trend +/-/-
						2025/26	2026/27	2027/28	
Liquidity									
Working Capital	Current assets / current liabilities	5	319%	376.4%	461.2%	446.61%	500.74%	592.44%	o
Obligations									
Asset renewal	Asset renewal and upgrade expense / Asset depreciation	6	35.52%	87.28%	176.78%	160.40%	81.90%	47.61%	o
Stability									
Rates concentration	Rate revenue / adjusted underlying revenue	7	60.34%	57.9%	51.5%	59.05%	60.19%	61.32%	o
Efficiency									
Expenditure level	Total expenses/ no. of property assessments	8	\$2,777.66	\$3,065.88	\$2,960.23	\$2,921.58	\$3,000.17	\$3,025.20	-

5b. Financial performance indicators

The following table highlights Council's current and projected performance across a range of key financial performance indicators. These indicators provide a useful analysis of Council's financial position and performance and should be interpreted in the context of the organisation's objectives.

The financial performance indicators below are the prescribed financial performance indicators contained in Part 3 of Schedule 3 of the *Local Government (Planning and Reporting) Regulations 2020*. Results against these indicators will be reported in Council's Performance Statement included in the Annual Report.

Indicator	Measure	Notes	Actual 2022/23	Forecast Actual 2023/24	Budget Target 2024/25	Target Projections			Trend +/-
						2025/26	2026/27	2027/28	
Operating position									
Adjusted underlying result	Adjusted underlying surplus (deficit) / Adjusted underlying revenue	9	9.1%	6.6%	11.7%	13.7%	15.7%	17.7%	+
Liquidity									
Unrestricted cash	Unrestricted cash / current liabilities	10	163.8%	225.9%	176.2%	82.0%	64.2%	87.3%	+
Obligations									
Loans and borrowings	Interest bearing loans and borrowings / rate revenue	11	3.5%	1.8%	4.2%	2.5%	1.6%	0.7%	+
Loans and borrowings	Interest and principal repayments on interest bearing loans and borrowings / rate revenue		1.7%	1.6%	2.0%	1.6%	0.8%	0.8%	+
Indebtedness	Non-current liabilities / own source revenue		2.5%	1.2%	3.0%	2.1%	1.2%	0.6%	+
Stability									
Rates effort	Rate revenue / CIV of rateable properties in the municipality	12	0.316%	0.315%	0.315%	0.321%	0.327%	0.334%	+
Efficiency									
Revenue level	General rates and municipal charges / no. of property assessments	13	\$1,954	\$2,139	\$2,170	\$2,232	\$2,296	\$2,361	+

Key to Target Trend:

- + increase in Council's overall targets
- o maintaining Council's overall targets
- decrease in Council's overall targets

Notes to indicators**5a****1. Satisfaction with community consultation and engagement**

The period of COVID lockdowns means we have had a less visible presence in our City for face-to-face consultations or engagements, necessitating a move to the digital space only. Council will be getting back to a mix of digital and face to face engagement in the coming years.

2. Sealed local roads below the intervention level

Target for 2022-23 is based on service level targets set in adopted Transport Asset Management Plan (TAMP), and on results from the past 4 years, since the 2019 condition audit on sealed roads. Actual for 2022-23 is based on acquired data from 2023 sealed roads condition audit showing the current state of Councils sealed road assets. Targets for the following 3 years are based on a Service Level Analysis report generated in Predictor and based on renewal modelling for the next 10 years.

3. Planning applications decided within the relevant required time

Complexity of applications, including post-permit matters has evolved and increased over time, impacting timeframes.

4. Kerbside collection waste diverted from landfill

An increase of 5% applied to achieve the 2023/2024 target, with a behaviour change campaign set to commence April 2023 and run through until the end of June 2024. This campaign aims to focus on the use of the FOGO bin and includes the following waste diversion objectives:

- decrease the amount of food waste in the general waste bin
- increase the uptake of the green waste bin

5. Working Capital

High working capital ratio due to the high level of cash held in reserves mainly for completion of future capital works relating to Council's development contribution plans.

6. Asset renewal

A low investment in asset renewal is due to much of Council's infrastructure assets are in relatively new condition.

7. Rates concentration

This ratio is mainly impacted by annual movements in Council's profitability (adjusted underlying result). An increase to profitability will result in a reduction to the rates concentration ratio.

8. Expenditure level

This ratio is expected to remain relatively constant as total expenses are projected to move in line with population changes.

5b**9. Adjusted underlying result**

Positive annual result indicates Council continues to demonstrate ongoing financial sustainability.

10. Unrestricted Cash

This ratio is well above 100% due to the amount of discretionary reserve funds plus working capital necessary to meet the service and infrastructure demands of a growing community.

11. Debt compared to rates

Council is expected to fully pay down existing debt by the 2024/25 financial year.

12. Rates effort

This ratio is expected to marginally increase each year as the increase in supplementary rates exceeds the increase in property values.

13. Revenue level

This ratio is expected to increase each year as the increase in supplementary rates exceeds the increase in the number of rateable properties.

Notes to indicators

1. Adjusted underlying result

Adjusted Underlying Surplus/(Deficit)	Actual 2021/22 \$'000	Actual 2022/23 \$'000	Forecast 2023/24 \$'000	Budget 2024/25 \$'000	Variance \$'000	Change %	2025/26 \$'000	Projections 2026/27 \$'000	2027/28 \$'000
Total income	495,783	653,912	638,857	632,519	(6,337)	-1.0%	723,425	788,408	819,459
Less									
Grants - Capital non-recurrent	14,825	13,865	27,127	28,243	1,116	4.1%	8,481	12,130	14,000
Contributions monetary	74,089	79,668	120,264	97,951	(22,313)	-18.6%	164,491	195,239	191,870
Contributions non monetary	178,308	304,619	214,508	185,846	(28,662)	-13.4%	225,383	236,652	248,484
Net gain (loss) on disposal of assets	12,635	1,274	3,547	23,426	19,879	560.5%	10,000	10,000	10,000
Adjusted Underlying Revenue	215,926	254,486	273,412	297,053	23,641	8.6%	315,070	334,387	355,105
Less									
Total expenses	204,368	231,251	255,247	262,271	7,024	2.8%	271,788	281,758	292,149
Adjusted Underlying Surplus/(Deficit)	11,558	23,235	18,165	34,782	16,617	91.5%	43,281	52,629	62,955
Indicator: Adjusted Underlying Result	5.4%	9.1%	6.6%	11.7%	5.1%	76.2%	13.7%	15.7%	17.7%

Underlying result is an indicator of the sustainable operating result required to enable Council to continue to provide core services and meet its objectives. This ratio refers to the operational outcome as assessed in the comprehensive income statement, adjusted for non-operational items such as capital income, contributed monetary and non-monetary assets and non-operational asset sales.

The projected underlying surplus for 2024/25 is 34.790 million. Outer year projections each have favourable results which demonstrates Council's ongoing financial sustainability.

2. Working Capital

Working Capital	Actual 2022/23 \$'000	Forecast 2023/24 \$'000	Budget 2024/25 \$'000	Variance \$'000	Change %	2025/26 \$'000	Projections 2026/27 \$'000	2027/28 \$'000
Current Assets	419,060	532,563	481,434	(51,129)	-9.6%	470,545	539,628	650,150
Current Liabilities	131,419	141,498	104,379	(37,119)	-26.2%	105,359	107,766	109,741
Working Capital	287,641	391,065	377,055	(14,010)	-3.6%	365,186	431,863	540,409
Indicator: Working Capital	318.9%	376.4%	461.2%	84.9%	22.5%	446.6%	500.7%	592.4%
less								
- Statutory Reserves	315,053	351,073	439,636	88,563	25.2%	528,864	618,760	709,327
Working Capital (net of Statutory Reserves)	(27,412)	39,992	(62,581)	(102,573)	-256.5%	(163,678)	(186,897)	(168,918)
less								
- Discretionary Reserves	164,440	164,440	164,440	-	0.0%	164,440	164,440	164,440
Unrestricted working capital	(191,852)	(124,448)	(227,021)	(102,573)	82.4%	(328,118)	(351,337)	(333,358)

Working capital is a general measure of the organisation's liquidity and its ability to meet its commitments as and when they fall due. A working capital ratio of above 1 (100%) indicates that Council is able to adequately meet all of its short-term expenses. Council's working capital position is strong.

3. Unrestricted Cash

Restricted and Unrestricted Cash and Investments	Actual 2022/23 \$'000	Forecast 2023/24 \$'000	Budget 2024/25 \$'000	Variance \$'000	Change %	2025/26 \$'000	Projections 2026/27 \$'000	2027/28 \$'000
Total Cash & Investments	571,401	711,778	664,540	(47,238)	-6.6%	656,340	728,951	846,169
Restricted Cash & Investments								
- Statutory Reserve	315,053	351,073	439,636	88,563	25.2%	528,864	618,760	709,327
- Cash to fund carry forward capital works	41,033	41,033	41,033	-	0.0%	41,033	41,033	41,033
Unrestricted Cash & Investments	215,315	319,672	183,871	(135,801)	-42.5%	86,443	69,158	95,809
Current Liabilities	131,419	141,498	104,379	(37,119)	-26.2%	105,359	107,766	109,741
Indicator: Unrestricted cash	163.8%	225.9%	176.2%	-49.8%		82.0%	64.2%	87.3%

Part of the cash and cash equivalents held by Council are restricted in their application and are not fully available for all Council's operations. The budgeted unrestricted cash statement above indicates Council's unrestricted cash and reserve balances, however a significant proportion of the unrestricted funds are earmarked as funding for the Infrastructure and Strategic Investment Reserve.

4. Debt compared to rates

Loans and borrowings	Actual 2022/23 \$'000	Forecast 2023/24 \$'000	Budget 2024/25 \$'000	Variance \$'000	Change %	2025/26 \$'000	Projections 2026/27 \$'000	2027/28 \$'000
Rates and charges	162,701	178,109	192,255	14,146	7.9%	207,635	224,246	242,186
Interest bearing loans and borrowings	5,770	3,163	8,036	4,873	154.1%	5,131	3,502	1,793
Indicator: Loans and borrowings compared to rates	3.5%	1.8%	4.2%	2.4%	135.4%	2.5%	1.6%	0.7%
Interest and principal repayments	2,785	2,786	3,908	1,122	40.3%	3,219	1,840	1,840
Indicator: Interest and principal repayments compared to rates	1.7%	1.6%	2.0%	0.5%	30.0%	1.6%	0.8%	0.8%

These indicators measure the level of Council's total debt as a percentage of rate revenue, and the percentage of rate revenue required to service that debt respectively. The ratio is expected to increase to 4.2% during 2024/25 due to Council planning to take advantage of extremely competitive loans on offer by Treasury Corporation Victoria, and enter into new borrowings.

5. Indebtedness

Indebtedness	Actual 2022/23 \$'000	Forecast 2023/24 \$'000	Budget 2024/25 \$'000	Variance \$'000	Change %	2025/26 \$'000	Projections 2026/27 \$'000	2027/28 \$'000
Non-current liabilities	5,195	2,759	7,657	4,898	177.5%	5,667	3,578	1,838
Adjusted Underlying Revenue less	254,486	273,412	297,053	23,641	8.6%	315,070	334,387	355,105
Grants - operating	46,321	33,911	40,212	6,301	18.6%	41,016	41,837	42,673
Own Source Revenue	208,165	239,500	256,841	17,341	7.2%	274,053	292,550	312,431
Indicator: Indebtedness	2.5%	1.2%	3.0%	28.2%	2452.2%	2.1%	1.2%	0.6%

This indicator assesses a Council's ability to pay long term financial obligations (non-current liabilities) from the funds it generates. The higher the percentage, the less able Council is to cover non-current liabilities from the revenues Council generates itself. Own-sourced revenue is used (rather than total revenue) because it does not include contributions or capital grants, which are usually tied to specific projects. The indicator for 2024/25 reflects Councils intention to increase borrowings during 2024/25. This is gradually reducing in the outer years projections, as Council repays its debts.

MINUTES OF THE MEETING OF COUNCIL

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

24 JUNE 2024

6. Asset Renewal

Indebtedness	Actual 2022/23 \$'000	Forecast 2023/24 \$'000	Budget 2024/25 \$'000	Variance \$'000	Change %	2025/26 \$'000	Projections 2026/27 \$'000	2027/28 \$'000
Asset Renewal and Upgrade Expenses	17,673	45,408	99,220	53,812	118.5%	94,523	50,679	30,932
Depreciation	49,757	52,028	56,125	4,098	7.9%	58,931	61,878	64,972
Indicator: Asset renewal	35.5%	87.3%	176.8%	89.5%	102.6%	160.4%	81.9%	47.6%

This percentage indicates the extent of Council's renewals against its depreciation charge (an indication of the decline in value of its existing capital assets). A percentage greater than 100 indicates Council is maintaining its existing assets, while a percentage less than 100 means its assets are deteriorating faster than they are being renewed. This would require future capital expenditure to renew assets base to their existing condition. The indicator for 2024/25 indicates Council's renewal expenditure (renewal plus upgrade) is favourable being greater than the annual depreciation charge. While this is a useful indicator it should however be noted that depreciation is an accounting measure and may not always represent asset consumption on an annual basis, hence care should be used in its interpretation.

7. Rates concentration

Rates concentration	Actual 2022/23 \$'000	Forecast 2023/24 \$'000	Budget 2024/25 \$'000	Variance \$'000	Change %	2025/26 \$'000	Projections 2026/27 \$'000	2027/28 \$'000
Rates and Charges Revenue	162,701	178,109	192,255	14,146	7.9%	207,635	224,246	242,186
Adjusted Underlying Revenue	254,486	273,412	297,053	23,641	8.6%	315,070	334,387	355,105
Indicator: Rates concentration	63.9%	65.1%	64.7%	-0.4%	-0.6%	65.9%	67.1%	68.2%

Reflects extent of reliance on rate revenues to fund all of Council's on-going services. Trend indicates Council will continue to become reliant on rate revenue compared to all other revenue sources. Council aims to reduce this reliance over the long term with investment in other income generating activities through its Infrastructure and Strategic Investment Reserve.

8. Rates effort

Rates effort	Actual 2022/23 \$'000	Forecast 2023/24 \$'000	Budget 2024/25 \$'000	Variance \$'000	Change %	2025/26 \$'000	Projections 2026/27 \$'000	2027/28 \$'000
Rates and Charges Revenue	162,701	178,109	192,255	14,146	7.9%	207,635	224,246	242,186
CIV of rateable properties in municipality	51,417,000	56,586,876	60,972,483	4,385,607	7.8%	64,630,832	68,508,682	72,619,203
Indicator: Rates effort	0.00316	0.00315	0.00315	0.00001	0.2%	0.00321	0.00327	0.00334

Rates effort is measured as rate revenue as a percentage of the capital improved value of rateable properties in the municipality.

9. Efficiency

Efficiency	Actual 2022/23 \$'000	Forecast 2023/24 \$'000	Budget 2024/25 \$'000	Variance \$'000	Change %	2025/26 \$'000	Projections 2026/27 \$'000	2027/28 \$'000
Number of property assessments	83,254	83,254	88,598	5,344	6.4%	93,028	97,679	102,563
Total expenses	231,251	255,247	262,271	7,024	2.8%	271,788	281,758	292,149
Indicator: Expenditure level	\$2,778	\$3,066	\$2,960	(\$106)	-3.4%	\$2,922	\$2,885	\$2,848
Rates and charges Income	162,701	178,109	192,255	14,146	7.9%	207,635	224,246	242,186
Indicator: Revenue level	\$1,954	\$2,139	\$2,170	\$31	1.4%	\$2,232	\$2,296	\$2,361

Reflects extent of reliance on rate revenues to fund all of Council's on-going services. Trend indicates Council will continue to be reliant on rate revenue compared to all other revenue sources. Council aims to reduce this reliance over the long term with investment in other income generating activities through its Infrastructure and Strategic Investment Reserve.

Melton City Council Fees and Charges 2024/2025

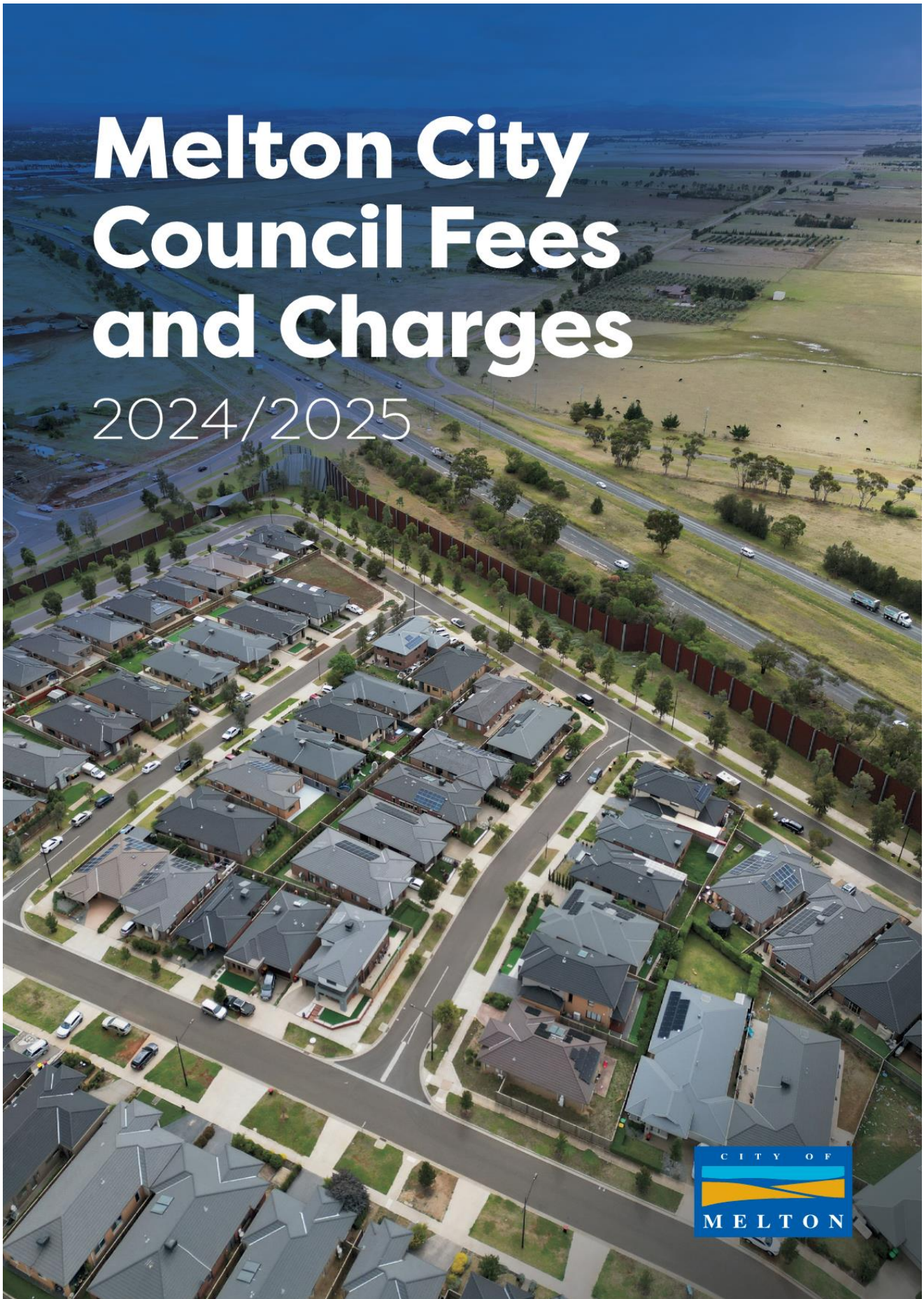


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Office of CEO

Engagement & Advocacy

Cemetery Operations

Supply of Approved Products	\$195.00	\$200.00	2.56%	\$5.00	Per Product	Y	Y		
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Right of Interment

Agonas Standard Rose Memorial (Double)	\$2,245.00	\$2,330.00	3.79%	\$85.00	Per Unit	N	N	Cremation - Memorials	
Agonas Tree Memorial (Multiple)	\$1,740.00	\$1,805.00	3.74%	\$65.00	Per Unit	Y	N	Burials - Graves	
Garden Memorial (Bluestone/Beam edge)	\$610.00	\$635.00	4.10%	\$25.00	Per Unit	Y	N	Cremation - Memorials	
Garden Memorial (Rock/Boulder)	\$680.00	\$705.00	3.68%	\$25.00	Per Unit	Y	N	Cremation - Memorials	
Lawn Beam (Plaque/Headstone)	\$1,680.00	\$1,745.00	3.87%	\$65.00		Y	N		
Lawn Beam Child (1- 5 years)	\$895.00	\$930.00	3.91%	\$35.00	Per Unit	Y	N	Burials - Graves	
Lawn Beam Child (6-10 years)	\$975.00	\$1,010.00	3.59%	\$35.00	Per Unit	Y	N	Burial -Graves	
Lawn Beam -Stillborn	\$610.00	\$635.00	4.10%	\$25.00	Per Unit	Y	N	Burials - Graves	
Manchurian Pear Trees	\$1,160.00	\$1,205.00	3.88%	\$45.00		Y	N	Cremation - Memorials	
Monumental	\$1,740.00	\$1,805.00	3.74%	\$65.00	Per Unit	Y	N		
Niche Wall (Single)	\$580.00	\$600.00	3.45%	\$20.00	Per Unit	Y	N	Cremation - Memorials	
Pre Need - Lawn Beam - Plaque/Headstone Section	\$1,805.00	\$1,875.00	3.88%	\$70.00		Y	N		
Pre Need- Monumental	\$1,940.00	\$2,015.00	3.87%	\$75.00		Y	N		
Red and White Rose Gardens	\$3,145.00	\$3,265.00	3.82%	\$120.00		Y	N		
Rose Garden/Garden Beds (Double)	\$1,160.00	\$1,205.00	3.88%	\$45.00	Per Unit	Y	N	Cremation - Memorials	
Rose Garden/Garden Beds (Single)	\$610.00	\$635.00	4.10%	\$25.00	Per Unit	Y	N	Cremation - Memorials	

MINUTES OF THE MEETING OF COUNCIL

24 JUNE 2024

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Interment

Additional Inscription	\$75.00	\$80.00	6.67%	\$5.00		Y	N		
Additional Operating Hours for Activity	\$175.00	\$180.00	2.86%	\$5.00		Y	N		
Cancellation of Order to Dig Grave	\$295.00	\$305.00	3.39%	\$10.00	Per Unit	Y	Y		
Copy of Certificate of Right of Interment	\$33.00	\$33.00	0.00%	\$0.00	Per Certificate	Y	N		
Record Search Fee	\$33.00	\$33.00	0.00%	\$0.00	Per Hour	Y	N	Per hour or Part There Of	
Sand or Special Material for Backfilling	\$250.00	\$260.00	4.00%	\$10.00	Per Request	Y	Y		
Sinking Grave 1.8m deep (Single) / 2.2m (Double)	\$1,495.00	\$1,550.00	3.68%	\$55.00	Per Unit	Y	Y		
Sinking Grave 2.2m (Double)	\$1,845.00	\$1,915.00	3.79%	\$70.00	Per Unit	Y	Y		
Sinking Grave 1.8m (Single)	\$1,675.00	\$1,740.00	3.88%	\$65.00	Per Unit	Y	Y		
Sinking Grave 2.7m deep (Triple)	\$1,835.00	\$1,905.00	3.81%	\$70.00	Per Unit	Y	Y		
Stillborn	\$510.00	\$530.00	3.92%	\$20.00	Per Unit	Y	Y		
Child (1-5yrs)	\$565.00	\$585.00	3.54%	\$20.00	Per Unit	Y	Y		
Child (6-10yrs)	\$720.00	\$745.00	3.47%	\$25.00	Per Unit	Y	Y		
Additional - Oversize Casket/Coffin (greater than 650mm wide or 2050mm long)	\$280.00	\$290.00	3.57%	\$10.00	Per Unit	Y	Y		
Additional - Inaccessible grave (Full or partial hand digging required)	\$720.00	\$745.00	3.47%	\$25.00	Per Unit	Y	Y		
Reopen (Plaque/ Headstone Section)	\$1,495.00	\$1,550.00	3.68%	\$55.00	Per Unit	Y	Y		
Reopen (Monumental - no cover)	\$1,495.00	\$1,550.00	3.68%	\$55.00	Per Unit	Y	Y		
Reopen (Monumental - chip top)	\$1,770.00	\$1,835.00	3.67%	\$65.00	Per Unit	Y	Y		
Reopen (Monumental - ledger)	\$2,405.00	\$2,495.00	3.74%	\$90.00	Per Unit	Y	Y		

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Interment [continued]

Additional - Removal of ledger/monument	\$565.00	\$585.00	3.54%	\$20.00	Per Unit	Y	Y		
Services outside prescribed hours 10.00am to 4.00pm Monday to Friday	\$390.00	\$405.00	3.85%	\$15.00	Per Unit	Y	Y		
Services on Saturday, Sunday & Public Holidays	\$745.00	\$775.00	4.03%	\$30.00	Per Unit	Y	Y		
Cremated remains into a grave site	\$255.00	\$265.00	3.92%	\$10.00	Per Unit	Y	Y		
Cremated remains into a garden memorial	\$255.00	\$265.00	3.92%	\$10.00	Per Unit	Y	Y		
Cremated remains into a wall memorial	\$150.00	\$155.00	3.33%	\$5.00	Per Unit	Y	Y		
Cremated Remains - Scattering of Cremated Remains	\$240.00	\$250.00	4.17%	\$10.00	Per Unit	Y	Y		
Exhumation Fee (as authorised)	\$5,385.00	\$5,590.00	3.81%	\$205.00	Per Unit	Y	Y		
Lift & Reposition	\$3,600.00	\$3,735.00	3.75%	\$135.00	Per Unit	N	Y		
Removal of ashes (Niche Wall)	\$90.00	\$90.00	0.00%	\$0.00	Per Unit	N	Y		
Attendance for Ashes Interment	\$185.00	\$190.00	2.70%	\$5.00	Per Unit	Y	Y		
Niche Wall (ashes only) Wall Bud Vase - screwed connection	\$125.00	\$130.00	4.00%	\$5.00	Per Unit	N	Y		
Location Probing	\$290.00	\$300.00	3.45%	\$10.00	Per Unit	N	Y		

Memorial

Additional Inscription - Minor Renovation Work	\$135.00	\$140.00	3.70%	\$5.00	Per Permit	Y	N	Single Grave	
Additional Inspection for Monument	\$44.00	\$44.00	0.00%	\$0.00	Per Permit	Y	N	Application for Second and for each additional inspection for Monument Completion Certificate	

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MINUTES OF THE MEETING OF COUNCIL

24 JUNE 2024

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
Memorial [continued]									
Affixing Bronze and or Granite Panel - Above Ground Cremation	\$44.00	\$44.00	0.00%	\$0.00		Y	N	Other Base by External Supplier Excludes \$145 for concrete rest/spacing block	
Base by Cemetery	\$120.00	\$125.00	4.17%	\$5.00	Per Permit	Y	N	Affixing Bronze Externally Supplied Plaque and or Granite Panel Supply of concrete rest, spacing block or other necessary base	
Base by Cemetery	\$120.00	\$125.00	4.17%	\$5.00	Per Permit	Y	N	Affixing Bronze Externally Supplied Plaque and or Granite Panel Affixing or installation or placement fee	
Cemetery Trust Records - Search	\$33.00	\$33.00	0.00%	\$0.00	Per Item	Y	N	Fee charged to cover costs associated with providing the information, copies or extracts fro, cemetery trust records	
Copy or Reissue of Certificate previously issued	\$33.00	\$33.00	0.00%	\$0.00	Per Copy	Y	N	Cremation or Interment Deed, Right of Interment	
Crypt Shutters	\$120.00	\$125.00	4.17%	\$5.00	Per Crypt	Y	N		
In Ground Cremation	\$120.00	\$125.00	4.17%	\$5.00	Per Permit	Y	N	Affixing Bronze And Or Granite Panel or Other Base by External Supplier Excludes \$145 for concrete rest/spacing block	
Lawn Grave or Lawn Beam	\$44.00	\$44.00	0.00%	\$0.00	Per Permit	Y	N	Affixing Bronze and or Granite Panel or Other Base by External Supplier Excludes \$145 for concrete rest/spacing block	
Major Renovation Work - Additional	\$44.00	\$44.00	0.00%	\$0.00	Per Permit	Y	N	Each additional contiguous grave forming the same monument	
Major Renovation Work - Single Grave	\$185.00	\$190.00	2.70%	\$5.00	Per Permit	Y	N		
Memorialisation - Vase	\$125.00	\$130.00	4.00%	\$5.00	Per Unit	Y	N		
New Headstone and Base with Existing Foundation - Additional	\$44.00	\$44.00	0.00%	\$0.00	Per Permit	Y	N	Each additional contiguous grave forming the same monument	
New Headstone and Base with Existing Foundation - Single Grave	\$175.00	\$180.00	2.86%	\$5.00	Per Permit	Y	N		

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Memorial [continued]

New Headstone and Base without Existing Foundation - Additional	\$44.00	\$44.00	0.00%	\$0.00	Per Permit	Y	N	Each additional contiguous grave forming the same monument	
New Headstone and Base without Existing Foundation - Single Grave	\$185.00	\$190.00	2.70%	\$5.00	Per Permit	Y	N		
New Monument with Existing Foundation - Additional	\$60.00	\$60.00	0.00%	\$0.00	Per Permit	Y	N	Each Monument with Existing Foundation	
New Monument with Existing Foundation -Single Grave	\$210.00	\$220.00	4.76%	\$10.00	Per Permit	Y	N		
New Monument without Existing Foundation - Additional	\$75.00	\$80.00	6.67%	\$5.00	Per Permit	Y	N	Each additional contiguous grave forming the same monument	
New Monument without Existing Foundation -Single Grave	\$240.00	\$250.00	4.17%	\$10.00	Per Permit	Y	N		
Weekend or Public Holiday Access	\$135.00	\$140.00	3.70%	\$5.00	Per Permit	Y	N	For memorial installation with prior approval	
Weekend or Public Holiday Access +4 hours	\$260.00	\$270.00	3.85%	\$10.00	Per Permit	Y	N	For Memorial Installation with Prior Approval	

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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City Futures

City Infrastructure Planning

City Infrastructure Planning

Civil

Engineering Civil Construction Supervision			2.5% Value of Work		Per Item	Y	N	Engineering Civil Construction Supervision 10% of Cost of Lights, Supply and Installation.	
Engineering Civil Plan Checking			0.75% Value of Work			Y	N		
Non Standard Public Lighting			10% of Costs of Lights - Supply & Installation			N	N		

City Strategy

Planning Scheme Amendments

Planning Scheme Amendment - Stage 1	\$3,275.40	\$3,275.40	0.00%	\$0.00	(206 fee units)	Y	N	For a) Considering a request to amend a planning scheme and b) Taking Action required by Division 1 of Part 3 of the Act and c) Considering any submissions which do not seek a change to the amendment and d) If applicable, abandoning the amendment	
Planning Scheme Amendment- Stage 2A up to (and including) 10 Submissions	\$16,233.90	\$16,233.90	0.00%	\$0.00	(1021 fee units) or	Y	N	For considering up to (and including) 10 submissions which seek to change an amendment and where necessary referring the submissions to a panel	
Planning Scheme Amendment - Stage 2A - Between 11 (and including) 20 Submissions	\$32,436.00	\$32,436.00	0.00%	\$0.00	(2040 fee units)	Y	N	For considering 11 (and including) 20 submissions which seek to change an amendment and where necessary referring the submission to the panel.	

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MINUTES OF THE MEETING OF COUNCIL

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

24 JUNE 2024

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Planning Scheme Amendments [continued]

Planning Scheme Amendment - Stage 2A Exceeding 20 Submissions	\$43,359.30	\$43,359.30	0.00%	\$0.00	(2727 fee units)	Y	N	For considering Submissions that exceed 20 submissions which include: a) Seek to change an amendment and where necessary referring the submissions to a panel b) Providing assistance to a panel in accordance with Section 158 of Act c) Making a submission to a panel under Part 8 of the Act at a hearing referred to in Section 24 (b) of the Act d) After considering submissions and the panel's report, abandoning the amendment	
Planning Scheme Amendment - Stage 3	\$516.80	\$516.80	0.00%	\$0.00	(32.5 fee units) if the Minister is not the planning authority or nil fee if the Minister is the planning authority	Y	N	For: a) Adopting the amendment or part of the amendment, in accordance with Section 29 of the Act b) Submitting the amendment for approval by the Minister in Accordance with Section 31 of the Act c) Giving Notice of the approval of the amendment required by section 36 (2) of the Act	
Planning Scheme Amendment - Stage 4	\$516.80	\$516.80	0.00%	\$0.00	(32.5 fee units) if the Minister is not the planning authority or nil fee if the Minister is the planning authority - This Fee is paid to the Minister	Y	N	Paid to the Minister for: a) Consideration by the Minister of a request to approve the amendment in accordance if Section 35 of the Act b) Giving Notice of approval of the amendment in accordance with section (36)1 of the act	
Planning Scheme Amendment – Minister Request – Section 20A	\$1,033.50	\$1,033.50	0.00%	\$0.00	(65 fee units)	Y	N	Fee for requesting the Minister to prepare an amendment to a planning scheme exempted from certain requirements prescribed under section 20A of the Act	
Planning Scheme Amendment – Minister Request – Section 20(4)	\$4,293.00	\$4,293.00	0.00%	\$0.00	(270 fee units)	Y	N	Fee for requesting the Minister to prepare an amendment to a planning scheme exempted from the requirements referred to in section 20(4) of the Act	

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Landscaping

Fee charged to check the Landscape Plan	Landscape Plan check at 0.75% value of work				Per Cost Of Works	Y	N		
Fee charged to supervise Landscape Works	Landscape Construction Supervision based on 2.5 % value of work				Per Cost of works	Y	N		

City Growth and Development

Subdivision Fees

Amendment Subdivision - Class 18	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 18 permit	
Amendment Subdivision - Class 17	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 11 permit	
Amendment Subdivision - Class 19	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 19 permit- Per 100 lots created	
Amendment Subdivision - Class 20	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 20 permit	
Amendment Subdivision - Class 21	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 21 permit	
Amendment Subdivision - Class 22	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 16 permit	
Subdivision Permit - Class 17	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	To subdivide an existing building (other than a class 9 permit)	
Subdivision Permit - Class 18	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	To subdivide land into 2 lots (other than a class 9 or class 16 permit)	
Subdivision Permit - Class 19	\$1,415.10	\$1,415.10	0.00%	\$0.00		Y	N	To effect a realignment of a common boundary between lots or consolidate 2 or more lots (other than a class 9)	
Subdivision Permit - Class 20	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	Subdivide land (other than a class 9, class 16, class 17 or class 18 permit)	

MINUTES OF THE MEETING OF COUNCIL

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

24 JUNE 2024

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Subdivision Fees [continued]

Subdivision Permit - Class 21	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	To complete a) Create, vary or remove a restriction within the meaning of the Subdivision Act 1988 b) Create or remove right of way c) Create, vary or remove an easement other than right of way d) Vary or remove a condition on the nature of an easement (other than right of way) in Crown grant	
Subdivision Permit - Class 22	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	Subdivision Permit - Class 22	

Planning Applications

Change of Use - Class 1	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	An Application for change of use only	
Other Development - Class 11	\$1,232.30	\$1,232.30	0.00%	\$0.00	Per Application	Y	N	To develop land (other than class 2, class 3 or class 7 or class 8 or a permit to subdivide or consolidate land) if the estimated cost of development is less \$100,000	
Other Development - Class 12	\$1,661.60	\$1,661.60	0.00%	\$0.00	Per Application	Y	N	To develop land (other than a class 4, class 5 or class 8 or a permit to subdivide or consolidate land) if the estimated cost of development is more than \$100,000 and not more than \$1 million	
Other Development - Class 13	\$3,665.00	\$3,665.00	0.00%	\$0.00	Per Application	Y	N	To develop land (other than a class 6 or class 8 or permit to subdivide or consolidate land) if the estimated cost of development is more than \$1 million and not more than \$5 million	
Other Development - Class 14	\$9,341.30	\$9,341.30	0.00%	\$0.00	Per Application	Y	N		
Other Development - Class 15	\$27,546.80	\$27,546.80	0.00%	\$0.00	Per Application	Y	N	To develop land (other than a class 8 or permit to subdivide or consolidate land) if the estimated cost of development is more than \$5 million and not more than \$15 million	

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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

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Planning Applications [continued]

Other Development - Class 16	\$61,914.60	\$61,914.60	0.00%	\$0.00	Per Application	Y	N	To develop land (other than a class 8 or a permit to subdivide or consolidate land) if the estimate cost of development is more than \$50 million	
Single Dwelling - Class 2	\$214.70	\$214.70	0.00%	\$0.00	Per Application	Y	N	To develop land or use and develop land if a single dwelling per lot and undertake development ancillary to use the land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or permit to subdivide or consolidate land) if the estimated cost is \$10,000 or less	
Single Dwelling - Class 3	\$675.80	\$675.80	0.00%	\$0.00	Per Application	Y	N	To develop land or use and develop land if a single dwelling per lot and undertake development ancillary to use the land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or permit to subdivide or consolidate land) if the estimated cost is \$10,000 but not more than \$100,000	
Single Dwelling - Class 6	\$1,605.90	\$1,605.90	0.00%	\$0.00	Per Application	Y	N	To develop land or use and develop land if a single dwelling per lot and undertake development ancillary to use the land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or permit to subdivide or consolidate land) if the estimated cost is \$1 million and \$ 2 million	
Single Dwelling -Class 4	\$1,383.30	\$1,383.30	0.00%	\$0.00	Per Application	Y	N	To develop land or use and develop land if a single dwelling per lot and undertake development ancillary to use the land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or permit to subdivide or consolidate land) if the estimated cost is \$100,000 but not more than \$500,000	

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Planning Applications [continued]

Single Dwelling- Class 5	\$1,494.60	\$1,494.60	0.00%	\$0.00	Per Application	Y	N	To develop land or use and develop land if a single dwelling per lot and undertake development ancillary to use the land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or permit to subdivide or consolidate land) if the estimated cost is \$500,000 but not more than \$1 million	
VicSmart Application - Class 7	\$214.70	\$214.70	0.00%	\$0.00	Per Application	Y	N	VicSmart Application where the cost of develop is \$10,000 or less	
VicSmart Application - Class 8	\$461.10	\$461.10	0.00%	\$0.00	Per Application	Y	N	VicSmart Application if te estimated cost of development is more than \$10,000	
VicSmart Application - Class 9	\$214.70	\$214.70	0.00%	\$0.00	Per Application	Y	N	VicSmart Application to subdivide or consolidate land	
VicSmart Application - Other than Class 7, 8 or 9	\$214.70	\$214.70	0.00%	\$0.00	Per Application	Y	N	VicSmart Application Class 10	

Planning Amendments

Amend or End a Section 173 Agreement	\$707.60	\$707.60	0.00%	\$0.00	Per Agreement	Y	N	Fee for an agreement to a proposal to amend or end an agreement under 173 of the act.	
Amendment Change of Use- Class 1	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	Amendment to a permit to change the use of land allowed by the permit or allow a new use of land	
Amendment Development other than Single Dwelling - Class 2	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Application	Y	N	Amendment to a permit (other than a permit to develop land for a single dwelling per lot or to use and develop land for a single dwelling per lot or undertake development ancillary to the use of land for a single dwelling per lot) to change the statement of what the permit allows or to change any or all of the conditions which apply to the permit.	
Amendment Other Development - Class 11,12,13,14,15 or 16 permit if cost of development is \$100.000 or less	\$1,232.30	\$1,232.30	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 10 permit	

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24 JUNE 2024

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

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Planning Amendments [continued]									
Amendment Other Development - Class 11,12,13,14,15 or 16 permit if cost of development is between \$100,000 and \$1,000,000	\$1,661.60	\$1,661.60	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 11 permit	
Amendment Other Development - Class 11,12,13,14,15 or 16 permit if the cost of development is more than \$1,000,000	\$3,665.00	\$3,665.00	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 12,13,14 or 15 permit	
Amendment Single Dwelling - Class 2,3,4,5 or 6 if cost of additional development is more than \$10,000 but not more than \$100,000	\$675.80	\$675.80	0.00%	\$0.00		Y	N	Amendment to a class 3 permit	
Amendment Single Dwelling - Class 2,3,4,5 or 6 if cost of additional development is more than \$100,000 but not more than \$500,000	\$1,383.30	\$1,383.30	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 4 permit	
Amendment Single Dwelling - Class 2,3,4,5 or 6 permit if cost of additional development is more than \$500,000	\$1,494.60	\$1,494.60	0.00%	\$0.00	Per Application	Y	N	Amendment to a class 5 or class 6 permit	
Amendment Single Dwelling- Class 2,3,4,5 or 6 Permit if cost of additional development is \$10,000 or less	\$214.70	\$214.70	0.00%	\$0.00	Per Application	Y	N	Amendment to a Class 2 Permit	
Amendment Single Vic Smart - Class 7	\$214.70	\$214.70	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 7 permit	
Amendment VicSmart - Class 8	\$461.10	\$461.10	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 8 permit	
Amendment VicSmart - Class 9	\$214.70	\$214.70	0.00%	\$0.00	Per Application	Y	N	Amendment to Class 9 permit	

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Planning Amendments [continued]

Amendment VicSmart - Other than Class 7, 8 or 9	\$214.70	\$214.70	0.00%	\$0.00	Per Application	Y	N	Amendment to a Class 10 permit (VicSmart application other than a class 7, 8 or 9 permit)	
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Other Planning Fees

Advertising of Planning - Public Notice	\$23.00	\$23.60	2.61%	\$0.60	Per Notice	N	N	Charge for each notice	
Advertising of Planning applications - Over 10 notices	\$15.00	\$15.40	2.67%	\$0.40	Per Letter	N	N	Per Letter after first 10 letters	
Application - Property Planning Controls	\$180.00	\$184.00	2.22%	\$4.00	Per Application	N	N	Application for Information of Property Planning Controls	
Bond/Bank Guarantee return processing fee	\$515.00	\$527.88	2.50%	\$12.88		N	N		
Certificate of Compliance	\$349.80	\$349.80	0.00%	\$0.00	Per Certificate	Y	N	Issue a certificate of compliance	
Demolition Approval	\$91.40	\$91.40	0.00%	\$0.00	Per Application	Y	N	Request for demolition approval	
Other Fees - Combined Permits	Value of the fee is sum of the highest of the fees which would have applied if separate applications were made and 50% of each other fees which would have applied if separate applications were made					Y	N	Fee for combined permit applications	
Planning Permit- Application Change of Use	\$1,415.10	\$1,415.10	0.00%	\$0.00	Per Permit	Y	N	Planning Permit - Application for Change of Use Only	
Pre Application - Prior to Application	\$180.00	\$184.00	2.22%	\$4.00		N	Y	Pre Application - Prior to Application	
Satisfaction Matter	\$349.80	\$349.80	0.00%	\$0.00	Each	Y	N	Where a planning scheme specifies that a matter must be done to the satisfaction of a responsible authority, Minister, public authority or municipal council	
Advertising of planning application - up to 10 notices	\$115.00	\$118.00	2.61%	\$3.00	Per Application	N	N	Discretionary fees	
Copy of planning Permit (with associated plans) -Other	\$175.00	\$179.00	2.29%	\$4.00	Per Application	N	N	Discretionary fees - Other	
Copy of planning Permit (with associated plans) -Residential	\$115.00	\$118.00	2.61%	\$3.00	Per Application	N	N	Discretionary fees - Residential	

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Other Planning Fees [continued]

Development plan approval	\$285.00	\$292.00	2.46%	\$7.00	Per Application	N	N	Discretionary fees	
Extension of time	\$210.00	\$215.00	2.38%	\$5.00	Per Application	N	N	Discretionary fees	
Planning Controls	\$180 or Planning Controls and Copy of Permit & Plans				Per Application	N	N		
	Discretionary fees								
Precinct plan approval	\$655.00	\$670.00	2.29%	\$15.00	Per Application	N	N	Discretionary fees	
Property enquiries & searches	\$180.00	\$184.00	2.22%	\$4.00	Per Application	N	N	Discretionary fees	
Request to vary precinct plan approval	\$285.00	\$292.00	2.46%	\$7.00	Per Application	N	N	Discretionary fees	
Researching existing use right or non-conforming use right	\$260.00	\$266.00	2.31%	\$6.00	Per Application	N	N	Discretionary fees	
Secondary Consent Applications	\$570.00	\$585.00	2.63%	\$15.00	Per Application	N	N	Discretionary Fees	

Subdivision Certification

Alteration of Plan	\$119.30	\$119.30	0.00%	\$0.00		Y	N	Alteration of plan under section 10(2) of the Act	
Amended Certified Plan	\$151.10	\$151.10	0.00%	\$0.00		Y	N	Certificate issues to show amended certified plan under Section 11(1) of the Act	
Certification of Plan of Subdivision	\$187.60	\$187.60	0.00%	\$0.00	Per Certificate	Y	N	Certificate of Plan of Subdivision	

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City Life

Community and Active Living

Wellness & Engagement

Seniors Exercise Programs			Cost \$5.00 to \$15.00 Depending on the Activity		Per Program	N	N	Seniors Exercise Programs	
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Community Transport

Senior Community Transport	\$1.70	\$1.75	2.94%	\$0.05	Per Trip	N	N		
Hire of Community Bus - Bond	\$213.00	\$218.00	2.35%	\$5.00		N	N		
Hire of Community Bus - Daily Fee	\$67.00	\$68.50	2.24%	\$1.50	Daily Use	N	Y		
Hire of Community Bus - Overnight Fee	\$160.00	\$164.00	2.50%	\$4.00		N	Y		
Hire of Community Bus - Bond 5 hours	\$213.00	\$218.00	2.35%	\$5.00		N	N		
Hire of Community Bus - Fee 5 hours	\$34.00	\$35.00	2.94%	\$1.00		N	Y		
Excess applicable for Insurance	\$585.00	\$600.00	2.56%	\$15.00		N	Y		
Fuel Replacement & Administration Cost	\$54.00	\$55.50	2.78%	\$1.50	Per Litre	N	Y		
Damage - Internal or External	Charges for internal or external damage to Community Bus				Associated Cost	N	Y	Associated Cost	
Late Cancellation	Full scheduled booking fee				Full Scheduled Cost	N	Y		

Care Melton Expo

Care Expo Site Fee	\$159.00	\$163.00	2.52%	\$4.00	Per Stall	N	Y		
Exhibitor cancellation fee	\$341.00	\$350.00	2.64%	\$9.00		N	Y		

MINUTES OF THE MEETING OF COUNCIL

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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

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CHSP - Social Support

Social Support Individual - High Fee Range	\$54.50	\$56.00	2.75%	\$1.50	Per Session	N	N		Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Social Support Group (Community Based) - High Fee Range	\$108.00	\$111.00	2.78%	\$3.00	Per Session	N	N	Outing including meal	Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Social Support Group (Community Based) - Low Fee Range	\$25.25	\$29.00	14.85%	\$3.75	Per Session	N	N	Outing including meal	NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Social Support Group (Community Based) - Medium Fee Range	\$25.45	\$29.00	13.95%	\$3.55	Per Session	N	N	Outing including meal	NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Social Support Individual - Low Fee Range	\$5.35	\$7.25	35.51%	\$1.90	Per Session	N	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Social Support Individual - Medium Fee Range	\$7.75	\$10.35	33.55%	\$2.60	Per Session	N	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).

CHSP - Social Support (Centre Based)

Social Support Group (Centre Based) - High Fee Range	\$138.00	\$141.00	2.17%	\$3.00	Per Session	N	N		Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Social Support Group (Centre Based) - Medium Fee Range	\$6.35	\$10.70	68.50%	\$4.35	Per Session	N	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).

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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

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CHSP - Social Support (Centre Based) [continued]

Social Support Group (Centre Based) - Low Fee Range	\$6.35	\$10.70	68.50%	\$4.35	Per Session	N	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
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Domestic Assistance

Domestic Assistance - High Fee Range	\$55.00	\$56.50	2.73%	\$1.50	Per Hour	N	N		Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Domestic Assistance - Low Fee Range	\$6.75	\$8.10	20.00%	\$1.35	Per Hour	N	N	Charge for Late Cancellation	NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Domestic Assistance - Medium Fee Range	\$11.05	\$15.70	42.08%	\$4.65	Per Hour	N	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).

Food Services

Food Services low fee 2 course	\$0.00	\$9.80	∞	\$9.80		N	N	Current fees is Food Services low fee range for 3 course meal and the new charge is to provide an option of 2 course meal based on feedback through client consultation.	
Food Service - High Fee Range	\$30.00	\$31.00	3.33%	\$1.00	Per Meal	N	N		Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Food Service - Low Fee Range	\$9.30	\$10.80	16.13%	\$1.50	Per Meal	Y	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Food Services [continued]

Food Service - Medium Fee Range	\$9.30	\$12.60	35.48%	\$3.30	Per Meal	N	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
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Personal Care

Personal Care - High Fee Range	\$55.00	\$56.50	2.73%	\$1.50	Per Hour	N	N		Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Personal Care - Low Fee Range	\$5.45	\$6.55	20.18%	\$1.10	Per Hour	Y	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Personal Care - Medium Fee Range	\$7.75	\$14.45	86.45%	\$6.70	Per Hour	N	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).

Respite Care

Respite - High Fee Range	\$55.00	\$58.00	5.45%	\$3.00	Per Hour	N	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Respite - Low Fee Range	\$3.85	\$5.90	53.25%	\$2.05	Per Hour	N	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).
Respite - Medium Fee Range	\$5.45	\$13.75	152.29%	\$8.30	Per Hour	N	N		NON-STANDARD INCREASE - Benchmarking exercise conducted. Increase in fees is in line with client contribution framework (CHSP, HACC PYP).

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Property Maintenance

Property Maintenance - High Fee Range	High Fee Range - 1 hour minimum charge of \$68.00 and additional costs for materials				Per Hour	Y	N	Minimum charge is \$49.50 per hour plus additional costs for materials	Benchmarking exercise conducted and in line with Client Contribution Framework
Property Maintenance - Low Fee Range	Low Fee Ranges - 1 hour minimum charge of \$16.00 and additional costs for materials				Per Hour	Y	N	Minmum charge is \$10.10 per hour plus additional costs for materials Per Hour	Benchmarking exercise conducted and in line with Client Contribution Framework
Property Maintenance - Medium Fee Range	Medium Fee Range - 1 hour minimum charge of \$24.00 and additional costs for materials				Per Hour	Y	N	Minimum charge is \$18.70 per hour, plus additional cost for materials	Benchmarking exercise conducted and in line Client Contribution Framework

Healthy Connected Communities

Community Activation and Learning

Neighbourhood House

Class Fee	Fee for Class - variable between \$0 - \$150.				Per Hour	N	Y	Dependent on Program 75% of Tutor Cost	As advised by Elyse on 20/12/2023.
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Community Participation & Connection

Men's Shed - Session	Dependent on Activity - Per Session Fee Range \$3.00 to \$23.00				Per Session	N	Y		As advised by Elyse on 20/12/2023.
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Child Family and Youth

Early Childhood Programs

Change of preference Fee	\$25.00	\$25.00	0.00%	\$0.00		N	N	Change of preference Fee	
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Family Day Care Services

Booked Core Hours - 8am to 6pm	Fee Range (Hourly Rate) \$8.15 to \$11.10				Per Hour	N	N	Booked Core Hours - 8:00am to 6:00pm	increase the 5% recommended (benchmarked other LGA & a wage to cover cost of living)
Booked Non Core Hours - 6pm to 8am	Fee Range (Hourly Rate) \$9.05 to \$11.60				Per Hour	N	N	Booked Non Core Hours 6:00pm to 8:00am	increase the 5% recommended (benchmarked other LGA & a wage to cover cost of living)
Booked Weekend Care	Fee Range (Hourly Rate) \$11.00 to \$22.95				Per Hour	N	N	Booked Weekend Care	increase the 5% recommended.
Casual Care - Weekdays	Fee Range (Hourly Rate) \$13.00 to \$17.45				Per Hour	N	N		increase the 5% recommended

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Family Day Care Services [continued]

Casual Care - Weekends	Fee Range (Hourly Rate) \$15.55 to \$22.95				Per Hour	N	N		increase the 5% recommended.
Meals - Breakfast	Charge Range \$3.80 to \$6.50				Per Meal	N	N		5% increase in line with benchmarking data for other FDC educator fees
Meals - Dinner	Charge Range \$7.50 to \$9.25				Per Meal	N	N		5% increase in line with benchmarking data for other FDC educator fees
Meals - Lunch	Charge range \$5.80 to \$9.25				Per Meal	N	N		5% increase in line with benchmarking data for other FDC educator fees
Meals - Snack	Charge Range \$3.00 to \$3.80				Per Meal	N	N		5% increase in line with benchmarking data for other FDC educator fees
Public Holiday In Care	Fee Range (Hourly Rate) \$15.55 to \$22.95					N	N		increase the 5% recommended + low range increased to match casual care weekend rate
Transport - Local Trip	Charge Range \$4.20 to \$6.20				Per Trip	N	N		5% increase in line with benchmarking data for other FDC educator fees
Administration Levy	\$2.50	\$2.65	6.00%	\$0.15	Per Hour	Y	N	Per Hour Per Child nil capping	NON-STANDARD INCREASE - Benchmarked other LGA and increase to reduce service costs (6%)
Educator Levy	\$0.30	\$0.35	16.67%	\$0.05	Per Hour	Y	N	Per Hour Per Child nil capping	NON-STANDARD INCREASE - Benchmarked other LGA & increase to reduce service costs.

Kindergarten Enrolments

Administration Levy for Enrolling in Kindergarten	\$33.00	\$34.00	3.03%	\$1.00	Per child	Y	N		
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Vacation Care

Centre Days	\$85.55	\$89.50	4.62%	\$3.95	Per child	Y	N		NON-STANDARD INCREASE - 5% Increase to reflect market cost and reduce cost of service operation.
Excursions	\$38.00	\$40.00	5.26%	\$2.00	Per child	Y	N	Maximum	NON-STANDARD INCREASE - 5% Increase to reflect market cost and reduce cost of service operation.
Incursions	\$26.00	\$27.50	5.77%	\$1.50	Per child	Y	N	Minimum	NON-STANDARD INCREASE - 5% Increase to reflect market cost and reduce cost of service operation.
Late Enrolment Fee	\$23.05	\$23.65	2.60%	\$0.60	Per booking	Y	N		

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Vacation Care [continued]

Late Pickup Fee	\$5.50	\$5.65	2.73%	\$0.15	Per child Per minute	Y	N		
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Recreation and Facility Activation

Office/Workstation Hire - Melton Youth Services - Permanent Agency User	\$1,455.00	\$1,490.00	2.41%	\$35.00	Per Day	N	Y	Office/Workstation Hire - Melton Youth Services - Permanent Agency User	Desk space once a week for 52 weeks.
Office/Workstation Hire - Youth Services - Permanent Agency User	\$7,255.00	\$7,435.00	2.48%	\$180.00	Annual - 5 days per week	N	Y	Office/Workstation Hire - Youth Services - Permanent Agency User	Desk space hire for 5 days per week (annually)
Teenage Holiday Program	Fee Range \$5 to \$45- dependent on activity				Per Participant	N	Y	Teenage Holiday Program	Fee Range \$5 to \$45- dependent on activity
After Function Hire Clean	\$131.00	\$134.00	2.29%	\$3.00	Per Hire	N	Y		
After Function Inspection	\$61.50	\$63.00	2.44%	\$1.50	Per Hire	N	Y		
Insurance Casual User	\$31.50	\$32.50	3.17%	\$1.00	Per Hire	N	Y		
Community Room - Casual Community Agency User	\$21.15	\$21.70	2.60%	\$0.55	Per Hour	N	Y		
Community Room - Casual Community User	\$16.70	\$17.10	2.40%	\$0.40	Per Hour	N	Y		
Community Room - Casual User Bond	\$500.00	\$500.00	0.00%	\$0.00	Per Hire	N	N		
Community Room - Permanent and Casual Commercial Users OR Private function before 5pm	\$31.50	\$32.50	3.17%	\$1.00	Per Hour	N	Y		
Community Room - Permanent Community Agency users	\$15.40	\$15.80	2.60%	\$0.40	Per Hour	N	Y		
Community Room - Permanent Community Users	\$11.50	\$11.80	2.61%	\$0.30	Per Hour	N	Y		
Community Room - Function Hire after 5pm	\$65.50	\$67.00	2.29%	\$1.50	Per Hour	N	Y		

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Recreation and Facility Activation [continued]

Meeting Room hire (<20 capacity) - Casual Community Agency Users	\$16.05	\$16.45	2.49%	\$0.40	Per Hour	N	Y		
Meeting Room hire (<20 capacity) - Casual Community Users	\$12.10	\$12.40	2.48%	\$0.30	Per Hour	N	Y		
Meeting room hire (<20 capacity) - Casual User Bond	\$200.00	\$200.00	0.00%	\$0.00	Per Hire	N	N		
Meeting Room hire (<20 capacity) - Permanent and Casual Commercial Users	\$27.95	\$28.65	2.50%	\$0.70	Per Hire	N	Y		
Meeting Room hire (<20 capacity) - Permanent Community Agency Users	\$11.50	\$11.80	2.61%	\$0.30	Per Hour	N	Y		
Meeting Room hire (<20 capacity) - Permanent Community Users	\$9.80	\$10.05	2.55%	\$0.25	Per Hour	N	Y		
Office Hire in Community Facilities	\$59.00	\$60.50	2.54%	\$1.50	Per Day	N	Y		
PA System/Audio system – (no operator inc. Lectern and Microphone and access to lighting controls) - Commercial OR Private function	\$146.00	\$150.00	2.74%	\$4.00	Per Hire	N	Y		
PA System/Audio system – (no operator Inc. Lectern and Microphone and access to lighting controls) - Community group/ Community agency	\$86.50	\$88.50	2.31%	\$2.00	Per Hire	N	Y		
Staff: Set Up / Service Per Officer/Per Hour	\$54.50	\$56.00	2.75%	\$1.50	Per Hour	N	Y		
Day booking (prior to 5pm) - Commercial OR Private function	\$100.00	\$102.00	2.00%	\$2.00	Per Hour	N	Y		

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MINUTES OF THE MEETING OF COUNCIL

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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Recreation and Facility Activation [continued]

Day booking (prior to 5pm) - Community group/ Community agency	\$59.00	\$60.50	2.54%	\$1.50	Per Hour	N	Y		
Evening booking (after 5pm) - Commercial OR Private function	\$114.00	\$117.00	2.63%	\$3.00	Per Hour	N	Y		
Evening booking (after 5pm) - Community group/ Community agency	\$67.50	\$69.00	2.22%	\$1.50	Per Hour	N	Y		
Bond for Auditorium	\$500.00	\$500.00	0.00%	\$0.00	Per Booking	N	N		
Bond for Auditorium - Meeting Rooms	\$200.00	\$200.00	0.00%	\$0.00	Per Booking	N	N		
Meeting room 1 or 2/3 - Community group/ Community agency - Per Hour	\$18.35	\$18.80	2.45%	\$0.45	Per Hour	N	Y		
Meeting room 1 or 2/3 - Community group/ Community agency - Per Day	\$90.50	\$93.00	2.76%	\$2.50	Per Day	N	Y		
Meeting room 1, or 2 /3 - Commercial - Per Day	\$124.00	\$127.00	2.42%	\$3.00	Per Day	N	Y		
Meeting room 1, or 2 /3 - Commercial - Per Hour	\$24.65	\$25.25	2.43%	\$0.60	Per Hour	N	Y		
Meeting Room 4 - Commercial rate - Per Day	\$187.00	\$192.00	2.67%	\$5.00	Per Day	N	Y		
Meeting Room 4 - Commercial rate - Per Hour	\$38.00	\$39.00	2.63%	\$1.00	Per Hour	N	Y		
Meeting room 4 - Community group/ Community agency Per Day	\$124.00	\$127.00	2.42%	\$3.00	Per Day	N	Y		
Meeting room 4 - Community group/ Community agency - Per Hour	\$24.65	\$25.25	2.43%	\$0.60	Per Hour	N	Y		

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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Recreation and Facility Activation [continued]

Casual Community - Room Hire - Community Agency	\$21.15	\$21.70	2.60%	\$0.55	Per Hour	N	Y		
Casual Community Room Hire - Community Group	\$16.70	\$17.10	2.40%	\$0.40	Per Hour	N	Y		
Permanent & Casual Commercial Room Hire	\$31.50	\$32.50	3.17%	\$1.00	Per Hour	N	Y		
Permanent Community Room Hire - Community Agency	\$15.40	\$15.80	2.60%	\$0.40	Per Hour	N	Y		
Permanent Community Room Hire - Community group	\$11.50	\$11.80	2.61%	\$0.30	Per Hour	N	Y		
Casual User Insurance	\$31.50	\$32.50	3.17%	\$1.00	Per Hour	N	Y		
Community Room hire - Casual Community Agency User (other than Seniors groups)	\$21.15	\$21.70	2.60%	\$0.55	Per Hour	N	Y		
Community Room hire - Casual Community User (other than Seniors groups)	\$16.70	\$17.10	2.40%	\$0.40	Per Hour	N	Y		
Community Room hire - Casual User Bond/Private function bond	\$500.00	\$500.00	0.00%	\$0.00	Per Hire	N	N		
Community Room hire - Permanent and Casual Commercial Users OR Private function before 5pm (other than Seniors groups)	\$31.50	\$32.50	3.17%	\$1.00	Per Hour	N	Y		
Community Room hire - Permanent Community Agency users (other than Seniors groups)	\$15.40	\$15.80	2.60%	\$0.40	Per Hour	N	Y		
Community Room hire - Permanent Community Users (other than Seniors groups)	\$11.50	\$11.80	2.61%	\$0.30	Per Hour	N	Y		

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Recreation and Facility Activation [continued]

Function hire after 5pm (other than Seniors groups)	\$65.50	\$67.00	2.29%	\$1.50	Per Hour	N	Y		
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Athletic Facilities

Carnivals - Regional association/combined schools carnival hire fee	\$482.00	\$494.00	2.49%	\$12.00	Per Event	N	Y	Maximum 6 hours Hire fee per carnival (max 6 hrs booking)	
Casual use/training - commercial use (including PT, coaches) and community use from outside the municipality (including schools, clubs)	\$82.00	\$84.00	2.44%	\$2.00	Per Event	N	Y	Fee per hour for commercial hire (e.g. personal training) and community hire from groups outside the municipality (e.g. schools, sporting clubs)	
Casual use/training (local schools and clubs)	\$55.00	\$56.00	1.82%	\$1.00	Per hour	N	Y	Fe per hour - excludes lighting	
School Carnivals - Local Schools	\$323.00	\$331.00	2.48%	\$8.00	Per event	N	Y	Hire fee per carnival for local schools (max 6 hrs booking)	
School Carnivals - users from outside the municipality	\$436.00	\$447.00	2.52%	\$11.00	Per event	N	Y	Hire fee per carnival for schools outside the municipality (max 6 hrs booking)	
Standard equipment hire (Core equipment)	\$220.00	\$226.00	2.73%	\$6.00	Per event	N	Y	Equipment hire fee for carnivals (max 6 hrs booking)	

Indoor Stadiums

Basketball Court - Peak	\$45.50	\$47.00	3.30%	\$1.50	per hr /court	N	Y		
Basketball Court -Off Peak	\$33.00	\$34.00	3.03%	\$1.00	per hr /court	N	Y		
Cobblebank Meeting Room 1 (accommodates 8 people)	\$12.50	\$13.00	4.00%	\$0.50	per hour	N	Y		
Cobblebank Meeting Room 2 (accommodates 12 people)	\$15.50	\$16.00	3.23%	\$0.50	per hour	N	Y		
Cobblebank Multi Purpose Room	\$64.00	\$66.00	3.13%	\$2.00	per hour	N	Y		

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Indoor Stadiums [continued]

Cobblebank Foyer/ Function space	\$10.50	\$11.00	4.76%	\$0.50	per hour	N	Y		
Cobblebank Office (Club office)	\$16,099.42	\$16,502.00	2.50%	\$402.58	annual fee	N	Y		
Cobblebank Desk Space (1 desk within Admin Office)	\$7,257.00	\$7,438.00	2.49%	\$181.01	annual fee	N	Y		
Cobblebank Retractable Seating- Total 962 people (Cleaning only)	\$205.00	\$212.00	3.41%	\$6.99	per day	N	Y		NON-STANDARD INCREASE - CPI+1%
Cobblebank Elite Change Rooms (Cleaning only)	\$155.00	\$160.00	3.23%	\$4.99	per booking	N	Y		NON-STANDARD INCREASE - CPI+1%
Caroline Springs Café (meetings space)	\$38.00	\$39.00	2.63%	\$1.00	per hour	N	Y		
Bond	\$650.00	\$650.00	0.00%	\$0.00	per hour	N	N		
Council Insurance Fee	\$31.00	\$32.00	3.23%	\$1.00	per booking	N	Y		
Caroline Springs Tennis Courts - no lights (casual rate)	\$11.50	\$12.00	4.35%	\$0.50	per hour	N	Y		
Caroline Springs Tennis Courts - with lights (casual rate)	\$22.00	\$23.00	4.55%	\$1.00	per hour	N	Y		
Caroline Springs Tennis Social Room & Kitchen (casual rate)	\$46.50	\$48.00	3.23%	\$1.50	per hour	N	Y		

Recreation Reserves

Casual Pavilion Hire	\$12.50	\$13.00	4.00%	\$0.50		N	Y	Casual Pavilion Hire	gradual increase to community pavilion hire
Bond for hire	\$500.00	\$500.00	0.00%	\$0.00	Per booking	N	N	Refundable	
Cleaning after Pavilion Hire	\$135.00	\$138.00	2.22%	\$3.00	Per event/hire	N	Y	Pavilion cleaning fee following casual/ event hire	
Hard Court Hire (Tennis & Netball) - Casual users from outside the municipality	\$14.00	\$14.50	3.57%	\$0.49	Per Court Per Hour	N	Y	Casual hire of tennis and netball courts by non-Melton groups - per court per hour	CS rates are lower. Added CPI this year.

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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

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Recreation Reserves [continued]

Hard Court Hire (Tennis & Netball) - Commercial Use	\$361.00	\$371.00	2.77%	\$10.00	Per month	N	Y	Monthly fee for hire of up to 4 courts	
Hard Courts (Tennis & Netball) - Seasonal use local sporting clubs	\$450.00	\$460.00	2.22%	\$10.00	Per unit	N	Y	Includes Pavillion & Ground Use	
Sports Lighting	\$27.00	\$28.00	3.70%	\$1.00	Per hour	N	Y		
Sportsground Hire (Grass) - Casual users from outside the municipality	\$30.00	\$31.00	3.33%	\$1.00	Per hour	N	Y		
Sportsground Hire (Grass) - Commercial Use, Coaching, Academies, Events	\$233.00	\$240.00	3.00%	\$7.00	Per Week	N	Y		NON-STANDARD INCREASE- FEE ADJUSTMENT MANUAL
Sportsground Hire (Grass) - Personal Trainers	\$117.00	\$120.00	2.56%	\$3.00	Per Month	N	Y		
Seasonal Use (Sportsgrounds) - local sporting clubs	\$450.00	\$460.00	2.22%	\$10.00	Per unit	N	Y	Includes Pavilion and Ground (Grass and Synthetic Surfaces) Use	
Synthetic Sportsground Hire - users from outside the municipality	\$85.00	\$87.00	2.35%	\$2.00	Per hour	N	Y	Casual hire of synthetic sportsground per hour for non-melton schools and groups - does not include lighting or pavilion access	
Synthetic Sportsground Hire - City of Melton Schools and Clubs	\$27.00	\$28.00	3.70%	\$1.00	Per hour	N	Y	Hire of synthetic sportsground per hour - does not include lighting or pavilion access	

Libraries and Learning

Libraries Services

Consumables

Basic Ear Phones	\$2.00	\$2.00	0.00%	\$0.00	Each	N	Y		
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Consumables [continued]

USB 8GB	\$9.00	\$9.00	0.00%	\$0.00	Each	N	Y	Charge is for USBs sold to the public. We purchase for \$4.50 each at wholesale. This is not revenue raising - more of a community service.	
Library Bags	\$2.00	\$2.00	0.00%	\$0.00	Per bag	N	Y	Charge is for USBs sold to the public. We purchase for \$4.50 each at wholesale. This is not revenue raising - more of a community service.	

Programs

Per Person for some events and programs	Minimum Charge \$2.00. Charge varies depending on program.				Per Person	N	Y		
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Membership

Replacement of membership card	\$2.50	\$2.60	4.00%	\$0.10	Per item	N	N	Replacement cost for lost, damaged or stolen library card.	
Charge for late library item returns	\$0.20	\$0.20	0.00%	\$0.00	Per item Per day	N	N	Accrues daily to maximum of \$2.00 Per item	
Inter-Library Loan requests outside of Swift Consortium	\$16.00	\$16.40	2.50%	\$0.40	Per item	N	Y	This is the standard national rate for Inter-library loans, however the library passes on to customers any further charges levied by the lending library.	
Lost Damaged & Stolen Items	Replacement cost for lost, damaged or stolen library items as recorded on the library database.					N	N		

Photocopying/Printing

Black and white A3	\$0.40	\$0.40	0.00%	\$0.00	Per page	N	Y		
Black and white A4	\$0.20	\$0.20	0.00%	\$0.00	Per page	N	Y		
Colour A3	\$2.00	\$2.00	0.00%	\$0.00	Per page	N	Y		
Colour A4	\$1.00	\$1.00	0.00%	\$0.00	Per page	N	Y		

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Appendix 1 Council Budget 2024-25

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Venue Hire

Meeting Room (16 maximum capacity) – Commercial – per day	\$0.00	\$167.50	∞	\$167.50	Per Day	N	Y		NEW FEE -This is the charge for meeting rooms Shebley and Buckley, where the dividers can be collapsed to create a larger room from 2 smaller rooms. The way that the fee was created was by looking at other rooms which worked out to \$1.25 per person.
Meeting Room (16 maximum capacity) – Commercial – per hour	\$0.00	\$33.50	∞	\$33.50	Per Hour	N	Y		NEW FEE - This is the charge for meeting rooms Shebley and Buckley, where the dividers can be collapsed to create a larger room from 2 smaller rooms. The way that the fee was created was by looking at other rooms which worked out to \$1.25 per person.
Meeting Room (16 maximum capacity) – Community group/ Community agency – per day	\$0.00	\$100.00	∞	\$100.00	Per Day	N	Y		NEW FEE - This is the charge for meeting rooms Shebley and Buckley, where the dividers can be collapsed to create a larger room from 2 smaller rooms. The way that the fee was created was by looking at other rooms which worked out to \$1.25 per person.
Meeting Room (16 maximum capacity) – Community group/ Community agency – per hour	\$0.00	\$20.00	∞	\$20.00	Per Hour	N	Y		NEW FEE - This is the charge for meeting rooms Shebley and Buckley, where the dividers can be collapsed to create a larger room from 2 smaller rooms. The way that the fee was created was by looking at other rooms which worked out to \$1.25 per person.
Workstation Licence - Per Calendar Year	\$7,510.00	\$7,700.00	2.53%	\$190.00	Per Workstation	N	Y	Workstation Licence - per calendar year Annual licence fee for community service organisation use of one desk in co-working space	
Workstation Licence - Per Quarter	\$1,875.00	\$1,920.00	2.40%	\$45.00	Per Workstation	N	Y	Workstation licence - per quarter Quarterly Licence fee for community service organisation, use of one desk in co-working space.	
Bond - after hours	\$237.00	\$243.00	2.53%	\$6.00	Per Booking	N	N		
Staff setup/Clean- Per Hour	\$53.50	\$55.00	2.80%	\$1.50	Per Hour	N	Y	Per Staff officer	

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Venue Hire [continued]

Balam Balam Seminar room - Commercial rate - Per Day	\$515.00	\$530.00	2.91%	\$15.00	Per Day	N	Y		
Balam Balam Seminar room - Commercial rate - Per Hour	\$104.00	\$107.00	2.88%	\$3.00	Per Hour	N	Y		
Balam Balam Seminar room - Community group/ Community agency - Per Day	\$256.00	\$262.00	2.34%	\$6.00	Per Day	N	Y		
Balam Balam Seminar room - Community group/ Community agency	\$52.50	\$54.00	2.86%	\$1.50	Per Hour	N	Y		
Butler AV room - Commercial - Per Day	\$221.00	\$227.00	2.71%	\$6.00	Per Day	N	Y		
Butler AV room - Commercial - Per Hour	\$45.00	\$46.00	2.22%	\$1.00	Per Hour	N	Y		
Butler AV room - Community group/ Community agency - Per Day	\$110.00	\$113.00	2.73%	\$3.00	Per Day	N	Y		
Butler AV room - Community group/ Community agency - Per Hour	\$22.00	\$23.00	4.55%	\$1.00	Per Hour	N	Y		
Double training room - Commercial - Per Day	\$354.00	\$363.00	2.54%	\$9.00	Per Day	N	Y		
Double training room - Commercial - Per Hour	\$70.50	\$72.00	2.13%	\$1.50	Per Hour	N	Y		
Double training room - Community group/ Community agency - Per Day	\$171.00	\$175.00	2.34%	\$4.00	Per Day	N	Y		
Double training room - Community group/ Community agency - Per Hour	\$34.50	\$35.50	2.90%	\$1.00	Per Hour	N	Y		

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Venue Hire [continued]

Meeting room (8 maximum capacity) - Commercial Per Day	\$121.00	\$124.00	2.48%	\$3.00	Per Day	N	Y		
Meeting room (8 maximum capacity) - Commercial Per Hour	\$25.00	\$26.00	4.00%	\$1.00	Per Hour	N	Y		
Meeting room (8 maximum capacity) - Community group/Community agency - Per Hour	\$88.50	\$90.50	2.26%	\$2.00	Per Hour	N	Y		
Meeting room (8 maximum capacity) - Community group/Community agency - Per Hour	\$19.00	\$19.60	3.16%	\$0.60	Per Hour	N	Y		
Training/meeting room (20-25 maximum capacity) - Commercial Per Day	\$183.00	\$188.00	2.73%	\$5.00	Per Day	N	Y		
Training/meeting room (20-25 maximum capacity) - Commercial Per Hour	\$37.50	\$38.50	2.67%	\$1.00	Per Hour	N	Y		
Training/meeting room (20-25 maximum capacity) - Community group/Community agency Per Day	\$121.00	\$124.00	2.48%	\$3.00	Per Day	N	Y		
Training/meeting room (20-25 maximum capacity) - Community group/Community agency Per Hour	\$24.00	\$24.60	2.50%	\$0.60	Per Hour	N	Y		
Triple training room - Commercial Per Day	\$377.00	\$386.00	2.39%	\$9.00	Per Day	N	Y		
Triple training room - Commercial Per Hour	\$76.50	\$78.50	2.61%	\$2.00	Per Hour	N	Y		
Triple training room - Community group/Community agency Per Day	\$221.00	\$227.00	2.71%	\$6.00	Per Day	N	Y		

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MINUTES OF THE MEETING OF COUNCIL

24 JUNE 2024

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Venue Hire [continued]

Triple training room - Community group/ Community agency Per Hour	\$45.00	\$46.00	2.22%	\$1.00	Per Hour	N	Y		
Laptop Hire	\$3.00	\$3.00	0.00%	\$0.00	Per Hire	N	Y		

Arts, Events and Economic Development

Arts and Events

Event Vendor Fees

Coffee Vendor Fees Lakeside Alive	\$169.00	\$169.00	0.00%	\$0.00	Per Event	N	Y	Vendor Fee	
Food Vendor Fee Flavour Fest	\$225.50	\$225.50	0.00%	\$0.00	Per Event	N	Y	Vendor Fee	
Food Vendor Fees Lakeside Alive	\$338.00	\$338.00	0.00%	\$0.00	Per Event	N	Y	Vendor Fee	
Event Vendor Fees Djerriwarrh Festival	\$675.00	\$675.00	0.00%	\$0.00	Per Event	N	Y	Vendor Fee	Fees included are: Food Vendor (Main food vendor lane) - \$410 plus GST Oval Vendor - \$205
Event Vendor Fees Carols by Candlelight	\$500.00	\$500.00	0.00%	\$0.00	Per Event	N	Y	Vendor Fee	Fees included are: Food vendor - \$303 plus GST Coffee Vendor - \$151.50 plus GST

MINUTES OF THE MEETING OF COUNCIL

24 JUNE 2024

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Freedom of Information

Freedom Of Information - Application Fee	\$30.60	\$31.35	2.45%	\$0.75	Per Application	Y	N		
Freedom of Information - Charge for Search	\$22.90	\$23.47	2.49%	\$0.58	Per hour or part thereof	Y	N	This fee is charged to undertake a search for documents	
Freedom of Information - Charge for Supervision	\$22.90	\$23.47	2.49%	\$0.58	Per quarter hour or part thereof	Y	N	This fee is charged to undertake a search for documents	
Freedom Of Information Photocopying - Colour	\$1.10	\$1.15	4.55%	\$0.05	Per Copy	Y	N	Freedom of Information- Colour	
Freedom Of Information Photocopying - A3 Copy	\$0.60	\$0.60	0.00%	\$0.00	Per Copy	Y	N	Freedom of Information - A3 Black	
Freedom Of Information Photocopying - A4 Copy	\$0.20	\$0.20	0.00%	\$0.00	Per Copy	Y	N	Freedom of Information - A4 Black	

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Organisational Performance

Finance

Rates

Rates Information

Copy of Previous Years Rates & Valuation Notice	\$16.35	\$16.75	2.45%	\$0.40	Per request	N	N		
Interest on outstanding rates	Penalty interest rate approved by Minister				Per request	N	N	As set by Attorney General	

Land Information

Land Information Certificates	Land Information Certificates - As per the Local Government (General) Regulations 2015				Per Certificate	N	N		
Land Information certificates same day service (in addition to statutory fee)	\$47.00	\$48.00	2.13%	\$1.00	Per Certificate	N	N		
Rate History Search	\$54.00	\$55.50	2.78%	\$1.50	Per hour	N	N		

Supplementary Valuations

Supplementary Valuations City West Water	\$26.95	\$27.60	2.41%	\$0.65	Per Request	N	N		
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Administration

Other

Dishonoured Payment (Cheque, Direct debits) - Administration fee	\$15.65	\$16.05	2.56%	\$0.40	Per Dishonour	N	N		
Water charges from stand pipe	\$5.65	\$5.80	2.65%	\$0.15	Per Kilo Litre	N	N		

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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City Delivery

Community Safety

Interest on Unpaid Money - Section 227 A Local Government Act	Penalty Interest Rate approved by the Attorney General in accordance with Section 2 of the Penalty Interest Rate Act 1983				Per Application	Y	N	Penalty Interest Rate approved by the Attorney General in accordance with Section 2 of the Penalty Interest Rate Act 1983	
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Fire Prevention

Fire Prevention Notice	Administration Fee for Fire Prevention Cost include any associated Contractor charges no increase for FY 23/24 other than the CPI; the current costs reflect officer time accurately					Y	N	Administration Fee for Fire Prevention Cost includes Contractor charges	
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Accommodation

Prescribed Accommodation Premises - Up to 5 people	\$230 plus \$25 Per Additional Person over 5				Per Application	Y	N		Plus \$25 (Excl GST) per additional person over 5 As this fee has not increased in the last 3 years.
Prescribed Accommodation Premises - rooming houses Up to 4 people	\$230 plus \$25 Per Additional Person over 5				Per Application	Y	N		Plus \$25 (Excl GST) per additional person over 5 As this fee has not increased in the last 2 years.

Animal Registration

Deceased Refund	Pro Rata 50% of Reduction - Per Half				Per Half	N	N	Pro Rata 50% Reduction	
Pro Rata Registration	Pro Rata Rate 50% Reduction Per Half				Per Half	Y	N	Pro Rata Rate - 50% Reduction	
Unsterilised Dog – Full Fee	\$162.00	\$166.50	2.78%	\$4.50	Per Animal	Y	N		Increase due to State Gov Levy and CPI 2.5%
Unsterilised Dog – Full Fee (Pensioner)	\$81.00	\$83.25	2.78%	\$2.25	Per Animal	Y	N		Increase due to State Gov Levy and CPI 2.5%
Unsterilised Cat – Full Fee (Only Animals Register prior to Aug 2011 or exemption)	\$117.00	\$120.10	2.65%	\$3.10	Per Animal	Y	N		Increase due to State Gov Levy and CPI 2.5%

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
Animal Registration [continued]									
Unsterilised Cat – Full Fee (Only Animals Register prior to Aug 2011 or exemption) Pensioner	\$58.50	\$60.05	2.65%	\$1.55	Per Animal	Y	N		Increase due to State Gov Levy and CPI 2.5%
Sterilised Dog – Reduced Fee	\$54.00	\$55.50	2.78%	\$1.50	Per Animal	N	N		Increase due to CPI, State Government levy
Sterilised Dog – Reduced Fee (Pensioner)	\$27.00	\$27.75	2.78%	\$0.75	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Sterilised Cat – Reduced Fee	\$39.00	\$40.20	3.08%	\$1.20	Per Animal	N	N		Increase due to CPI 2.5% and State Gov Levy
Sterilised Cat – Reduced Fee (Pensioner)	\$19.50	\$20.10	3.08%	\$0.60	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Micro chipped Dog (Registered Prior to 10th April 2013)	\$54.00	\$55.50	2.78%	\$1.50	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Micro chipped Dog (Registered Prior to 10th April 2013) (Pensioner)	\$27.00	\$27.75	2.78%	\$0.75	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Micro chipped Cat (Registered prior to 10th April 2013)	\$39.00	\$40.20	3.08%	\$1.20	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Micro chipped Cat (Registered prior to 10th April 2013) (Pensioner)	\$19.50	\$20.10	3.08%	\$0.60	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Dog kept for breeding by Domestic Animal Business	\$54.00	\$55.50	2.78%	\$1.50	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Dog kept for breeding by Domestic Animal Business (Pensioner)	\$27.00	\$27.75	2.78%	\$0.75	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Cat kept for breeding by Domestic Animal Business	\$39.00	\$40.20	3.08%	\$1.20	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Cat kept for breeding by Domestic Animal Business (Pensioner)	\$19.50	\$20.10	3.08%	\$0.60	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Approved Applicable Obedience Trained Dog	\$54.00	\$55.50	2.78%	\$1.50	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Animal Registration [continued]

Approved Applicable Obedience Trained Dog (Pensioner)	\$27.00	\$27.75	2.78%	\$0.75	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Unsterilised Working Dog - Livestock	\$54.00	\$55.50	2.78%	\$1.50	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Unsterilised Working Dog - Livestock(Pensioner)	\$27.00	\$27.75	2.78%	\$0.75	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Sterilised Working Dog - Livestock	\$54.00	\$55.50	2.78%	\$1.50	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Sterilised Working Dog - Livestock (Pensioner)	\$27.00	\$27.75	2.78%	\$0.75	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Dangerous Dog - Guard Dog Non-Residential Premises	\$182.00	\$187.00	2.75%	\$5.00	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Declared Restricted Breed Dog	\$297.00	\$304.00	2.36%	\$7.00	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Declared Dangerous Dog	\$297.00	\$304.00	2.36%	\$7.00	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Declared Menacing dog	\$297.00	\$304.00	2.36%	\$7.00	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Dog > 10 years old	\$54.00	\$55.50	2.78%	\$1.50	Per Animal	Y	N		Increase due to State Gov Levy and CPI 2.5%
Dog > 10 years old (Pensioner)	\$27.00	\$27.75	2.78%	\$0.75	Per Animal	Y	N		Increase due to State Gov Levy and CPI 2.5%
Cat > 10 years old	\$39.00	\$40.20	3.08%	\$1.20	Per Animal	Y	N		Increase due to State Gov Levy and CPI 2.5%
Cat > 10 years old (Pensioner)	\$19.50	\$20.10	3.08%	\$0.60	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Feline Council Control or Approved Applicable Organisation Registered Cat	\$39.00	\$40.20	3.08%	\$1.20	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%
Feline Council Control or Approved Applicable Organisation Registered Cat (Pensioner)	\$19.50	\$20.10	3.08%	\$0.60	Per Animal	N	N		Increase due to State Gov Levy and CPI 2.5%

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MINUTES OF THE MEETING OF COUNCIL

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

24 JUNE 2024

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Animal Registration [continued]

Approved Applicable Organisation Registered Dog	\$54.00	\$55.50	2.78%	\$1.50	Per Animal	Y	N		Increase due to State Gov Levy and CPI 2.5%
Approved Applicable Organisation Registered Dog (Pensioner)	\$27.00	\$27.75	2.78%	\$0.75	Per Animal	Y	N		Increase due to State Gov Levy and CPI 2.5%
Microchip	\$90.50	\$93.00	2.76%	\$2.50	Per Animal	N	Y		Increase due to CPI
Permit Application Fee - (Bi-Yearly) Multiple animals	\$114.80	\$117.65	2.48%	\$2.85	Per Permit	Y	N		Increase due to CPI
Multiple Animal Permit Renewal	\$82.00	\$84.50	3.05%	\$2.50	Per Permit	Y	N		Increase due to CPI
Multiple Animal Permit Amendment Fee	\$55.35	\$56.75	2.53%	\$1.40	Per Permit	Y	N		Increase due to CPI

Animal Adoption

Adoption Cost for Animal (Male) - Dog	\$350.00	\$400.00	14.29%	\$50.00	Per Animal	N	Y	Does not include registration fee - Dog	NON-STANDARD INCREASE - Increase due to State Gov Levy, CPI and Adoption costs.
Adoption Cost for Animal (Female) - Dog	\$414.00	\$450.00	8.70%	\$36.00	Per Animal	N	Y	Does not include registration fee	NON-STANDARD INCREASE - Increase due to State Gov Levy, CPI and Adoption costs.
Adoption Cost for Animal (Male) - Cat	\$70.00	\$100.00	42.86%	\$30.00	Per Animal	N	Y	Does not include registration fee -Cat	NON-STANDARD INCREASE- Increase due to State Gov Levy, CPI and Adoption costs.
Adoption Cost for Animal (Female) - Cat	\$91.00	\$120.00	31.87%	\$29.00	Per Animal	N	Y	Does not include Registration Fee - Cat	NON-STANDARD INCREASE - Increase due to State Gov Levy, CPI and Adoption costs.

Building Lodgement

Request for building Permit information - Regulation 51 (1), (2), & (3)		As per Regulations	Per Information	Y	N
Council consent/discretion - Part 5 Siting Requirements (Reg 73-97)		As per Regulations	Per Inspection	Y	N

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MINUTES OF THE MEETING OF COUNCIL

24 JUNE 2024

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Building Lodgement [continued]

Affected Owners Written Consultation Fee	\$365.00	\$374.00	2.47%	\$9.00	Per Lodgement	N	Y		Increase by CPI as it was not included from last year's fee.
Lodgement fees - Other Classes			As per Regulations		Per Lodgement	Y	N		
Building permit lodgement fees (section 30)			As per Regulations		Per Lodgement	N	N		
Council consent/discretion Non - Siting Matters (Reg 310, 513,515,604,801,802, & 806)			As per Regulations		Per Lodgement	Y	N		
Domestic Building Plans Search Fee (non - refundable)	\$200.00	\$205.00	2.50%	\$5.00	Per Search	N	N		
Commercial Building Plans Search Fee (non - refundable)	\$200.00	\$205.00	2.50%	\$5.00	Per Search	N	N		
Copy of Building Permit Form	\$48.00	\$49.00	2.08%	\$1.00	Per Item	N	N		Increase by CPI as it was not included from last year's fee.
Copies of plans (Maximum of 10 A3's) must also include search fee	\$54.00	\$55.50	2.78%	\$1.50	Per Search	N	N		
Copies of A1 Plans (each)	\$44.00	\$45.00	2.27%	\$1.00	Per Copy	N	N		Increase by CPI as it was not included from last year's fee.
Copies of occupancy Permits must also include search fee	\$85.00	\$87.00	2.35%	\$2.00	Per Permit	N	N		Increase by CPI as it was not included from last year's fee.
Copies of Building Insurance certificate include search fee	\$48.00	\$49.00	2.08%	\$1.00	Per Certificate	N	N		Increase by CPI as it was not included from last year's fee.
Copies of Soil Report must also include search fee	\$48.00	\$49.00	2.08%	\$1.00	Per Search	N	N		Increase by CPI as it was not included from last year's fee.
Copies of Structural Computations must also include search fee	\$85.00	\$87.00	2.35%	\$2.00	Per Search	N	N		Increase by CPI as it was not included from last year's fee.
Property Information			Prescribed		Per Item	Y	N		

MINUTES OF THE MEETING OF COUNCIL

24 JUNE 2024

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
Building Permit									
Private function - Seniors Rate	\$243.00	\$249.00	2.47%	\$6.00	Per Hire	N	Y		
Seniors Community Groups - Permanent	\$7.55	\$7.75	2.65%	\$0.20	Per Hour	N	Y		
Domestic Building Work Value of Works < \$50,000	\$5,197.80	\$5,327.75	2.50%	\$129.95	Per Item	Y	Y		
Domestic Building Work Value of Works \$50,001 < \$1000,000	\$5,851.75	\$5,998.05	2.50%	\$146.30	Per Item	Y	Y		
Domestic Building Work Value of Works \$100,001 < \$250,000	\$6,505.70	\$6,668.35	2.50%	\$162.65	Per Item	Y	Y		
Domestic Building Work Value of Works \$250,001 < \$500,000	\$7,159.65	\$7,338.65	2.50%	\$179.00	Per Item	Y	Y		
Two storey domestic building work additional fee	\$1,054.20	\$1,080.55	2.50%	\$26.35	Per Item	Y	Y		
Relocated Dwelling	\$8,072.90	\$8,274.70	2.50%	\$201.80	Per Item	Y	Y		
Commercial Building Work < 500 sq. M.	\$6,505.70	\$6,668.35	2.50%	\$162.65	Per Item	Y	Y		
Sheds, Verandas, Pergolas, Carport, or Masks, etc	\$2,593.25	\$2,658.10	2.50%	\$64.85	Per Item	Y	Y		
Building Permit - Fence	\$2,593.25	\$2,658.10	2.50%	\$64.85	Per Item	Y	Y		
Building Permit - Retaining Wall	\$2,593.25	\$2,658.10	2.50%	\$64.85	Per Item	Y	Y		
Building Permit - Restump	\$3,901.15	\$3,998.70	2.50%	\$97.55	Per Item	Y	Y		
Building Permit - Swimming Pool	\$3,901.15	\$3,998.70	2.50%	\$97.55	Per Item	Y	Y	Include a Fence	
Building Permit - Demolition	\$3,901.15	\$3,998.70	2.50%	\$97.55	Per Item	Y	Y		
Building Permit - Temporary Structure & Special Use Permit	\$885.10	\$907.25	2.50%	\$22.15	Per Item	Y	Y		
Building Permit - Illegal Building Works			125 % of Permit Fee		Per Item	Y	Y		
Building Inspection	\$233.00	\$239.00	2.58%	\$6.00	Per Inspection	N	Y		

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MINUTES OF THE MEETING OF COUNCIL

Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

24 JUNE 2024

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Building Permit [continued]

Building Notice Administration Fee	\$595.00	\$610.00	2.52%	\$15.00	Per Inspection	N	Y		
Building Inspection Compliance Certificate	\$283.00	\$290.00	2.47%	\$7.00	Per Inspection	N	Y		

Caravan Parks

Fixed Statutory Fee				Fixed Statutory Fee		N	N		
Transfer - % of Registration				% of Registration		N	N		

Environmental Health

Copy of Document -Environmental Health Record	\$25.55	\$26.20	2.54%	\$0.65	Per Application	Y	N	% of Registration	
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Food Act

Food Act Closure – Reopening Fee	\$308.00	\$315.70	2.50%	\$7.70		N	N	Food Act Closure – Reopening Fee	Increase by CPI as it was not included from last year's fee.
Food Act Registration/ Renewal - Class 2 Supermarkets and Manufacturers	\$1,000.00	\$1,025.00	2.50%	\$25.00		N	N	Health Food Act – Class 2 Supermarkets and Manufacturers	Increase by CPI as it was not included from last year's fee.
Food Act Registration/ Renewal – Class 3A	\$620.00	\$635.50	2.50%	\$15.50		N	N	Health Food Act – Class 3A	Increase by CPI as it was not included from last year's fee.
Food Act Registration/ Renewal - Class 1	\$900.00	\$922.50	2.50%	\$22.50	Per Application	Y	N		Increase by CPI as it was not included from last year's fee.
Food Act Registration/ Renewal - Class 2	\$820.00	\$840.50	2.50%	\$20.50	Per Application	Y	N		Increase by CPI as it was not included from last year's fee.
Food Act Registration/ Renewal - Class 3	\$420.00	\$430.50	2.50%	\$10.50	Per Application	Y	N		Increase by CPI as it was not included from last year's fee.
Class 2, 3 & 3A Premises (Sporting Body)				25% of Annual Fee	Per Application	Y	N		

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Food Act [continued]

Short term Mobile / Temporary Food Premises >3 months			25% of Annual Fee		Per Application	Y	N		
Registration Fee reduced by 25% Per quarter (calendar year)			25% Per Quarter		Per Application	Y	N		
Water Transport Vehicles - Class 3 fee Per vehicle	\$420.00	\$430.50	2.50%	\$10.50	Per Application	Y	N		CPI included.
Application fee for plan assessment Food Act	\$375.00	\$384.00	2.40%	\$9.00	Per Application	N	N	% of Registration	
Transfer Inspection - within 5 days Food Act	\$396.70	\$406.60	2.50%	\$9.90	Per Application	Y	N		
Transfer Inspection - within 24 hrs Food Act	\$729.80	\$748.05	2.50%	\$18.25	Per Application	Y	N		

Health Act

Hairdressers once off registration	\$250.00	\$256.25	2.50%	\$6.25	Per Application	Y	N		CPI increase added.
Health Act Premises	\$300.00	\$307.50	2.50%	\$7.50	Per Application	Y	N		CPI increase added.
Registration Fees Reduced by 25% per Quarter Health Act			Registration fees reduced by 25% per quarter (calendar year)		Per Application	Y	N		
Application fee for plan assessment Health Act	\$354.65	\$363.50	2.50%	\$8.85	Per Application	Y	N		
Transfer of Registration Health Act			Transfer of registration 50%		Per Application	Y	N		
Transfer Inspection - within 5 days	\$300.00	\$307.50	2.50%	\$7.50	Per Application	Y	N		CPI increase added.
Transfer Inspection - within 24 hrs	\$450.00	\$461.25	2.50%	\$11.25	Per Application	Y	N		

Impounded Animals

Dangerous Dog - Collars	\$51.00	\$52.50	2.94%	\$1.50	Per Collar	N	N	Dangerous Dog Collar	Increase due to CPI
Dangerous Dogs - Signs	\$72.00	\$74.00	2.78%	\$2.00		N	N	Dangerous Dogs - Sign	Increase due to CPI

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Impounded Animals [continued]

Impound Livestock - Labour Charge - Business Hours	\$52.50	\$54.00	2.86%	\$1.50	Per Hour	N	N	Hourly charge Council Officer to attend to transportation of animals during normal business hours	Increase due to CPI
Impound Livestock - Labour Charge - Double Time	\$105.00	\$108.00	2.86%	\$3.00	Per Hour	N	N	Charge to council officers to attend to impound livestock.	Increase due to CPI
Impound Livestock - Labour Charge -Time & Half	\$78.50	\$80.50	2.55%	\$2.00	Per Hour	N	N	To attend to the transportation of stock by Council Officers outside of business hours	Increase due to CPI
Stock Transportation Fee	Fee Range from \$10 to \$2000- At Cost				Per Animal	Y	N	Contractor Fee - Freight Cost of Contractor	
Transport Livestock - Load	\$157.00	\$161.00	2.55%	\$4.00	Per Load	N	N	Transportation of Animals - use of stock trailer	
Animal Trap Hire - Deposit	\$55.00	\$55.00	0.00%	\$0.00	Per Animal	N	N		Fee to remain same to encourage deposits for cat trapping until this service is introduced by Ranger Services.
Impounded Animal - Release Fee Dog	\$92.25	\$95.00	2.98%	\$2.75	Per Animal	Y	N		Increase due to CPI
Impounded Animal - Release Fee Cat	\$46.65	\$48.00	2.89%	\$1.35	Per Animal	Y	N		Increase due to CPI
Impounded Animal - Daily Fee - Dog	\$19.00	\$19.50	2.63%	\$0.50	Per Animal	Y	N		Increase due to CPI
Impounded Animal - Daily Fee - Cat	\$16.50	\$17.00	3.03%	\$0.50	Per Animal	Y	N		Increase due to CPI
Impounded Livestock – Release Fee (each animal)	\$62.55	\$64.10	2.48%	\$1.55	Per Animal	Y	N		Increase due to CPI
Impounded Livestock – Daily Fee (each animal)	\$18.45	\$18.90	2.44%	\$0.45	Per Animal	Y	N		Increase due to CPI
Registration and Renewal of Premises to Conduct Domestic Animal Business	\$565.00	\$580.00	2.65%	\$15.00	Per Animal	Y	N		Increase due to CPI and time spent auditing premises by Authorised staff

Parking

Parking Penalty	50% of Penalty				Per Penalty	Y	N	Section 87 (4) of the Road Safety Act 1986	
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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Parking [continued]

Impounded Vehicle - Small – Release Fee	\$483.00	\$495.00	2.48%	\$12.00	Per Vehicle	N	N	Includes Station Wagons Small vehicle includes Sedans, Wagons etc.	increase due to CPI 2.5%
Impounded Vehicle - Large – Release Fee	\$483.00	\$495.00	2.48%	\$12.00	Per Vehicle	Y	N	Includes Vans & Trucks Large vehicle includes Vans, Trucks etc.	increase due to CPI 2.5%
Impounded Vehicle Heavy - Release Fee				Release Fee	Per Vehicle	Y	N	Vehicle with GVM of 4.5 tonne or more; including cost of towing Heavy Vehicle - vehicle with a GVM of 4.5 tonnes or more	
Impounded Vehicle – Daily Fee	\$23.05	\$23.65	2.60%	\$0.60	Per Vehicle	Y	N		increase due to CPI 2.5%

Regulatory Services

General Inspection Fee	\$308.00	\$316.00	2.60%	\$8.00	Per Hour	N	N		
Late fee % of Registration Fee				Late Fee % of Registration Fee	Per Fee	N	N	Applies when Registration Fees are not submitted by the due date	
Impound Release Fee – Signs, Shopping Trolleys, Local Laws - Release from Impound	\$99.00	\$101.48	2.51%	\$2.48	Per Trolley	Y	N		increase due to CPI 2.5%
Permit Application Fee (includes charity bin, display of goods, advertising board/A-frame, caravan, unregistered vehicle, street trade etc.)	\$114.80	\$117.65	2.48%	\$2.85	Per Permit	Y	N		increase due to CPI 2.5%
General Local Law Application Fee – Permits - Shipping container up to 7 days	\$34.50	\$35.50	2.90%	\$1.00	Per Permit	Y	N		increase due to CPI 2.5%
General Local Law Application Fee – Permits - Shipping container longer than 7 days up to 6 months	\$114.80	\$117.65	2.48%	\$2.85	Per Permit	Y	N		increase due to CPI 2.5%
Amendment of an existing Permit	\$55.50	\$57.00	2.70%	\$1.50	Per Permit	Y	N		increase due to CPI 2.5%

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Regulatory Services [continued]

Local Laws Permit - Pro Rata Rate 50% reduction Per half		Pro Rata Rate 50% reduction Per half			Per Permit	N	N		
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Septic Tanks

Amend a Permit		As per Regulations				Y	N	Permit to amend a septic tank permit	This fee is determined by State Government, under the Environmental Protection Regulations 2021.
Construct, Install or Alter Septic Tank-Onsite Water Management System		As per Regulations			Per Application	Y	N	A permit application for the difference in Council's cost base	This fee is determined by State Government, under the Environmental Protection Regulations 2021.
Exemption - Septic Tank Permit		As per Regulations			Per Application	Y	N	Application to exempt the requirement to renew permit for septic tanks	This fee is determined by State Government, under the Environmental Protection Regulations 2021.
Minor Alteration to Septic Tank-Onsite Water Management System		As per Regulations			Per Application	N	N	A flat fee for simple permit alterations - simpler and lower variability in accordance in new government legislation 37.25 Fee units	This fee is determined by State Government, under the Environmental Protection Regulations 2021.
Renew a Permit		As per Regulations			Per Permit	Y	N	Fee to renew septic tank permit	This fee is determined by State Government, under the Environmental Protection Regulations 2021.
Transfer a Permit		As per Regulations				Y	N	Fee for transfer of a permit for septic tanks	This fee is determined by State Government, under the Environmental Protection Regulations 2021.

Council Land

Permit Application Fee	\$115.00	\$118.00	2.61%	\$3.00	Per Application	N	N		increase due to CPI 2.5%
Bond	\$680.00	\$695.00	2.21%	\$15.00	Per Application	N	N		increase due to CPI 2.5%
Annual fee for Pointer Boards – Real Estate advertising signage	\$570.00	\$585.00	2.63%	\$15.00	Per Application	N	N		increase due to CPI 2.5%
Food Van Sites - Monday to Friday session - Annual Permit Fee	\$156.00	\$160.00	2.56%	\$4.00	Per Session	N	N		increase due to CPI 2.5%

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Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
Council Land [continued]									
Food Van Sites - Saturday or Sunday session - Annual Permit Fee	\$635.00	\$650.00	2.36%	\$15.00	Per Session	N	N		increase due to CPI 2.5%
Rubbish Skip / Bulk Waste Container (up to 6 months on nature strip)	\$91.00	\$93.50	2.75%	\$2.50	Per Application	N	N		increase due to CPI increase.
Rubbish Skip / Bulk Waste Container (up to 7 days on the road) - 1 day	\$0.00	\$55.00	∞	\$55.00	Per Application	N	N		NEW FEE
Rubbish Skip / Bulk Waste Container (up to 7 days on the road) - 2 days	\$0.00	\$83.00	∞	\$83.00	Per Application	N	N		NEW FEE
Rubbish Skip / Bulk Waste Container (up to 7 days on the road) - 3 days	\$0.00	\$111.00	∞	\$111.00	Per Application	N	N		NEW FEE
Rubbish Skip / Bulk Waste Container (up to 7 days on the road) - 4 days	\$0.00	\$139.00	∞	\$139.00	Per Application	N	N		NEW FEE
Rubbish Skip / Bulk Waste Container (up to 7 days on the road) - 5 days	\$0.00	\$167.00	∞	\$167.00	Per Application	N	N		NEW FEE
Rubbish Skip / Bulk Waste Container (up to 7 days on the road) - 6 days	\$0.00	\$195.00	∞	\$195.00	Per Application	N	N		NEW FEE
Rubbish Skip / Bulk Waste Container (up to 7 days on the road) - 7 days	\$0.00	\$223.00	∞	\$223.00	Per Application	N	N		NEW FEE
Hoarding Permit Application Fee	\$300.00	\$308.00	2.67%	\$8.00	Per Application	N	N		CPI included
Occupation of Nature Strip / Footpath (eg Site hut)	\$170.00	\$174.00	2.35%	\$4.00	Per Application	N	N		CPI Included
Parking Bay for Construction Activities Per Day	\$85.00	\$87.00	2.35%	\$2.00	Per Application	N	N		
Bond - Occupation of Nature Strip / Footpath	\$228.00	\$234.00	2.63%	\$6.00	Per Application	N	N		

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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Council Land [continued]

Per A-frame - (Street trade - Application on its own with no Outdoor eating - No additional fee if Outdoor eating application made)	\$0.00	\$118.00	∞	\$118.00	Per Application	N	N		RE-INSTATED FEE - Fee reinstated as this was an initiative for Covid-19 impact period.
Busking, Soliciting, Pop up stalls, Sale of goods, Street selling collections and Distribution	\$115.00	\$118.00	2.61%	\$3.00	Per Application	N	N	Exemption- Charities, Not for profit, Community group/Individual - no fee to be applied)	increase due to CPI 2.5%
Permit Application Fee - Circus	\$500.00	\$510.00	2.00%	\$10.00	Per Application	N	N		CPI Included
Rent Per day - Circus	\$235.00	\$241.00	2.55%	\$6.00	Per Application	N	Y		
Bond - Circus	\$3,640.00	\$3,730.00	2.47%	\$90.00	Per Application	N	N		

Swimming Pools

Lodgement of Compliance Certificate	As per Regulation				Per Certificate	Y	N	Lodgement of Compliance Certificate	This fee is determined by State Government, under the Building Regulations 2018.
Lodgement of Non Compliance Certificate	As Per Regulations				Per Certificate	Y	N	Lodgement of Non Compliance Certificate	This fee is determined by State Government, under the Building Regulations 2018.
Registration of a Public Pool - Over Three Pools	Registration of Public Pools, which exceed 3 pools in per public space \$406.60 plus \$30 per additional pool over 3.				Per registration	Y	N	Public Swimming Pools registration - over three pools	\$30 reflects the additional time spent on site conducting inspections and taking the additional pool samples.
Registration of a Public Pool (Max Three Pools)	\$396.70	\$406.60	2.50%	\$9.90		Y	N	Public pools - registration up to a maximum of three pools	
Registration of Swimming Pool/Spa	As Per Regulation				Per Pool/Spa	Y	N	Registration of Swimming Pool or Spa	This fee is determined by State Government, under the Building Regulations 2018.
Search for Swimming Pool	As Per Regulation				Per Application	Y	N	Search for Swimming Pool	This fee is determined by State Government, under the Building Regulations 2018.
Swimming Pool and Spa Barrier Inspection	\$338.25	\$346.71	2.50%	\$8.46	Per Inspection	N	Y	Swimming Pool and Spa Barrier Inspection	

MINUTES OF THE MEETING OF COUNCIL

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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
Operations									
Waste Management									
Bins									
Bin Retrieval, Delivery or Exchange Fee	\$47.00	\$49.00	4.26%	\$2.00	Per Attendance	N	N	Upgrade or Downgrade of Bin	
Recycling Facility									
Bicycle Tyre - Non Resident	\$10.00	\$10.00	0.00%	\$0.00		N	Y	Bicycle Tyre - Non Resident	Retain Same Fee
Bicycle Tyre - Resident	\$6.00	\$6.00	0.00%	\$0.00		N	Y	Bicycle Tyre - Resident	Retain Same Fee
Car/Motorbike Tyre - Non Resident	\$15.00	\$18.00	20.00%	\$3.00	Per Tyre	N	Y	Car/Motorbike Tyre - Non Resident	NON-STANDARD INCREASE - Increase in processing, disposal and transport costs.
Clean Inert Materials (clean loads of either brick, concrete or tiles) - Non Resident (m3 rate, loads up to 1 tonne)	\$86.00	\$90.00	4.65%	\$4.00	Per Cubic Metre (Up to 1 tonne)	N	Y	Clean Inert Material - Non Resident - Up to 1 tonne (Bricks, Concrete or Tiles)	NON-STANDARD INCREASE - Handling & Transport Cost
Clean Inert Materials (clean loads of either brick, concrete or tiles) - Non Resident (per tonne rate, loads over 3m3)	\$215.00	\$215.00	0.00%	\$0.00		N	Y	Clean Inert Material - Non Resident - Per Tonne - (Bricks, Concrete or Tiles)	Retain Same Fee
Clean Inert Materials (clean loads of either brick, concrete or tiles) - Resident (m3 rate, loads up to 1 tonne)	\$69.00	\$70.00	1.45%	\$1.00	Per Cubic Metre (Up to 1 tonne)	N	Y	Clean Inert Materials - Resident - Up to 1 Tonne This includes loads of brick, concrete or tiles	Increase in Transport and Handling Costs
Clean Inert Materials (clean loads of either brick, concrete or tiles) - Resident (per tonne rate, loads over 3m3)	\$172.00	\$172.00	0.00%	\$0.00	Per Tonne (Over 3m3)	N	Y	Clean Inert Material - Resident - Per Tonne - (Bricks, Concrete or Tiles)	Retain Same Fee
Fridges & Air Conditioners - Non Resident	\$25.00	\$25.00	0.00%	\$0.00	Per Item	N	Y	Fridges & Air Conditioners - Non Resident	Retain Same Fee

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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
Recycling Facility [continued]									
Gas Bottles - (up to 9kgs, excludes car gas bottles) - Non Resident	\$10.00	\$10.00	0.00%	\$0.00		N	Y	Gas Bottles - (up to 9kgs, not car gas bottles) - Non Resident	Retain Same Fee
Green Waste - Non Resident - Station Wagon or Equivalent	\$35.00	\$40.00	14.29%	\$5.00		N	Y	Mixed Waste - Resident - Station Wagon or Equivalent	NON-STANDARD INCREASE - Increase in Disposal, Transport and Handling Costs.
Green Waste - Non Resident (m3 rate, loads up to 1 tonne)	\$105.00	\$110.00	4.76%	\$5.00	Per Cubic Metre (Up to 1 tonne)	N	Y	Green Waste - Non Resident - Up to 1 tonne	NON-STANDARD INCREASE - Increase in Processing, Transport & disposal costs.
Green Waste - Non Resident (Min Charge / Boot Load / Up to 0.25m3)	\$18.00	\$20.00	11.11%	\$2.00	Up to .25m Metre Cubed	N	Y	Mixed Waste - Resident - Station Wagon or Equivalent	NON-STANDARD INCREASE - Adjustment to align with 1/4 of cubic metre rate.
Green Waste - Non Resident (per tonne rate, loads over 3m3)	\$266.00	\$280.00	5.26%	\$14.00		N	Y	Green Waste - Non Resident Rate - Per Tonne	NON-STANDARD INCREASE - Alignment with cubic metre rate.
Green Waste - Resident - Station Wagon or Equivalent	\$28.00	\$28.00	0.00%	\$0.00	Per Load	N	Y	Mixed Waste - Resident - Station Wagon or Equivalent	Retain Same Fee
Green Waste - Resident (m3 rate, loads up to 1 tonne)	\$84.00	\$84.00	0.00%	\$0.00	Per Cubic Metre (Up to 1 tonne)	N	Y	Green Waste - Resident - Up to 1 tonne	Retain Same Fee
Green Waste - Resident (Min Charge / Boot Load / Up to 0.25m3)	\$13.00	\$15.00	15.38%	\$2.00	Up to 0.25 Metres Cubed	N	Y	Mixed Waste - Resident - Station Wagon or Equivalent	NON-STANDARD INCREASE - Alignment against cubic metre rate.
Green Waste - Resident (per tonne rate, loads over 3m3)	\$210.00	\$210.00	0.00%	\$0.00		N	Y	Green Waste - Resident - Per Tonne	Retain Same Fee
Hard Waste Collection (per collection rate, loads up to 3m3)	\$45.00	\$45.00	0.00%	\$0.00	Per Load	N	Y		Retain Same Fee
Light Truck & 4WD Tyre - Non Resident	\$22.00	\$25.00	13.64%	\$3.00	Per Tyre	N	Y	Light Truck & 4WD Tyre - Non Resident	NON-STANDARD INCREASE - Increase in processing, disposal and transport costs.
Mattresses/ Base - Non Resident	\$43.00	\$45.00	4.65%	\$2.00	Per Mattress	N	Y	Mattresses/ Base - Non Resident	Increase in processing and transport costs
Mixed Inert Material or Soil - Non Resident (m3 rate, loads up to 1 tonne)	\$134.00	\$140.00	4.48%	\$6.00	Per Cubic Metre (Up to 1 tonne)	N	Y	Mixed Inert Material Or Soil - Non Resident - Up to 1 Tonne	NON-STANDARD INCREASE - Increase in processing, disposal and handling costs.

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Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Recycling Facility [continued]

Mixed Inert Material or Soil - Non Resident (per tonne rate, loads over 3m3)	\$338.00	\$338.00	0.00%	\$0.00		N	Y	Mixed Inert Material or Soil - Non Resident - Per Tonne	Retain Same Fee
Mixed Inert Material or Soil - Resident (m3 rate, loads up to 1 tonne)	\$116.00	\$116.00	0.00%	\$0.00	Per Cubic Metre	N	Y	Mixed Inert Material Or Soil - Resident - Up to 1 tonne	Retain Same Fee
Mixed Inert Material or Soil - Resident (per tonne rate, loads over 3m3)	\$291.00	\$291.00	0.00%	\$0.00	Per Tonne	N	Y	Mixed Inert Material or Soil - Resident - Per Tonne	Retain Same Fee
Mixed Waste - Non Resident (m3 rate, loads up to 1 tonne)	\$102.00	\$116.00	13.73%	\$14.00	Per Cubic Metre	N	Y	Mixed Waste - Resident - Station Wagon or Equivalent	NON-STANDARD INCREASE - Increase in CPI Landfill Levy & Transport Costs.
Mixed Waste - Non Resident (Min Charge / Boot Load / Up to 0.25m3)	\$29.00	\$32.00	10.34%	\$3.00	Up to .25 Metres Squared	N	Y	Mixed Waste - Resident - Station Wagon or Equivalent	NON- STANDARD INCREASE - Alignment with cubic metre rate.
Mixed Waste - Non Resident (per tonne rate, loads over 3m3)	\$258.00	\$285.00	10.47%	\$27.00		N	Y	Mixed Waste - Resident - Station Wagon or Equivalent	NON-STANDARD INCREASE - Increase in landfill levy and 'gate fees.
Mixed Waste - Resident (m3 rate, loads up to 1 tonne)	\$83.00	\$90.00	8.43%	\$7.00	Per Cubic Metre	N	Y	Mixed Waste - Resident - Station Wagon or Equivalent	NON-STANDARD INCREASE - Increase in gate fees & landfill levy.
Mixed Waste - Resident (Min Charge / Boot Load / Up to 0.25m3)	\$20.00	\$22.00	10.00%	\$2.00		N	Y	Mixed Waste - Resident - Station Wagon or Equivalent	NON-STANDARD INCREASE - Increase to CPI Transport and Landfill Levy.
Mixed Waste - Resident (per tonne rate, loads over 3m3)	\$209.00	\$230.00	10.05%	\$21.00	Per Tonne (Over 3m3)	N	Y	Mixed Waste - Resident - Station Wagon or Equivalent	NON-STANDARD INCREASE - Increase in gate fees & landfill levy.
Mixed Waste - Resident (Station Wagon or Equivalent)	\$29.00	\$32.00	10.34%	\$3.00		N	Y	Mixed Waste - Resident - Station Wagon or Equivalent This fee applies to customers who do not reside in the City of Melton	NON-STANDARD INCREASE - Alignment with Cubic Metre Rate.
Non Drum Muster Approved Drums - Non Resident	\$3.00	\$3.00	0.00%	\$0.00		N	Y	Non Drum Muster Approved Drums - Non Resident	Retain Same Fee
Non Drum Muster Approved Drums - Resident	\$3.00	\$3.00	0.00%	\$0.00		N	Y	Non Drum Muster Approved Drums - Resident	Retain Same Fee

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Recycling Facility [continued]

Other Tyres - Non Resident	Other Tyres - Not Bicycle, Car, motorcycle, light truck, 4wd tyres, Truck Tyres up to 1100 mm- Price on Application				Per Tyre	N	Y	Other Tyres - Non Resident	
Other Tyres - Resident	Other Tyres - Not bicycle, car, motorbike, light truck, 4wd or Truck Tyres up to 1100 mm. price is on application				Per Tyre	N	Y	Other Tyres - Resident	
Rims - Non Resident	\$5.00	\$5.00	0.00%	\$0.00	Per Rim	N	Y	Rims - Non Resident	Retain Same Fee
Truck Tyre up to 1100mm - Non Resident	\$48.00	\$54.00	12.50%	\$6.00		N	Y	Truck Tyre up to 1100mm - Non Resident	NON-STANDARD INCREASE - Increase in processing, disposal and transport costs.
Truck Tyres (up to 1100mm) - Resident	\$40.00	\$44.00	10.00%	\$4.00	Per Tyre	N	Y		NON-STANDARD INCREASE - Increase in processing, disposal and transport costs.
Car/Motorbike Tyres - Resident	\$10.00	\$12.00	20.00%	\$2.00	Per Tyre	N	Y	\$ 2.00 surcharge if tyre is still on rim.	NON-STANDARD INCREASE - Increase in processing, disposal and transport Costs.
Light truck/ 4 Wheel Drive Tyres - Resident	\$16.00	\$18.00	12.50%	\$2.00	Per Tyre	N	Y	\$ 2.00 surcharge if tyre is still on rim.	NON-STANDARD INCREASE - Increase in processing, disposal and transport Costs.
Mattresses / Base - Resident	\$35.00	\$35.00	0.00%	\$0.00	Per Piece	N	Y		Retain Same fee
Mixed Waste - Non-Resident (Station Wagon or Equivalent)	\$48.00	\$52.00	8.33%	\$4.00	Per Load	N	Y		NON-STANDARD INCREASE - Adjustment to align fees with the cubic metre rate.

Asset Protection

Asset Protection Permits	\$154.00	\$303.00	96.75%	\$149.00	Per Permit	N	N		NON-STANDARD INCREASE - A review of the Asset Protection Fee was done in 2023 that investigated the cost of providing this service, resulting in a fee increase based on cost recovery. A report to ELT was submitted for approval.
Sect 60(3) Ind. Construct or change the means of entry to or exit from a controlled access road without authority (Individual)	10 Penalty Units				No of Statutory Fee units	Y	N	Statutory Penalty Units	

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Manager Engineering and Asset Services

Property Information

Property

Stormwater Legal Point of Discharge	\$153.10	\$156.93	2.50%	\$3.82	Per Item	Y	N	Stormwater Legal Point of Discharge	New fee and slight reduction in application numbers.
Build over easements	\$299.85	\$300.00	0.05%	\$0.15	Per Item	N	N	Prescribed	

Infrastructure Planning

Works Within Road Reserve

Municipal Road Above 50 km/h - Nature Non Minor Works	\$370.24	\$379.50	2.50%	\$9.26	Per Works	Y	N	Municipal Road Speed Limit above 50 km/ hr - Works Other than Minor Work. Work conducted on a nature strip or reserve (Soil/Seeded Area)	
Municipal Road Above 50km/h - Nature Minor Works	\$94.38	\$96.74	2.50%	\$2.36	Per Works	Y	N	Municipal Road Speed Limit above 50km/ h Roadway Minor Works Works conducted on nature strip or reserve (Soil/Seeded Area)	
Municipal Road Above 50km/h - Roadway Minor Works	\$146.53	\$150.19	2.50%	\$3.66	Per Works	Y	N	Municipal Road Speed Limit above 50km/ h - Minor Works Works conducted on roadway, shoulder or pathway (Asphalt/gravel road, kerb & channel, concrete vehicle crossing and footpaths)	
Municipal Road Above 50km/h - Roadway Non Minor Works	\$676.87	\$693.79	2.50%	\$16.92	Per Works	Y	N	Municipal Road Speed Limit above 50km/ h - Works Other than Minor Works. Conducted on Roadway, shoulder, or pathway. (Asphalt/Gravel Road, kerb & channel, concrete vehicle crossing and footpaths) Conducted on roadway, shoulder or pathway. (Asphalt/Gravel road, kerb, & channel, concrete vehicle crossing and footpaths 43.1 fee units	

continued on next page ...

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Item 12.1 Adoption of Melton City Council Budget 2024/2025

Appendix 1 Council Budget 2024-25

Fee Name	Year 23/24 Fee Inc GST \$	Year 24/25 Fee Inc GST \$	Fee Increase / (Decrease) %	Fee Increase / (Decrease) \$	Unit Measure	Statutory(Y)/ Non Statutory(N)	GST Status	Fee Description	Comment
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Works Within Road Reserve [continued]

Municipal Road Below 50km/h - Roadway Minor Works	\$146.53	\$150.19	2.50%	\$3.66	Per Works	Y	N	Municipal Road Speed Limit 50 km/h or less- Minor Works Works conducted on roadway, shoulder or pathway. (Asphalt/gravel road, kerb & channel, concrete vehicle crossing and footpaths)	
Municipal Road Below 50km/h - Nature Minor Works	\$94.38	\$96.74	2.50%	\$2.36	Per Works	Y	N	Municipal Road Speed Limit 50 km/h or less- Nature Minor Works Works conducted on nature strip or reserve. (Soil/Seeded Area)	
Municipal Road Below 50km/h - Nature Non Minor Works	\$94.38	\$96.74	2.50%	\$2.36	Per Works	Y	N	Municipal Road Speed Limit 50 km/h or less. Works conducted on nature strip or reserve. (Soil/Seeded Area)	
Municipal Road Below 50km/h - Roadway Non Minor Works	\$370.24	\$379.50	2.50%	\$9.26	Per Works	Y	N	Municipal Road Speed Limit 50 km/h or less. Works conducted on roadway, shoulder or pathway (Asphalt/gravel road, kerb & channel, concrete vehicle crossing and footpaths)	

12.2 COUNCIL AND WELLBEING PLAN 2021-2025 DRAFT ANNUAL ACTION PLAN 2024/25

Author: Bob Baker - Corporate Planning and Performance Coordinator

Presenter: Peter Leersen - Director Organisational Performance

Cr Vandenberg returned to the Chamber at 7:41pm.

PURPOSE OF REPORT

To present the Draft Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 for Council's consideration.

RECOMMENDATION:

That Council endorse the Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 as detailed in **Appendix 1**.

Motion

Crs Ramsey/Shannon.

That Council endorse the Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 as detailed in **Appendix 1**.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

REPORT

1. Executive Summary

Each year Council produces an Annual Action Plan identifying the key activities that Council will undertake to achieve the strategic outcomes, objectives and strategies identified in the Council and Wellbeing Plan 2021-2025. All strategies within the plan will have a minimum of one action over the four-year term of the plan.

There are 43 actions detailed in the proposed Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 as detailed in **Appendix 1**.

Progress against these actions will be reported to Council in the quarterly progress report and at the end of the year in Council's Annual Report.

2. Background/Issues

The Council and Wellbeing Plan 2021-2025 details the vision for the community, and the strategic outcomes, objectives, and strategies to be undertaken in the work toward that vision.

The vision for the community is that Melton is “A vibrant, safe and liveable City accessible to all”. The Council and Wellbeing Plan 2021-2025 identifies six (6) themes to guide the work of the organisation. These themes are:

1. A safe City that is socially and culturally connected
2. A vibrant and healthy natural and built environment
3. A fast growing, innovative and well-planned City
4. A City that promotes greater education and employment
5. A community that is actively engaged in the City
6. A high performing organisation that demonstrates civic leadership and organisational excellence

Each year Council produces an Annual Action Plan identifying key activity that Council will undertake in implementing the Council and Wellbeing Plan 2021-2025. The Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 includes projects, programs, services, and service enhancements that will occur within a twelve (12) month period.

The Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 includes 43 actions to be delivered during the year. Again, the major focus for 2024/25 is to include high level strategic actions and remove business as usual activity to ensure quarterly reporting is geared toward major milestones and achievements.

The Council and Wellbeing Plan requires an action against all strategies over the four-year term. At the end of the final year of the Council and Wellbeing Plan 2021-2025 all strategies have had at least one action deployed across them.

Some significant initiatives included in the Council Annual Action Plan 2024/25 include:

- Deliver Council's major events program including the Djerriwarrh Festival, Council Carols by Candlelight, Flavourfest and Lakeside Alive.
- Deliver community initiatives to reduce harm from vaping with the Vichealth Vaping Prevention Grant.
- Deliver actions from the City of Melton Equality and Respect Strategy 2030 including delivery of the Baby Makes 3 new parents program.
- Undertake an audit of open space assets to inform development of a new Open Space Plan.
- Investigate alternative water source options to reduce Council's reliance on potable water.
- Finalise the detailed design documentation and complete the tender process for construction of the Cobblebank Community Services Hub.
- Finalise the detailed design documentation for the Plumpton Aquatic and Leisure Centre.
- Deliver the 2024 Developer Forum.
- Undertake research to provide a strengthened evidence base for a tertiary education offering in Cobblebank Metropolitan Activity Centre.
- Support local organisations to advocate and promote local employment opportunities.
- Implement the deliberative engagement program to inform the development of the next Council Plan, Financial Plan and Asset Plan, including a review of the Community Vision.
- Develop a Customer Experience Strategy that focuses on enhancing end-to-end customer journey expectations and fosters a customer-centric organisation.

- Enhance cyber security measures to safeguard community information and Council data from potential threats and cyber-attacks.
- Develop a new workplace Gender Equality Action Plan (GEAP).

The list of actions above is not exhaustive, and the Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 itself provides only a selection of the work being delivered by Council.

Progress against all of the actions in the Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 will be detailed in quarterly progress reports presented to the Meeting of Council, with the end of year outcomes detailed in Council's Annual Report.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

6. A high performing organisation that demonstrates civic leadership and organisational excellence

6.3 An organisation that demonstrates excellence in civic leadership and governance.

4. Financial Considerations

The Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 is resourced via the adopted 2024/25 Council Budget.

5. Consultation/Public Submissions

Actions contained in the Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 are a result of Council's ongoing engagement with community and prioritisation processes in the development of the Council and Wellbeing Plan 2021-2025 and through annual business planning and budget development.

6. Risk Analysis

Nil

7. Options

That Council:

1. Adopt the Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 as detailed at **Appendix 1**.
2. Not adopt the Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25 and refer back to officers for further work.
3. Provides an alternative option as considered by Council.

LIST OF APPENDICES

1. Draft Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25

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24 JUNE 2024

Item 12.2 Council and Wellbeing Plan 2021-2025 Draft Annual Action Plan 2024/25

Appendix 1 Draft Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25

2024/25 Draft Departmental Council and Wellbeing Action Plan (CAAP) - Melton								
Objective Number	Objective	Strategy Number	Strategy Description	Actions undertaken in the first three years of the C&WB Plan (by strategy)	2024/25 Actions	Department	When will the action/task commence?	When will the action/task finish?
1.1	A safe City that is socially and culturally connected	1.1.1	Drive initiatives that promote gender equity ♥	3	Deliver the Free from Violence Program and 16 Days of Activism Awareness Campaign initiatives with local organisations to support gender equality and gender diversity.	Healthy Connected Communities	1/07/2024	30/06/2025
		1.1.3	Contribute to reducing inequalities among people living with disability, seniors, diverse faith and cultural groups, Aboriginal and/or Torres Strait Islander communities and LGBTQIA+ people ♥	10	Deliver support programs and services for people of all abilities and all ages.	Healthy Connected Communities	1/07/2024	30/06/2025
1.2	A safe community where people feel proud to live	1.2.1	Invest in initiatives that promote road and community safety ♥	3	Deliver final actions from the Safe City, Proud Communities Plan regarding road safety and safe driving in partnership with community and government agencies	Healthy Connected Communities	1/07/2024	30/06/2025
1.3	Local neighbourhoods are socially and culturally connected	1.3.1	Provide opportunities for arts participation and appreciation ♥	1	Deliver art installations and workshops at Djerriwarrh Festival and Cultural Diversity Week 2025	Healthy Connected Communities	1/07/2024	30/06/2025
		1.3.5	Invest in festivals and celebrations in partnership with the community and local business ♥	6	Deliver the annual Christmas decorations and activations program in key retail precincts	City Economy & Place	1/11/2024	31/01/2025
					Deliver Council's major events program including Djerriwarrh Festival, Council Carols by Candlelight, Flavourfest and Lakeside Alive.	Healthy Connected Communities	1/10/2024	31/12/2024
1.4	A City that promotes positive public health and wellbeing outcomes to our community	1.4.3	Improve community health and wellbeing outcomes related to sexual and reproductive health and harm caused by tobacco, alcohol and drug use ♥	2	Deliver community initiatives to reduce harm from vaping with the VicHealth Vaping Prevention Grant.	Healthy Connected Communities	1/07/2024	30/06/2025
		1.4.4	Raise community awareness and deliver programs to prevent family violence ♥	6	Deliver actions from the City of Melton Equality and Respect Strategy 2030 including delivery of the Baby Makes 3 new parents program.	Healthy Connected Communities	1/07/2024	30/06/2025
		1.4.5	Support children and young people to learn, develop and reach their full potential ♥	1	Deliver the Early Years Library and Learning Program.	Libraries & Learning	1/07/2024	30/06/2025
					Deliver the City of Melton Short Story Competition.	Libraries & Learning	1/07/2024	30/06/2025
1.5	A City that celebrates Aboriginal and/or Torres Strait Islander cultures, knowledge and right to self-determination	1.5.1	Provide and promote opportunities for the celebration and recognition of Aboriginal and/or Torres Strait Islander history and culture ♥	2	Deliver initiatives to support community to recognise and celebrate Aboriginal and/or Torres Strait Islander history and culture including Reconciliation Week and NAIDOC Week.	Healthy Connected Communities	1/07/2024	30/06/2025

Objective Number	Objective	Strategy Number	Strategy Description	Actions undertaken in the first three years of the C&WB Plan (by strategy)	2024/25 Actions	Department	When will the action/task commence?	When will the action/task finish?
2.1	A City with healthy waterways, biodiversity and ecosystems	2.1.2	Ensure the maintenance and protection of waterway ecosystems	2	Review of Passive Irrigation Treatment Guidelines.	City Strategy	1/07/2024	30/06/2025
		2.1.3	Ensure biodiversity is well managed and protected, both on Council's land and on private land	4	Engage the community on the development of a Biodiversity Strategy.	Environment & Sustainability	1/07/2024	30/06/2025
2.2	A City resilient to the impacts of a changing environment	2.2.3	Support initiatives that promote cooling of the urban environment ❤️	1	Complete the research phase of the development of a Tree Planting Strategy.	City Strategy	1/07/2024	30/06/2025
2.3	A City growing and developing sustainably	2.3.1	Ensure land development practices minimise environmental harm and damage	5	Undertake an audit of open space assets to inform development of a new Open Space Plan.	City Strategy	1/07/2024	30/06/2025
2.4	A City that mitigates and adapts to climate change, and is environmentally aware	2.4.2	Maximise the use of alternative water sources and reduce Council's reliance on potable water	0	Investigate alternative water source options to reduce Council's reliance on potable water.	Environment & Sustainability	1/10/2024	30/06/2025
		2.4.4	Reduce the amount of waste being sent to landfill	4	Engage the community on the draft Resource Recovery & Circular Economy Strategy.	Environment & Sustainability	1/07/2024	30/06/2025

MINUTES OF THE MEETING OF COUNCIL

24 JUNE 2024

Item 12.2 Council and Wellbeing Plan 2021-2025 Draft Annual Action Plan 2024/25

Appendix 1 Draft Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25

Objective Number	Objective	Strategy Number	Strategy Description	Actions undertaken in the first three years of the C&WB Plan (by strategy)	2024/25 Actions	Department	When will the action/task commence?	When will the action/task finish?
3.2	Health and community services accessible locally	3.2.2	Plan and design Council facilities to accommodate health and community services ♥	5	Finalise the detailed design documentation and complete the tender process for construction of the Cobblebank Community Services Hub.	Major Projects	1/07/2024	30/06/2025
					Finalise the detailed design documentation for the Plumpton Aquatic and Leisure Centre.	Major Projects	1/07/2024	30/06/2025
					Complete the design and commence construction of two seniors outdoor gyms	City Strategy	1/07/2024	30/06/2025
3.3	A City with accessible infrastructure that meets the needs of all	3.3.1	Ensure infrastructure and open space are designed, built and maintained to accommodate safety, growth, diverse needs and adaptability	9	Plan and deliver infrastructure that supports increased participation in sport and active recreation.	Recreation & Facility Activation	1/07/2024	30/06/2025
					Deliver commitments in the Kindergarten Infrastructure Services Plan.	Child, Family & Youth	1/07/2024	30/06/2025
		3.3.3	Advocate to and work with the State Government for the timely delivery of State infrastructure to service the City	3	Advocate to and work with State and Federal Governments for the timely delivery of infrastructure to meet the needs of our growing community.	Governance	1/07/2024	30/06/2025
					Engage with our community on the development of a BMX and Skate Strategy.	City Strategy	1/07/2024	30/06/2025
3.4	An integrated transport network that enables people to move around	3.4.3	Ensure road networks are adequate, safe and contribute to the wellbeing of our community ♥	2	Review and update Council's Road Management Plan.	Engineering & Asset Services	1/07/2024	30/06/2025

MINUTES OF THE MEETING OF COUNCIL

24 JUNE 2024

Item 12.2 Council and Wellbeing Plan 2021-2025 Draft Annual Action Plan 2024/25

Appendix 1 Draft Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25

Objective Number	Objective	Strategy Number	Strategy Description	Actions undertaken in the first three years of the C&WB Plan (by strategy)	2024/25 Actions	Department	When will the action/task commence?	When will the action/task finish?
4.1	A strong local economy that attracts business growth and encourages new investment	4.1.1	Invest in programs that support local business to start, grow, connect and thrive	4	Deliver a range of networking, support and capacity building programs through the Venture Melton Business Network.	City Economy & Place	1/07/2024	30/06/2025
		4.1.2	Support initiatives that create opportunities for new business, jobs and investment in the City	5	Deliver the 2024 Developer Forum	Governance	1/07/2024	30/06/2025
4.2	A City with a variety of education facilities accessible locally	4.2.3	Advocate for the delivery of TAFE and tertiary education facilities and opportunities in the City	3	Undertake research to provide a strengthened evidence base for a tertiary education offering in Cobblebank Metropolitan Activity Centre.	Governance	1/07/2024	30/10/2024
		4.2.4	Support local pathways between education, training and employment ♥	3	Advocate and provide support services that strengthen employment pathways for young people.	Child, Family & Youth	1/07/2024	30/06/2025
					Support local organisations to advocate and promote local employment opportunities.	City Economy & Place	1/07/2024	30/06/2025
4.3	A City with a diversity of local job opportunities with an increasing number of residents locally employed	4.3.3	Partner with community organisations and the employment and education sectors to identify skill shortages and advocate for employment pathways ♥	0	Work with Victoria University through Council's Memorandum of Understanding to provide spaces and resources to support the delivery of accredited and job-ready learning programs at Council libraries.	Libraries & Learning	1/07/2024	30/06/2025
					Work in partnership with local education and community service organisations to identify and respond to skills shortages leading to employment pathways.	Healthy Connected Communities	1/07/2024	30/06/2025
4.4	Lifelong learning opportunities that bring local communities together	4.4.1	Invest in programs and activities for all ages and stages of life that promote lifelong learning ♥	3	Extend library outreach services with the implementation of a Mobile Library Service with support from the Living Libraries Infrastructure Funding Program.	Libraries & Learning	1/07/2024	30/06/2025

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Item 12.2 Council and Wellbeing Plan 2021-2025 Draft Annual Action Plan 2024/25

Appendix 1 Draft Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25

Objective Number	Objective	Strategy Number	Strategy Description	Actions undertaken in the first three years of the C&WB Plan (by strategy)	2024/25 Actions	Department	When will the action/task commence?	When will the action/task finish?
5.1	Deliberative engagement and communication with the community informs planning and decision making	5.1.1	Position the organisation to deliver robust deliberative engagement	3	Implement the deliberative engagement program to inform the development of the next Council Plan, Financial Plan and Asset Plan, including a review of the Community Vision.	Customer Experience	1/11/2024	30/06/2025
5.2	A range of platforms, including digital, that cater for accessible community engagement and consultation	5.2.3	Provide opportunities for meaningful community engagement, especially with diverse faith and cultural groups ♥	1	Utilise deliberative engagement to co-design the redevelopment of Council's Customer Service Charter.	Customer Experience	1/02/2025	30/06/2025

MINUTES OF THE MEETING OF COUNCIL

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Item 12.2 Council and Wellbeing Plan 2021-2025 Draft Annual Action Plan 2024/25

Appendix 1 Draft Council and Wellbeing Plan 2021-2025 Annual Action Plan 2024/25

Objective Number	Objective	Strategy Number	Strategy Description	Actions undertaken in the first three years of the C&WB Plan (by strategy)	2024/25 Actions	Department	When will the action/task commence?	When will the action/task finish?
6.1	An organisation that demonstrates excellence in customer and community service	6.1.1	Provide high quality, consistent and responsive customer service throughout all areas of Council	9	Develop a Customer Experience Strategy that focuses on enhancing end-to-end customer journey expectations and fosters a customer-centric organisation.	Customer Experience	1/07/2024	6/03/2025
6.2	An adaptive, innovative and creative organisation	6.2.1	Invest in a skilled, motivated and high performing workforce through leadership and staff development programs	2	Implement workplace People Leader development program.	People, Customer & Strategy	1/07/2024	30/06/2025
		6.2.2	Invest in new and emerging technology that supports innovation	2	Continue implementation of an enhanced Wi-Fi solution across community sites, ensuring that the community can access reliable and secure internet services seamlessly.	Technology	1/07/2024	30/06/2025
					Enhance cyber security measures to safeguard community information and Council data from potential threats and cyber-attacks.	Technology	1/07/2024	30/06/2025
6.3	An organisation that demonstrates excellence in civic leadership and governance	6.3.1	Maintain a high level of transparent, accountable, unbiased and representative governance	5	Develop and implement a centralised external grants function that maximises and streamlines opportunities to secure investment for Council services, programs and infrastructure delivery.	Governance	1/07/2024	30/06/2025
		6.3.4	Invest in professional development opportunities for Councillors relevant to their civic responsibilities	2	Develop and implement new Councillor Induction Program within legislative timeframes.	Governance	1/07/2024	30/06/2025
		6.3.5	Advocate to, and partner with all levels of government, community organisations and the private sector	2	Implement a targeted advocacy engagement program with State and Federal Departments to strengthen strategic partnerships and investment planning.	Governance	1/07/2024	30/06/2025
6.4	An organisation that celebrates diversity and inclusion	6.4.2	Strengthen the organisation's commitment to gender equity ❤️	2	Develop a new workplace Gender Equality Action Plan (GEAP).	People, Customer & Strategy	1/07/2024	30/06/2025

12.3 MELTON EMPLOYMENT AND INDUSTRIAL LAND STRATEGY ADOPTION

Author: Anastasia Badina - Senior Strategic Planner
Presenter: Meagan Merritt - Acting Director City Futures

PURPOSE OF REPORT

For Council to consider adoption of the Melton Employment and Industrial Land Strategy (2024).

RECOMMENDATION:

That Council adopt the Melton Employment and Industrial Land Strategy at **Appendix 1**.

Motion

Crs Turner/Ramsey.

That Council adopt the Melton Employment and Industrial Land Strategy at **Appendix 1**.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

REPORT

1. Executive Summary

The aim of the Melton Employment and Industrial Land Strategy (the Strategy) is to provide a strategic framework to ensure that the City of Melton's population growth is matched by local employment and economic growth.

The Strategy is informed by community and stakeholder engagement, economic research and land use data.

Community and stakeholder feedback was sought on the draft Strategy between 15 January and 29 February 2024. Council received and responded to 27 submissions. The draft Strategy has been updated in response to the feedback received.

The final Strategy provided in **Appendix 1** is recommended for adoption by Council.

2. Background/Issues

The Strategy provides land use and economic development guidance to ensure sufficient and timely supply of employment land and guide its future use and development.

The key directions of the final Strategy are in line with:

- State Planning Policy via the *Melbourne Industrial and Commercial Land Use Plan* (MICLUP). The plan outlines implementation actions for state and local government to better plan for and protect employment land.

- Local Planning Policy via the Melton Planning Scheme – *Victorian Planning Provision (VPP) – 17 Economic Development and 17.01 Employment*.
- Melton City Council's *Council and Wellbeing Plan 2021-2025* and *Theme 4 'a City that promotes greater education and employment'*.

Key issues

There are several issues impacting employment land in the City of Melton that the Strategy aims to address. Key issues include:

- Lack of strategic vision for the future development of employment areas essential to support the growth of local economy.
- Dependence on Precinct Structure Plans for future supply of employment land causing delays and uncertainty in meeting economic demand.
- Delayed provision of critical servicing infrastructure by the stage government to support further development of the industrial sites.
- Lack of clear planning guidance for preferred land use outcomes in employment areas.

In conjunction with a rapidly developing trend of population growth and land of local employment opportunities, adequate supply of serviced employment land within strategic locations is a pressing priority for Council.

Melton Employment and Industrial Land Strategy

To address the issues, the Strategy takes an evidence-based approach that is informed by the findings of the Background Report including data on forecasted employment, trends analysis, land scenario modelling and feedback received from the external stakeholders (major commercial and industrial land developers operating within the City of Melton).

The Strategy provides the vision and framework for future planning and development of the existing and future industrial and employment areas with the aim to facilitate their growth and diversification. This will ensure these areas continue to service the local community, support employment growth and a diversity of employment opportunities into the future.

The Strategy includes strong justification for Council to advocate for the commencement of the employment Precinct Structure Plans as economic priority for the region. For Council this means better facilitation in industrial growth and diversification, a boost in employment growth overall and change in technology and innovation.

To guide the vision, the Strategy proposes the following municipal wide objectives:

Objective 1: Ensure the supply of industrial land.

Objective 2: Advocate for the delivery of the Western Intermodal Freight Precinct.

Objective 3: Optimise, Protect and Direct Industrial Uses.

Objective 4: Boost industrial employment, productivity and amenity.

Objective 5: Deliver a high productivity integrated Western Freeway Economic Corridor.

Objective 6: Promote and support Melton's unique workforce and capability.

Objective 7: Foster commercial investment in the City's Activity Centre Network.

Objective 8: Ensure land use settings support innovation.

The objectives are broken down into specific actions aligned to fulfill the land use, economic development, and advocacy goals for the City of Melton. The key actions include advocating for the preparation of the employment PSPs and delivery of infrastructure projects, creating a network of industrial and employment precincts, facilitating the delivery of the activity centres and ensuring our planning regulations support and enable the employment generating land uses.

To guide preferred land use outcome, the Strategy provides the Industrial Land Use Framework. The Framework aims to provide clarity to industry and the community regarding the use and role of existing and future industrial land, and details where industry can grow to support job creation opportunities.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

4. A City that promotes greater education and employment

4.3 A City with a diversity of local job opportunities with an increasing number of residents locally employed.

4. Financial Considerations

Preparation of the Strategy is a multi-year project and is programmed and budgeted to be complete in 2023/24 FY.

Council officer time and resources were also involved in the preparation, consultation and review of the Strategy.

5. Consultation/Public Submissions

The draft Strategy was on public exhibition from 15 January to 29 February 2024. Council received 27 submissions from the community members (6), landowners and developers (18) and government stakeholders (3).

The feedback received was generally positive, the vision on the Economic Corridor along Western Freeway and the Industrial Land Use Framework were broadly supported and there were no items that would result in substantial changes to the draft Strategy.

Key issues identified by the submitters included:

- Concerns over the accuracy of data presented in the Background Report.
- Desire from the development industry for Council to prioritise the commencement of certain employment Precinct Structure Plans (PSPs).
- Concerns over delivery timeframes of state significant infrastructure projects, in particular Outer Metropolitan Ring Road and Western Intermodal Freight Terminal.
- Requests that Council have a more prioritised approach to achieving a resolution for the Western Intermodal Freight Terminal (WIFT) and concerns in relation to the way WIFT is identified on the plans.
- Concerns from landowners in Diggers Rest requesting stronger representation of future vision for Diggers Rest in the Strategy.

Officers reviewed the submissions and prepared the Consultation Report (**Appendix 2**) addressing all issues raised by the submitters. The individual letters were sent to the submitters who requested to be provided with a response and the Consultation Report was made public via Melton Conversations.

The draft Strategy has been revised following feedback received in submissions. The revisions were not significant and did not change the overall intent and purpose of the Strategy.

6. Risk Analysis

If Council chooses not to proceed with the draft Strategy, it would constrain its capacity to protect and effectively manage the industrial areas and will limit the opportunity to ensure the timely supply of industrial land that is ready for development. Additionally, Council's resources applied to the project over its course would yield no benefit.

7. Options

Council can resolve to either:

1. Adopt the Melton Employment and Industrial Land Strategy 2024
2. Adopt the Melton Employment and Industrial Land Strategy 2024, subject to changes
3. Not adopt the Melton Employment and Industrial Land Strategy 2024

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1. Melton Employment and Industrial Land Strategy 2024 (Final)
2. Melton Employment and Industrial Land Strategy, Consultation Report

Melton Employment and Industrial Land Strategy

City of Melton



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Melton City Council acknowledges the Kulin Nations as the Traditional Owners and custodians of this land and pays respect to their Elders past and present.

Executive Summary

The City of Melton (CoM) is committed to growing a high value, diverse, sustainable and prosperous local economy as our population begins to approach 500,000 people by mid-century.

The *Melton Employment and Industrial Land Strategy* (the Strategy) provides a long term plan for achieving a job rich, sustainable and inclusive local economy. The Strategy encompasses 3 overarching directions.

Direction 1: Facilitate Industrial Growth and Diversification

Our rapidly growing industrial sector is a major community asset and employer. We aim to support the growth and diversification of CoM's industrial sector by:

- ensuring there is a sufficient supply of industrially zoned land to sustain industrial expansion.
- providing long term investment certainty through the City of Melton Industrial Land Use Framework.
- advocating for infrastructure that will catalyse new economic activity and investment.
- promoting CoM as a location for creative, design and new economy skills that service the Western region's industrial sector.

Direction 2: Boost Local Employment Growth

We have a unique opportunity to facilitate and nurture a range of thriving economic locations that will welcome over 250,000 new residents over the coming decades. We aim to harness the economic benefits of growth by:

- integrating employment, housing, services and rapid transit to create a thriving Western Freeway Economic Corridor.
- directing new health, education and service investment to our new urban centres.
- ensuring our new urban centres are developed as Live Work Play environments.
- promoting the capacity of our local workforce capability to deliver services and knowledge intensive jobs.

Direction 3: Prepare for Change

In preparing for the future, we need to ensure our land use settings support innovation, new mobility technology, new energy infrastructure and a low emissions future.



Source: Charter Keck Cramer (CKC), Forecast id, City of Melton Investment Attraction Strategy, Ernst & Young

1.0 Melton Employment and Industrial Land Strategy

1.1 Introduction

The *Melton Employment and Industrial Land Strategy* responds to the challenge of ensuring that the City of Melton's population growth is matched by local employment and economic growth.

To meet this challenge, we need to facilitate the institutional, investment, enterprise and workforce conditions to support a larger, more diverse and dynamic local economy with abundant high-value jobs. As we become a community approaching 500,000 residents by 2051, our community's work-life balance, environmental performance, social inclusiveness, and resilience will depend on the growth and dynamism of our local economy.

We have a growing and talented young workforce of over 87,000 workers, the majority of whom currently commute outside of our city to secure high-value work. As our workforce grows to over 220,000 workers by 2051, it's imperative that we become a high productivity, high employment community.¹

Our growth challenges include:

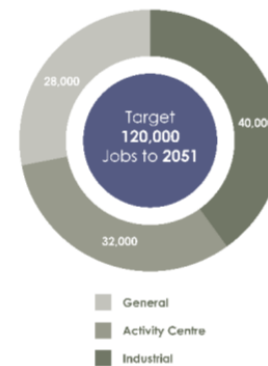
- ✦ **Workforce:** Our expanding workforce requires high-value local employment options. Boosting local employment is essential to the wellbeing, wealth, work-life balance, inclusivity and resilience of our community.
- ✦ **Infrastructure:** A dynamic and growing economy requires an array of strategically targeted transport and social infrastructure that connects jobs to people, and that catalyses and broadens the diversity and depth of our economy.
- ✦ **Floor Space Investment:** A community nearing 500,000 residents by mid-century will require extensive services and retail facilities. Our city needs ongoing economic floor space development.
- ✦ **Innovation:** Technology is changing every element of how people live, consume, connect and create. As a new community, we have the unique opportunity to harness the benefits of technology to create a more sustainable economy that is founded on localised energy systems, low carbon movement, and circular economy systems.

1.2 Our Job Target

CoM aims to become a high productivity, high employment, self-sufficient community with over 120,000 jobs by 2051. CoM is off to a great start, adding over 12,500 jobs since 2016, which is broadly in line with our jobs target of approximately 2,750 new jobs per annum.

Our business sector is also expanding, since 2016, we have added over 1,600 new employing businesses which at 2022, total over 4,000 employing businesses. Our local employment self-sufficiency is also growing (the number of local jobs to local workers) which at 2021 was 43%.

Figure 1: Melton Additional Jobs Target to 2051



Source: City of Melton Investment Attraction Strategy, Ernst & Young

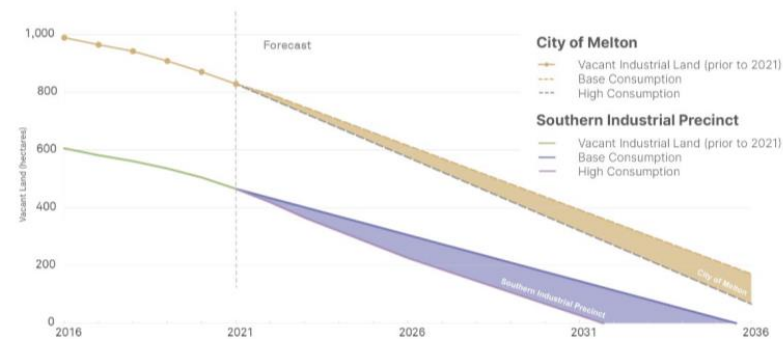
¹ Charter Keck Cramer Workforce Projection

1.3 Industrial Land Development

The CoM is one of Victoria's leading areas of industrial growth and investment. Year on year, the City's industrial footprint, workforce and scale of industrial development grows. Formerly farming areas in Ravenhall and Truganina (identified in this strategy as the Southern Precinct) are now contemporary business parks supporting the operations of national and international corporations with over 10,500 jobs.

As industry expands, we are facing a shortage of available industrial land. Zoned vacant industrial land in our main industrial area in the City's Southern Precinct is likely to be fully developed by the early 2030's.

Figure 2: Projected Consumption of Industrial Land CoM, Truganina and Ravenhall



Source: Charter Keck Cramer (CKC), adapted from Department of Transport and Planning (DTP) 2021

Growing our economy and local employment base entails supporting the ongoing growth of our industrial areas by:

- Supporting timely industrial land supply.
- Supporting the timely provision of foundational infrastructure including road, water and servicing infrastructure.
- Protecting industrial uses from encroachment and providing ongoing certainty in the use and development of industrial land.

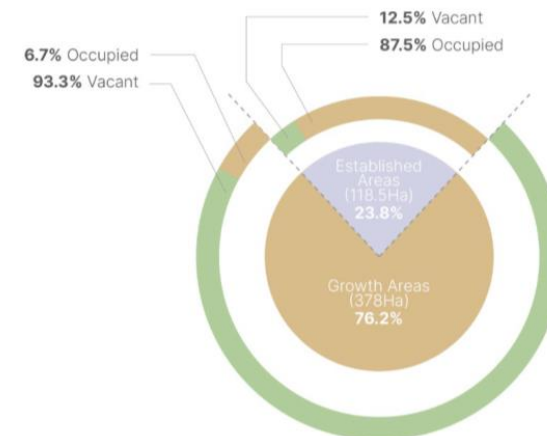
1.4 Commercial Land Development

In contrast to our industrial areas, vacant commercial land in the City's new town centres has to date attracted more limited investment. There is currently 378 hectares of commercial land in the City's growth areas of which, at 2022, 25 hectares has been developed. The remaining land is vacant.

The long term outlook for commercial land development in the City's new communities is nonetheless highly favourable owing to:

- Projected population and household growth which will support substantial commercial, retail, hospitality, leisure, health and service demand.
- The prevalence of young and growing households. The median age of our growth area communities is 30 years.
- Above average educational attainment and incomes in growth area communities.
- The availability of well-located and abundant commercial land within new communities.
- Committed and proposed community, health care and transport infrastructure investment that will anchor ongoing private and public sector investment in new communities.

Figure 3: Occupancy of Commercial Land CoM 2022



Source: CKC

1.5 Municipal Precincts

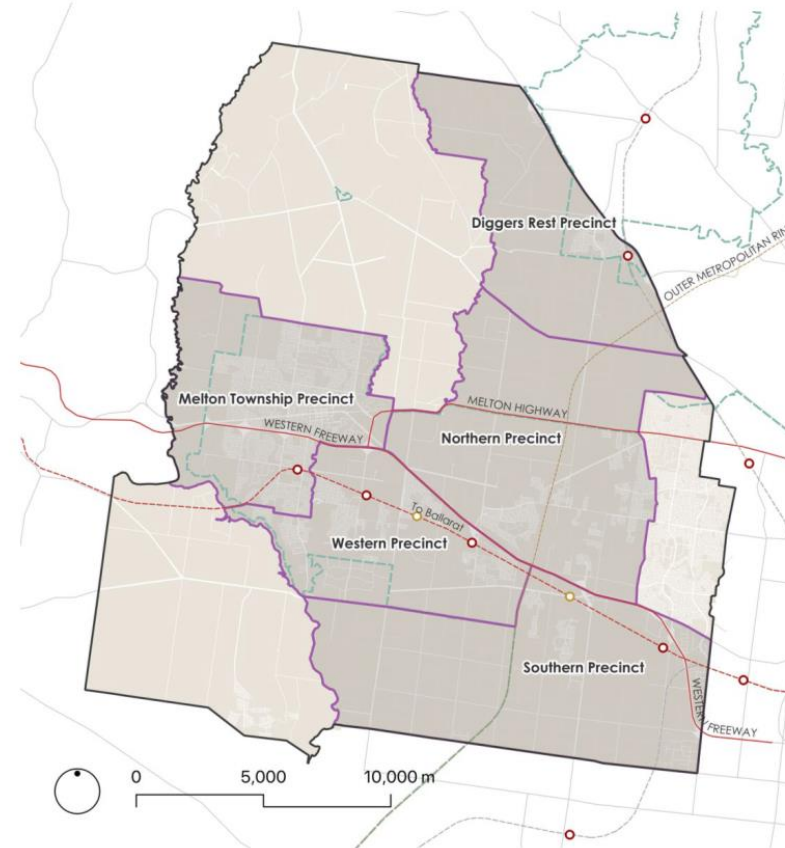
This Strategy provides land use and economic development directions and actions across CoM.

To support orderly planning and location specific investment and policy guidance the Strategy has identified municipal precincts focusing on CoM's growth areas.

The precincts are based on the agglomeration of precinct structure plan boundaries, Australian Bureau of Statistics (ABS) destination zone boundaries and the logical future planning of employment and industrial areas.

Detailed development directions for the Precincts are detailed in Section 5 of this Strategy.

Figure 4: CoM Municipal Precincts



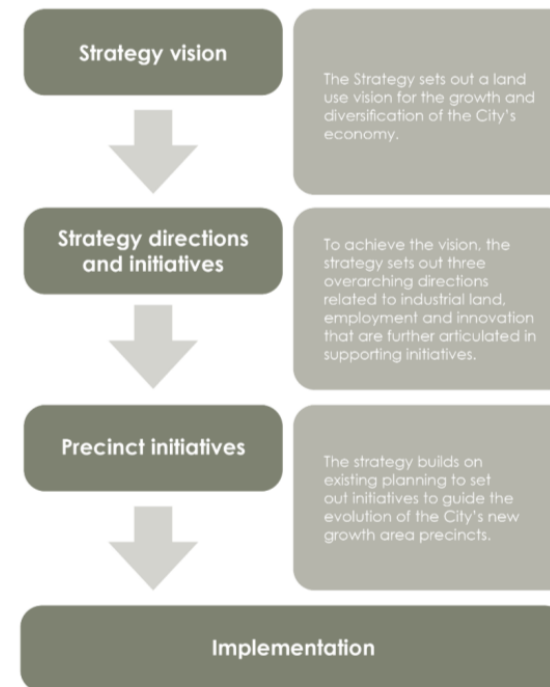
1.6 The Melton Employment and Industrial Land Strategy

This Strategy ensures that CoM is positioned to leverage economic uplift from the municipality's abundant commercial and industrial land, population growth and state and nationally significant infrastructure investment.

To do so, the Strategy develops integrated land use directions, objectives and actions which:

- Establishes a framework to guide investment in the City's employment and industrial lands to 2036.
- Guides and assists infrastructure planning and infrastructure advocacy.
- Provides further guidance in the development of future local planning initiatives including the development of future Precinct Structure Plans (PSP) and the implementation of Urban Design Frameworks (UDF).
- Supports the assessment of planning proposals in employment and industrial locations.
- Informs the private sector and our community on the long-term role and preferred uses in designated employment and industrial locations.
- Establishes future actions, investigations and activities to support economic development and diversification.

The Strategy integrates with the findings, targets and vision documented in the City's *Investment Attraction Strategy* (2020) while also supporting the delivery of Theme 4 of the City's *Community Vision 2041* (Our Strong Local Economy).



1.7 The Role of the Strategy

The Strategy provides guidance for business, government and residents on the trajectory of the City's employment lands and industrial precincts.

Residents	<p>For current and future Melton City residents, the Strategy details CoM's plans to grow, diversify and direct the City's economy.</p> <p>This includes growing and diversifying the city's industrial base, advocating for a program of social and transport infrastructure investment to catalyse growth in our new town centres, and ensuring the city is ready to realise the benefits of technology, transport and energy innovation.</p>
Enterprise	<p>For the City's current and future business community, the Strategy affirms the City's economic aspirations and how these will be realised spatially in the City's commercial and industrial areas.</p>
Landholders	<p>For commercial and industrial landholders, the Strategy provides direction and further certainty as to the long term role of employment land and CoM's advocacy and infrastructure agenda to both support and catalyse economic expansion, while explicitly encouraging renewal and site amalgamation in ageing industrial precincts.</p>
State Government	<p>For Victoria's State Government, the Strategy provides insight into the City's vision for its commercial and industrial precincts and their future role and function in the economy of Melbourne's Western Region. The Strategy outlines areas of advocacy in relation to the provision of transport and social infrastructure needed to catalyse investment and greater local employment self-sufficiency.</p> <p>The Strategy also expands on existing State and local land use planning by providing further local policy direction and guidance.</p>
City of Melton	<p>For CoM, the Strategy provides a mechanism to co-ordinate local investment, engage with landholders, developers and industry sectors and to engage with state and federal government.</p> <p>The strategy provides the rationale for updating the local planning scheme and sets in place a program of future work and commitments.</p>

1.8 Project Stages

The development and implementation of the Strategy comprises a series of project stages in which research and consultation inform the Strategy's ultimate directions, objectives and actions.

This Strategy was published in conjunction with the Background Report, *the Melton Employment and Industrial Land Supply Review (MEIL-SR)*. The MEIL-SR provides insights in relation to the provision, development and outlook for CoM's employment land.

Over January and February 2024 CoM consulted industry and the public on the content and directions of the Strategy. Feedback provided during consultation informed the finalisation of the Strategy. The project also includes a statutory stage that is likely to proceed in the later part of 2024.



2.0 Policy Context

The Strategy elaborates on and responds to established state and local land use planning directions that guide the use and development of employment and industrial land. The following section overviews the key policy statements and directions which form the policy context for this Strategy.



Plan Melbourne 2017-2050

Plan Melbourne 2017-2050 is the overarching metropolitan planning strategy guiding Melbourne's growth to 2050. It provides strategic directions to ensure Melbourne grows into a more sustainable, productive and liveable city as its population approaches 8 million by 2050.

Plan Melbourne 2017-2050 anticipates a city structure that strengthens Melbourne's economic competitiveness. It identifies National Employment and Innovation Clusters, State Significant Industrial Precincts, a network of metropolitan and major activity centres, and state-significant health and education precincts to ensure employment growth occurs outside the Central City and is linked by sustainable transport.

The Plan facilitates a city structure in which a diversity of industrial and employment areas provide local jobs and economic opportunity as exemplified by the following:

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation, and creates jobs.

Direction 1.1: Create a city structure that strengthens Melbourne's competitiveness for jobs and investment.

Policy 1.1.6: Plan for industrial land in the right locations to support employment and investment opportunities.

Direction 1.2: Improve access to jobs across Melbourne and closer to where people live.

Policy 1.2.2: Facilitate investment in Melbourne's outer areas to increase local access to employment.

The Plan establishes five state significant industrial precincts including the Western State Significant Industrial Precinct (Western SSIP) of which CoM forms the outer north-western portion of the precinct.

The Plan includes directions to improve freight efficiency and increase the capacity of commercial sites linked to the Principal Public Transport Network. The Plan also seeks to retain and protect major industrial and employment locations from land fragmentation and encroachment from incompatible uses. The industrial sector is noted as the largest contributor to energy emissions. The Plan supports sustainable transitions to reach net zero greenhouse gas emissions by 2050.

Melbourne Industrial and Commercial Land Use Plan (MICALUP)

MICALUP builds on policies, strategies and actions in *Plan Melbourne 2017-2050* specifically Action 8 (Significant industrial precincts) and Action 12 (Planning for future employment growth). A key objective is to ensure there is sufficient industrial and commercial land to meet future demand for economic activity and employment purposes, thereby supporting Victoria's competitive advantage in attracting investment.

This Strategy affirms and responds to MICLUP principles guiding planning for industrial and commercial land ensuring:

- ✦ Adequate long-term commercial and industrial land supply will be identified and set aside to support future industry and business growth.
- ✦ Industrial and commercial areas providing ongoing economic, urban servicing or employment contributions to local communities, regions and the state will be recognised and retained as a critical economic resource.
- ✦ Planning for industrial and commercial land provides clarity and certainty about how and where industry and business can grow over time to support and guide long term investment and locational decisions.
- ✦ Planning supports industry and business to innovate and grow in areas identified for these purposes.

State Industrial Policy and CoM

MICLUP introduces land use designations for industrial and employment land that create three tiers of industrial land with each tier encompassing a unique economic role and preferred land use settings. This Strategy affirms and enhances MICLUP industrial designations and directions while also affirming MICLUP's overarching direction to retain and protect identified industrial land from incompatible uses. This Strategy, furthermore, creates greater certainty for the location of industrial enterprise consistent with MICLUP directions.



Table 1: MICLUP Industrial Land Designations

State-significant industrial precincts	This is strategically located land linked to the Principal Freight Network and transport gateways. It is state policy that these areas are to be protected from incompatible land uses to allow continual growth in freight, logistics and manufacturing investment.
Regionally-significant industrial precincts	These are key industrial areas that contribute significantly to local and regional economies. Some of these areas are well established and support a range of industrial uses while others are transitioning and supporting new uses. They include future employment areas identified through Growth Corridor Plans. These areas need to be planned for and retained, either as key industrial areas or locations that can transition to a broader range of employment opportunities.
Local industrial precincts	If an area is not identified as being of state or regional significance, then it is of local significance. Councils can determine how these industrial areas are to be planned for. This could include identifying when industrial land should be retained, when it could transition to other employment generating uses, or when it could transition to other uses if it is no longer required.

The Western State Significant Industrial Precinct

The Western SSIP is Victoria's largest and most active industrial precinct. The precinct is the epicentre of Victoria's freight and fuel industries, and leads the State's recent industrial expansion, adding on average 127 hectares of newly developed industrial land per annum over the 2017 to 2021 period.

CoM's zoned and future industrial land in Ravenhall, Truganina and Mount Atkinson comprises the outer north-western edge of the Western SSIP. CoM's share of Western SSIP industrial land development has been steadily increasing. At 2021, 31% of all industrial development in the Western SSIP was located in CoM, up from 16% in 2017.

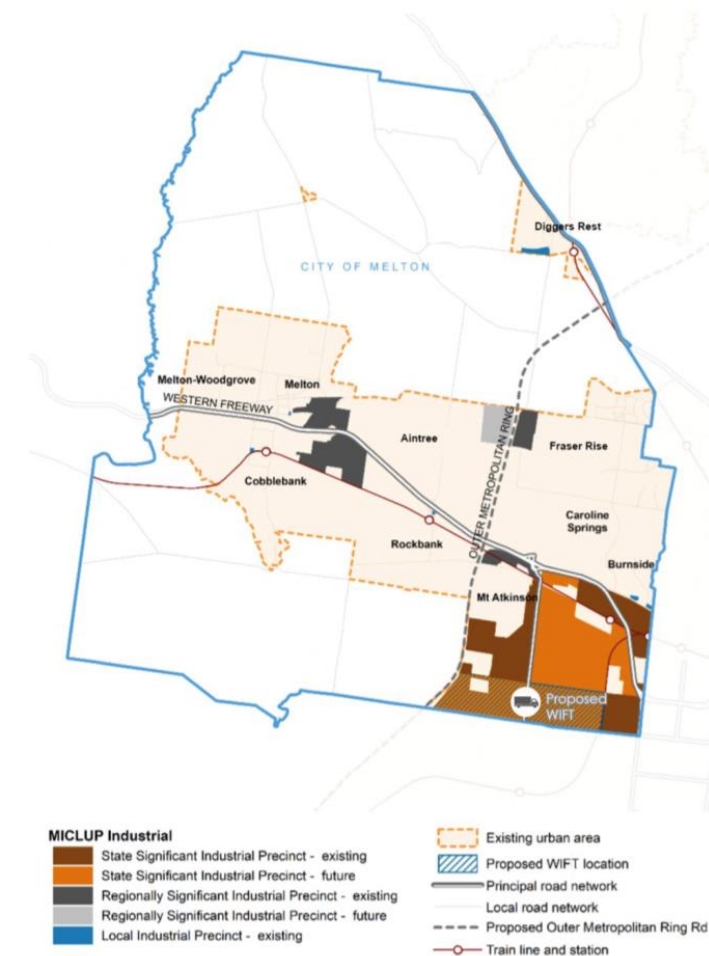
As new industrial estates along Hopkins, Christies and Robinsons Roads are delivered, the role and importance of CoM in western Melbourne's industrial economy will continue to grow and strengthen. CoM currently incorporates 38% of the Western SSIP's vacant industrial land and over 1,000 hectares of future yet-to-be programmed industrial land that will inevitably be essential to support the Western SSIP's ongoing growth.

Table 2: Industrial Land Supply, Western State Significant Precinct 2021

	Occupied land (Ha)	Vacant land (Ha)	% Vacant Land
Brimbank	1,147	90	7%
Hobsons Bay	1,145	253	19%
Maribyrnong	283	8	1%
Melton	335	513	38%
Wyndham	1,710	493	36%

Source: DTP, CKC

Figure 5: MICLUP Industrial Directions City of Melton

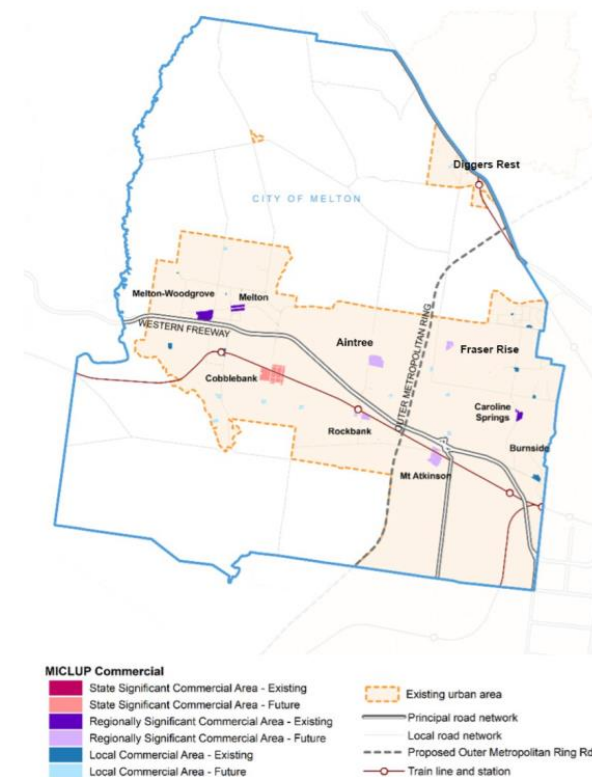


Source: CKC, DELWP

A Growing Activity Centre Network

Building on the directions of *Plan Melbourne 2017-2050* and the development of subsequent PSPs, MICLUP also identifies a series of future related activity centres including Major Activity Centres (MAC) at Aintree, Fraser Rise, Rockbank and Mount Atkinson and the future Cobblebank Metropolitan Activity Centre. The addition of 15 new centres resulting from the Precinct Structure Planning process has expanded CoM's network of activity centres from 18 Centres to 33 centres.

Figure 6: MICLUP Commercial Directions in City of Melton



Source: DTP, CKC

Melton Employment and Industrial Land Strategy

The Western Metro Land Use Framework Plan

The *Western Metro Land Use Framework Plan* translates the overarching policy directions of *Plan Melbourne 2017-2050* and MICLUP into regionally specific planning policy and economic directions.

The Plan recognises that the region is set to lead the state in population growth and, in this context, seeks to ensure that as the region grows in population, it also achieves a more prosperous, liveable, affordable and sustainable future.

The Plan recognises the historic role of the region in founding Victoria's manufacturing, fuel and transport industries, and seeks to preserve and grow the region's industrial capability.

The Plan's leading direction (Direction 1) focuses on the development of industrial precincts as core economic generators. This is further strengthened via the Plan's industrial land supply policy (Direction 4) and the need to ensure that the delivery of the Western Interstate Freight Terminal (WIFT) triggers economic uplift (Direction 16).

The Western Metro Region has a legacy of transport, logistics and manufacturing industries. It continues to be home to significant areas of unfragmented industrial land, including the Western Industrial Precinct, which is one of the largest state-significant industrial precincts (SSIPs) in metropolitan Melbourne. The considerable amount of unfragmented industrial land in the region is an advantage.

The Plan entails key implications for CoM's employment lands. Specifically, industrial uses are identified as a core and historic economic activity for the region:

- Industrial land and future land supply needs to be protected as an economic resource and protected from fragmentation.
- CoM's critical role in national and east coast logistics is to be further strengthened with the delivery of the WIFT and the Outer Metropolitan Ring (OMR) Road.
- The planning and delivery of the WIFT is a key focus for regional development.
- CoM is encouraged to explore ways to broaden employment and economic activities in industrial areas – particularly in locations that are well connected to transport infrastructure and urban amenity, such as new centres at Cobblebank and Mount Atkinson.

In addition to its focus on industrial uses, the Plan seeks to broaden the region's range and depth of economic activity by fostering urban environments that are attractive to knowledge-based industries, business clusters, health and education service providers, as well as technology, research, retail and professional services.

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The Plan envisages the emergence of a network of multipurpose activity centres combining core transport, service and community functions to support the region's growing population. The land use plan identifies distinct roles for the municipality's centres ranging from local service, health and education to broader employment and retail uses. Cobblebank is identified as a future Metropolitan Activity Centre that supports a wide array of civic and health uses while Mount Atkinson, Fraser Rise, Rockbank and Aintree are identified as future MACs supporting daily and weekly consumption and service needs along with higher order employment.

The Plan anticipates that the delivery of new rail station infrastructure will precipitate transit oriented development and associated commercial uses and investment that support the needs of the municipality's growing population.

The Plan includes several commercial insights pertinent to the CoM as follows:

- The CoM incorporates a number of unestablished activity centres that will emerge as urban service and consumer nodes as the municipality's population grows.
- The Plan identifies distinct roles for the municipality's centres, ranging from local service, health and education to broader employment and retail uses.
- Cobblebank is identified as a Metropolitan Activity Centre which is intended to function as the municipality's leading mixed use urban node with a potential workforce of over 22,000.
- The delivery of fixed rail transport infrastructure provides the impetus to create transit oriented centres that service populations along the Ballarat rail corridor and the Western region.

Table 3: Western Land Use Framework Plan, Select Industrial and Employment Directions

Direction 1 Manage and plan for industrial precincts in the Western Metro Region to be continued generators of economic activity and employment.	STRATEGY 01 Use a coordinated and consistent approach to planning for the Western Industrial Precinct to ensure it continues to provide important employment land for the region in the future.
	STRATEGY 02 Ensure regionally significant industrial land remains as key industrial areas or as locations that can provide for, or transition to, a broader range of employment opportunities.
	STRATEGY 03 Identify industrial areas that could provide for other employment uses that support or are well connected to adjacent employment uses or transport connections.
	STRATEGY 04. Strengthen the national logistics role of the west of Melbourne, including the development of the Western Interstate Freight Terminal, subject to completion of a business case, and leverage both local

Direction 4 Ensure the Western Growth Corridor accommodates longer term industrial and commercial development opportunities.	and regional economic growth opportunities from this investment.
	STRATEGY 05. Retain regionally significant industrial land by managing encroachment by other uses that would cause fragmentation and may compromise the development and efficient operation of existing businesses.
	STRATEGY 16 Consider the future demand and need for commercial and employment land across the Western Growth Corridor and ensure that PSPs make sufficient provision to accommodate longer-term commercial and employment needs.
	STRATEGY 17 Retain and preserve future industrial land identified in the Western Industrial Precinct and at Toolern, Plumpton and south of Werribee for industrial uses.
Direction 16 Support and grow the freight and logistics function of the Western Metro Region.	STRATEGY 18 Encourage commercial precincts in the Western Growth Corridor to diversity and incorporate higher-density and finer-grain development as they mature over time.
	STRATEGY 19 Coordinate and manage the delivery of the Toolern (Cobblebank) Metropolitan Activity Centre between state and local governments to ensure Toolern (Cobblebank) develops into a state-significant location in the Western Metro Region.
	STRATEGY 60 Reserve and protect the land and its freight connections for WIFT and Bay West from the encroachment of sensitive or conflicting land uses.
	STRATEGY 61. Manage the impact of changing transport access for industrial land in the inner west ahead the completion of the West Gate Tunnel Project.
	STRATEGY 62. Plan for the WIFT as a major precinct that will integrate with the surrounding area and adjoining transport network.
	STRATEGY 63. Minimise negative impacts of major transport improvements such as the OMR and West Gate Tunnel Project on urban amenity.
	STRATEGY 64. Ensure high-quality arterial road access and designate a preferred rail corridor for the WIFT.

2.1 Local Policy, Strategy and Research

**Melton Employment and Industrial Land Supply Review (MEIL-SR) 2023**

The land supply review forms the foundational evidence base for this strategy. The review focused on the provision and take-up of CoM's commercial and industrial land. By reviewing state policy directions and PSPs that are completed, under-preparation and unprogrammed; the study identifies current and future land supply for commercial and industrial uses throughout CoM. Using data on the historic take-up of industrial land as well as the current pipeline of industrial approvals, the review models the potential take-up of industrial land across the city focusing on change up to the year 2036. The review similarly investigates the current take-up of the CoM's new commercial land including comprehensive information on land supply within the City's new network of activity centres.

The policy and advocacy positions detailed in this Strategy arise from the underpinning land supply analysis and economic insights of the land supply review. Critically, the land supply analysis also organises CoM's employment and industrial lands into distinct precincts which have been replicated in the precinct section of this Strategy.

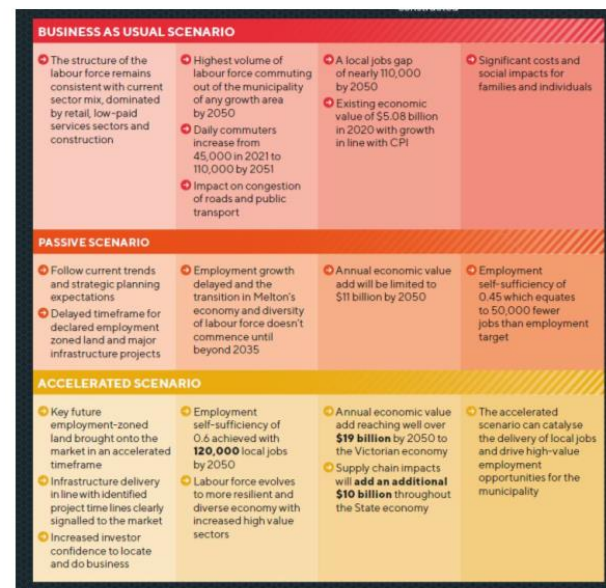
Investment Attraction Strategy 2020

The *Investment Attraction Strategy 2020* focuses on boosting local employment and the quality of local employment. CoM, relative to other metropolitan locations, has a lower ratio of local jobs to workers. Local industries also tend to be dominated by lower income jobs.

The Strategy articulates a number of long-term development objectives for CoM including a target of adding 100,000 new local jobs by 2050 and the objective of increasing employment self-sufficiency to 0.6 jobs per worker.

The endorsed vision and targets articulated in the *Investment Attraction Strategy* establish the overarching economic aspirations informing this Strategy. Notably, the *Investment Attraction Strategy* details three distinct future economic development scenarios for CoM's economy. CoM's aim is to achieve the accelerated growth scenario in which infrastructure combines with human resource growth to deliver a high value economy. In contrast, the business as usual scenario sustains a low productivity, congested and commuter dependent economy.

Figure 7: CoM's Economic Development Scenarios



Source: City of Melton Investment Attraction Strategy 2020, Ernst & Young

The City We Create Community Vision 2041

The Community Vision articulates 5 major themes for the evolution of CoM's growing community.

Figure 8: CoM Community Vision



This Strategy responds to Theme 4 *Our strong local economy* which envisages a series of thriving town centres, a visitor and night-time economy and an economy supported by local education, job training and lifelong learning opportunities. Additionally, the delivery of this theme reduces the need for residents to commute long distances for employment.

Retail and Activity Centres Strategy 2014

The *Retail and Activity Centres Strategy 2014* provides a range of land use and floor space directions to guide the evolution of CoM's network of existing and planned activity centres. In particular, the strategy provides direction on the role of activity centres in the provision of retail amenity and thus includes retail floor space directions and directions on the role of centres in the provision of retail uses.

The *Retail and Activity Centres Strategy* provides a detailed hierarchy of activity centres that adheres to activity centre categories in State policy at the time of the development of the retail strategy. Additionally, the retail strategy also identifies bulky goods precincts and small local centres. Since its adoption, the names and number of centres has changed and grown. Moreover, the role of retail areas in merchandise trade and the food, hospitality and service economy has also changed since 2014, while demand for retail floor space has also been impacted by the growth of online retail and the expansion of large format retailing.

The directions of the *Retail and Activity Centres Strategy 2014* have been implemented into the Melton Planning Scheme. Specifically, 2.04-2 incorporates the strategy's Activity Centre Plan which maps the location of CoM's network of Centres while 17.02-1 provides policy direction for bulky goods precincts.

Employment Land Supply Review 2013 SGS review

The 2013 review by SGS Economics and Planning provided a high level strategic assessment of employment land within the CoM with a focus on industrial uses across key employment precincts.

The study provided an employment driven land supply and demand analysis including future projections of land requirements. The study also canvassed strategic advice to guide the growth of strategic employment areas.

The study found that Cobblebank (known as 'Toolern' at the time) and the Western Industrial Node possessed the greatest potential for attracting new economic activity. Cobblebank was identified as well-positioned to support bulky goods and office uses, whilst the Western Industrial Node was identified as a future freight and logistics hub of metropolitan significance.

Employment land along the Melton Highway at Fraser Rise (known as Plumpton at the time) was identified as less of a priority with demand emerging following the full development of Cobblebank and the Western Industrial Node.

Many of the insights and strategic directions detailed in the study remain relevant, noting that since 2013, industrial demand has expanded significantly, particularly in the City's southern industrial region.

3.0 Our Community and Economy

3.1 A growing community

The CoM is one of Australia's leading locations for population growth, adding approximately 80,000 new residents since 2012 to become a community of over 181,000 residents in 2021.

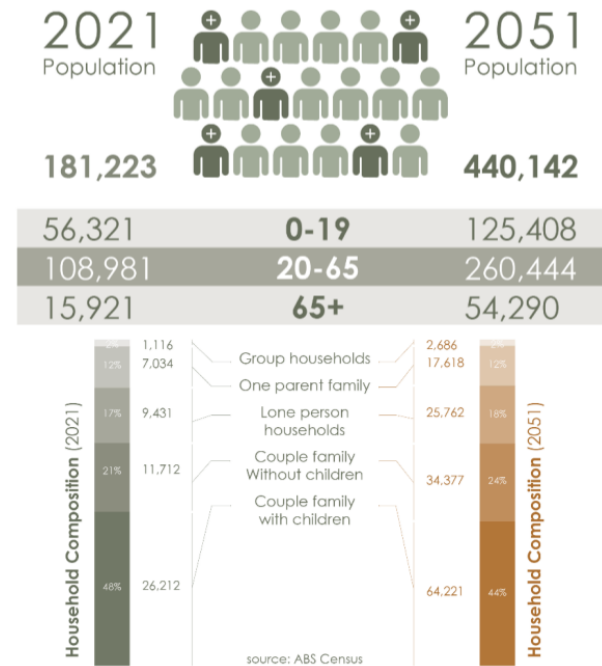
For the past five years, the municipality has added an average of 7,950 new residents per annum, equating to an annual growth rate of just over 5% for the 2016 to 2021 period. For the same period, Melbourne's population grew at an average annual rate of 1.86% per annum.

Growth has been driven by high numbers of births – the municipality averages over 2,560 births per annum - and migration. In the recent past, CoM has attracted an average of 5,200 new residents from other locations within Australia every year.

The City's population is youthful with a median age of 33 years, far younger than the metropolitan median of 37 years or that of established middle ring suburbs which tend toward medians of 40 years in age and over. Our new suburbs are even younger with a median age of 31 years.

It follows that our community incorporates high numbers of young households with children – 56% of our households are households with children compared to the Victorian average of 45%. We also have high numbers of households currently paying down a mortgage – in our new suburbs, over 65% of households currently own their dwelling with a mortgage compared with the Victorian average of 36%.

Into the future, our abundant broadhectare land for new housing along the Western Highway and Western Freeway is projected to support ongoing population growth of over 8,500 new residents per annum. By mid-century, our community will be far larger and more diverse approaching 500,000 residents.



Source: id Forecast

3.2 A growing economy

As more and more people move to our community, our labour force continues to expand. At 2021, our labour force included 87,000 workers, an increase of 22,000 workers from 2016.

At present, the vast majority of working age residents need to leave the municipality for employment. In 2021, approximately 61,245 of the City's resident workers worked outside of CoM. Major employment locations for CoM resident workers include the Cities of Melbourne (16% of local workers), Brimbank (15%), Wyndham (8%) and Hume (7%).

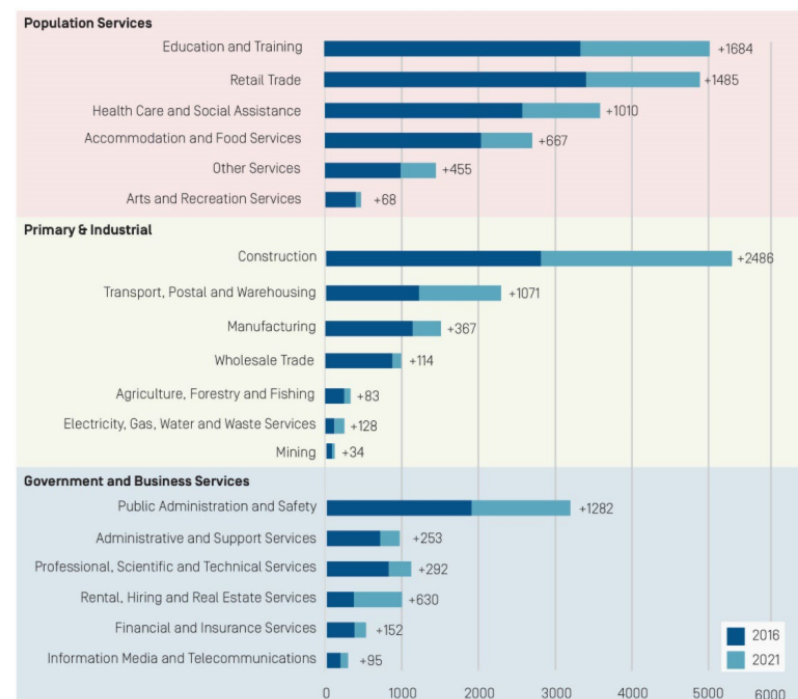
The addition of 13,000 jobs over the past five years has boosted local employment and, in turn, local employment self-sufficiency (the ratio of local jobs to the local workforce). Impressively, even as the City's workforce grew from 64,970 workers in 2016 to 87,090 workers in 2021, self-sufficiency also grew from 38% to 43%. At 2021, CoM was home to 37,600 jobs.

Construction employment leads our employment growth with sustained development of new residential dwellings and industrial buildings underpinning substantial local construction workforce demand. Population serving jobs are also growing, particularly local retail, health care and education jobs.

The completion of the corrections facility at Ravenhall boosted local public sector employment by an estimated 1000 jobs while the ongoing expansion of logistics operations in our southeast almost doubled local transport employment. While growing, CoM is yet to see substantial growth in local professional service, finance and information technology employment.

Across all sectors, the number of employing businesses is also growing. On average, over the 2016 to 2021 period, CoM added an additional 320 employing businesses per annum lead by growth in construction, service, retail, food and transport business growth. We now have over 1200 employing construction-related businesses.

Figure 9: City of Melton Employment, 2016 and 2021



Source: Australian Bureau of Statistics, CKC

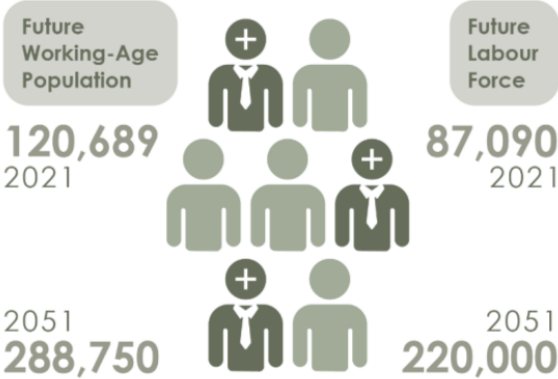
As industry and employment has grown, so too has the size of the CoM's economy. For the past decade, CoM's economic output has grown at an annual average rate of 6.5% per annum, far exceeding the same measure for Victoria at 2.1%.

Construction comprises over 26% of local output while manufacturing (10%) and transport (7%) are also key sectors of output. Over time as CoM's population grows, health, education and professional services are likely to comprise a growing share of economic activity, income and output.

The scale and speed of our population growth presents a significant economic opportunity. The service and retail demand inherent in a growing and youthful population represents a major consumer market for retailers and service providers. Concurrently, our growing and young labour force comprises a unique potential source of skill and productivity for business.

Over the coming decades, CoM's working age population will grow by 160,000 people, creating a labour pool of potentially 220,000 workers by 2051.

Council has set a target for the municipality to support an additional 100,000 jobs by 2050 in its *Investment Attraction Strategy* (Ernst and Young, 2021). To do so, the municipality will need to sustain its current rate of employment growth at above 8% per annum which equates to an additional 14,700 jobs every 5 years over the next 30 years.



Source: Australian Bureau of Statistics, CKC

4.0 An Economic Land Use Vision

The City of Melton's most pressing challenge today is to grow a local economy that provides sufficient high-value local jobs for its growing population.

CoM's *Investment Attraction Strategy 2020* (Ernst & Young) responds to the same challenge and provides an enduring guiding vision for our Strategy.

The City of Melton will support a diverse and resilient economy that provides a mix of employment opportunities and drives regional and state economic activity as our population grows to 500,000 residents.

What are we planning for?

Employment growth and economic diversification

We aim to add over 100,000 local jobs by 2050

We aim to build a diverse economy that provides high quality employment for early, mid and late career workers of all skills.

Strengthening and promoting our economic clusters

We aim for our existing, new and planned town centres to merge into a network of attractive consumer and service destinations that support day and night economies, new economy industries and high value local jobs.

Building on current and emerging economic strengths

We aim to increase the value, diversity and job density of industrial employment.

We aim for our growing industrial sector to underpin the emergence of new local business networks.

We aim to ensure the delivery of new health, education, justice and community service infrastructure in our new communities supports the growth of more diverse high quality local employment.

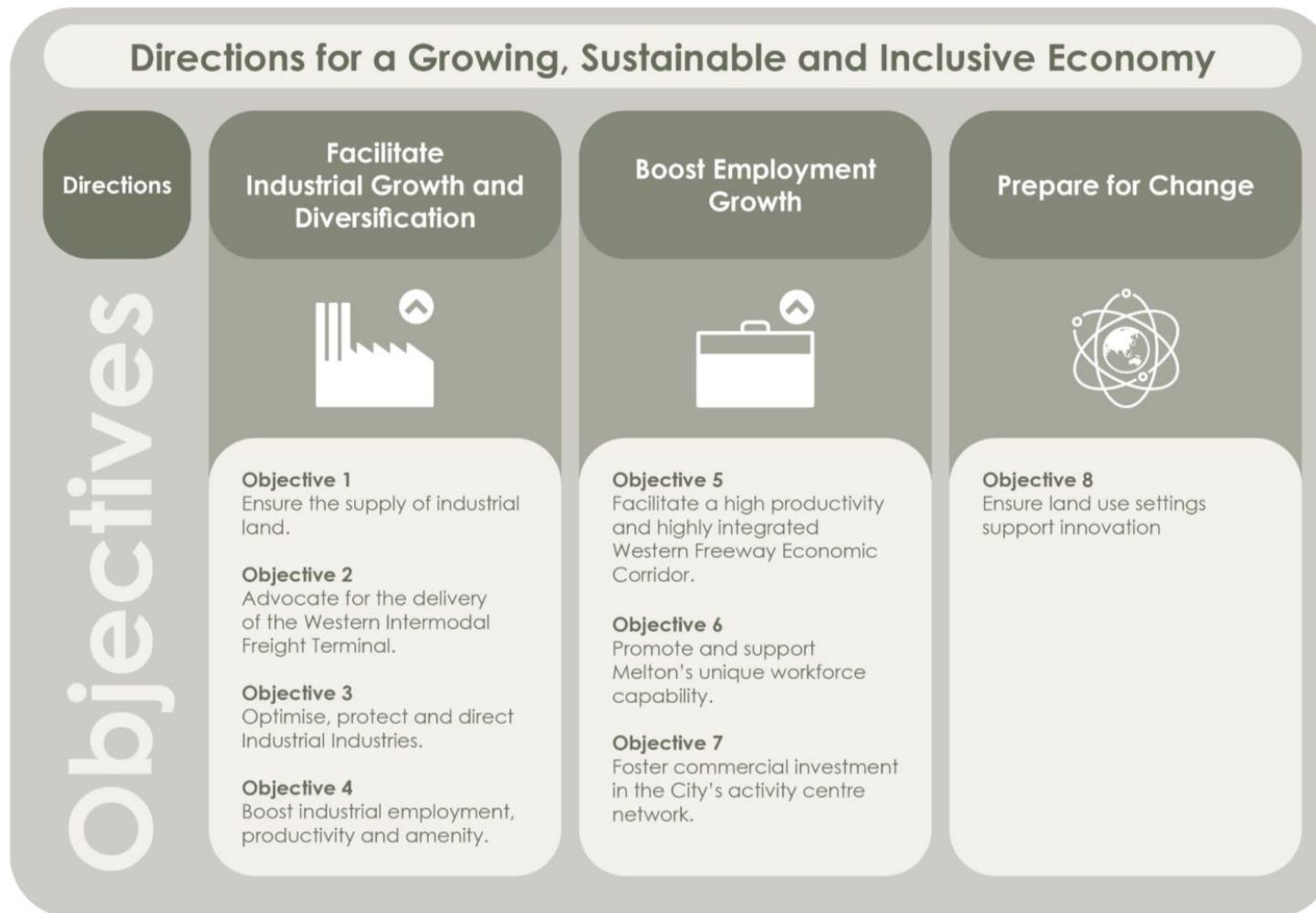
Catalysing economic uplift from strategic infrastructure investment

We aim to ensure that new transport and social infrastructure investment catalyses private sector investment.

We aim for new infrastructure investment to precipitate a step change in the value of local employment.

Preparing for a more sustainable, digital and low carbon future

We aim for our economic land use settings to support the take-up of new sustainable technologies.



Direction 1:

Facilitate Industrial Growth and Diversification



Objective 1
Ensure the supply of Industrial land

Objective 2
Advocate for the delivery of the Western Intermodal Freight Terminal.

Objective 3
Optimise, protect and direct Industrial Industries.

Objective 4
Boost industrial employment, productivity and amenity

Action 1.1 Advocate for Precinct Structure Planning to commence for all employment PSPs as an economic priority for the region.

Action 1.2 Explore the long term opportunity for Diggers Rest Precinct to support industrial and new energy uses.

Action 2.1 Advocate for the delivery of the Western Interstate Freight Terminal.

Action 2.2 Plan for the Western Intermodal Freight Terminal Precinct as a dynamic freight and logistics hub.

Action 3.1 Provide investment certainty for industrial uses.

Action 3.2 Protect our nationally significant freight, logistics and manufacturing areas.

Action 3.3 Optimise freight and logistics sectors by advocating for the completion and expansion of the Principal Freight Network.

Action 4.1 Level up and diversify industrial employment.

Action 4.2 Facilitate diverse high amenity urban industry areas.

Direction 1: Facilitate Industrial Growth and Diversification

Introduction

CoM's rapidly growing industrial sector is a key economic asset for our community. Year on year, our industrial footprint, workforce and scale of industrial enterprise grows and as a result of our unfragmented zoned industrial land, CoM is now one of Melbourne's leading industrial expansion areas.

Former farming land, Ravenhall and Truganina have been transformed into contemporary business parks that support the operations of both national and international corporations, driving significant local jobs growth.

The outlook for industrial development and growth across CoM is overwhelmingly positive. Our industrial development pipeline includes new development projects that will see a further 450 hectares of land developed for industrial uses in the next few years which will expand industrial employment and industry while continuing to embed CoM in nationally significant logistics, e-commerce and manufacturing networks.

With over 2,100 hectares of future industrial land, we have a unique opportunity to work with State government and industry to guide the growth of CoM's industrial sector into a more diverse, high-value and sustainable part of our economy.

How will we facilitate and direct industrial growth for the benefit of our community?	
Land	We will ensure there is sufficient industrial land to support core industrial enterprise and enterprises servicing the local population
Infrastructure	The delivery and expansion of the Principal Freight Network, the WIFT, OMR and foundation road, service and drainage infrastructure is critical to the sustainable growth of our industrial economy.
Planning	Providing certainty for our community, investors and enterprise by clarifying the role and preferred uses of industrial land.
Diversity	In industrial areas, new business parks will provide a diversity of new spaces to facilitate a melting pot of commercial activity.
Step Change	There is a significant long-term opportunity to boost the productivity and value of our economy and employment through the ongoing development of a secondary business sector that services the needs of major local industry through the provision of professional and technical services.



Objective 1: Ensure the supply of industrial land

CoM's industrial footprint is growing and expanding. Current rates of industrial land development are projected to result in land supply constraints in CoM's state significant industrial area within the next decade.

Since 2014, an average of 32 hectares of vacant industrial land has been developed within CoM per annum which over the 2019 to 2021 period grew to an average of 38 hectares per annum. 2021 saw further growth in industrial land consumption when 42 hectares of vacant industrial land was developed.

Figure 10: Consumption of Industrial Land in Ravenhall, Truganina, Mount Atkinson 2007 to 2021



Source: DTP, CKC

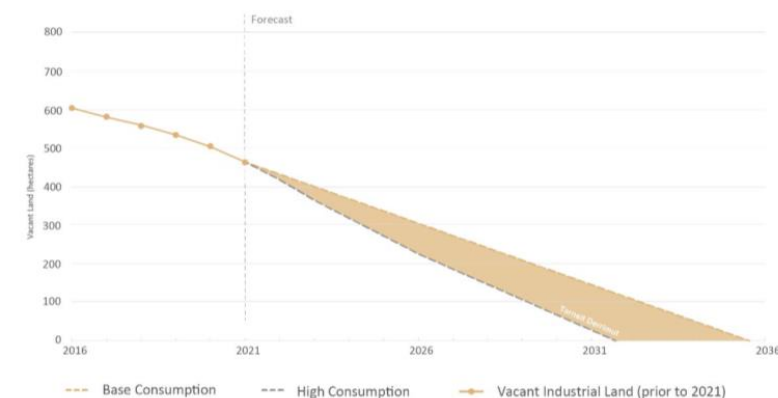
Action 1.1: Advocate for Precinct Structure Planning to commence for all employment PSPs as an economic priority for the region

The focus of CoM's industrial development has been within our state significant industrial area in the suburbs of Ravenhall and Truganina which enjoy excellent access to the region's major road infrastructure (the Western Freeway and proximity to the Metropolitan Ring Road) and expansion opportunities that link new industrial land to established industrial areas in Laverton and Derrimut.

As per the results of the background land use study, ongoing industrial development has seen occupied industrial land in CoM's south increase from approximately 40 hectares in the early 2000s to over 335 hectares in the early 2020s. Year on year, industrial land development in CoM's south has grown and is now approaching over 40 hectares per annum. In the near future, based on the volume of mooted, proposed and approved industrial development projects, it is plausible for industrial land consumption in CoM's south to expand to well above 40 hectares per annum.

CoM's southern industrial area currently includes 533 hectares of zoned vacant land. According to land consumption modelling undertaken to support this Strategy this land is likely to be fully developed in the next 10 to 15 years. CoM is set to face a critical shortage of vacant zoned land in the early 2030's or earlier which will constrain the growth of one of the region's prime economic and employment generators.

Figure 11: Melton Southern Industrial Precinct, Projected Industrial Land Consumption



Source: CKC

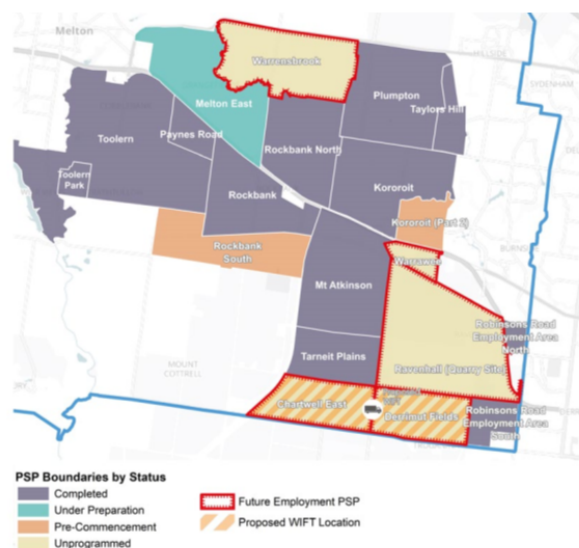
The CoM incorporates 1,189 hectares of unprogrammed industrial land. The majority of this land is within the Ravenhall (Quarry Site) Chartwell East, Derrimut Fields and the Warrawee PSP areas. To ensure the sustained growth of the City's southern industrial precincts the future of these PSP areas needs to be resolved as an economic priority. Likewise, there is a need to support employment growth in the CoM's north by progressing the Warrensbrook PSP.

Implementation:

CoM will advocate for the commencement of precinct structure planning for all employment PSPs including the Ravenhall (Quarry Site) Chartwell East, Derrimut Fields, Warrensbrook and the Warrawee PSPs.

CoM notes that some of these areas include a potential future WIFT. The WIFT area and broader precinct might be removed from structure planning areas in order not to diminish the potential delivery of a future WIFT and associated land uses.

Figure 12: Employment Precinct Structure Plans



Source: Melton Employment and Industrial Land Supply Review 2023, CKC.

* The location of the WIFT and associated precinct as depicted in the Strategy is indicative only.

Action 1.2: Explore the long-term opportunity for Diggers Rest Precinct to support industrial and new energy uses

Melbourne's urban growth boundary geographically defines the full extent of Melbourne's urban areas. In applying the urban growth boundary following the implementation of *Melbourne 2030* in 2002, Victoria's State Government created a clear distinction between land for urban purposes (such as industrial, residential and commercial uses) and land for non-urban purposes such as land used for agricultural, rural and extractive purposes.

The Victorian State Government does not plan to move the Urban Growth Boundary as per State Planning Policy and Plan Melbourne 2017-2050. However, if there was a proposal or process to move the urban growth boundary and the OMR was also delivered, CoM may consider advocating for the investigation of land within the Airport Environs Overlay as a potential industrial expansion area, possibly suitable for clean energy production and energy storage uses. Any exploration of new uses must protect the curfew free status of Melbourne Airport and its optimum uses. The Urban Growth Boundary and associated Green Wedge land play a critically important role in protecting flight path corridors from encroachment that may conflict with current or future aircraft operations.

Implementation:

In the long term, CoM will work with State government and industry to explore the future of land subject to the Airport Environs Overlay.

Objective 2: Deliver the Western Intermodal Freight Terminal (WIFT)

An intermodal terminal is a location in which goods are transferred from one transport mode to another, typically between road and rail. An intermodal facility allows businesses to distribute goods more efficiently, saving on costs, road congestion and the overall carbon footprint of transport industries.

The large scale warehousing typically available at intermodal precincts caters towards logistics and distribution companies that require storage of large quantities of stock including both merchandise and cold storage food. The need to store greater quantities of goods is growing as many businesses have switched from just-in-time inventory management to just-in-case management that reflects the recent risks of global supply chains.



Action 2.1: Advocate for the delivery of the Western Interstate Freight Terminal

Two intermodal terminals are proposed in metropolitan Melbourne that will provide a freight interface with the Inland Rail network at its southern end. The Western Interstate Freight Terminal (WIFT) in Truganina and the Beveridge Interstate Freight Terminal in Melbourne's outer north east.

The proposed WIFT is intended to support:

- Interstate, mainly inter-capital city freight movements.
- Export trade from regional Victoria and southern NSW.
- Transfer of freight from the port to the metropolis.

The Inland Rail network will support double-stacked 1,800-metre freight trains which requires new intermodal infrastructure to comply with the requirements of the Inland Rail network.

It follows that the WIFT needs to be delivered in conjunction with new rail infrastructure, the Outer Metropolitan Ring – South Rail connection. To date, the Outer Metropolitan Ring South Rail connection has been proposed as part of the package of works in the delivery of the Outer Metropolitan Ring Road (OMR).

Infrastructure Victoria's *Victoria's Infrastructure Strategy 2021-2051* identifies the development of the OMR and the WIFT as essential to Victoria's economic expansion.

Efficient transport connections to major international and interstate freight gateways, help Victoria's economy expand, especially in growing communities to the north and west of Melbourne

Victoria's Infrastructure Strategy 2021-2051 recommendation 66 (page 130)

Both the WIFT and the OMR require further planning and funding commitments, noting that the federal government has allocated budget funding for the OMR and enabling infrastructure for the WIFT.

The Victorian government is progressing a business case for the WIFT which is identified as the priority intermodal location for industry in Melbourne.

The exact location of the WIFT is yet to be identified, however, it is indicatively proposed in the south-east of the municipality along Boundary Road, Truganina.

Once in operation, the WIFT will draw in freight from the Port of Melbourne, regional Victoria and from across the Western State Significant Precinct, which is the largest industrial area in the State. Victoria's freight task is projected to grow from 360 million tonnes to 900 million tonnes by 2051. The WIFT will help alleviate the resulting road burden by shifting major movement to rail.

Locally, the WIFT provides the basis to further catalyse, affirm and diversify industrial growth in CoM. Our city is already home to national and internationally significant e-commerce, logistics, cold storage and manufacturing operations. The WIFT will further attract and anchor major organisations in our community while also drawing in substantive high technology skills and enterprise.

Delivery of this interstate rail freight terminal and warehousing precinct will have significant implications for local job creation and commercial productivity within the region and for local communities. The proposed location of the WIFT will unlock access to the existing zoned industrial land and future zoned industrial land in the city of Melton.

The WIFT precinct is anticipated to shape the Melbourne's west supply chain, freight and logistics market serving as a catalyst of transformative change. It will deliver a variety of innovative opportunities including the integration of advanced technology platforms, substantive robotics, AI and digitised technologies. The operation of the WIFT and surrounding industries will therefore be reliant on advanced skills and supporting industries.

Council has limited influence over the design and approval of the WIFT project. However, Council will continue to advocate for local jobs creation, positive community outcomes, efficient land use and high-quality design of the future WIFT

Implementation:

CoM will continue to advocate to State and Federal government and their agencies for the delivery of the WIFT as critical regional economic and sustainability infrastructure and as essential to delivering a step change in regional employment.

Action 2.2: Plan for the Western Intermodal Freight Terminal Precinct as a dynamic freight and logistics hub

While our city awaits WIFT funding, it is critical that the opportunity for the WIFT is protected. Specifically, that land designated for the intermodal precinct is not encroached upon by sensitive uses so as to maintain the viability of the precinct into the future.

The proposed WIFT is ideally located at the intersection of the proposed OMR and Western Freeway with rail links as well as abundant vacant industrial land.

Implementation:

Ensure precinct planning protects the WIFT opportunity and broader opportunity to facilitate a future WIFT precinct.

Objective 3: Optimise, Protect and Direct Industrial Industries

CoM currently incorporates over 2,695 hectares of either zoned or proposed industrial land. As the vast majority of this land is yet to be developed, we are in a unique position to shape the development of this land to maximise industry investment and employment growth while avoiding land use conflict with our fast-growing residential areas.

Action 3.1: Provide investment certainty for industrial uses

To guide the future use and development of industrial land this *Strategy* establishes the CoM Industrial Land Use Framework. The framework implements MICLUP Principle 3 which seeks to ensure planning for industrial and commercial land to provide clarity and certainty about how and where industry and business can grow to support and guide long term investment and locational decisions.

The CoM Industrial Land Use Framework is structured around three distinct industrial land use types:

Major Industry: Areas that support activities connected to state and national freight networks and broader economic activities.

Urban Industries: Areas in which uses largely support the enterprise and service needs of our local community.

Bulky Goods: Locations along highways and major roads that support sale of large format retail goods.

The preferred industrial land use framework identified in Figure 4 and Table 3 provides guidance on the preferred location of industrial uses. The CoM Industrial Land Use Framework aims to:

- Direct industrial investment
- Provide greater certainty to industry and the community as to the use and role of existing and future industrial land
- Facilitate a diversity of industrial lot types to support a diversity of business sectors
- Promote the clustering of compatible uses
- Avoid long-term land use conflict resulting from the co-location of incompatible uses
- Avoid creating visitor destinations in inappropriate locations

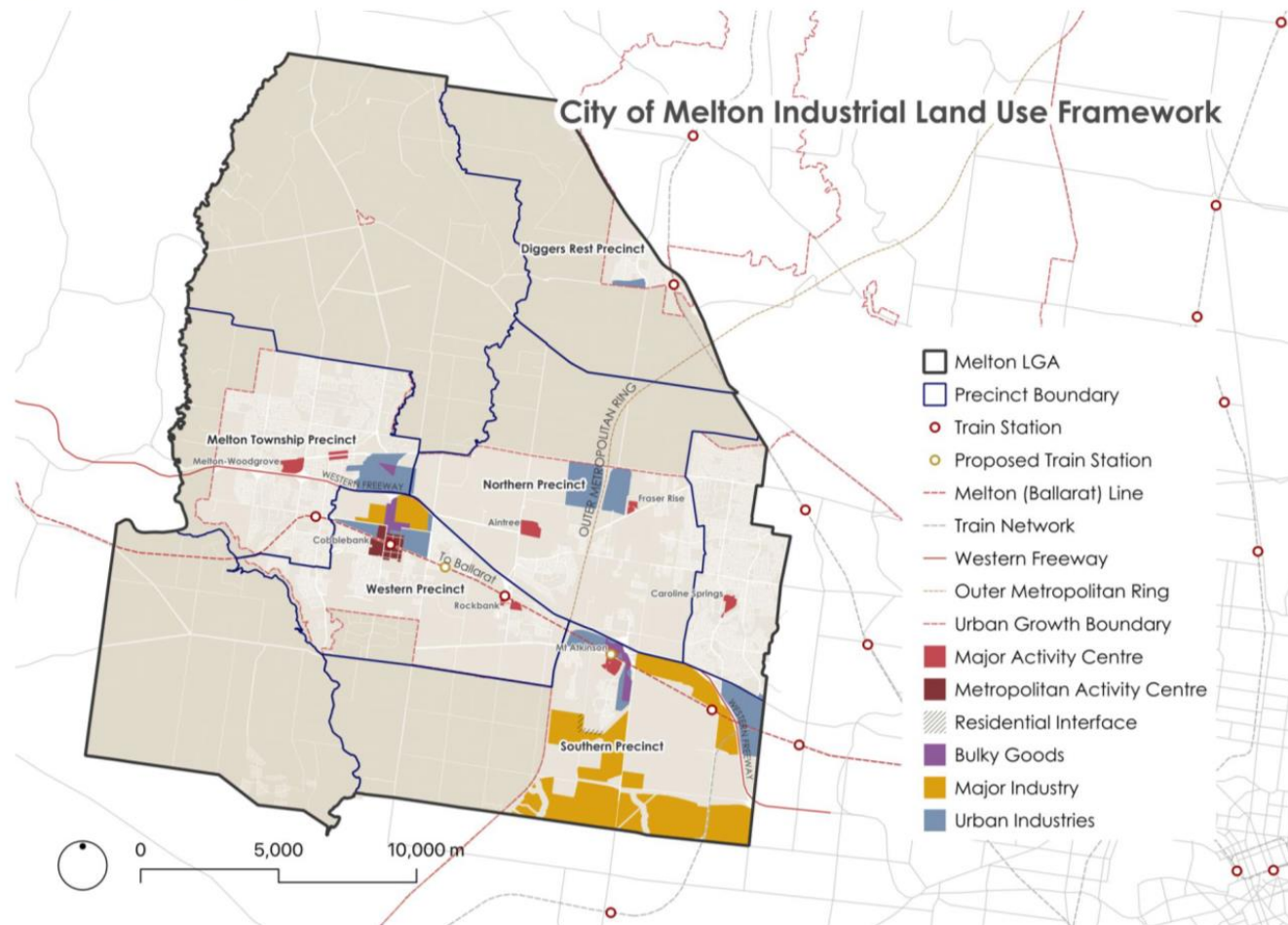
It should be noted that whilst the framework seeks to congregate uses and their associated impacts, CoM also recognises the need for flexibility and acknowledges that a mixture of industrial typologies might be supported in different circumstances. For example, urban industry areas may be used to buffer major industries from residential areas in interface locations. Likewise, major industry areas often require worker amenity including hospitality and recreation uses in the heart of large format industry areas.

Implementation:

The CoM industrial Land Use Framework will be implemented into the Melton Planning Scheme to guide industrial uses and investment.

Future PSPs that include industrial land will be encouraged to identify the role of industrial land according to the CoM Industrial Land Use Framework.

Figure 13: City of Melton Industrial Land Use Framework*



*The land to the west of Ferris Road and to the south of Abey Road within the Cobblebank Metropolitan Activity Centre is supported for Bulky Goods uses as per the Cobblebank Metropolitan Activity Centre Urban Design Framework 2019

Source: CKC

Table 4: City of Melton Industrial Land Use Framework

Industrial Land Use Type	Preferred Uses	Preferred Land Use Outcomes
Major Industry	<ul style="list-style-type: none"> - Large format e-commerce distribution centres - Large format logistics and warehousing - Large format cold storage - Large format construction and construction supplies - Large format manufacturing - Plastics and chemical industries - New energy - Recycling - Concrete batching - Waste handling 	<ul style="list-style-type: none"> - Subdivision generally results in large lots to support large format facilities - Isolated and segregated from sensitive uses including schools, healthcare and residential areas - Supported for 24 hour unimpeded activity - Supported for increased building heights to accommodate the requirements of automation and robotics - Hospitality, childcare, play centres, leisure, place of assembly and entertainment uses are generally discouraged in major industry areas unless they support local workforce needs - Encouraged in direct proximity to the existing and future Principal Freight Network - Encouraged in direct proximity to existing format major industries
Urban Industries	<ul style="list-style-type: none"> - Automotive, construction and trade services - Fabrication, machining, electrical and engineering services - Furniture making, textiles, steel and plastic sales - Equipment hire - Landscape and home supplies - Data centres - Storage and warehousing - Hospitality, leisure and recreation - Advanced manufacturing and additive industries - Food wholesaling - Office and administration functions - Place of worship - Showroom function 	<ul style="list-style-type: none"> - Diversity of lots and industrial formats - Finer grain street networks that promote a mixture of uses - Uses are in proximity to population centres and commercial centres - Streets support pedestrian movement - Streets support private vehicle movement - Hospitality, leisure, play centres, recreation, place of assembly and childcare uses are supported - Support low impact urban industries in buffer areas
Restricted Retail	<ul style="list-style-type: none"> - Large format retailers including the sale of furniture, hardware and garden supplies, construction materials and appliances - Showroom function 	<ul style="list-style-type: none"> - Located along arterial roads - Located in proximity to population centres activity centres or higher density areas.

Action 3.2: Protect our nationally significant freight, logistics and manufacturing areas

Our State Significant industrial areas are a fast growing economic asset for our community. To support the ongoing growth and evolution of this area we need to:

- Ensure the safe, efficient and reliable movement of goods to and from this area
- Protect major industry areas from incompatible uses to ensure long-term growth and investment.

As such, CoM is committed to supporting the evolution, expansion and ongoing development of the Principal Freight Network and the provision of land use settings that protect the operations of major industry areas.

In major industry areas, this Strategy:

- Supports 24-hour enterprise operations.
- Recognises that major industry areas are likely to be high noise and odour areas.
- Protects major industry areas from the encroachment of non-compatible uses including non-compatible commercial and residential uses.
- Seeks to ensure major industry areas are buffered from sensitive uses including residential areas.
- Seeks to limit land uses within major industry areas that will encourage high volumes of private vehicle traffic on key freight routes.
- Supports major industry areas for increased building heights to accommodate high bay automation requirements.

While there is currently limited incidence of encroachment and land use conflict in CoM, ongoing residential expansion will inevitably create the potential conditions for land use conflict as has occurred in other industrial locations across the state.

Early planning will help ensure an appropriate separation of uses thereby guaranteeing future investment certainty for major industries and the efficiency of their operations. Likewise, by clearly setting expectations for industry and residential areas, we can ensure that the needs of the commercial and residential sectors of our community do not clash.

Implementation:

Plan Major Industry areas as 24 hour enterprise environments, protected by buffers from sensitive land uses and from encroachment from incompatible uses.

Introduce policy into the Melton Planning Scheme for major industry areas.



Action 3.3: Optimise freight and logistics sectors by advocating for the completion and expansion of the Principal Freight Network

Efficient, reliable and sustainable freight transport and logistics services are essential to CoM's major industry areas. The growth of the region and ongoing industrial investment is reliant on efficient road movement and once the WIFT is delivered, intermodal connections to rail.

The Victorian Government's Principal Freight Network (PFN) identifies and protects Victoria's key road and rail freight routes and places. The PFN identifies freight corridors and places of national, state and regional significance that support high intensity freight movements.

Within CoM, the Western Freeway, Hopkins and Robinsons Roads as well as the Deer Park Bypass form part of the PFN. In addition, Boundary Road, a future Outer Metropolitan Ring Road, and Riding Boundary Road are identified as future PFN roads.

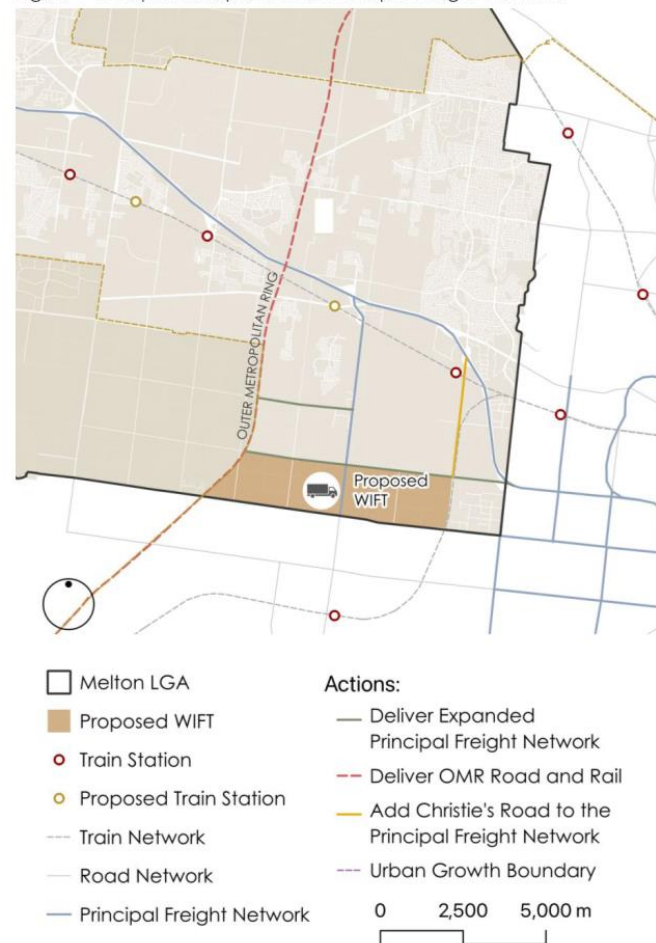
It is vital that the development of vacant industrial land in our Major Industry Areas in CoM's south is accompanied by timely investment in and expansion of the PFN. This Strategy thereby advocates for the comprehensive delivery of future PFN infrastructure to match the development of industrial land specifically:

- Hopkins Road: Road duplication and an upgraded Western Freeway interchange
- Boundary and Riding Boundary Road: Road duplication and expansion
- Christie's Road: Incorporation in the PFN
- OMR: Funding and delivery.

Implementation:

Work with the Department of Transport and Planning to ensure the timely expansion of the PFN within CoM's State Significant Industrial Area.

Figure 14: Proposed Expansion of Principal Freight Network



Source: DTP, CKC

Objective 4: Boost industrial employment, productivity and amenity

Achieving our long term employment target will require a more diverse, productive and larger economy. The growth of our industrial economy provides a unique opportunity to attract a greater number of managerial and technical jobs to our city while also creating the conditions for a secondary business sector that services the technical and human resource needs of major industrial enterprise.

Action 4.1: Level up and diversify industrial employment

The industrial enterprises congregating in CoM's industrial areas are accommodated in highly technological settings in which processes and production are deeply embedded in specialised digitised platforms. Increasingly, for instance, robotics is used to move goods, artificial intelligence is used to identify maintenance needs, block chain technology is used to manage and optimise supply chains and the internet of things co-ordinates the operation of various machines and processes. Additionally, technology underpins cybersecurity, human resource management and customer and client relations.

For CoM, the growth of ever more technological and knowledge intensive industrial industries provides a unique opportunity to marry the increasingly knowledge-based requirements of industry with the skills of our young and growing work force. A growing industrial sector and local workforce provides the opportunity to facilitate:

- *Head office operations in CoM:* Our young, growing and skilled residential community is ideally positioned to support the managerial, human resource and technical needs of our industrial sector.
- *Secondary enterprise networks:* Our ever growing industrial sector will require an array of support services including new economy, professional service, maintenance and human resource needs creating a unique opportunity to facilitate new local businesses that support our industrial economy.

Implementation:

CoM will:

- Through its economic development activities, encourage industrial businesses to locate knowledge work and management functions within CoM.
- Develop success stories that illustrate the ability of our local community to support head office and technical operations in CoM.
- Support the development of secondary industrial business through facilitating industry networks and the creation of enterprise incubation space.

Action 4.2: Facilitate diverse high amenity urban industry areas

The trade, recreation, hospitality, construction, maintenance, electrical and automotive needs of our new communities will inevitably drive the first wave of floor space demand in new business parks focused on local industry.

Our new urban industry areas include new industrial areas identified in Cobblebank, Mount Atkinson and along the Melton Highway in Fraser Rise.

In these areas, new business parks are likely to comprise the first stage of industrial development and potentially the first stage of commercial development. As such, in the development of new business parks, this Strategy aims to encourage the preconditions of a diverse economy and diverse employment by:

- Encouraging business parks to incorporate a range of floor space types including storage (0-100 sqms), small (100-150 sqms), medium (150 -300 sqms) and large scale spaces (300 sqms +)
- Encourage ancillary office and administrative space
- Encourage co-working and shared space
- Encourage shared office space for storage tenancies
- Encourage the provision of internal amenity including hospitality, fitness and health uses.

In addition to the above, in the development of urban industry precincts near population and commercial centres, the Strategy aims to create high quality destinations by encouraging:

- Legible and accessible street networks linked to our population and commercial centres
- Street networks and business parks that promote pedestrian accessibility and safety
- Areas that provide outdoor fitness and leisure opportunities to promote worker wellbeing
- Distinct business park branding and built form.

New industrial areas in direct proximity to the Cobblebank and Caroline Springs Rail Stations provide an opportunity to link industrial workers and visitors to accessible transport infrastructure. As such, this Strategy encourages new business parks in direct proximity to the Cobblebank and Caroline Springs Rail Stations* to function as industrial amenity nodes incorporating hospitality uses, places for gathering, conference facilities and networking spaces, and higher proportions of office and administration space.

The Caroline Springs Station should be planned as an industrial neighbourhood centre that provides uses underpinning the amenity of the broader industrial area whilst also exploring opportunities to promote active transport.

**Any planning decisions in relation to Caroline Springs station are subject to the development of the Ravenhall (Quarry Site) PSP.*

Multi-Storey Industrial Development

The scarcity of well located industrial land in both Sydney and Melbourne has resulted in a number of proposed and in some cases constructed new multi-storey industrial buildings which, in general, are buildings of greater than 30 metres in height.

Multi storey industrial buildings represent a new form of industrial development in Australia which provide the benefit of creating significant industrial floor space without the need for additional industrial land. In the future, CoM will eventually attract multi-storey industrial proposals providing opportunities for more efficient use of industrial land and higher density industrial activity.

Implementation:

CoM will:

- Encourage the development of diverse spaces in locally focused business parks.
- Facilitate high quality, accessible and attractive business park environments that engender visual interest and promote a unique identity.
- Plan Caroline Springs Station as an industrial neighbourhood centre*
- Encourage business parks in close proximity to fixed rail public transport to incorporate hospitality and retail uses.
- CoM will support vertical industrial development in Major Industry areas provided these buildings do not impact on the amenity of residential areas
- CoM will support the renewal of existing industrial facilities into multi-storey industrial buildings that result in more efficient land use.
- CoM will encourage the efficient use of industrial land.

Direction 2: Boost Employment Growth



Objective 5
Facilitate a high productivity and highly integrated Western Freeway Economic Corridor.

Objective 6
Promote and support Melton's unique workforce capability

Objective 7
Foster commercial investment in the City's Activity Centre Network

Action 5.1 Agglomerate Distinct Economic Uses along the Western Freeway Economic Corridor.

Action 5.2 Maximise the economic and employment impact of catalytic infrastructure through supportive land use settings.

Action 5.3 Link jobs to people via comprehensive transport upgrades.

Action 5.4 Facilitate all-of-Government and Industry Commitment to the Western Freeway Economic Corridor.

Action 6.1 Promote the City's unique workforce profile to enterprise.

Action 6.2 Seed local entrepreneurship through industry incubators

Action 7.1 Ensure Population growth supports a thriving Activity Centre Network.

Action 7.2 Create great destinations that support gathering and day and night economies.

Action 7.3 Facilitate the delivery of the Cobblebank Metropolitan Activity Centre.

Action 7.4 Ensure future PSPs respond to the existing provision of retail and commercial land.

Direction 2: Boost Employment Growth

Introduction

The new commercial areas in our growth area communities form new investment zones ready to service the retail, fresh food, hospitality, leisure, health and professional needs of our new communities.

Our 2051 job target anticipates the creation of 30,000+ jobs in our new commercial areas. Achieving this will require replicating the experience and evolution of the Caroline Springs Major Activity Centre many times over in many different locations.

Caroline Springs Major Activity Centre is now a thriving consumer and service destination that over the past 20 years has steadily grown and diversified its commercial and employment base.

We want our commercial areas to agglomerate a wide variety of uses including thriving day and night economies, service and retail economies and specialist health, education and community facilities that anchor our new communities as go to destinations.

The scale of our projected population growth will underpin a vast array of new commercial and retail floor space demand and investment in our city. We need to ensure that this facilitates significant employment growth and diversification.

How will we facilitate and direct commercial growth for the benefit of our community?

Infrastructure	We will advocate for the delivery of essential service infrastructure in our new communities and ensure our people are connected to local employment centres via timely transport investment.
Great Spaces	We will ensure our commercial areas are set up for success including great street networks, gathering spaces and great urban amenity.
Our People	We will champion the ability of our growing young population to provide knowledge intensive high quality services in every sector to our community and region within CoM.



Objective 5: Deliver a High Productivity Integrated Western Freeway Economic Corridor

As settlements at Cobblebank, Mount Atkinson, and Rockbank undergo urban development a continuous urban area will emerge along the Western Freeway and Melton (Ballarat) Rail line that joins Ravenhall in CoM's south east to the Melton Township in CoM's west.

An economic corridor is a distinct geographic area in which economic uses are linked by high quality transport connections. The vision for the Western Freeway Economic Corridor entails building on the existing transport advantages of the Ballarat Rail Line and the Western Freeway to link people to jobs and places to people via high quality transport options.

As envisaged in figure 15, the Western Freeway Economic Corridor comprises 5 distinct economic nodes linked by the Western Freeway and the Ballarat Rail Line:

Existing Economic Nodes:

- Melton Township Precinct 63,000 people and 13,200 jobs as of 2021
- The City's Southern Industrial Precinct 10,500 jobs as of 2021.

Future Economic Nodes:

- Cobblebank Metropolitan Activity Centre
- Mount Atkinson Major Activity Centre
- Rockbank Major Activity Centre
- Caroline Springs Neighbourhood Centre

The health, community, recreational and service infrastructure that will emerge within these nodes over the next three decades provides a unique opportunity to integrate labour force participation, industry growth, social development and access to services along a single corridor network.

The Corridor's resident population will grow to over 265,000 residents by 2051.² At 2023, there is a unique opportunity to draw on the Corridor's existing advantages to facilitate an integrated land use and transport corridor that underpins sustainable economic and social development.

- Delivering the Western Freeway Economic Corridor vision entails:
- Agglomerating substantial private and public sector floor space within the Corridor's key economic nodes
 - Facilitating high levels of corridor mobility via extensive transport investment
 - Achieving all-of-government and private industry commitment to the prioritising the Corridor as an investment location.
 - Elevating Melton's industrial complex as a major employment and innovation hub.

How will the Western Freeway Economic Corridor benefit our community?	
Liveability	A corridor of high service and employment self-containment will improve the wellbeing of our residents, particularly by reducing the time workers spend travelling in lengthy commutes.
Productivity	Linking labour to business, business to business and business to customers in a high mobility corridor network will drive local employment opportunities and the productivity of our community.
Sustainability	Less and more efficient travel patterns will improve our sustainability, reduce emissions and congestion.
Economic agglomeration	As the logical location to position services and commercial floor space, a high mobility corridor network will draw in ongoing investment and agglomeration of uses, in turn, generating opportunities for economic spillover and new local industry sectors

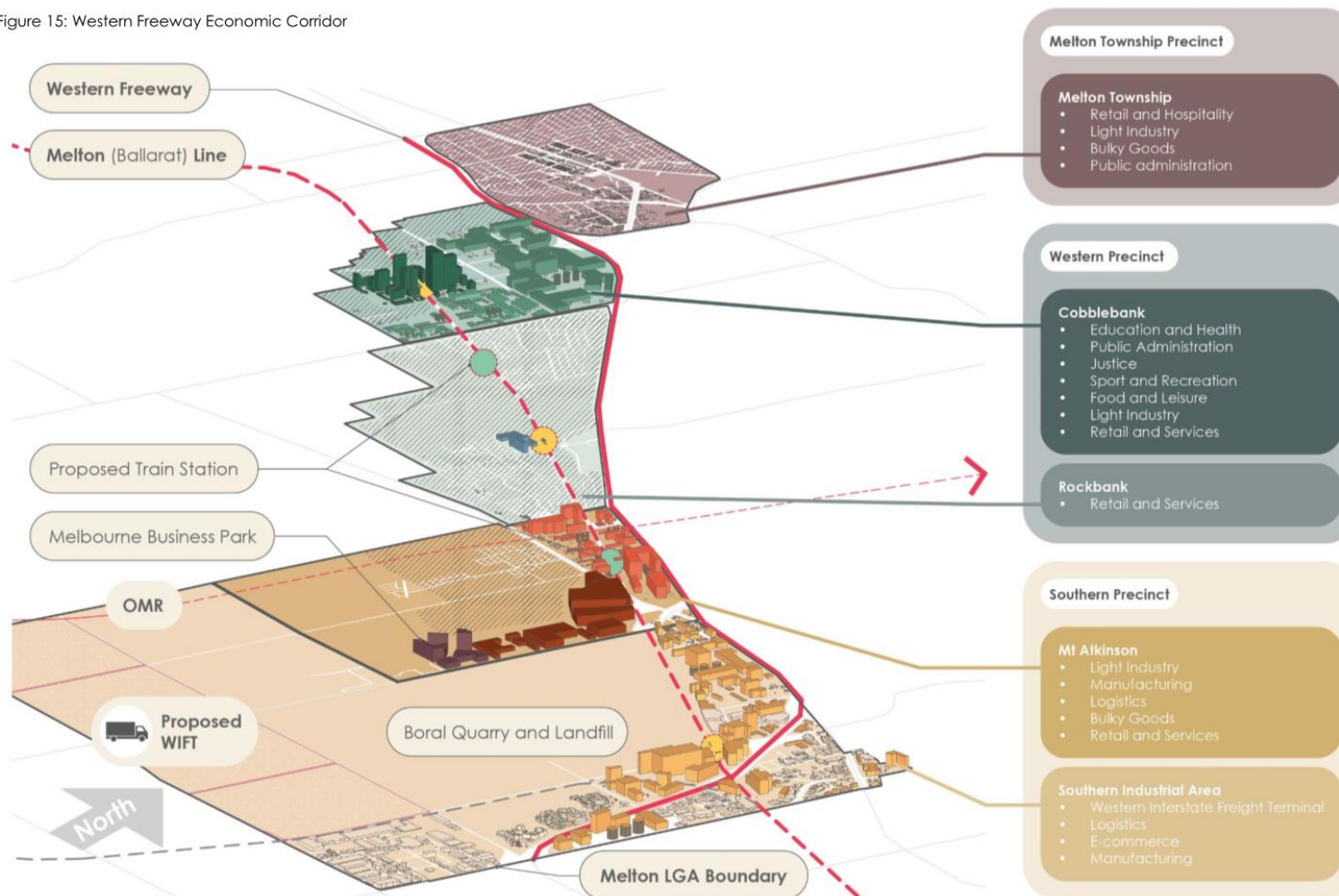
The Outer Metropolitan Economic Area

The eventual delivery of the Outer Metropolitan Ring Road will provide a significant boost to the economic prospects of the City's northern suburbs and settlements along the Melton Highway. The OMR will provide unique north-south connectivity, linking the municipality to road and rail transport networks across the eastern sea board. Careful design of the OMR will allow Fraser Rise Major Activity Centre and its associated employment lands to attract associated nationally significant investment. A map of this area is provided in Appendix 1.

² CKC analysis based on Forecast id 2023

Melton Employment and Industrial Land Strategy

Figure 15: Western Freeway Economic Corridor



Action 5.1: Agglomerate distinct economic uses along the Western Freeway Economic Corridor

The Corridor's economic nodes incorporate the preconditions to support extensive floor space investment including abundant vacant zoned commercial land, proximity to growing and young households, and access to established transport infrastructure.

By agglomerating major health, education, retail, commercial and community service uses within accessible nodes, we will connect people to jobs, businesses to business and business to our young and skilled workforce.

Implementation:

CoM will support the ongoing implementation of existing activity centres, PSPs, and social infrastructure plans as part of the creation of a distinct and integrated Western Freeway Economic Corridor's that promotes high levels of employment self-containment and economic equity and liveability for our community.

CoM will encourage State and Federal government to prioritise the Western Freeway Economic Corridor's as the preferred location for regionally significant public health, community, social service and recreation focused floor space investment owing to the Corridor's capacity to achieve integrated land use and transport outcomes.

CoM will encourage large format population serving private investment to locate along the Corridor including major retail and health investment.

Table 5: Melton Freeway Employment Corridor Economic Assets

Node	Local Population Catchment at 2051	Jobs at 2021	Commercial Land Supply 2023	Public Transport Infrastructure	Existing and Future Economic Corridor Anchors
Cobblebank Metropolitan Activity Centre	81,000	2,250*	14 ha (occupied) 59 ha (vacant)	Cobblebank Rail Station	Melton Hospital (Committed 2029) Cobblebank Stadium Melton Justice (future) Public Administration (future) Tertiary Education (future)
Mount Atkinson Major Activity Centre	67,700	n/a	37 ha (vacant)	Future Mount Atkinson Rail Station	Shopping centre (future) Melbourne Business Park (under development) New economy enterprises supporting industrial sectors (future) Bulky goods (future)
Melton Township	92,000	13,200	54 ha (occupied)	Melton Rail Station Established Bus Network	Woodgrove Major Activity Centre Melton High Street Major Activity Centre Melton Gateway Large Format Retail Melton Health Melton Civic Centre
Rockbank Major Activity Centre	24,5000	n/a	16 ha (vacant)	Rockbank Rail Station	Local Retail and Services (future)
Southern Industrial Precinct	N/A	10,500	1900 ha industrial land occupied, vacant and programmed land	Caroline Springs Rail Station	International and national significant logistics, ecommerce and manufacturing enterprise Justice facility WIFT (future)

* Jobs in the broader Cobblebank/Rockbank

Action 5.2: Maximise the economic and employment impact of catalytic infrastructure through supportive land use settings

Over the coming decades, the Western Freeway Economic Corridor will be subject to critical infrastructure investment. Ensuring we maximise the economic impact of new infrastructure investment is critical to achieving our economic and employment goals.

Implementation:

CoM will ensure the delivery of new infrastructure incorporates land designated for spillover investment in aligned industries specifically:

- Land in direct proximity to new public health investment in Cobblebank should be supported for allied health investment
- Land in direct proximity to the WIFT and OMR should be supported for the agglomeration of freight and logistics uses.
- The location of new justice infrastructure should enable associated private sector investment.

Action 5.3: Link jobs to people via comprehensive transport upgrades

High levels of mobility will ensure rapid access to workers and consumers and stimulate a melting pot of new commercial activity in priority locations. Moreover, transport infrastructure in combination with our skilled workforce creates the conditions for growing new economy jobs:

Labour market areas with large, highly-skilled workforces have proportionally more clustered new economy activity than smaller places. Within cities and towns, neighbourhoods with good transport links are more likely to have (new economy) hotspots than elsewhere.³

Implementation: An integrated high productivity and inclusive economic corridor will require extensive transport investment. Within the Corridor, CoM will progress the following key transport priorities as per Figure 16:

Road Network: Upgrading the Western Freeway to an urban freeway, duplication of high volume roads including Hopkins and Christies Roads, the development of successive diamond interchanges along the Western Freeway, the delivery of the Outer Metropolitan Ring Road.

Public Transport: a program of grade separations along the Ballarat Rail Line, the electrification and duplication of the line to Melton and the creation of new stations. Ensure ongoing review of the CoM bus network.

Active Transport: the ongoing development of the Western Freeway needs to incorporate a premium cycling corridor. Active and public transport options are needed to connect workers to train stations in industrial precincts.

Action 5.4: Facilitate all-of-Government and industry commitment to the Western Freeway Economic Corridor

The Corridor is a region shaping initiative that requires the joint commitment of business, Federal and State government and their agencies.

A shared vision and commitment will ensure a doubling down on CoM's key advantages in population, infrastructure, labour force and industry to grow a more liveable, equitable city and larger economy.

Implementation:

Through CoM's advocacy and engagement, we will seek to facilitate:

Strategy: Engage with state government to advocate for recognition of the Western Freeway Economic Corridor in future updates to the Western Framework Plan and future iterations of *Plan Melbourne*.

Infrastructure: Engagement with State and Federal government to advocate for the necessary transport investment and coordination needed to underpin corridor mobility.

Placemaking: Working with industry, developers and government to facilitate long term social and community infrastructure investment in combination with place making initiatives that will embed and grow key economic anchors.

The Western Freeway Economic Corridor is a logical spatial plan for the evolution of an integrated economy. As part of the above, the City will also engage with Federal Government to explore opportunities arising from the *Urban Precincts and Partnerships Program* which replaces the City Deal program.

³ James Evans, *Innovation hotspots: Clustering the New Economy*, Centre for Cities, 2023

Figure 16: Victorian State Government Transport Infrastructure Projects- Western Freeway Employment Corridor *



* The above figure combines funded and not yet funded projects. Unfunded projects require State and Federal Government funding decisions.

Objective 6: Promote and support Melton's unique workforce capability

Enterprise relies on specialist skills, knowledge and technical ability to adapt to and embrace change and complexity.

Our affordable housing is a major attractor of young highly-educated and skilled migrants as exemplified by the education, qualification and skill status of our growing new communities in Mount Atkinson, Rockbank, Aintree and Cobblebank.

These communities include high numbers of young adults with bachelor degrees, many whom currently commute to locations outside of our municipality to work as professionals and managers. Our new residents include high numbers of new migrants to Australia that also earn incomes above the local median.

Table 6: Worker Qualifications, 2021

	Percent of Working Age Population with Tertiary Qualifications
Victoria	46%
City of Melton	34%
Melton Growth Areas	
Local migrants	50%
Overseas migrants	62%

Source: ABS, CKC

As our community grows, we will be home to many more households of a similar age, education and skill profile, providing a key human resource platform for a more dynamic and larger local economy. At 2021, our labour force was 87,000. Under current projections, this will grow to 220,000 in 2051. As a community benefiting from Australia's skilled migration program, we have the skills and depth of human capital to support a diverse and dynamic local economy.

Action 6.1: Promote the City's unique workforce profile to enterprise

The human resource story of Melbourne's west is poorly understood but is nonetheless a story that needs to be highlighted and championed as a major asset of the regional economy.

Through our ongoing advocacy and engagement in economic development, CoM will promote our unique human capital and with that, the potential of our resident workers to support the needs of knowledge-intensive technically advanced industries.

Implementation:

To promote our workforce capability CoM will:

- Collect data, stories and testimonials that exemplify the skills and education of our resident workers
- Identify how our resident worker base can support knowledge intensive industries
- Create marketing materials and online resources that promote the skills of our workers to industry
- Use local industry networking events to promote our workforce and show case success stories

Action 6.2: Seed local entrepreneurship through industry incubators

Part of growing a larger economy entails growing a network of local resident businesses. The scale of our population growth provides the underpinning service and retail demand to grow an extensive local business sector.

Industry incubators provide support, resources, and guidance to early-stage businesses and entrepreneurs.

Implementation:

In the development of new commercial space in CoM's key economic nodes, the City will explore the development of business incubation and accelerator activities that provide:

- *Workspace and infrastructure:* Physical space for early-stage businesses at subsidized rates.
- *Support:* Industry incubators typically provide a range of business support services, including mentorship, business planning, legal and accounting advice, and access to professional networks.
- *Networking:* Industry incubators host networking events, workshops, and seminars, allowing early-stage businesses to connect with mentors, industry experts, and potential partners or customers.
- *Regulatory support:* Incubators can provide guidance on navigating regulatory requirements and compliance.

Objective 7: Foster commercial investment in the City's Activity Centre Network

The growth and evolution of our activity centre network will support the growth and diversification of local employment, particularly employment that services population needs.

Activity centres are locations in which residential, commercial, social, transport and community uses overlap to create vibrant destinations that support commercial and social interaction.

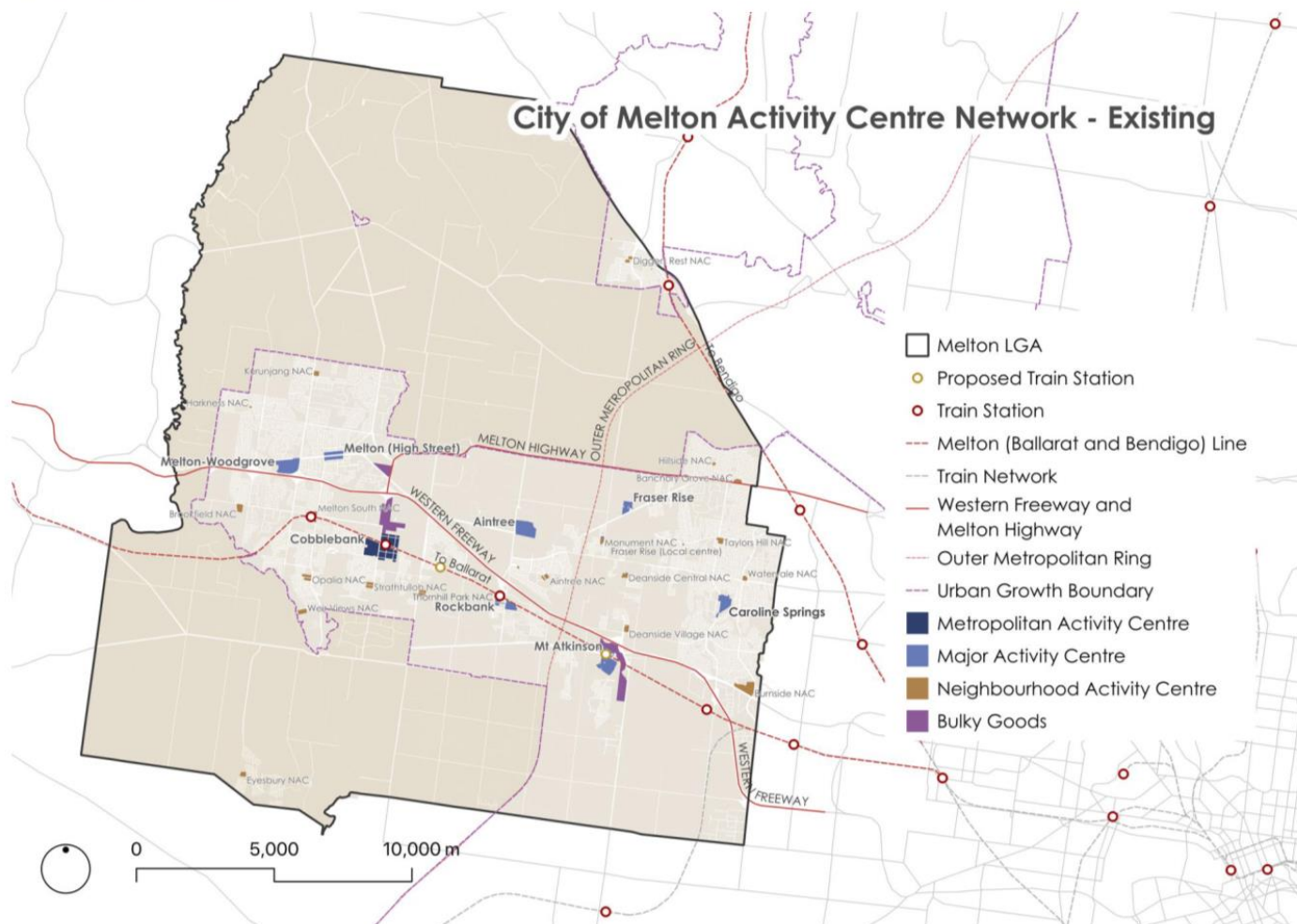
Table 7: Activity Centre Network 2023⁴

Metropolitan	Major	Neighbourhood	Bulky Goods	Mixed Use
Higher order centres that provide a range of jobs, activities and housing for regional catchments that are well served by public transport. These centres are intended to play a major service delivery role, including government, health, justice and education services, as well as retail and commercial opportunities.	Suburban centres that provide access to a diversity of goods and services. These centres vary in size and focus but in general are preferred locations for services, employment, housing and public uses.	These are smaller centres that serve the immediate retail and service needs of surrounding communities. These centres have an important role in the 20 minute neighbourhoods in which people have the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip.	Locations that support the sale of large format goods including furniture, hardware and garden supplies, construction materials and appliances	These are mixed use employment areas on the boundary of new major activity centres that support a range of service and office uses.
Existing Cobblebank	Existing Caroline Springs Melton High Street Woodgrove	Future Aintree Mount Atkinson Rockbank Fraser Rise	Existing Melton Gateway	Future Hopkins Road Business Park, Mount Atkinson Cobblebank, Ferris Road
		Existing Eynesbury Burnside Brookfield Harkness Melton South Watervale Taylors Hill Hillside Banchory Grove Aintree Opalia	Future Deanside Village Monument Kurunjang Fraser Rise (local centre) Deanside Central Thornhill Park Strathtulloh Diggers Rest Weir Views Caroline Springs rail Station* Melton East Thornhill Park	Future Deanside Employment Precinct Mount Atkinson - Mixed Use Commercial Area Rockbank Mixed Use Plumpton Mixed Use Cobblebank Mixed Use

* Not yet a recognised node .any planning decisions in relation to Caroline Springs station are subject to the development of the Ravenhall (Quarry Site) PSP.

⁴ The Activity Centre Network 2023 is based on the *Retail and Activity Centre Strategy 2014*, subsequent PSP planning and the ongoing confirmation of place names.

Figure 17: Activity Centre Network



Action 7.1: Ensure population growth supports a thriving Activity Centre Network

As CoM's grows into a community approaching half-a-million residents, our service and retail demand will grow exponentially. As demand grows, investment in population-serving floor space in the form of new retail, commercial, health care, and community service floor space will inevitably follow.

According to MICLUP, the City of Melton will require an additional 348,000 square metres of new commercial and retail floor space by 2031.

Table 8: MICLUP Floorspace projections City of Melton

Commercial floorspace 2018 (m2)	Estimated additional commercial and retail floorspace 2016 to 2031 (m2)
186,550	348,000

Source: MICLUP

To achieve a more sustainable economy and liveable community, it is imperative that the majority of new population-serving floor space is delivered in our activity centres. Our activity centres are places for gathering, services and consumption that are strategically located in the heart of our existing and new residential communities. The scale of population-serving floor space needed by our community over the next thirty years will enable our activity centre network to thrive. By clustering floor space in our centres, our community will accrue significant social and economic benefits including:

- Co-locating jobs and people - it follows that by growing a diversity of economic uses, our Activity Centres will bolster local employment with corresponding liveability benefits for our community.
- Promotes integration - concentrating transport, amenity, retail and service infrastructure investment in key economic nodes promotes economic and social integration, more efficient use of infrastructure, and greater liveability for the community.
- Enhances agglomeration - the agglomeration or co-location of complimentary economic uses in our activity centres will help our economy achieve greater scale and facilitate the partnerships, networks and ongoing investment that underpin a more resilient higher value economy.
- Innovation and networks - The overlap of services and consumption in key economic nodes provides the basis for new local economic responses to population growth.

Implementation:

CoM will develop and implement the following land use policy for its existing and emerging activity centres:

- CoM's activity centre network is the primary location for the expansion of population-serving retail, service, hospitality and recreation floor space.
- New investment in health, tertiary education, public administration, community service and social infrastructure is encouraged to locate in our centres
- Placemaking investment will seek to facilitate centres that are places to live, work, gather and consume that reflect the contemporary ethos of service and retail areas as dual essential service and leisure areas.
- Out-of-centre large format retail uses will be incorporated into our City's retail hierarchy.

The above builds on state policy and our existing activity policy at (2.03-1 of the Melton Planning Scheme). The growth of our centres is currently guided by the City's *Retail and Activity Centres Strategy 2014*. Since 2014, retail consumption has, however, changed significantly owing to the impact of online shopping, the growth of leisure-focused retail, the growth of food culture and the addition of new centres as a result of the completion of PSPs. As part of the delivery of this Strategy, it is recommended that the City's Activity Centre Strategy is updated.

Action 7.2: Create great destinations that support gathering and day and night economies

The growth of online shopping and out-of-centre big-box retail locations has disrupted the historic role of town centres as primary consumer locations. Today, economically and socially successful centres need to change in order to provide a compelling reason to attract visitors and local consumers.

Globally and nationally, major retail locations are now focused on facilitating multi-layered environments in which office, dining, residential, meeting, recreation, entertainment and service uses overlap in an environment in which the sensation of consumption is emphasised over physical possession.

In responding to the impact of online and out-of-centre retailing, the key to the evolution of our centre network is to focus on the creation of a vibrant 'Live, Work, Play' environments. As an underpinning aim of centres, 'Live, Work, Play' environments entail significant proven economic benefits including increasing the length and frequency of visitation.

The philosophy of 'Live, Work, Play' underpins and is exemplified in the renewal of traditional standalone shopping centres into multi-use service, residential, entertainment and accommodation centres. A critical part of this is the focus on food and services as the anchor of attractive mixed-use nodes – noting that the growth of online shopping removes the option to anchor locations in merchandise retail. While consumption in other retail categories has flatlined or declined, in the post-Covid era, hospitality expenditure has continued to grow as a seemingly ingrained component of national consumer culture. Likewise, service expenditure has also proven resilient.

CoM's local food, hospitality and service expenditure will grow exponentially in line with its population growth. It's critical that we seek to retain this expenditure in our community and centres as a core asset of our economy. We therefore need to set up our centres as successful 'Live, Work, Play' environments through the fundamentals of excellent placemaking.

The physical quality and economic evolution of centres are intimately linked. Excellent placemaking facilitates repeated and higher expenditure that promotes enterprise growth and floor space investment.



Implementation:

In the development of new Centres CoM will:

- Prioritise walkable and human-scale environments
- Create a dense core of streets within our new centres that supports fine-grain uses
- Facilitate an environment that supports day and night hospitality and dining uses
- Ensure safe, attractive and clean environments
- Prioritise the integration of gathering spaces and social infrastructure with service and retail infrastructure
- Limit the incidence of barriers and fragmentation that restrict centre mobility and coherence

Action 7.3: Facilitate the delivery of the Cobblebank Metropolitan Activity Centre

The Cobblebank Activity Centre is identified as a Metropolitan Activity Centre in state planning policy. Cobblebank therefore sits at the apex of our activity centre network. As per state policy, the centre is intended to serve a regional role in the delivery of housing, jobs and services.

For CoM, state and federal governments, and industry, Cobblebank must be a focus for agglomerating a range of regionally significant health, justice, education and commercial uses along with enabling transport infrastructure investment.

The centre comprises two primary economic areas: the Cobblebank Employment and Mixed Use Area and the Cobblebank Metropolitan Activity Centre. Together, these areas will ultimately support 22,000 jobs.

Each of the Metropolitan Activity Centre and its surrounding Employment Area are subject to approved UDF that provide clear direction on the structure of the centre's urban form.

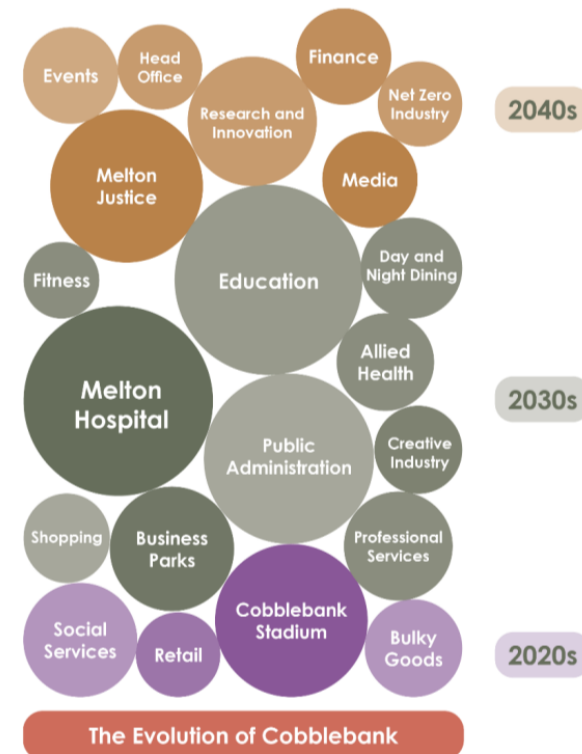
Cobblebank will be a thriving new urban Centre in Melbourne's west with the new Cobblebank Train Station and a significant retail and entertainment precinct at its heart. It will be a place where the community will gather to enjoy a comfortable lifestyle defined by convenient access to transport and a range of commercial, shopping, employment, leisure, health, and education facilities and services.

Implementation:

Cobblebank Metropolitan Activity Centre is the apex of our activity centre network and thereby CoM's primary population serving economic node.

CoM will:

- Work with developers to facilitate a street network and subdivision patterns that will create spaces for a diversity of finer-grain, medium and large-scale economic and service uses throughout the centre and its employment area.
- Advocate for ongoing public investment in founding and then growing the Centre's regional public administration, health, justice, education and commercial functions as per state policy.
- Support land use settings that enable the agglomeration of private and public uses in the Centre.
- Advocate for high quality transport links that connect local residents to the Centre and the region's workforce to the Centre.



Action 7.4: Ensure future PSPs respond to the existing provision of retail and commercial land

Our new commercial areas include over 378 hectares of land identified for new commercial uses. At 2023, 352 hectares of this land was vacant.

The development of new PSPs in our community needs to account for and respond to the City's identified activity centre network and existing volume of commercial land supply prior to identifying new town centres and new commercial nodes.

Implementation:

CoM will work with the Victorian Planning Authority to ensure the identification of new commercial areas in new PSPs responds to identified demand for new commercial floor space.

Direction 3: Prepare for Change**Direction 3: Prepare for Change****Objective 8**

Ensure Land Use Setting Support Innovation

Action 8.1 Support the Adoption of Drone Technology**Action 8.2** Support the adoption of new energy technology and networks**Action 8.3** Support the adoption of sustainable mobility**Action 8.4** Explore the role of self-driving vehicles in public transport

Our greenfield areas are not limited by legacy infrastructure and legacy decisions. We can therefore look to the future technological change as an unlimited opportunity. In preparing for the future, we need to ensure our land use settings support innovation, new mobility technologies and a low emissions future.

Objective 8: Ensure land use setting support innovation

There are a range of technologies that provide opportunities to facilitate a new more sustainable and dynamic economy that will inevitably impact on land use and planning.

Action 8.1 Support the Adoption of Drone Technology

Uncrewed aerial vehicles (UAVs), also known as drones have a wide range of potential applications in industrial settings. In the UK, plans are underway to facilitate a drone supercorridor which is an airborne corridor that supports the movement of drones and their use in delivery and distribution. The application of UAVs in urban and commercial life is yet to be clearly determined but is likely to include delivery of goods and medicine, inspection and maintenance, mapping and surveying, security and monitoring, and logistics and transportation.

Drones are classified as "aircraft" by the *Federal Civil Aviation Act*. All drones are therefore governed by the regulations set out by CASA (the Civil Aviation Safety Authority). The CASA has defined rules for the safe flying of drones and is developing rules for the commercial use of drones.

The federal government has committed to the development of a Drone Rule Management System to coordinate and manage operating rules for drones from different agencies across Commonwealth, state, territory and local governments. As part of this, there is commitment to the development of an:

- Infrastructure planning framework related to planning decisions for the construction and operation of electric vertical take-off and landing vehicles (eVTOL).
- Unmanned aircraft traffic system.⁵

⁵ National Emerging Aviation Technologies Policy Statement, May 2021

Implementation:

To prepare for the future, CoM will:

- Remain informed of emerging frameworks governing drone delivery and commercial drone technologies.
- Review our role and the potential use of land in supporting emerging aviation technology.

Action 8.2: Support the adoption of new energy technology and networks

New energy infrastructure is essential for the transition to a clean energy future. Fundamentally, new energy infrastructure aims to replace fossil fuel-based power generation with renewable energy sources. This includes renewable energy generation, energy storage, and transmission and distribution infrastructure.

The benefits of new energy include reduced greenhouse gas emissions, sustainable economic growth, local energy security and more affordable energy.

The pathway to decarbonising our economy through renewable energy is complex and evolving. Moreover, the process of energy extraction, storage, transmission and distribution is largely independent of council governance.

There are, nonetheless, a number of local initiatives and advances already underway. Many of our industrial facilities, for instance, already generate on-site energy through solar panels while Melton City Council's depot is powered by 100% renewable energy. The Victorian Government also plans to build a battery storage system in the COM to improve the reliability and stability of the electricity grid in our city.

CoM's *Community Vision 2041* supports the adoption of renewable energy technology in our community and the addition of renewable infrastructure. The *Climate Change Adaptation Plan 2020-2030* and *Environment Plan 2017-2027* provide a comprehensive framework for addressing climate change adaptation and mitigation in relation to the built environment. Council's Green Wedge Management Plans offer further guidance on the appropriate siting for energy facilities within the Green Wedge.

Implementation:

In delivering this Strategy CoM will:

- Encourage developers to incorporate new energy technology in the development of new business parks and new commercial areas
- Encourage the development and integration of localised battery facilities that support commercial and industrial activity
- Maintain an up-to-date understanding of clean energy technologies and how these might be integrated into our industrial and commercial areas.

Action 8.3: Support the adoption of sustainable mobility

Electric vehicles provide an opportunity to deliver a more sustainable transportation system.

The first depot of buses are now on trial by the Melton City council and provide the prospect of significantly reduced odour and noise emissions. Electric vehicles also reduce energy and maintenance costs (having significantly less moving parts, resulting in reduced maintenance requirements).

Over the next two decades, the re-platforming of transport systems to electric platforms will change the sustainability of vehicle movements but also the need for electricity generation and storage infrastructure. Notably, as per the previous sections of this Strategy the electrification of logistics fleets will require digital technicians whose skills and qualifications will resemble those of IT workers rather than traditional mechanics. Logistics and transport companies will need to support the creation of a new automotive workforce.

To facilitate sustainable transport transition, Melton City Council is working to develop electric charging infrastructure throughout the city. Council has installed several public electric vehicle charging stations, and it is also working to encourage businesses to install electric vehicle charging stations on their premises.

Hydrogen-based vehicles will also be a part of the future vehicle fleet. Several companies are developing hydrogen infrastructure projects in the COM. For example, Equis is building a hydrogen production and refuelling facility in COM that will support the Melton Renewable Energy Hub in the region.

Implementation:

In progressing a sustainable transport agenda, CoM will continue to engage with business and industry in relation to the role of charging infrastructure in industrial and commercial areas.

Action 8.4: Explore the role of self-driving vehicles in public transport

For outer suburban areas, the cost of public transport infrastructure is a critical impediment to reliable and frequent services. The invention of self-driving passenger buses may provide a cost-effective solution to expanding outer suburban public transport mobility.

Specifically, automated buses may provide opportunity to provide high quality services along fixed routes to major transport nodes. In CoM, self-driving passenger buses:

- could effectively link our residential areas to our activity centres
- link commuters to park and ride areas

This technology is currently being trialled in Scotland in which an automated vehicle is ferrying passengers from a park and ride area to the Edinburgh Park train and tram interchange. In 2025, driverless electric minibuses will be programmed to run for a year in Geneva, Kronach (Germany) and Oslo.

Implementation:

Explore opportunities to trial self-driving public transport in our municipality.

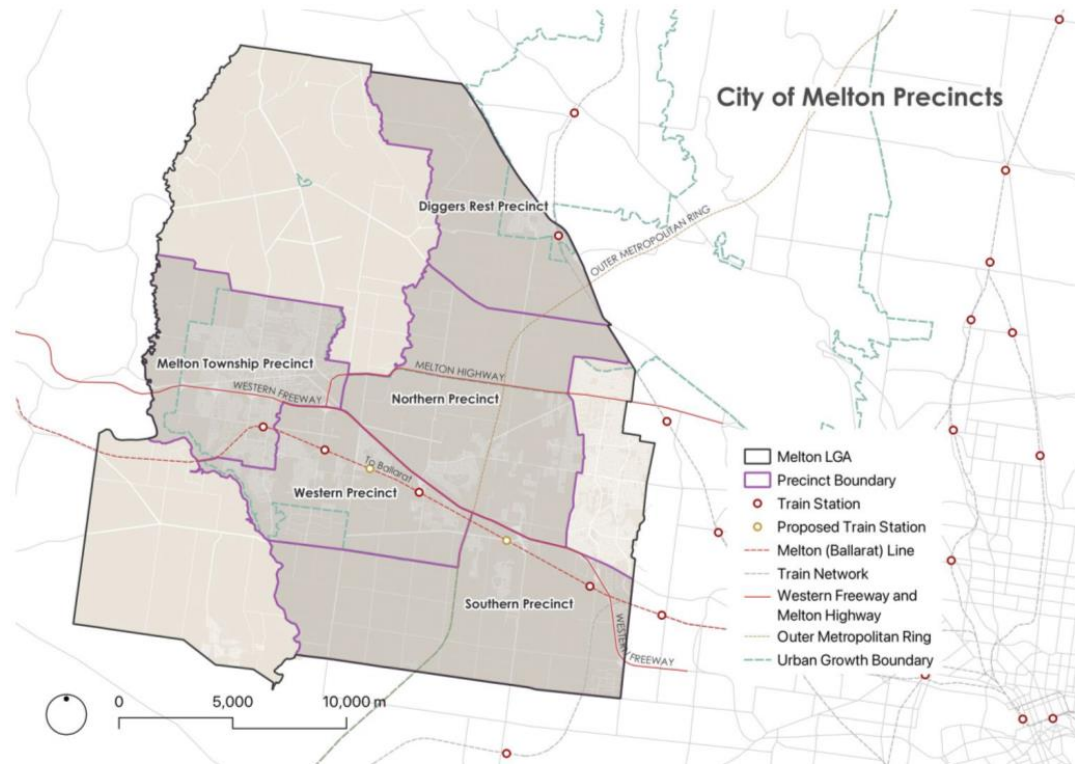
Precincts

5.0 Precincts

A precinct approach to strategic development enables a coordinated and deliberate focus on supporting the planning and development of a location with the aim of achieving cohesive on-the-ground outcomes.

CoM encompasses a range of established and growth area locations, each at different stages of economic maturity. To support the logical planning and development of our city, the following provides precinct-focused economic development directions that outline:

- preferred future economic role
- long-term growth
- key Issues and infrastructure needs



Southern Precinct

The Southern Precinct forms the eastern edge of the *Western Freeway Economic Corridor* and the south east-edge of the municipality.

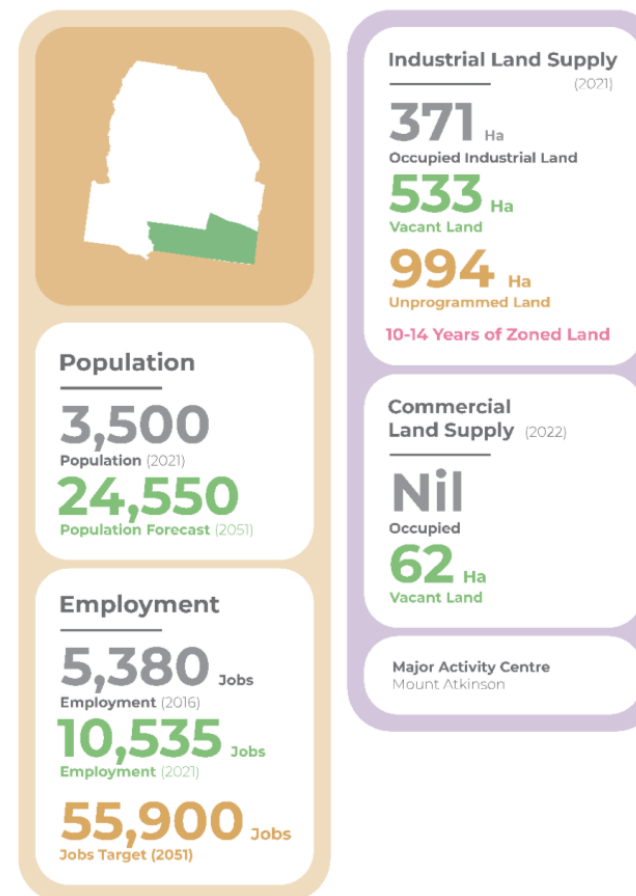
The precinct encompasses two distinct economic areas, the large format industrial area that forms the western edge of the Western State Significant Industrial Precinct, and the future Mount Atkinson Major Activity Centre and its surrounding employment land.

In its current form, the precinct is primarily an employment-focused location. Rapid industrial development in combination with the expansion of Justice infrastructure has seen the precinct's employment double over the 2016 to 2021 period. The precinct currently supports just under a third of the municipality's employment base and accounted for over 40% of the municipality's employment growth over the 2016 to 2021 period.

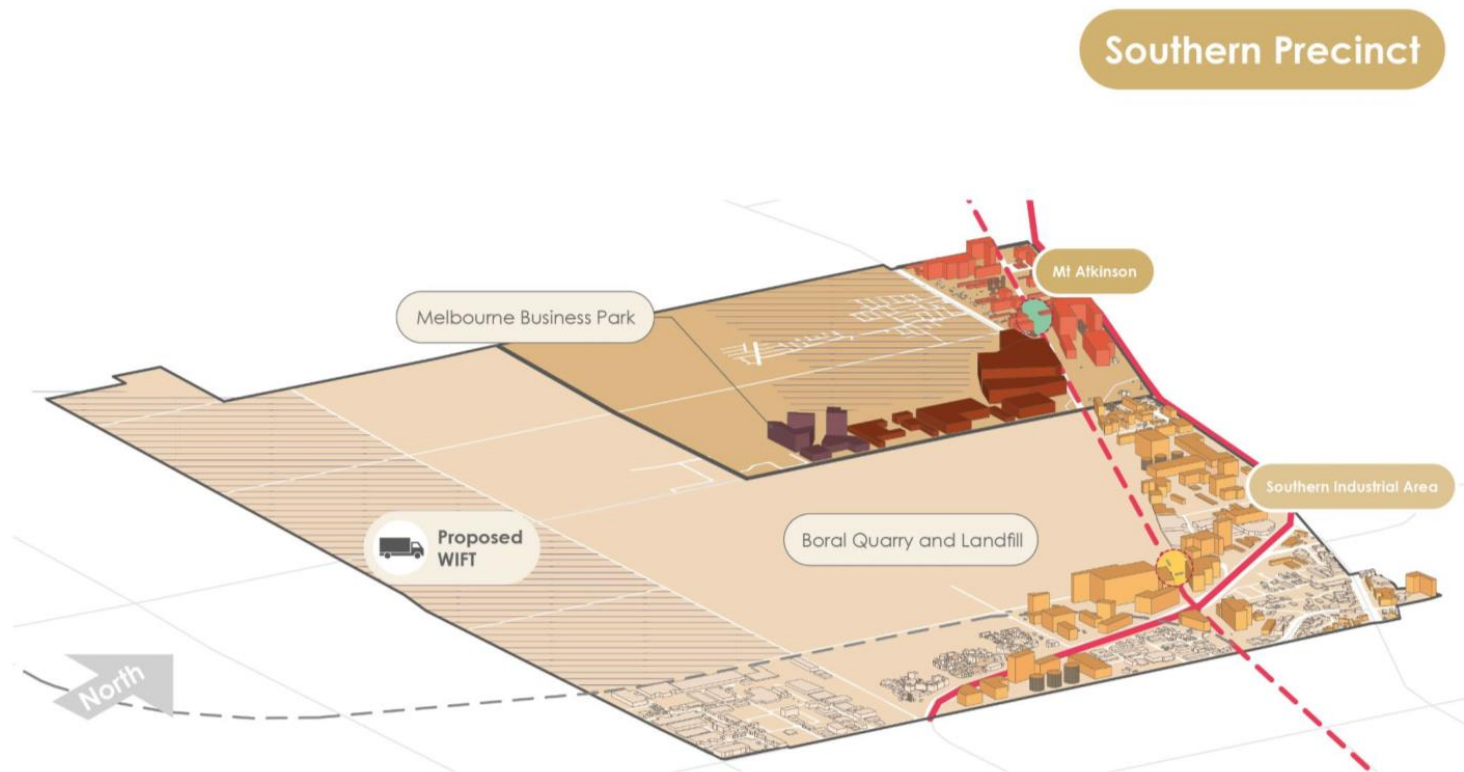
In the future, the precinct will incorporate a substantial resident base of approximately 25,000 people as Mount Atkinson's 1,770 hectares of residential land is developed.

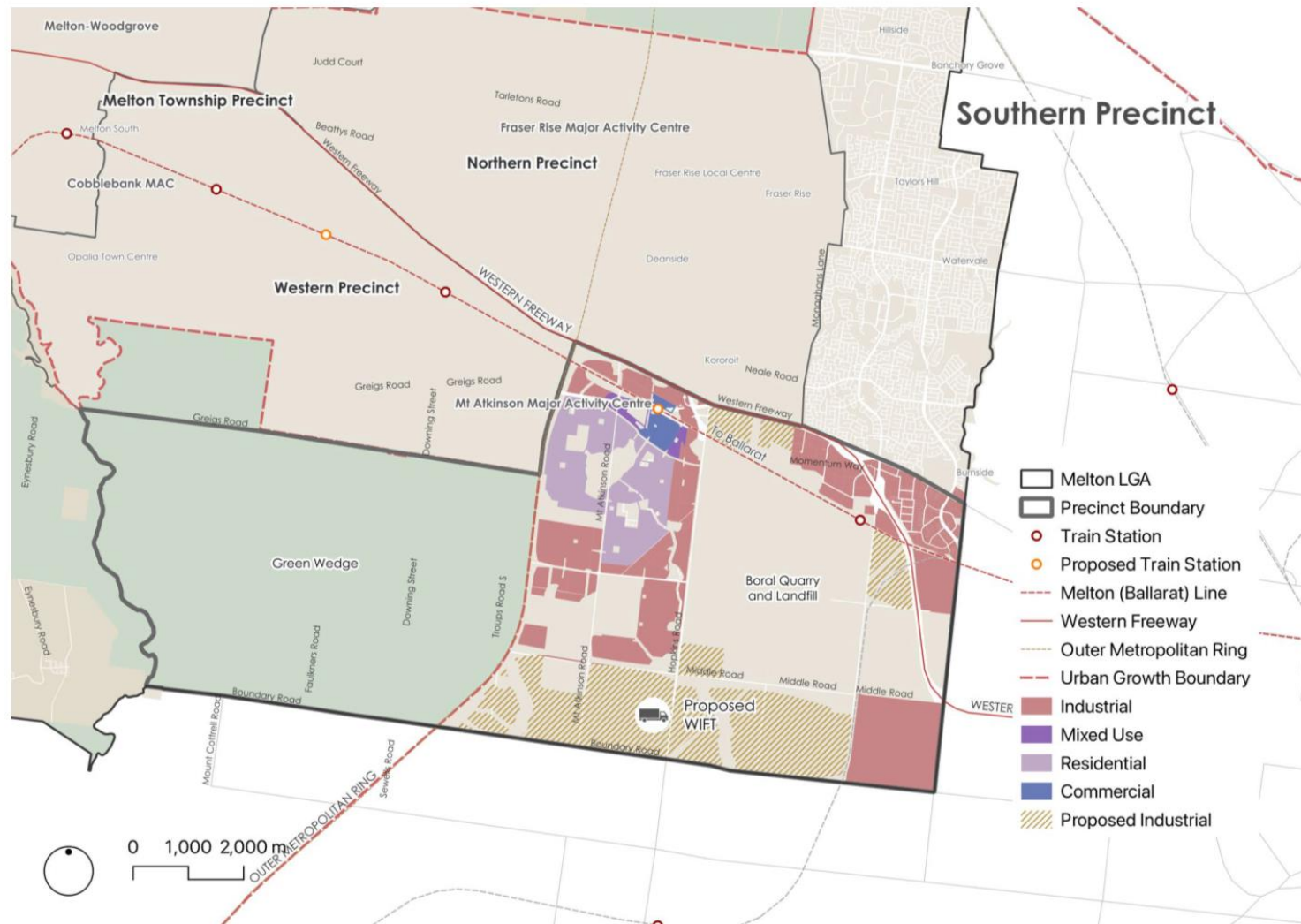
The Ravenhall Correction Centre is the precinct's largest employer (2000 jobs) and accounted for over 1000 additional jobs over the past 5 years. Traditional industrial employment in the form of manufacturing, logistics, warehousing and construction jobs comprise the precinct's core employment sectors which are expected to continue to expand as the precinct undergoes sustained investment and development. The Boral Quarry and Melbourne Regional Landfill perform a critical role for Victoria's economy. In the future, the landfill area has the potential to attract significant investment in waste management innovation and infrastructure.

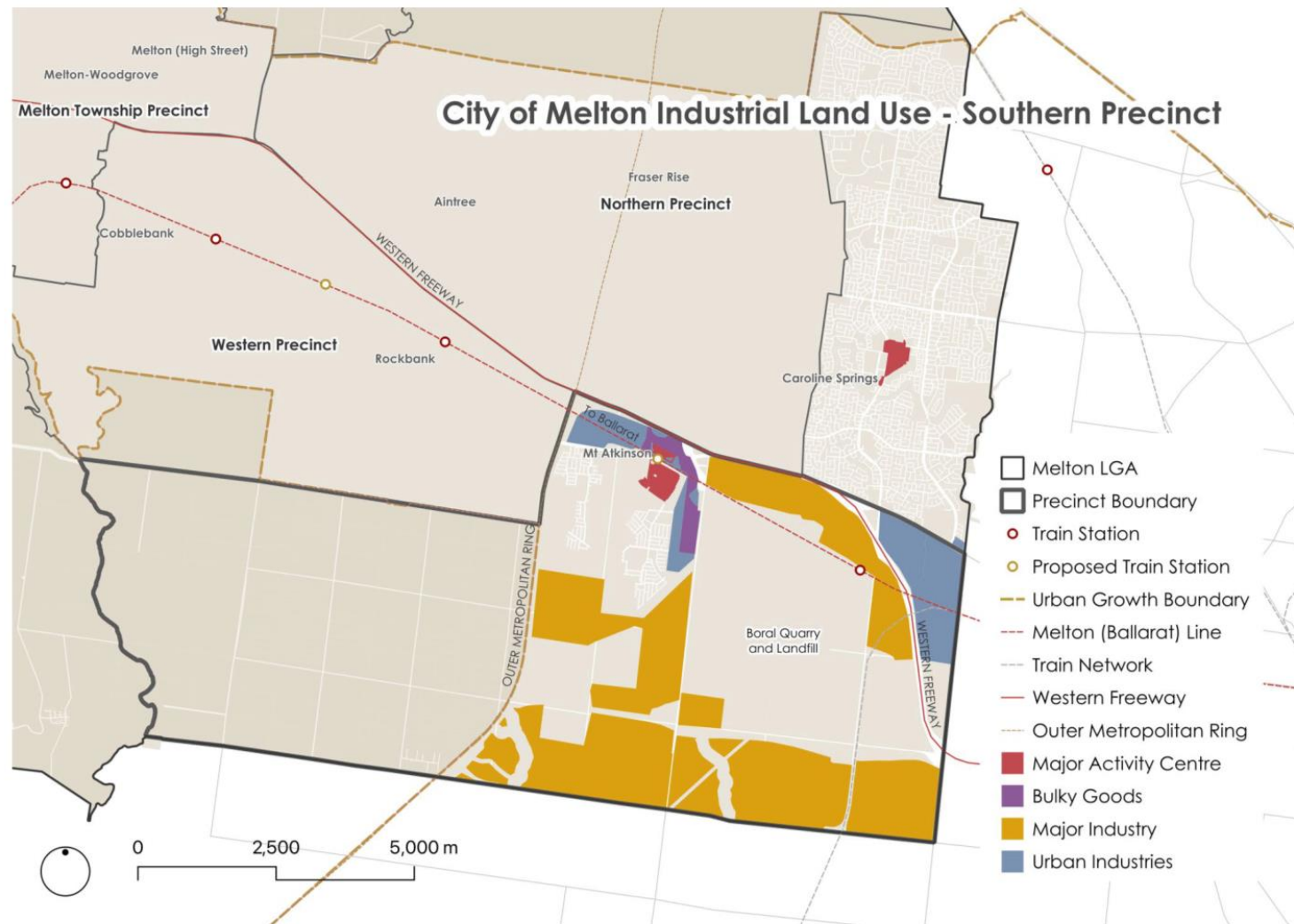
Owing to its availability of flat, broadhectare industrial land in proximity to major transport infrastructure, the precinct is the focus for major ecommerce and logistics investment. As of 2022, the area included over 890 employing businesses including over 40 businesses with 20 or more staff and over 45 businesses with an annual turnover in excess of \$10 million. Rapid growth has seen the precinct add more than 600 employing businesses since 2018. The precinct is therefore a critical employment and economic asset for our community.



Source: CKC, ABS, City of Melton Investment Attraction Strategy, Ernst & Young







Southern Precinct Evaluation

Economic Enabler	2023 Status	Outlook	Observations
Supply of Employment Land	Impending land constraints	PSP process provides more land	<ul style="list-style-type: none"> - The precinct incorporates 904 hectares of zoned industrial land and a further 994 hectares of future industrial land that is yet to be zoned. - In 2021, the precinct recorded 39.7 hectares of industrial land consumption, representing the largest quantity of annual industrial land developed in CoM to date. Record industrial land development in 2021 was proceeded by a decade of year-on-year growth in industrial land development in the precinct. - As per the <i>Melton Employment and Industrial Land Supply Review (MEIL-SR) 2023</i>, the Southern Precinct is projected to encounter significant industrial land supply constraints in the next decade or sooner. - A shortage of zoned industrial land supply will curtail the precinct's employment and economic growth in the precinct which is a key employment and economic generator in CoM and the broader western region. - The precinct includes existing and proposed quarries that restrict the development of nearby land and the types of uses that can be located within buffer areas. - The precinct incorporates 62 hectares of commercial land supply at Mount Atkinson. - The 2017 Mount Atkinson PSP identifies over 500,000 sqms of commercial floor space in and around the Mount Atkinson Activity Centre. According to a review by Jones Lang Lasalle, the overall job density and scale of commercial space anticipated in Mount Atkinson anticipates an economic outcome equivalent to that of Box Hill Metropolitan Activity Centre.
Population	Limited growth	Future expansion	<ul style="list-style-type: none"> - As the precinct's 1770 hectares of residential land undergoes development, the precinct's population will grow to nearly 25,000 residents by 2051. This will fuel associated retail and service floor space demand.
Industry Commitment	Rapid expansion of major industry	Pipeline of projects supports further industry growth	<ul style="list-style-type: none"> - The precinct enjoys high levels of industry commitment, investment and long-term planning. - At 2022, the area included over 890 employing businesses including over 40 businesses with 20 or more staff and over 45 businesses with an annual turnover in excess of \$10 million. - The precinct has added more than 600 employing businesses since 2018. - The precinct is a key focus for industry expansion in Melbourne's west. This includes growing numbers of manufacturing, construction, transport and e-commerce businesses. - At 2023, the precinct was subject to over 355 hectares of mooted, proposed and approved industrial development projects.
Economic Infrastructure	Requires significant investment	Catalytic infrastructure is uncertain	<ul style="list-style-type: none"> - The growth of the precinct requires corresponding comprehensive transport infrastructure improvements. - The area is subject to two state significant infrastructure projects (the WIFT and OMR) that will catalyse employment, investment and innovation in CoM. The status of these projects is uncertain. - Vacant greenfield commercial and industrial land requires investment in foundational infrastructure including investment in water, power, sewerage and drainage infrastructure.

Southern Precinct Directions

No	Direction		Actions	Priority
Employment Land				
SP.D1	Ensure the timely delivery of employment land	A1	Work with state government and its agencies to ensure ongoing industrial growth is supported by the timely provision of zoned industrial land, in conjunction with supportive planning facilitation and infrastructure delivery.	Short-term
		A2	Work with state government to ensure the timely programming of the Chartwell East, Derrimut Fields, Ravenhall (Quarry Site), Warrawee and Warrensbrook PSPs.	Short-term
		A3	Ensure the Precinct Structure Planning process reserves adequate land for the delivery of the WIFT.	Medium-term
		A4	Work with State Government to investigate the future use and development of land currently subject to landfill uses and extractive industries within the Ravenhall (Quarry Site) PSP.	Medium-term
SP.D2	Avoid land use conflict	A1	Ensure sensitive land use areas including areas in which industrial and residential uses area will interact and extractive industry areas are subject to appropriate land use buffers and treatments to minimise land use conflict.	Medium-term
		A2	Investigate potential uses that might be supported in buffer areas.	Medium-term
		A3	Develop criteria to be considered when deciding on the application for site rezoning to and from industrial uses. Implementation is subject to future strategic work.	Medium-term
SP.D3	Plan extractive industries	A1	Identify the long-term role of extractive industries within the Southern Precinct.	Long -term
Economic Infrastructure				
SP.D4	Facilitate foundational economic infrastructure	A1	Work with state agencies and developers to design and deliver foundational economic infrastructure including the efficient provision of water, sewerage and drainage infrastructure.	Ongoing
SP.D5	Advocate for the upgrade and expansion of the Principal Freight Network	A1	<p>Work with state government and its agencies to advocate for the delivery of economically enabling infrastructure including the expansion of the Principal Freight Network at:</p> <ul style="list-style-type: none"> Hopkins Road: Road duplication, grade separation and an upgraded Western Freeway interchange Boundary and Riding Boundary Road: Road duplication and expansion Christies Road: Road duplication and incorporation in the PFN. 	Ongoing

SP.D6	Advocate for the delivery of catalytic infrastructure	A1	Continue to work with federal and state government to secure funding for the delivery of the WIFT and the OMR rail and road infrastructure.	Ongoing
		A2	Ensure that the future design of the OMR and WIFT catalyses employment growth, investment and innovation in surrounding land.	Ongoing
SP.D7	Advocate for rail electrification	A1	Continue to work with state government to advocate for the electrification of the Ballarat rail line to Melton as fundamental to the delivery of the Western Freeway Economic Corridor and the long-term prosperity and growth of the region.	Ongoing
SP.D8	Advocate for the Mount Atkinson Rail Station	A1	Facilitate the delivery of the Mount Atkinson Activity Centre as a transit-oriented centre by advocating for the timely delivery of a rail station at Mount Atkinson.	Short-term
SP.D9	Automated Vehicles	A1	Encourage the Department of Transport and Planning (DTP) to investigate the introduction of automated vehicle service that transports workers to and from Caroline Springs station to the precinct's business parks and large format employment locations.	Medium to long term
SP.D10	Solar Farming	A1	Support the development of solar power farming as a means of localising power generation and supplying energy to the Southern Precinct's commercial, industrial and residential areas.	Medium-term
Industry				
SP.D11	Ensure certainty of investment and operations	A1	Direct industrial uses in accordance with the <i>Melton Industrial Land Use Framework</i> (see Appendix 2)	Short-term
		A2	Protect 24-hour operations in major industry areas by: <ul style="list-style-type: none">ensuring adequate buffers between industrial and non-industrial usesdiscouraging population-focused uses in major industry areas that will generate significant private vehicle movements in prime major industry locations.	Short-term
People and Place				
SP.D12	Caroline Springs Rail Station Neighbourhood Centre	A1	Identify Caroline Springs Station Precinct as an industrial neighbourhood centre that services the gathering, hospitality and service needs of CoM's industrial work force. Planning decisions around Caroline Springs station are subject to the development of the Ravenhall (Quarry Site) PSP.	Medium to long term
		A2	Encourage business parks in direct proximity to Caroline Springs station to include spaces that support worker and industry hospitality, retail and gathering needs and services.	Medium to long term
SP.D13	Promote higher order industrial employment	A1	Encourage new and existing industrial enterprise to establish head office operations in CoM by promoting CoM's young and skilled workforce as key regional asset.	Short-term
		A2	Encourage the establishment of new economic enterprise in Mount Atkinson Major Activity Centre that directly supports the technological, human resource and management needs of the precinct's major industries.	Short-term

Western Precinct

The Western Precinct encompasses broadhectare greenfield land to the south of the Western Freeway. When fully built, the precinct will form part of a continuous urban corridor along the Western Freeway and Ballarat Rail Line, comprising the central node in the Western Freeway Economic Corridor.

The regulatory transition of the precinct from rural and agricultural uses to urban uses is now complete. PSPs for each of the areas that comprise the precinct are now complete, including the Toolern (2011), Toolern Park (2014), Rockbank (2016) and the Paynes Road (2016) PSPs. Resulting residential growth is steadily urbanising the precinct. The precinct currently supports 17,900 residents which is projected to grow to 110,000 people by 2051.

The precinct includes two core commercial nodes at Cobblebank and Rockbank. Within State planning policy, Cobblebank is identified as a future metropolitan activity centre, one of only three metropolitan activity centres in Melbourne's western region and one of eleven across the metropolis. Metropolitan activity centres are identified as regionally significant hubs that support a range of major retail, community, government, entertainment, cultural and transport services. Accordingly, the *Cobblebank Metropolitan Activity Centre* *UDF* envisages land in direct proximity to the Cobblebank train station transforming into a dense employment precinct comprising a diversity of service, commercial and industrial uses.

Cobblebank economic node comprises both the metropolitan activity centre and its adjacent employment precinct. The long-term land use vision for Cobblebank therefore anticipates a core activity centre encircled to its north by a diverse industrial/employment precinct incorporating a hybrid of industrial uses and spaces. Over the long term, the Cobblebank employment precinct and Metropolitan Activity Centre are expected to combine to form an intense employment and service location that incorporates 25,000 jobs.

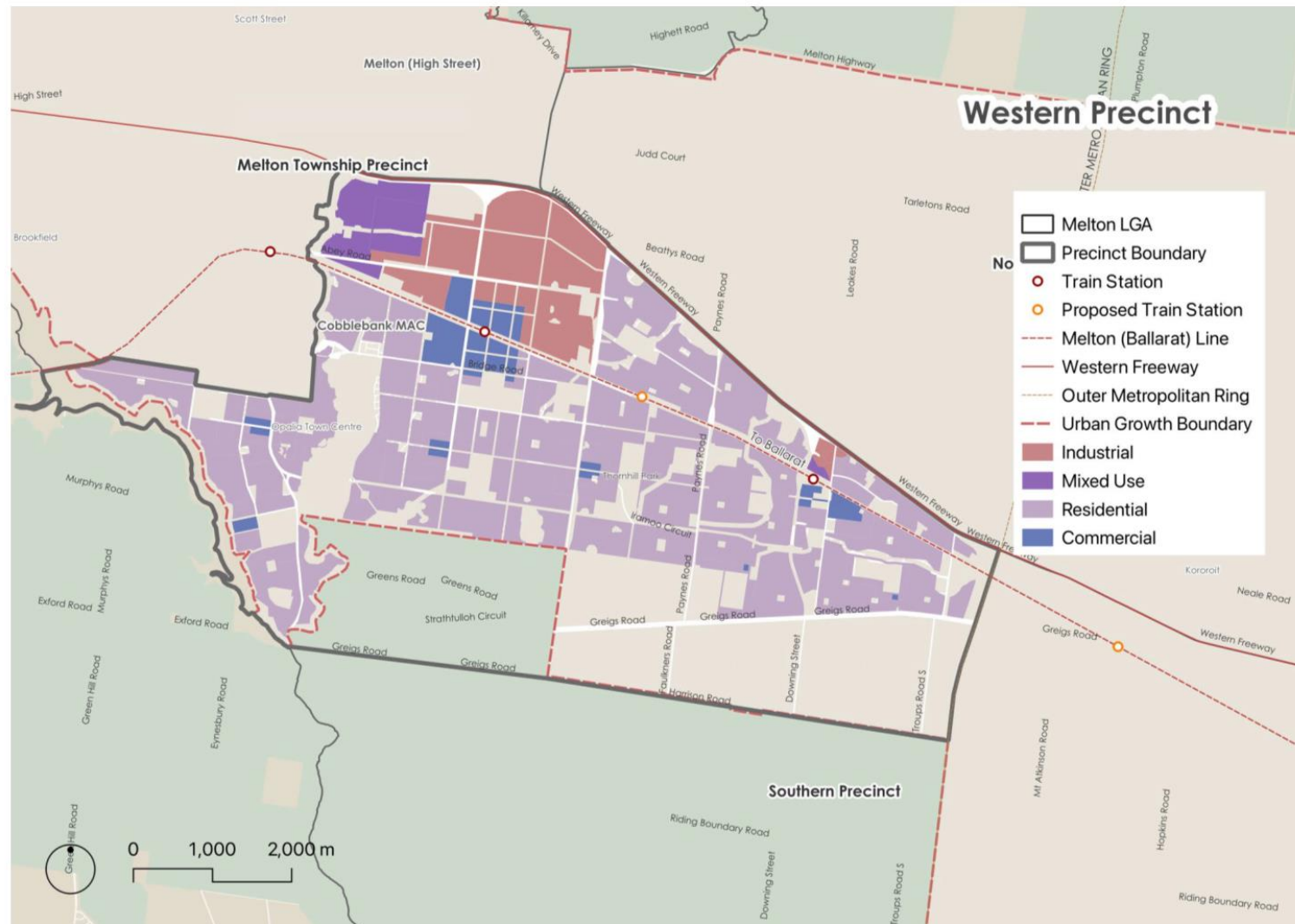
At 2023, Cobblebank was undergoing the first phase of its economic development with the development of foundational retail services and community infrastructure which will be followed by the delivery of industrial, commercial and health infrastructure.

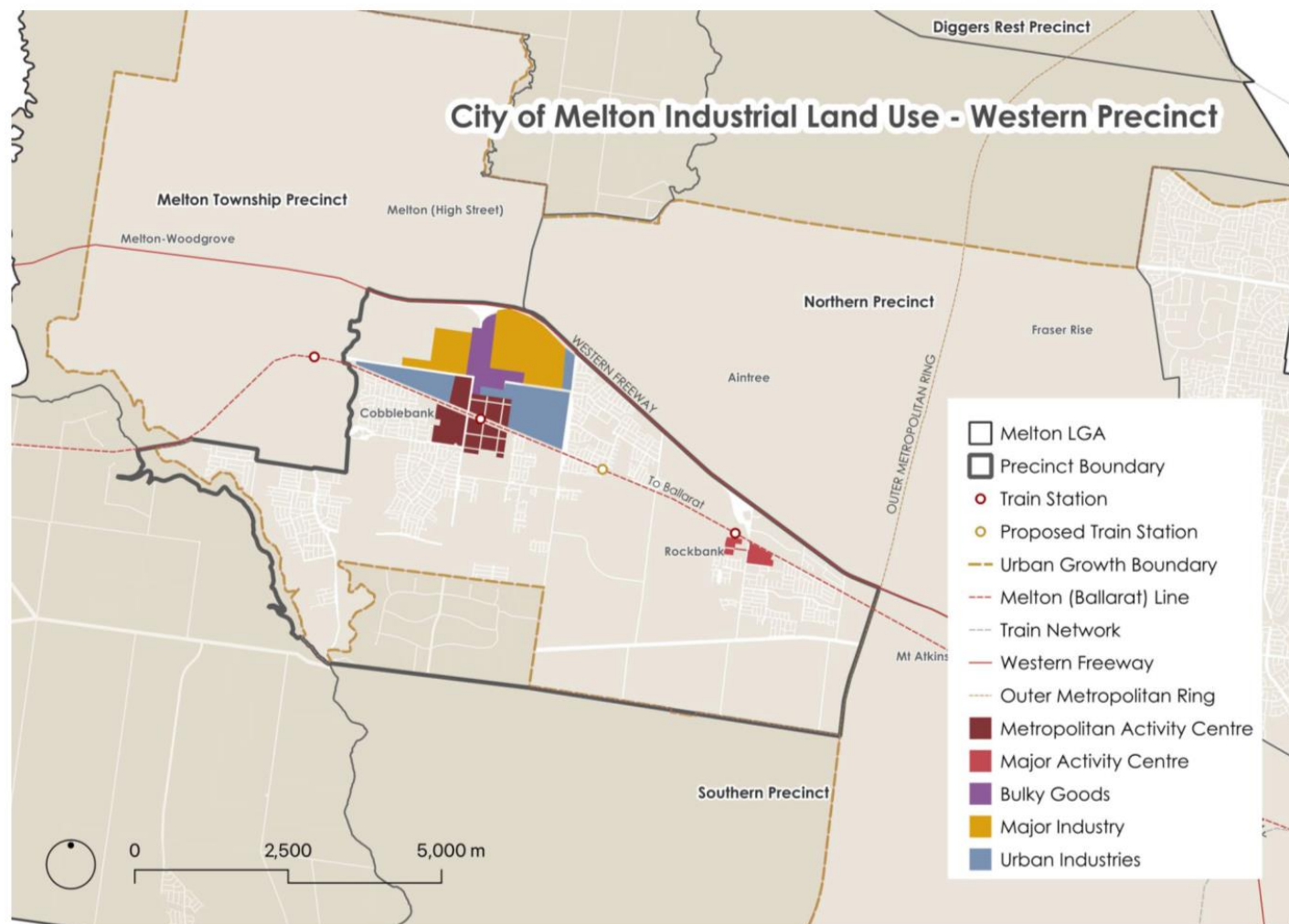
Rockbank is a major activity centre serviced by rail that will support local retail and service needs.



Source: CKC, ABS, City of Melton Investment Attraction Strategy, Ernst & Young







*The land to the west of Ferris Road and to the south of Abey Road within the Cobblebank Metropolitan Activity Centre is supported for Bulky Goods uses as per the Cobblebank Metropolitan Activity Centre Urban Design Framework 2019

Western Precinct Evaluation

Economic Enabler	2023 Status	Outlook	Observations
Employment Land	Limited take up	Investment pipeline will commence the take up of industrial and commercial land	<ul style="list-style-type: none"> - At 2023, the majority of the precinct's zoned employment land was vacant. Historically, the precinct has not been a focus for commercial or industrial expansion. - The overall outlook for industrial and commercial development in the Western Precinct is positive. Specifically, the precinct is currently subject to a pipeline of proposed industrial development primarily near the Ferris Road and Western Freeway interchange. - Over the medium to long-term, the precinct is well-positioned to attract major industrial investment from increasingly constrained industrial markets in CoM's south and due to land constraints in Melton Township. Demand for industrial land will also grow in response to the urban service needs of CoM's rapidly growing residential communities. - The precinct includes substantial commercial land (223 ha); the vast majority of which was undeveloped at 2023, including 59 ha in Cobblebank . - The <i>Cobblebank Metropolitan Activity Centre UDF</i> and the <i>Cobblebank Employment and Mixed-Use UDF</i> provide detailed land use directions for the centre and surrounding employment land. Facilitating subdivision patterns and street layouts that are in keeping with the land use vision of the UDFs are a key challenge that will require significant development facilitation.
Population	Growing Strongly	Ongoing growth	<ul style="list-style-type: none"> - The precinct is currently undergoing rapid population growth, adding near on 2,950 new residents per annum over the past five years. - To 2051, the precinct is expected to support a population approaching 110,000 people. - The precinct's population is young (median age 30) and includes numerous residents with high levels of educational attainment. Population will underpin service and retail floor space investment.
Industry Commitment	Limited commitment	Precinct will agglomerate services and retail functions	<ul style="list-style-type: none"> - The precinct is subject to a series of foundational retail developments including the already delivered Cobblebank Village and retail and fresh food proposals in Rockbank, Thornhill Park and a mixed use development proposed along Bridge Road in Cobblebank. - Beyond foundational retail investment and a highway focused business park, the precinct is yet to attract the scale and form of commercial investment anticipated in the <i>Cobblebank Metropolitan Activity Centre UDF</i> and the <i>Cobblebank Employment and Mixed-Use UDF</i>. - The precinct is in close proximity to the Melton Gateway precinct which is CoM's most active commercial development area and functions as a regional bulky goods destination. - Notwithstanding the above, Cobblebank's regional rail connectivity and capacity to connect with local and broader population growth positions the area to function as a major destination for services, leisure and consumption. As per the Western Freeway Economic Corridor vision, this includes a potential population of over 250,000 residents and even greater when nearby regional populations are considered. - The Cobblebank Stadium and associated recreational infrastructure combine with the Western Business Accelerator and Centre of Excellence (BACE) centre to form a significant civic and recreational precinct, and regional destination from which Cobblebank is well-positioned to agglomerate further civic and community uses.

			<ul style="list-style-type: none">- The delivery of the Melton Hospital in 2029 will affirm Cobblebank's role as a regional destination. The hospital provides the opportunity to catalyse a range of complimentary allied health uses and associated floor space demand in the centre's south. The Cobblebank Metropolitan Activity Centre's UDF also anticipates a justice facility in the south of the activity centre.
Economic Infrastructure	Foundational transport and civic infrastructure	Committed health investment	<ul style="list-style-type: none">- The precinct is one of the few growth area precincts in Melbourne's west that includes foundational infrastructure to support transit-oriented development from the outset of development.- As discussed above, the delivery of the Melton Hospital in 2029 provides the basis to catalyse allied health investment and to establish Cobblebank as a service and civic destination of regional significance.- The precinct nonetheless requires road transport infrastructure upgrades commensurate with the development of its local population and economy.- Vacant greenfield commercial and industrial land requires investment in foundational infrastructure including investment in water, power, sewerage and drainage infrastructure.

Western Precinct Directions

No.	Direction		Actions	Priority
Employment Land				
WP.D1	Facilitate strategic land subdivision in Cobblebank	A1	CoM will work with landholders and developers to facilitate street networks and subdivision patterns that support the long-term economic activation and diversification as per the <i>Cobblebank Metropolitan Activity Centre UDF</i> and the <i>Cobblebank Employment and Mixed-Use UDF</i> .	Ongoing
WP.D2	Support the delivery of a network of activity centres	A1	Work with landholders to ensure the local convenience and service needs of the precinct's population are supported by the development of a network of local activity centres.	Medium-term
WP.D3	Facilitate a diversity of industrial spaces and uses	A1	Ensure new industrial development respond to the Cobblebank Employment and Mixed-Use UDF and the Melton Industrial Land Use Framework (see appendix 3) by delivering a diversity of industrial spaces in Cobblebank that will underpin a diverse economy.	Ongoing
		A2	Ensure business park development results in distinct and diverse places and spaces that facilitate a melting pot of economic activity.	Medium to long term
WP.D4	Avoid land use conflict	A1	Ensure sensitive land use areas including areas in which industrial and residential uses area will interact are subject to appropriate land use buffers and treatments to minimise land use conflict.	Medium term
		A2	Investigate potential uses that might be supported in buffer areas.	Medium term
		A3	Develop criteria to be considered when deciding on the application for site rezoning to and from industrial uses. Implementation is subject to future strategic work.	Medium term
		A4	Support the ongoing renewal of ageing and redundant commercial and industrial sites.	Medium term
Economic Infrastructure				
WP.D5	Facilitate foundational economic infrastructure	A1	Work with state agencies and developers to design and deliver foundational economic infrastructure including the efficient provision of water, sewerage and drainage infrastructure.	Ongoing
WP.D6	Upgrade transport infrastructure	A1	Advocate for new road infrastructure to support the development of the Rockbank Major Activity Centre	Short-term
		A2	Advocate for grade separations at Ferris, Paynes, Coburn, Leakes, Troups and Mount Cottrell Roads	Ongoing
		A3	Institute diamond interchanges at key intersections at Bulmans and Ferris Roads, and a half diamond interchange at Mount Cottrell Road.	Ongoing
		A4	Advocate for the delivery of a rail station at Thornhill Park.	Ongoing

		A5	Advocate for the Western Freeway to be upgraded into an urban freeway with the removal of direct property access and additional lanes.	Ongoing
WP.D7	Support the adoption of transport innovation	A1	Work with DTP to test the adoption of new automated vehicles to transport residents and workers from residential areas to the precinct's centres and vice versa.	Medium to long term
Industry				
WP.D8	Catalyse allied health investment	A1	Work with landholders, developers and allied health organisations to ensure the delivery of the Melton Hospital attracts resulting allied health and private health care investment in Cobblebank.	Ongoing
		A2	Ensure the delivery of the future Melton Hospital includes land and supportive land use settings to attract further allied health investment.	Ongoing
WP.D9	Agglomerate regional services in the Cobblebank	A1	Work with state and federal governments, and industry to ensure Cobblebank Metropolitan Activity Centre emerges as a regionally significant service centre befitting its designation as a location of metropolitan significance.	Ongoing
		A2	Ensure Cobblebank Metropolitan Activity Centre is CoM's primary location for new commercial and public service floor space investment.	Ongoing
		A3	Work with state and federal governments and industry to attract a range of community, justice, professional, cultural and personal service organisations to the Cobblebank Metropolitan Activity Centre.	Short term
WP.D10	Encourage the development of incubator and co-working space	A1	Foster new business development within the local community via facilitation activities including sponsorship of local incubator space, mentorship programs and networking events.	Ongoing
		A2	Encourage new business parks to incorporate co-working space.	Short to medium
WP.D11	Facilitate the development of Rockbank Major Activity Centre	A1	Work with local landholders and developers to facilitate transit-oriented development at Rockbank Major Activity Centre.	Short term

People and Place				
WP.D12	Facilitate a Live Play Work environment	A1	Ensure the development of the Cobblebank Metropolitan Activity Centre promotes a 'Live, Work, Play' environment that results in a: <ul style="list-style-type: none">o walkable and human scale environmento dense core of streets that supports fine-grain useso environment that supports day and night hospitality, dining and recreation useso safe, attractive and clean environmento environment that integrates gathering spaces and social infrastructure with service and retail infrastructureo limits the incidence of barriers and fragmentation that restrict centre mobility and coherence	Short term

Melton Township Precinct

The Melton Township precinct incorporates a series of established neighbourhoods and commercial locations including the Woodgrove and High Street Activity Centres, and the rapidly developing Melton Gateway area.

The township is CoM's single largest employment area, incorporating over 35% of CoM's local employment including significant numbers of retail, education, health care, social work, construction and public service jobs. In the recent past, the township's employment has added significant numbers of new jobs including new retail, education and healthcare and construction jobs.

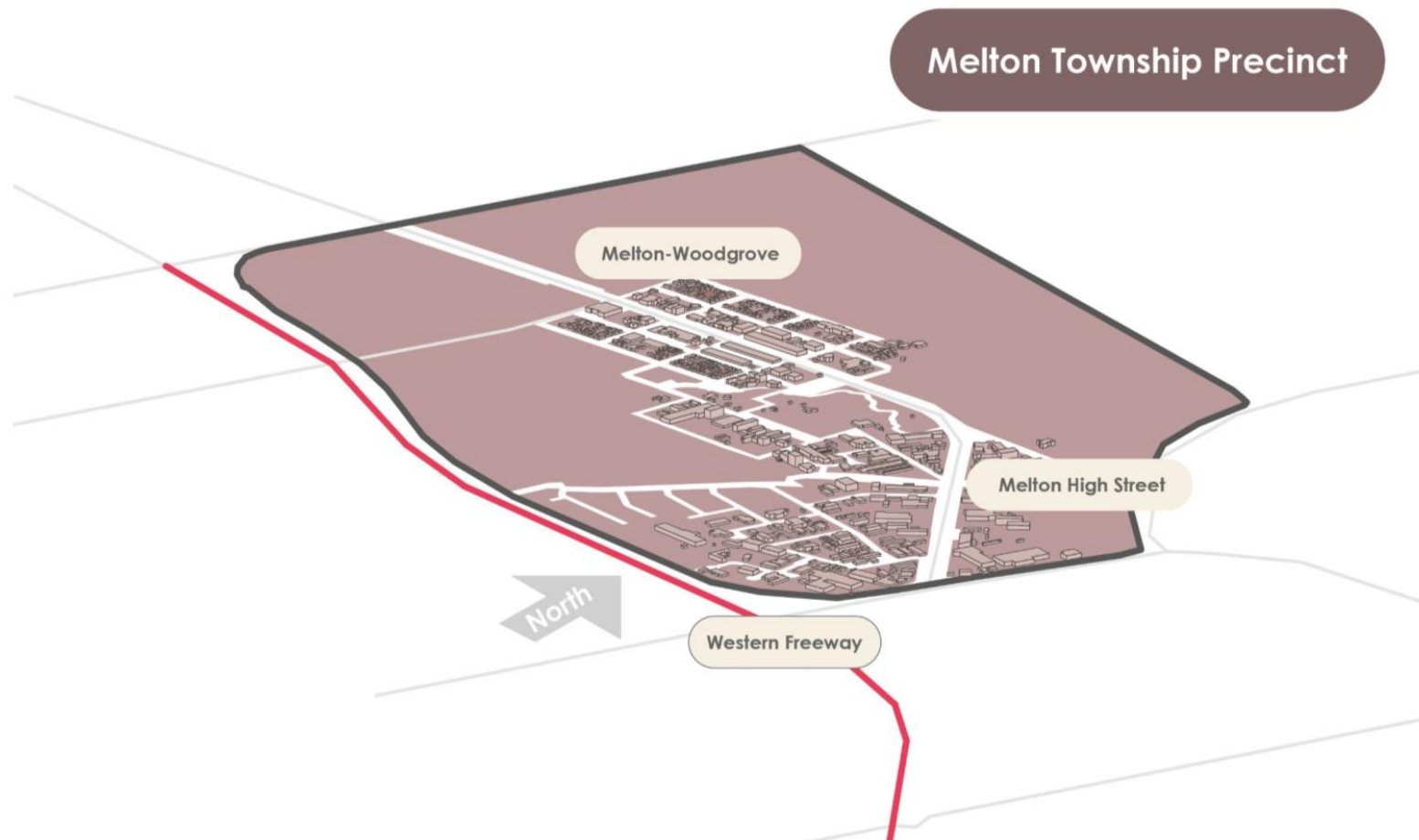
The township continues to add to its resident base via broadacre and infill housing development, adding an average of 1270 new residents per annum since 2016. The township's population is slightly older (median age of 33) than nearby growth area communities (median age of 31).

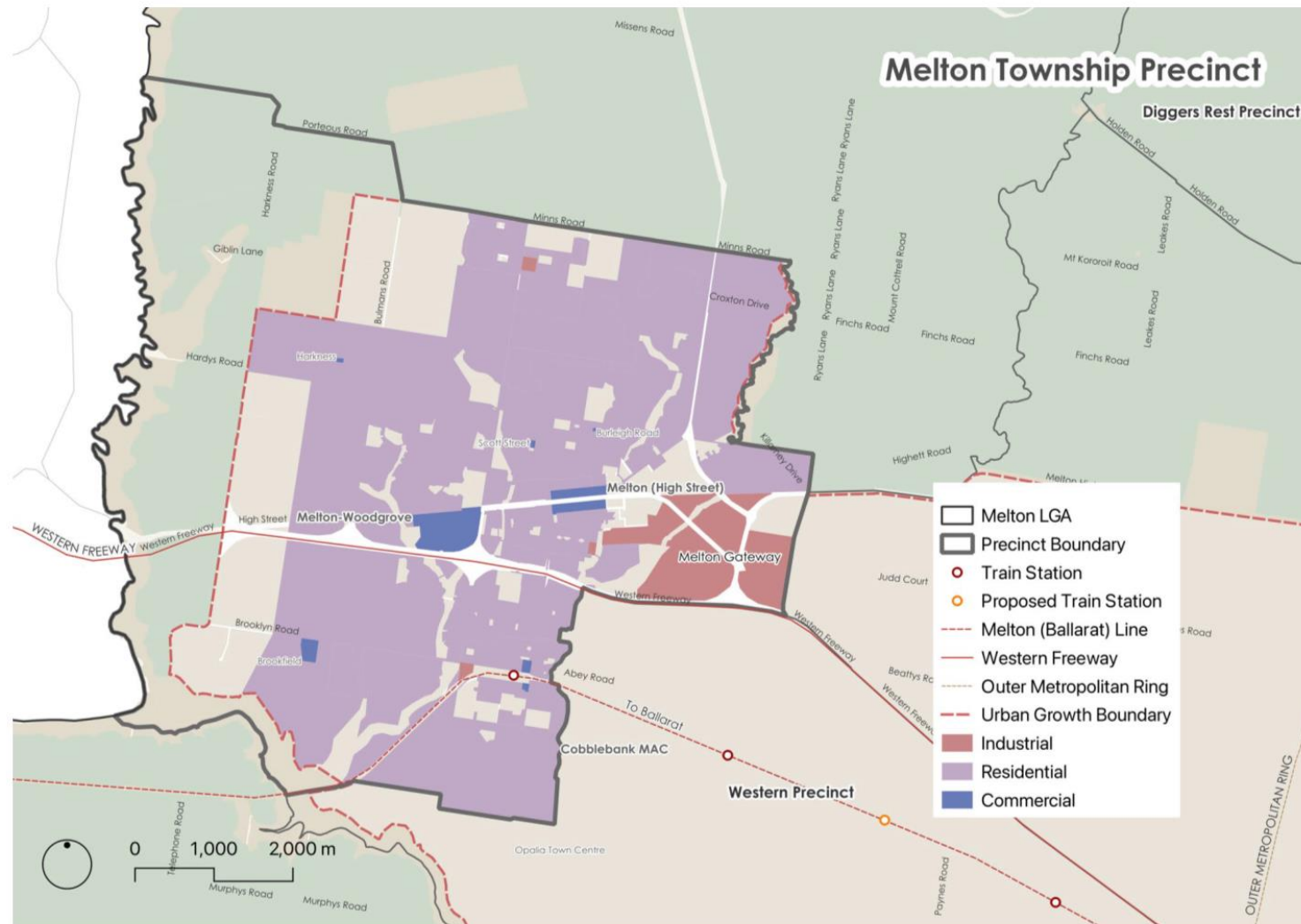
The township includes three primary economic nodes as follows. Firstly, the Melton High Street Major Activity Centre which is a traditional street-based activity centre. Secondly, the Woodgrove Major Activity Centre which is a hybrid centre comprising two separate freestanding shopping centres (Woodgrove Shopping Centre and Coburns Central Shopping Centre). Thirdly, the Melton Gateway which is currently CoM's leading area for commercial expansion. Located at the intersection of the Western Freeway, Melton Highway and High Street, the gateway area has attracted many of Australia's large format retailers owing to its unique accessibility.

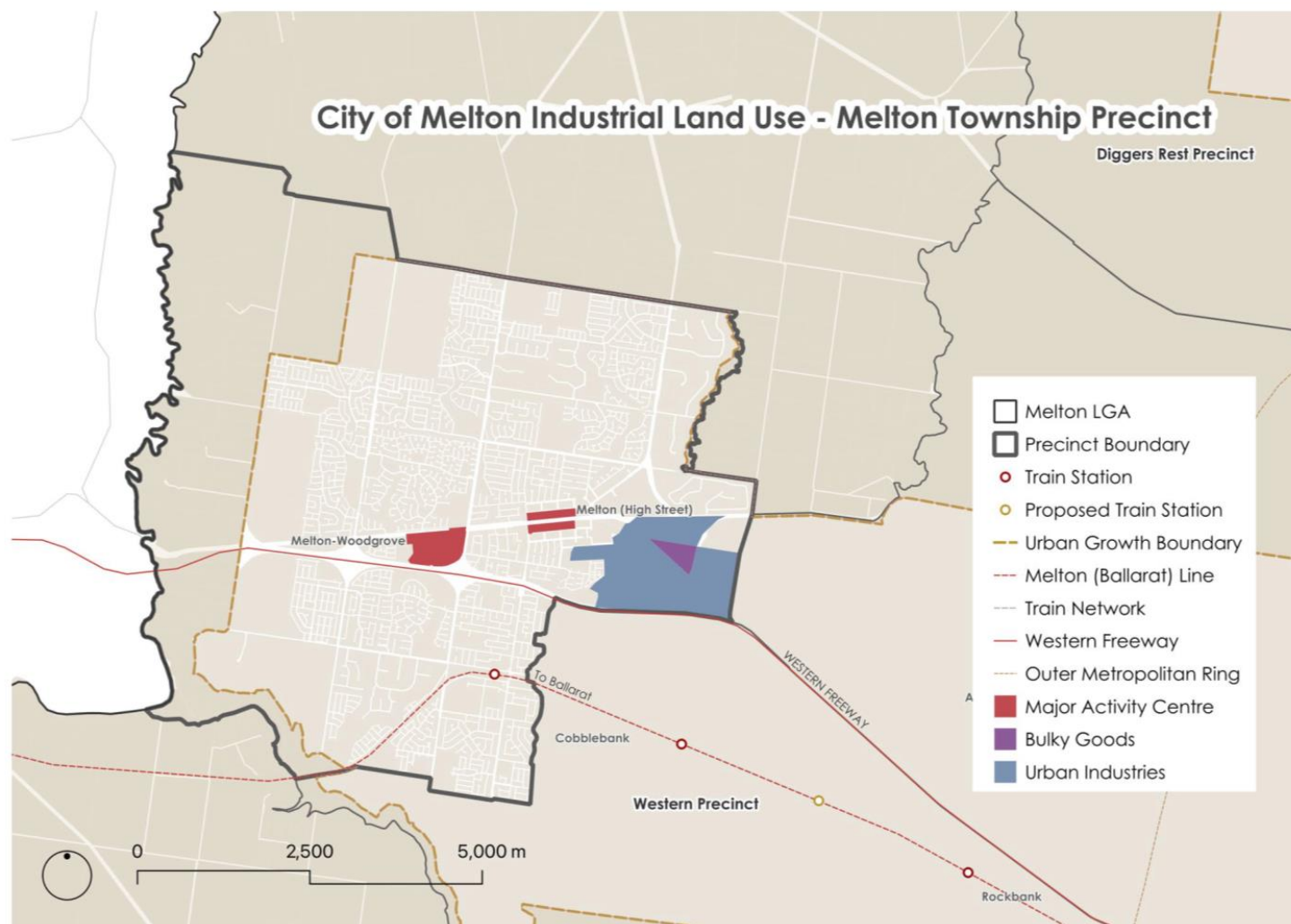
The township benefits from its established transport infrastructure and the legacy of ongoing investment in commercial, civic, health and education infrastructure. The township forms the western edge of the Western Freeway Economic Corridor.



Source: CKC, ABS







Melton Township Precinct Evaluation

Economic Enabler	2023 Status	Outlook	Observations
Employment Land	Significant take up and occupancy	Renewal of commercial land and complete consumption of industrial land	<ul style="list-style-type: none"> - At 2021, the township's industrial land was just over 60% occupied. - The township is a focus for ongoing development of zoned industrial land. Since 2011, the precinct has seen the development of 16 hectares of land at an average of over 1.5 hectares per annum which grew to 3.8 Ha per annum over the past 3 years owing to the development of industrial land at the Melton Gateway area. - Under current rates of consumption, the township is likely to consume available industrial land by the mid-2030s. The future delivery of the Melton East PSP may, however, add industrial land supply in direct proximity to the township. - The vast majority of the township's commercial land is built and occupied. Local town centres in Kurunjang and Brookfield include vacant commercial land which will undergo development as their local communities grow. - There is ongoing investment and renewal of the township's commercial areas including mixed housing and commercial development proposals. The township's neighbourhood centres are a focus of mixed use and medical development proposals. - Future commercial growth will entail the renewal and redevelopment of existing commercial and retail floor space and the ongoing expansion of the Melton Gateway area.
Population	Infill and broadhectare development support population growth	Ongoing growth	<ul style="list-style-type: none"> - The township continues to expand its population base, adding 1,270 new residents per annum in the recent past. - To 2051, the township is expected to support a population approaching 92,500 people which represents an addition of over 30,000 residents from 2021. - The township's population and its proximity to regional populations at Bachus Marsh, Ballan and Ballarat will underpin ongoing retail and commercial floor space demand.
Industry Commitment	Investment in Melton Gateway	Shopping centre renewal	<ul style="list-style-type: none"> - Industrial land at the eastern edge of the township is currently subject to significant commercial and retail investment and expansion plans, and currently represents the most active commercial expansion area in the municipality. The West Pines and Melton Homemaker centres have successfully attracted nationally significant large-format retail tenants owing to the area's unique transport accessibility. The future plans of gateway developers include proposals that will diversify this area to include office, hospitality and recreational functions. - The township's established health, civic and education infrastructure and uses continue to support employment expansion.
Economic Infrastructure	Established infrastructure	Requires improved transport linkages	<ul style="list-style-type: none"> - The township's established industrial and commercial areas benefit from established road and service infrastructure, which when compared to nearby greenfield industrial land, generally provides for more rapid development. - Much of the township's commercial and industrial development is dependent on private vehicle based mobility.

Melton Township Precinct Directions

No.	Direction		Actions	Priority
Employment Land				
MT.D1	Encourage the renewal of employment land	A1	Support the ongoing renewal of ageing and redundant commercial and industrial sites.	Ongoing
		A2	Encourage landholders and developers of large-format commercial sites to renew land in the format of contemporary commercial development by integrating a mixture of uses and destinations including, service, retail, hospitality and accommodation uses	Short to medium term
		A3	Encourage the renewal of aged industrial sites in the Melton Township Precinct into contemporary attractive industrial facilities.	Ongoing
		A4	Develop a local policy outlining parameters to be considered when deciding on the application for site rezoning to and from industrial uses.	Medium term
Economic Infrastructure				
MT.D2	Upgrade transport infrastructure	A1	Advocate for the renewal of the Melton train station	Ongoing
		A2	Advocate for the Western Freeway to be upgraded into an urban freeway with the removal of direct property access and additional lanes	Ongoing
People and Place				
MT.D3	Plan the growth of the Melton Gateway	A1	Ensure the ongoing development of Melton Gateway results in a legible, coherent and accessible environment by undertaking an urban design investigation of the gateway area to identify interventions that will support greater built form consistency, pedestrian amenity and accessibility.	Medium term
		A2	Update the Retail and Activity Centres Strategy 2014 to identify the preferred role of the Melton Gateway in the provision of future retail demand.	Medium term
		A3	Promote Cobblebank Metropolitan Activity Centre as the preferred medium-to long-term destination for new commercial and service office floor space investment and expansion.	Medium to long term
MT.D4	Support the evolution of the Township's Activity Centres	A1	Support the ongoing evolution of the Melton High Street (Town Centre) Major Activity Centre as CoM's leading street shopping centre.	Short term
		A2	Support the ongoing development of a day and night economy within the Melton High Street (Town Centre) Major Activity Centre.	Short term
		A3	Support the ongoing role of the Woodgrove Major Activity Centre in the delivery of regionally significant merchandise retail and health services.	Ongoing
		A4	Support the diversification of uses in the Woodgrove Major Activity Centre and its ongoing renewal into a contemporary shopping centre.	Medium term

Northern Precinct

The Northern Precinct is a primarily residential growth area to the north of the Western Freeway between Hillside and Melton township.

To date, the PSP process has identified two future Major Activity Centres, the Aintree and Fraser Rise Major Activity Centres, and a network of local centres.

The Aintree and Fraser Rise Major Activity Centres are future centres largely located within the precinct's internal road network that will form the precinct's primary population-serving economic nodes, supporting local service, civic and retail functions.

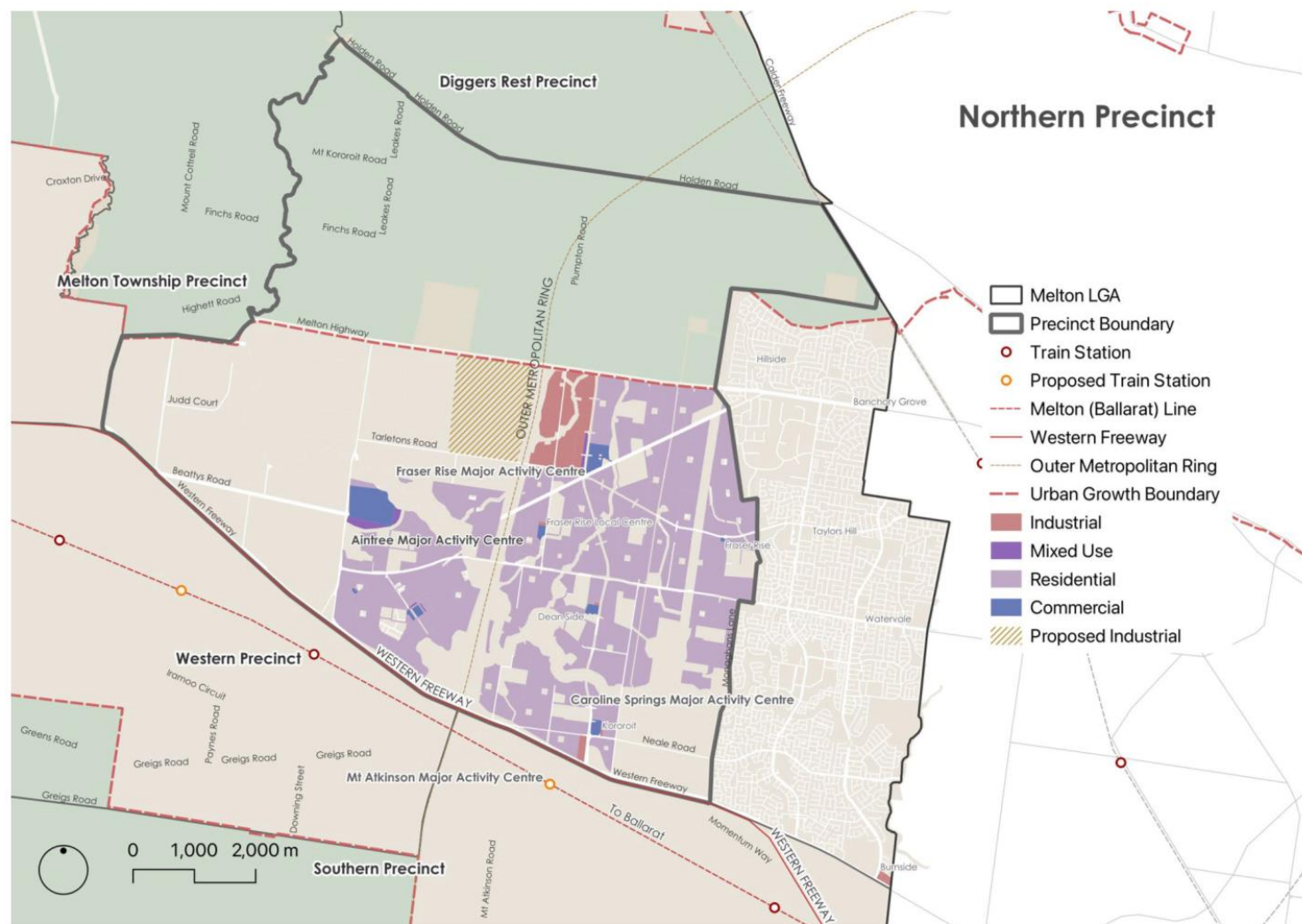
Fraser Rise Major Activity Centre directly abuts substantial zoned and future industrial land that provides the land conditions for the development of a substantial economic node in CoM's north.

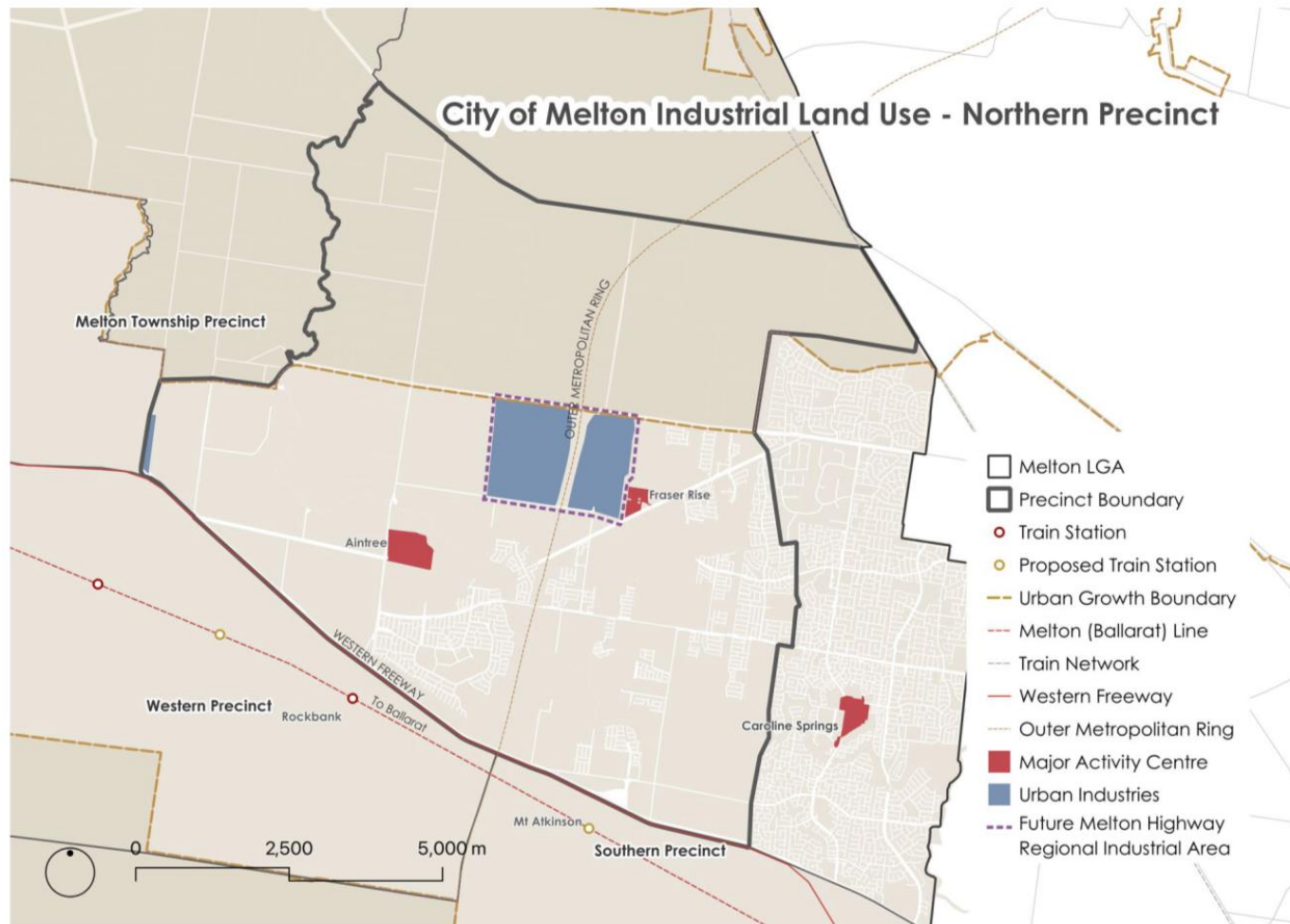
The precinct's population is growing rapidly. Over the 2016 to 2021 period, the precinct added an average of 2,900 new residents per annum. To date, population growth has been focused in Aintree and in Hillside. Ongoing residential development will see a population of 122,000 residents by 2051.

The delivery of the OMR provides the precinct and CoM's north with a unique opportunity to attract regionally significant investment and employment uses. As such, the delivery of the OMR is considered essential to the future prosperity of the precinct and its capacity to attract employment and economic uses in addition to local population-serving employment.



Source: CKC, ABS, City of Melton Investment Attraction Strategy, Ernst & Young





Northern Precinct Evaluation

Economic Enabler	2023 Status	Outlook	Observations
Employment Land	Limited take-up	Population growth and infrastructure will support land take-up	<ul style="list-style-type: none"> - The precinct's industrial and commercial land is largely undeveloped but will eventually form the Melton Highway Regional Industrial Area comprising 274 hectares of zoned and future industrial land, all of which is currently vacant. Into the future, the completion of the Melton East and Warrensbrook PSPs are likely to add to the precinct's industrial land supply. - The precinct's 83 hectares of commercial land is beginning to attract foundational retail investment in response to population growth as exemplified by the development of the Woodlea Town centre at Aintree and a number of proposals for neighbourhood centres. - Land within the Airport Environs Overlay is in close proximity to the Northern Precinct. Subject to the requirements of the Overlay, this land may be explored for future employment and economic uses.
Population	Expanding rapidly	Ongoing growth	<ul style="list-style-type: none"> - As is the case across the City's growth areas, the underlying outlook for commercial and retail floor space development and demand remains favourable in light of the precinct's: <ul style="list-style-type: none"> o population growth and household growth o young, growing households with above-median incomes and relatively high educational attainment. o availability of commercial and industrial land.
Industry Commitment	Minimal commitment	Population growth will support industry attraction	<ul style="list-style-type: none"> - To date, the Woodlea Town centre in Aintree and a neighbourhood centre in Taylors Hill West represent the only urban-focused commercial development in the precinct. A new neighbourhood centre is proposed at Deanside. - Ongoing service and retail demand are expected to support future investment in economic floor space and the take up of the precinct's substantial employment land.
Economic Infrastructure	Uncertainty	Requires funding commitment	<ul style="list-style-type: none"> - The delivery of the OMR is essential to the economic development of the northern precinct. The OMR will attract major industrial investment as has historically occurred in areas in direct proximity to the Western Ring Road throughout Melbourne's west. - New civic, education, community and recreational investment in the northern precinct will help underpin population-focused jobs growth. - Vacant greenfield commercial and industrial land requires investment in foundational infrastructure including investment in water, power, sewerage and drainage infrastructure.

Northern Precinct Directions

No.	Direction		Actions	Priority
Employment Land				
NP.D1	Leverage the economic and employment benefits of population growth	A1	Work with developers, landholders and state agencies to identify and address barriers to the timely take-up and development of employment land.	Short term
NP.D2	Support Industrial Land Supply	A1	Work with State government to ensure the timely programming of the Warrensbrook PSP.	Short term
		A2	Over time, review land use directions for industrial land in the Northern Precinct based on the provision of infrastructure and long term demand.	Long term
NP.D3	Avoid Land Use Conflict	A1	Ensure sensitive land use areas including areas in which industrial and residential uses area will interact are subject to appropriate land use buffers and treatments to minimise land use conflict.	Medium term
		A2	Investigate potential uses that might be supported in buffer areas.	Medium term
		A3	Develop criteria to be considered when deciding on the application for site rezoning to and from industrial uses. Implementation is subject to future strategic work.	Medium term
		A4	Ensure the curfew free status of Melbourne Airport is protected and Melbourne Airport's optimum use is supported. Any land use proposals must consider airport impacts and State aviation policy.	Ongoing
Economic Infrastructure				
NP.D4	Facilitate foundational economic infrastructure	A1	Work with state agencies and developers to design and deliver foundational economic infrastructure including the efficient provision of water, sewerage and drainage infrastructure.	Short term
NP.D5	Advocate for the delivery of road infrastructure	A1	Work with state and federal government to secure the delivery of the OMR as fundamental economic infrastructure for CoM and the City's Northern Precinct. This includes both the road and rail component of the OMR.	Ongoing
		A2	Investigate industrial land demand implications resulting from the delivery of the OMR.	Long term
		A3	Work with the state government to facilitate the upgrade of the Melton Highway.	Ongoing
NP.D6	Solar farming	A1	Support the development of solar power farming as a means of localising power generation and supplying energy to the Northern Precinct's commercial, industrial and residential areas.	Medium term

Industry				
NP.D7	Ensure the delivery of the OMR catalyses economic activity	A1	Advocate for design of the OMR directly catalyses economic land uses along the OMR corridor and at critical transport intersections.	Long term
People and Place				
NP.D8	Support the inception and evolution of the Northern Precinct's activity centre network	A1	Work with landholders and developers to facilitate street networks and subdivision patterns that will ensure the long-term activation and evolution of the Aintree and Fraser Rise Major Activity Centres in accordance with their respective UDFs.	Short term
		A2	Ensure the precinct's new economic nodes encompass a variety of economic spaces that will facilitate a diversity of retail, service and civic uses.	Short term
		A3	Work with landholders and developers to ensure the timely development of activity centres that support the everyday shopping and service needs of the precinct's population.	Ongoing
NP.D9	Review the role and function of centres and associated employment land	A1	Review the municipal and local role of the precinct's economic nodes in light of: <ul style="list-style-type: none"> the findings of CoM's Activity Centre and Retail Strategy review further information in relation to the delivery of the OMR the impact and economic results of on-the-ground investment in economic floor space across CoM. 	Medium to long term

Diggers Rest Precinct

The Diggers Rest Precinct includes a small cluster of vacant commercial and industrial land to the south of the Calder Freeway and south of more substantive residential and commercial uses at Sunbury.

The precinct comprises the Diggers Rest PSP area which was approved in 2012. The anticipated uses are primarily residentially focused.

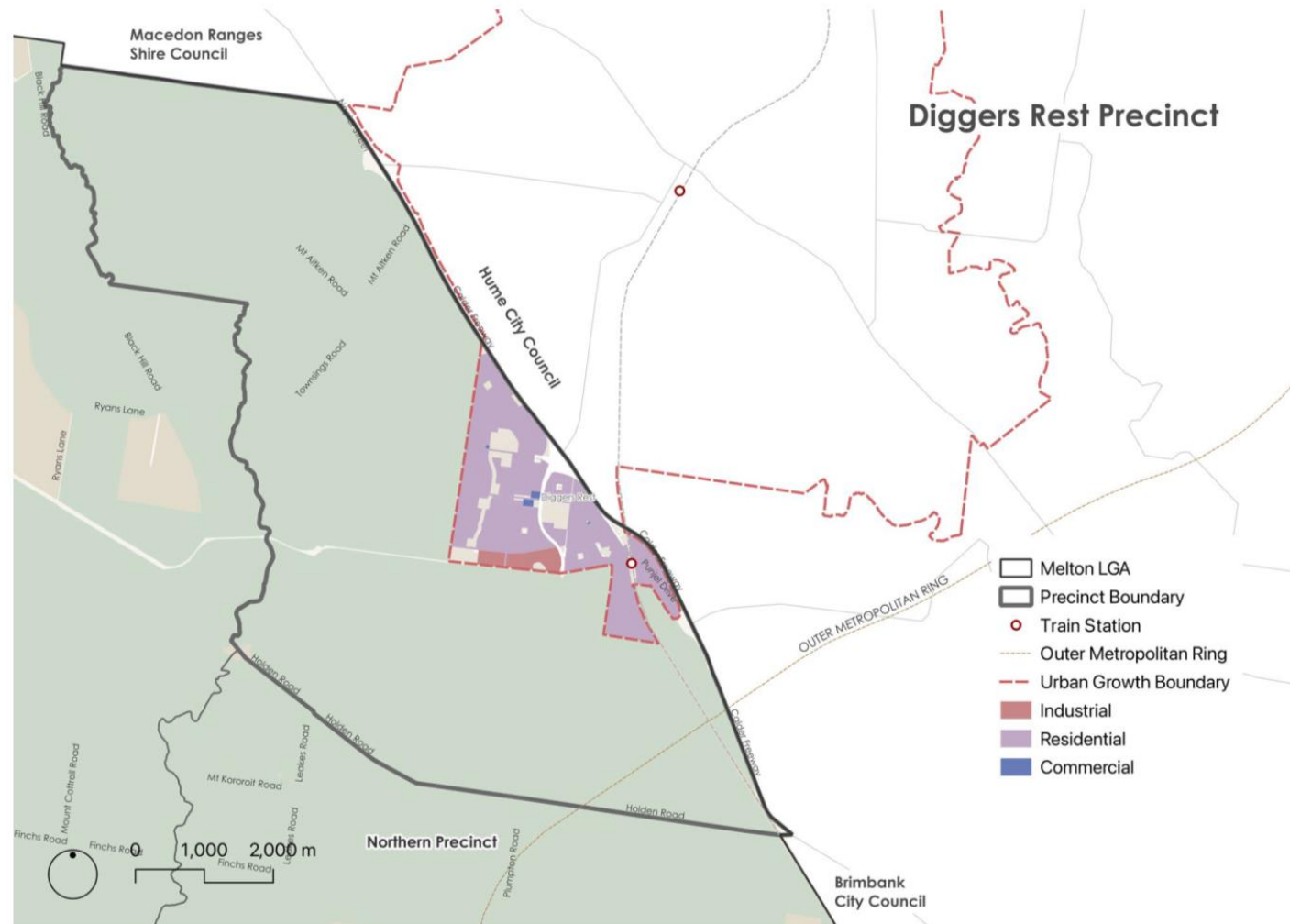
In the recent past, population growth has been accompanied by a small uplift in local employment primarily in population-serving industries.

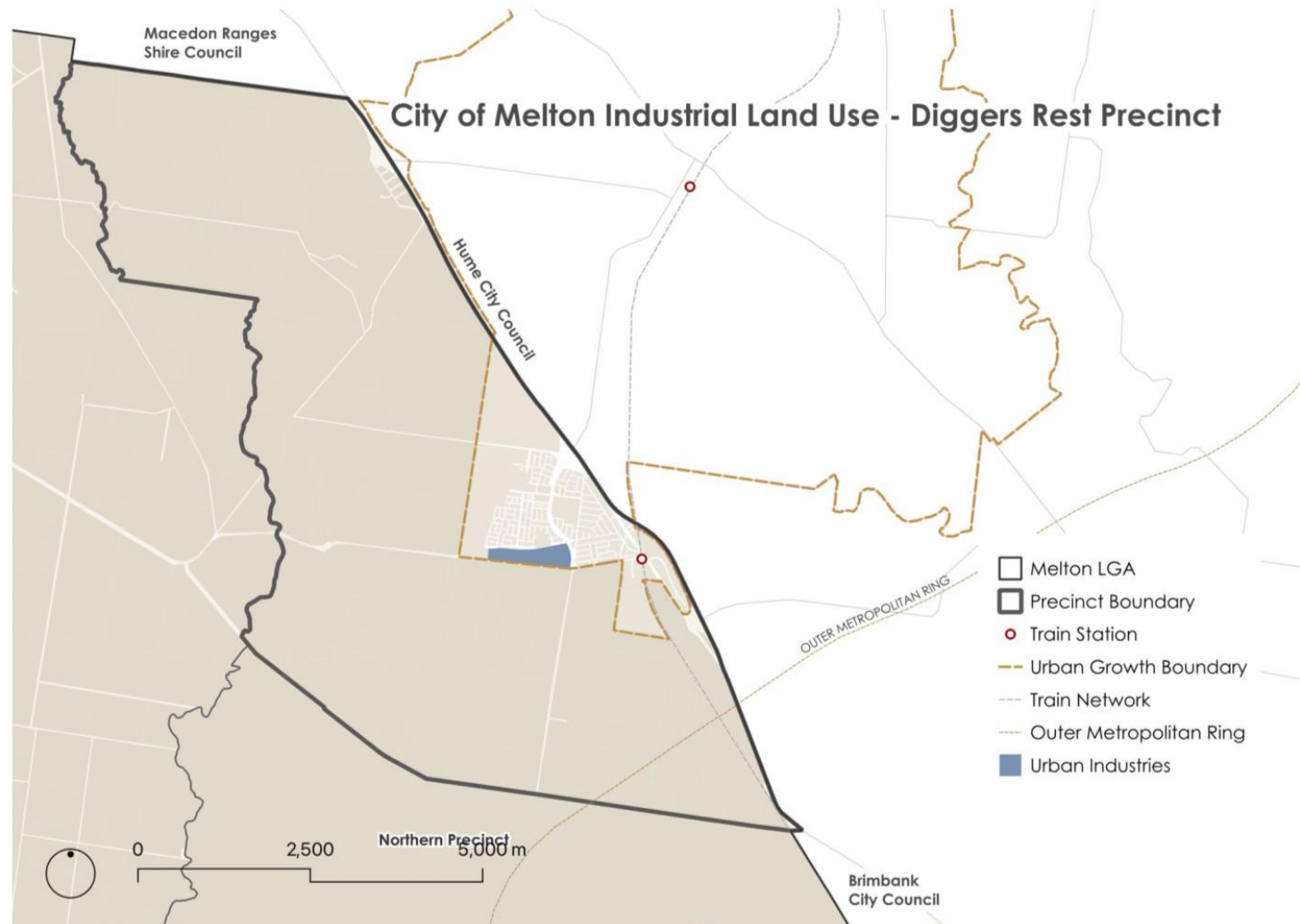
Ongoing residential development will continue to expand the precinct's population. The population's local convenience needs are supported via Diggers Rest neighbourhood activity centre.

In the long term, the Diggers Rest Precinct enjoys significant locational advantages that position the area to support future commercial and industrial growth.



Source: CKC, ABS





Diggers Rest Precinct Evaluation

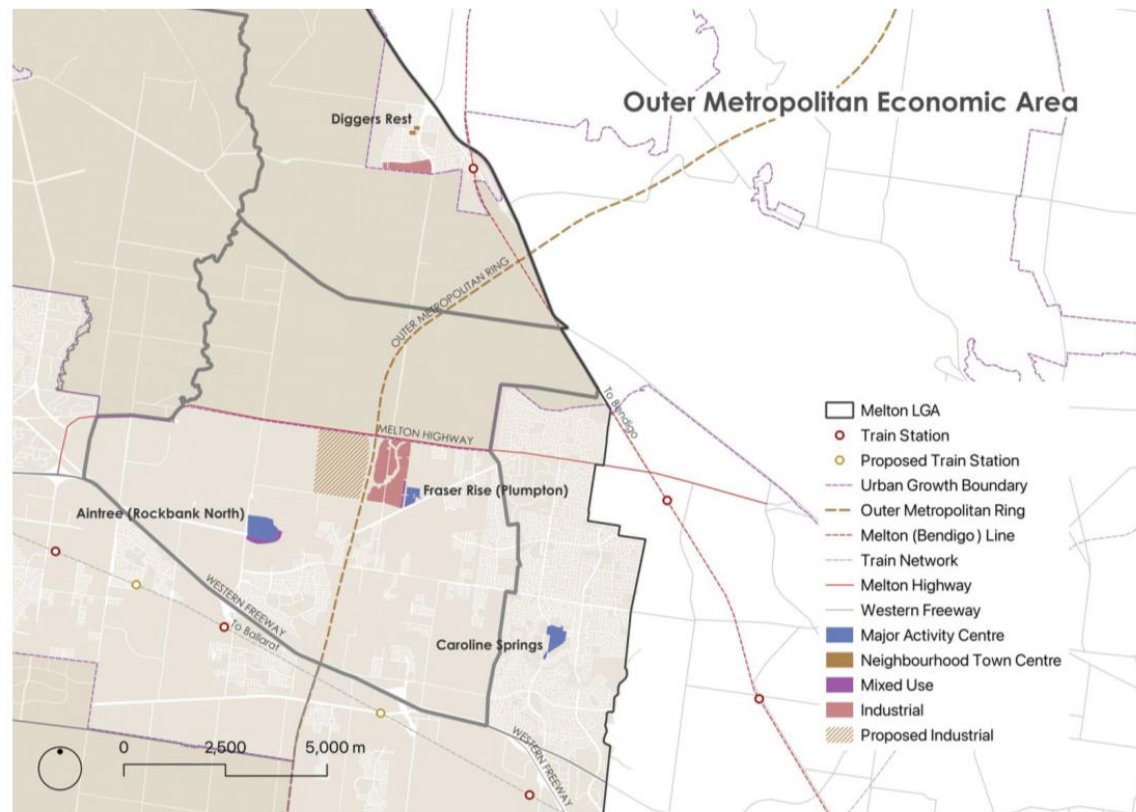
Economic Enabler	2023 Status	Outlook	Observations
Employment Land	Rapid take-up of industrial land	No zoned land to support further industrial expansion	<ul style="list-style-type: none"> - New industrial land supply in Diggers Rest Precinct is in direct proximity to the Calder Freeway which has proven highly attractive for industrial development. All of the precinct's 28 hectares of industrial land is currently subject to subdivision proposals that will result in over 110 new industrial sites. Proposals for development include retail, logistics and office uses. - Development proposals are expected to result in the full development of the precinct's industrial land within the next five years. At this point, the precinct will include no further industrial supply. - In the medium to long-term, the area's accessibility will be boosted by the delivery of the OMR. Given the current and potential future accessibility advantages of the precinct, there may be a need to explore long-term future employment land supply that leverages from the intersection of the OMR with the Calder Freeway. - Land within the Airport Environs Overlay is in close proximity to the Diggers Rest and Northern Precincts. Subject to the requirements of the Overlay, this land may be explored for future employment and economic uses. .
Population	Rapid population growth	Growth will slow as residential land supply declines	<ul style="list-style-type: none"> - The population's local convenience needs are supported via a local level centre in Diggers Rest Precinct while nearby Sunbury and Caroline Springs Activity Centres will support more substantive consumption and service demand.
Industry Commitment	High commitment to industrial land	Limited land supply will constrain industry growth	<ul style="list-style-type: none"> - The strength of current development underlines high levels of industry commitment to the precinct.
Economic Infrastructure	Uncertainty	OMR requires funding commitment	<ul style="list-style-type: none"> - The delivery of the OMR is essential to the economic development of CoM's north. The status of the OMR is uncertain.

Diggers Rest Precinct Directions

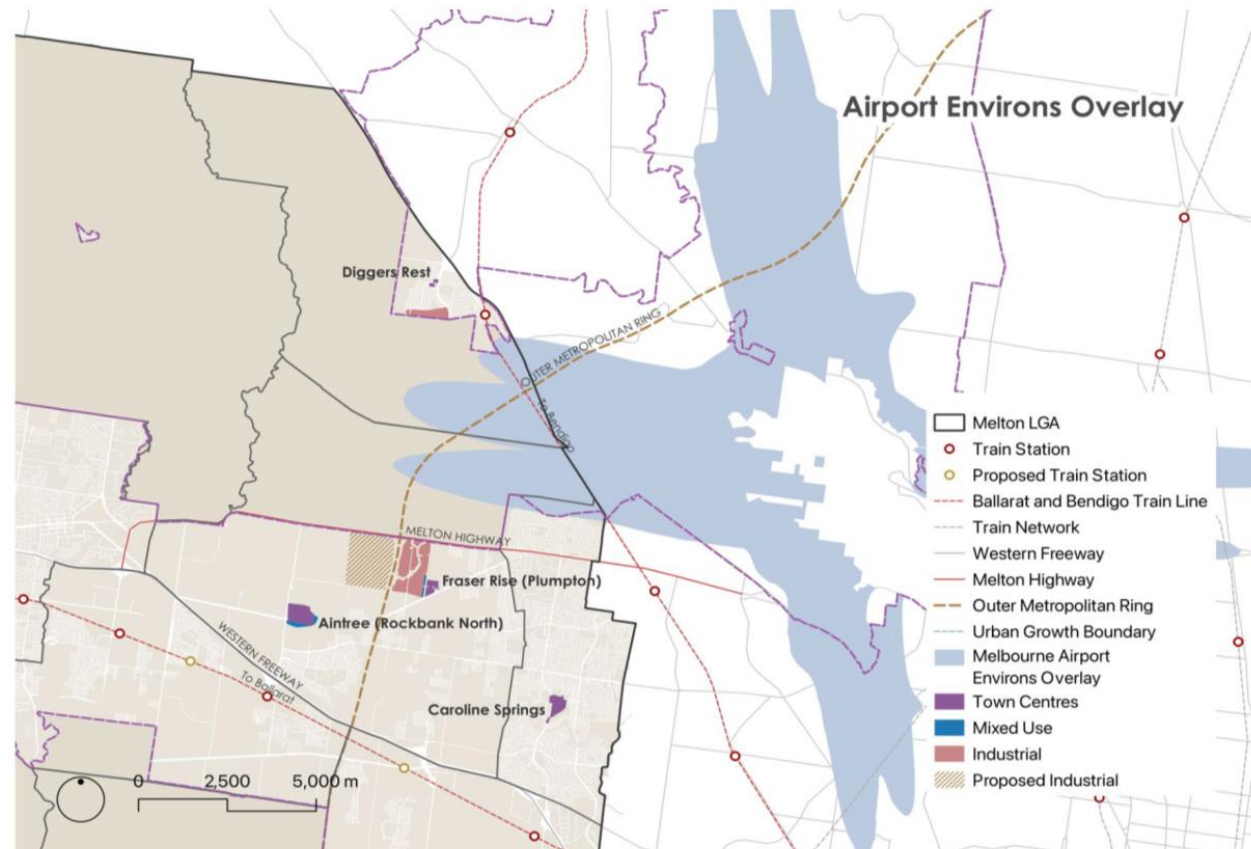
No.	Direction		Actions	Priority
Employment land				
DR.D1	Support the expansion of Diggers Rest Precinct employment area	A1	In the event the Urban Growth Boundary is changed by the Victorian State Government to facilitate OMR delivery, consider exploring the opportunity for expanding employment land within Digger Rest Precinct. The Victorian State Government does not plan to move the Urban Growth Boundary as per State Planning Policy and Plan Melbourne 2017-2050.	Long term
DR.D2	Investigate Airport Environs	A1	Investigate the future use and development of land within the Airport Environs Overlay and its potential to support future employment and economic uses. Any decisions around future use and development within the MAEO is subject to the state planning policy.	Long term
Economic Infrastructure				
DR.D3	Avoid Land Use Conflict	A1	Develop a local policy outlining parameters to be considered when deciding on the application for site rezoning to and from industrial uses.	Medium term
		A2	Ensure the curfew free status of Melbourne Airport is protected and Melbourne Airport's optimum use is supported. Any land use proposals must consider airport impacts and State aviation policy.	Ongoing
DR.D4	Advocate for the delivery of the OMR	A1	Work with state and federal government to secure the delivery of the OMR as fundamental economic infrastructure for CoM and the City's north.	Ongoing
		A2	Investigate industrial land demand implications resulting from the delivery of the OMR.	Long term

Appendices

Appendix 1: Outer Metropolitan Economic Area



Appendix 2: Melbourne Airport Environs Overlay (MAEO)



*The above is based on 2018 Australian Noise Exposure Forecast mapping which is currently being updated.

Appendix 3: Definitions and Assumptions

The project uses a range of terminology to describe the status of commercial and industrial land. Key terms are described below.

Table 9: Project Definitions

Term	Definition
Industrial land	This encompasses land: <ul style="list-style-type: none"> - Zoned Industrial 1 and Industrial 3 - Zoned Commercial 2 - Identified for industrial uses within an approved Precinct Structure Plan
Industrial land - vacant and occupied	The study identifies 3 categories of industrial land based on Urban Development Program data provided by the Department of Environment, Land, Water and Planning in 2022. These categories comprise: <ul style="list-style-type: none"> - Occupied: which is land that in 2021 included buildings and other related infrastructure such as roads. - Vacant: which is land without an evident land use as of 2021. - Underutilised: which is industrial zoned land that is not currently used for an industrial purpose (typically an agricultural or a residential purpose).
Industrial land - unprogrammed industrial land	Land that in the future will be subject to a future precinct structure plan which has been identified for future industrial purposes in MICLUP.
Commercial land	Within the study commercial land is land within the following zones: <ul style="list-style-type: none"> - Comprehensive Development Zone - Mixed Use Zone - Commercial 1 Zone <p>Commercial land is identified as either:</p> <ul style="list-style-type: none"> - Developed: which is land that includes buildings and road infrastructure as of November 2022 - Vacant: which is land that is without an evident land use as of November 2022 <p>The project has not evaluated whether commercial buildings include tenancies.</p>
Future commercial land	Land that has been identified for either a mixed use or commercial purpose in a PSP or within MICLUP.

Action Plan Timing Definitions

Term	Definition
Short term	0-5 years
Medium term	0-10 years
Long term	10+ years

Appendix 4: Action Plan**Southern Precinct Directions**

No	Direction		Actions	Priority
Employment Land				
SP.D1	Ensure the timely delivery of employment land	A1	Work with state government and its agencies to ensure ongoing industrial growth is supported by the timely provision of zoned industrial land, in conjunction with supportive planning facilitation and infrastructure delivery.	Short-term
		A2	Work with state government to ensure the timely programming of the Chartwell East, Derrimut Fields, Ravenhall (Quarry Site), Warrawee and Warrensbrook PSPs.	Short-term
		A3	Ensure the Precinct Structure Planning process reserves adequate land for the delivery of the WIFT.	Medium-term
		A4	Work with state government to investigate the future use and development of land currently subject to landfill uses and extractive industries within the Ravenhall (Quarry Site) PSP.	Medium-term
SP.D2	Avoid land use conflict	A1	Ensure sensitive land use areas including areas in which industrial and residential uses area will interact and extractive industry areas are subject to appropriate land use buffers and treatments to minimise land use conflict.	Medium-term
		A2	Investigate potential uses that might be supported in buffer areas.	Medium-term
		A3	Develop criteria to be considered when deciding on the application for site rezoning to and from industrial uses. Implementation is subject to future strategic work.	Medium-term
SP.D3	Plan extractive industries	A1	Identify the long-term role of extractive industries within the Southern Precinct.	Long -term
Economic Infrastructure				
SP.D4	Facilitate foundational economic infrastructure	A1	Work with state agencies and developers to design and deliver foundational economic infrastructure including the efficient provision of water, sewerage and drainage infrastructure.	Ongoing

SP.D5	Advocate for the upgrade and expansion of the Principal Freight Network	A1	Work with state government and its agencies to advocate for the delivery of economically enabling infrastructure including the expansion of the Principal Freight Network at: <ul style="list-style-type: none"> Hopkins Road: Road duplication, grade separation and an upgraded Western Freeway interchange Boundary and Riding Boundary Road: Road duplication and expansion Christies Road: Road duplication and incorporation in the PFN. 	Ongoing
SP.D6	Advocate for the delivery of catalytic infrastructure	A1	Continue to work with federal and state government to secure funding for the delivery of the WIFT and the OMR rail and road infrastructure.	Ongoing
		A2	Ensure that the future design of the OMR and WIFT catalyses employment growth, investment and innovation in surrounding land.	Ongoing
SP.D7	Advocate for rail electrification	A1	Continue to work with state government to advocate for the electrification of the Ballarat rail line to Melton as fundamental to the delivery of the Western Freeway Economic Corridor and the long-term prosperity and growth of the region.	Ongoing
SP.D8	Advocate for the Mount Atkinson Rail Station	A1	Facilitate the delivery of the Mount Atkinson Activity Centre as a transit-oriented centre by advocating for the timely delivery of a rail station at Mount Atkinson.	Short-term
SP.D9	Automated Vehicles	A1	Encourage the Department of Transport and Planning (DTP) to investigate the introduction of automated vehicle service that transports workers to and from Caroline Springs station to the precinct's business parks and large format employment locations.	Medium to long term
SP.D10	Solar Farming	A1	Support the development of solar power farming as a means of localising power generation and supplying energy to the Southern Precinct's commercial, industrial and residential areas.	Medium-term
Industry				
SP.D11	Ensure certainty of investment and operations	A1	Direct industrial uses in accordance with the <i>Melton Industrial Land Use Framework</i> (see Appendix 2)	Short-term
		A2	Protect 24-hour operations in major industry areas by: <ul style="list-style-type: none"> ensuring adequate buffers between industrial and non-industrial uses discouraging population-focused uses in major industry areas that will generate significant private vehicle movements in prime major industry locations. 	Short-term

People and Place				
SP.D12	Caroline Springs Rail Station Neighbourhood Centre	A1	Identify Caroline Springs Station Precinct as an industrial neighbourhood centre that services the gathering, hospitality and service needs of CoM's industrial work force. Planning decisions around Caroline Springs station are subject to the development of the Ravenhall (Quarry Site) PSP.	Medium to long term
		A2	Encourage business parks in direct proximity to Caroline Springs station to include spaces that support worker and industry hospitality, retail and gathering needs and services.	Medium to long term
SP.D13	Promote higher order industrial employment	A1	Encourage new and existing industrial enterprise to establish head office operations in CoM by promoting CoM's young and skilled workforce as key regional asset.	Short-term
		A2	Encourage the establishment of new economic enterprise in Mount Atkinson Major Activity Centre that directly supports the technological, human resource and management needs of the precinct's major industries.	Short-term

Western Precinct Directions

No.	Direction		Actions	Priority
Employment Land				
WP.D1	Facilitate strategic land subdivision in Cobblebank	A1	CoM will work with landholders and developers to facilitate street networks and subdivision patterns that support the long-term economic activation and diversification as per the <i>Cobblebank Metropolitan Activity Centre UDF</i> and the <i>Cobblebank Employment and Mixed-Use UDF</i> .	Ongoing
WP.D2	Support the delivery of a network of activity centres	A1	Work with landholders to ensure the local convenience and service needs of the precinct's population are supported by the development of a network of local activity centres.	Medium-term
WP.D3	Facilitate a diversity of industrial spaces and uses	A1	Ensure new industrial development respond to the Cobblebank Employment and Mixed-Use UDF and the Melton Industrial Land Use Framework (see appendix 3) by delivering a diversity of industrial spaces in Cobblebank that will underpin a diverse economy.	Ongoing
		A2	Ensure business park development results in distinct and diverse places and spaces that facilitate a melting pot of economic activity.	Medium to long term
WP.D4	Avoid land use conflict	A1	Ensure sensitive land use areas including areas in which industrial and residential uses area will interact are subject to appropriate land use buffers and treatments to minimise land use conflict.	Medium term
		A2	Investigate potential uses that might be supported in buffer areas.	Medium term
		A3	Develop criteria to be considered when deciding on the application for site rezoning to and from industrial uses. Implementation is subject to future strategic work.	Medium term
		A4	Support the ongoing renewal of ageing and redundant commercial and industrial sites.	Medium term
Economic Infrastructure				
WP.D5	Facilitate foundational economic infrastructure	A1	Work with state agencies and developers to design and deliver foundational economic infrastructure including the efficient provision of water, sewerage and drainage infrastructure.	Ongoing
WP.D6	Upgrade transport infrastructure	A1	Advocate for new road infrastructure to support the development of the Rockbank Major Activity Centre	Short-term
		A2	Advocate for grade separations at Ferris, Paynes, Coburn, Leakes, Troups and Mount Cottrell Roads	Ongoing
		A3	Advocate for interchanges and overpasses at key intersections including Bulmans, Ferris, Paynes and Mount Cottrell Roads	Ongoing
		A4	Advocate for the delivery of a rail station at Thornhill Park.	Ongoing

		A5	Advocate for the Western Freeway to be upgraded into an urban freeway with the removal of direct property access and additional lanes.	Ongoing
WP.D7	Support the adoption of transport innovation	A1	Work with DTP to test the adoption of new automated vehicles to transport residents and workers from residential areas to the precinct's centres and vice versa.	Medium to long term
Industry				
WP.D8	Catalyse allied health investment	A1	Work with landholders, developers and allied health organisations to ensure the delivery of the Melton Hospital attracts resulting allied health and private health care investment in Cobblebank.	Ongoing
		A2	Ensure the delivery of the future Melton Hospital includes land and supportive land use settings to attract further allied health investment.	Ongoing
WP.D9	Agglomerate regional services in the Cobblebank	A1	Work with state and federal governments, and industry to ensure Cobblebank Metropolitan Activity Centre emerges as a regionally significant service centre befitting its designation as a location of metropolitan significance.	Ongoing
		A2	Ensure Cobblebank Metropolitan Activity Centre is CoM's primary location for new commercial and public service floor space investment.	Ongoing
		A3	Work with state and federal governments and industry to attract a range of community, justice, professional, cultural and personal service organisations to the Cobblebank Metropolitan Activity Centre.	Short term
WP.D10	Encourage the development of incubator and co-working space	A1	Foster new business development within the local community via facilitation activities including sponsorship of local incubator space, mentorship programs and networking events.	Ongoing
		A2	Encourage new business parks to incorporate co-working space.	Short to medium
WP.D11	Facilitate the development of Rockbank Major Activity Centre	A1	Work with local landholders and developers to facilitate transit-oriented development at Rockbank Major Activity Centre.	Short term
People and Place				
WP.D12	Facilitate a Live Play Work environment	A1	Ensure the development of the Cobblebank Metropolitan Activity Centre promotes a 'Live, Work, Play' environment that results in a: <ul style="list-style-type: none"> o walkable and human scale environment o dense core of streets that supports fine-grain uses o environment that supports day and night hospitality, dining and recreation uses 	Short term

			<ul style="list-style-type: none">o safe, attractive and clean environmento environment that integrates gathering spaces and social infrastructure with service and retail infrastructureo limits the incidence of barriers and fragmentation that restrict centre mobility and coherence	
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Melton Township Precinct Directions

No.	Direction		Actions	Priority
Employment Land				
MT.D1	Encourage the renewal of employment land	A1	Support the ongoing renewal of ageing and redundant commercial and industrial sites.	Ongoing
		A2	Encourage landholders and developers of large-format commercial sites to renew land in the format of contemporary commercial development by integrating a mixture of uses and destinations including, service, retail, hospitality and accommodation uses	Short to medium term
		A3	Encourage the renewal of aged industrial sites in the Melton Township Precinct into contemporary attractive industrial facilities.	Ongoing
		A4	Develop criteria to be considered when deciding on the application for site rezoning to and from industrial uses. Implementation is subject to future strategic work.	Medium term
Economic Infrastructure				
MT.D2	Upgrade transport infrastructure	A1	Advocate for the renewal of the Melton train station	Ongoing
		A2	Advocate for the Western Freeway to be upgraded into an urban freeway with the removal of direct property access and additional lanes	Ongoing
People and Place				
MT.D3	Plan the growth of the Melton Gateway	A1	Ensure the ongoing development of Melton Gateway results in a legible, coherent and accessible environment by undertaking an urban design investigation of the gateway area to identify interventions that will support greater built form consistency, pedestrian amenity and accessibility.	Medium term
		A2	Update the Retail and Activity Centres Strategy 2014 to identify the preferred role of the Melton Gateway in the provision of future retail demand.	Medium term
		A3	Promote Cobblebank Metropolitan Activity Centre as the preferred medium-to long-term destination for new commercial and service office floor space investment and expansion.	Medium to long term
MT.D4	Support the evolution of the Township's Activity Centres	A1	Support the ongoing evolution of the Melton High Street (Town Centre) Major Activity Centre as CoM's leading street shopping centre.	Short term
		A2	Support the ongoing development of a day and night economy within the Melton High Street (Town Centre) Major Activity Centre.	Short term
		A3	Support the ongoing role of the Woodgrove Major Activity Centre in the delivery of regionally significant merchandise retail and health services.	Ongoing
		A4	Support the diversification of uses in the Woodgrove Major Activity Centre and its ongoing renewal into a contemporary shopping centre.	Medium term

Northern Precinct Directions

No.	Direction		Actions	Priority
Employment Land				
NP.D1	Leverage the economic and employment benefits of population growth	A1	Work with developers, landholders and state agencies to identify and address barriers to the timely take-up and development of employment land.	Short term
NP.D2	Support Industrial Land Supply	A1	Work with state government to ensure the timely programming of the Warrensbrook PSP.	Short term
		A2	Over time, review land use directions for industrial land in the Northern Precinct based on the provision of infrastructure and long term demand.	Long term
NP.D3	Avoid Land Use Conflict	A1	Ensure sensitive land use areas including areas in which industrial and residential uses area will interact are subject to appropriate land use buffers and treatments to minimise land use conflict.	Medium term
		A2	Investigate potential uses that might be supported in buffer areas.	Medium term
		A3	Develop criteria to be considered when deciding on the application for site rezoning to and from industrial uses. Implementation is subject to future strategic work.	Medium term
		A4	Ensure the curfew free status of Melbourne Airport is protected and Melbourne Airport's optimum use is supported. Any land use proposals must consider airport impacts and State aviation policy.	Ongoing
Economic Infrastructure				
NP.D4	Facilitate foundational economic infrastructure	A1	Work with state agencies and developers to design and deliver foundational economic infrastructure including the efficient provision of water, sewerage and drainage infrastructure.	Short term
NP.D5	Advocate for the delivery of road infrastructure	A1	Work with state and federal government to secure the delivery of the OMR as fundamental economic infrastructure for CoM and the City's Northern Precinct. This includes both the road and rail component of the OMR.	Ongoing
		A2	Investigate industrial land demand implications resulting from the delivery of the OMR.	Long term
		A3	Work with the state government to facilitate the upgrade of the Melton Highway	Ongoing
NP.D6	Solar farming	A1	Support the development of solar power farming as a means of localising power generation and supplying energy to the Northern Precinct's commercial, industrial and residential areas.	Medium term

Industry				
NP.D7	Ensure the delivery of the OMR catalyses economic activity	A1	Advocate for design of the OMR directly catalyses economic land uses along the OMR corridor and at critical transport intersections.	Long term
People and Place				
NP.D8	Support the inception and evolution of the Northern Precinct's activity centre network	A1	Work with landholders and developers to facilitate street networks and subdivision patterns that will ensure the long-term activation and evolution of the Aintree and Fraser Rise Major Activity Centres in accordance with their respective UDFs.	Short term
		A2	Ensure the precinct's new economic nodes encompass a variety of economic spaces that will facilitate a diversity of retail, service and civic uses.	Short term
		A3	Work with landholders and developers to ensure the timely development of activity centres that support the everyday shopping and service needs of the precinct's population.	Ongoing
NP.D9	Review the role and function of centres and associated employment land	A1	Review the municipal and local role of the precinct's economic nodes in light of: <ul style="list-style-type: none"> o the findings of CoM's Activity Centre and Retail Strategy review o further information in relation to the delivery of the OMR o the impact and economic results of on-the-ground investment in economic floor space across CoM. 	Medium to long term

Diggers Rest Precinct Directions

No.	Direction		Actions	Priority
Employment land				
DR.D1	Support the expansion of Diggers Rest Precinct employment area	A1	In the event the Urban Growth Boundary is changed by the Victorian State Government to facilitate OMR delivery, consider exploring the opportunity for expanding employment land within Digger Rest Precinct. The Victorian State Government does not plan to move the Urban Growth Boundary as per State Planning Policy and Plan Melbourne 2017-2050.	Long term
DR.D2	Investigate Airport Environs	A1	Investigate the future use and development of land within the Airport Environs Overlay and its potential to support future employment and economic uses. Any decisions around future use and development within the MAEO is subject to the state planning policy.	Long term
Economic Infrastructure				
DR.D3	Avoid Land Use Conflict	A1	Develop criteria to be considered when deciding on the application for site rezoning to and from industrial uses. Implementation is subject to future strategic work.	Medium term
		A2	Ensure the curfew free status of Melbourne Airport is protected and Melbourne Airport's optimum use is supported. Any land use proposals must consider airport impacts and State aviation policy.	Ongoing
DR.D4	Advocate for the delivery of the OMR	A1	Work with state and federal government to secure the delivery of the OMR as fundamental economic infrastructure for CoM and the City's north.	Ongoing
		A2	Investigate industrial land demand implications resulting from the delivery of the OMR.	Long term



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Melton Employment and Industrial Land Strategy

Consultation Report May 2024

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1 Introduction

1.1 Purpose of the Document

The Consultation Report outlines the Council-led public consultation strategy and consultation outcomes following the release of the Draft Melton Employment and Industrial Land Strategy in January 2024.

1.2 Project Context

Melton City Council and consultant Charter Keck Cramer (CKC) developed the draft Melton Employment and Industrial Land Strategy (MEILS) over a two-year period commencing in 2022.

The MEILS follows the release of the Melbourne Industrial and Commercial Land Use Plan (MICLUP), a State Government document which provides guidance for municipalities in preparing industrial land strategies. Further to this, the MEILS responds to Action Theme 4.2.1 of the Council Plan – “A City that promotes greater education and employment” by seeking to ensure that population growth in the City of Melton is matched by local employment and economic growth.

1.3 Consultation History

Strategic stakeholder consultation has occurred throughout the process and applied various methods including letters, online platforms, newspaper advertisements, stakeholder workshops and targeted meetings.

The first phase of consultation occurred in October 2022 which sought initial feedback from external stakeholders (major industrial land developers operating in the City of Melton) to inform the Background Report used to develop the draft Strategy.

The draft Strategy was on public exhibition from 15 January to 29 February 2024 and late submissions were accepted until 27 March 2024 upon request. The focus of this report is the outcome of the public exhibition.

2 Consultation Strategy for the Draft Strategy

The total of 27 submissions were received from community members (6), government stakeholders (3) and the development industry (18).

Officers reviewed the submissions and prepared the Consultation Report addressing all the issues raised.

Individual letters were sent to each submitter who requested a response.

2.1 Key Stakeholders

The key project stakeholders are identified as:

- Industrial landholdings,
- Occupying businesses,
- Developers,
- State Government departments and agencies,
- Advocacy Groups,
- Trade associations,
- Business networks,
- Relevant Councils,
- Community members,
- Melton City Council (Councillors, Executive team, key internal departments, Project Control Group, Project Working Group).

2.2 Consultation and communications summary

Council engaged on the draft Strategy in the following ways during the 6-week consultation period:

- The draft Strategy was released to the public via Council's engagement website *Melton Conversations* on 15 January 2024.
- Online survey (via *Melton Conversations*).
- Letters sent to major stakeholders, including State Government agencies and relevant authorities.
- Letters sent to landowners and occupiers of properties in the Industrial 1 Zone, industrial 3 Zone and Commercial 2 Zone.
- Newspaper Ads placed in the *Melton Moorabool Star Weekly* and the *Brimbank North-West Star Weekly* on Tuesday 30 January.

- e-Newsletters to community and businesses.
- Social media posts on Melton City Council's Facebook and LinkedIn platforms.
- Two online industry briefings (one for State Government bodies and agencies, and one for private sector stakeholders).

3. Submissions summary and responses

The submissions were analysed and grouped into the following themes based on the matters raised:

- Background Report Data,
- Supporting infrastructure,
- Development sequencing & priorities,
- Western Interstate Freight Terminal,
- Further investigation areas,
- Industrial Land Use Framework,
- Melbourne Airport Environs Overlay (MAEO),
- Miscellaneous and General Errors.

Theme: Background Report Data

No.	Submission Summary	Current Council Response
1	Submitters sought clarification on the infrastructure assumptions that underpin the Strategy and the industrial land up-take shown.	<p>Noted.</p> <p>The Strategy and the Background Report apply assumptions that reflect available information as of November 2022. The guiding assumptions are provided in Section 3.1.2 of the Background Report.</p> <p>Projections for future development were formulated according to base case and high growth scenarios. The high growth scenario models the potential impact of future change that will influence demand, including the delivery of the Outer Metropolitan Ring Road.</p> <p>The project would be deficient if it were not to consider the potential impact of the delivery of a second ring road which as of 2010 is subject to a gazetted road reserve. In the City's Southern</p>

No.	Submission Summary	Current Council Response
		Precinct, the high demand scenario anticipates continued growth of industrial land development reflecting recent trends and a known pipeline of development. The high growth scenario is therefore based on plausible development drivers and outcomes.
2	<p>Submitters raised concerns about the accuracy of the UDP data informing the MEILS; suggesting it overstates land supply and underestimates consumption.</p> <p>Submitters also raised concerns that the UDP forecasting used in the MEILS dates to 2021 and does not account for major project commitments made since.</p> <p>Submitters recommended that the MEILS be updated to reflect the supply that has been consumed since 2021.</p> <p>Submitters recommended to advance targets for unlocking developable land to meet the estimated market demand.</p>	<p>Noted.</p> <p>Council acknowledges the concerns raised regarding the accuracy of the UDP data and appreciate additional information provided by the submitters for Council's reference and review.</p> <p>Charter Keck Cramer conducted a thorough evaluation from both a municipal-wide (top-down) and a precinct-by precinct (bottom-up) perspective. Council additionally requested Charter Keck Cramer to review the methodology, consumption scenarios and data sources.</p> <p>The primary data sets that informed the strategic findings include:</p> <ol style="list-style-type: none"> 1. Urban Development Program (UDP) data published annually by the Department for Transport and Planning, 2. Cordell Connect industrial permit data, 3. Permit data provided by Council, 4. Publicly available data on industrial development intentions in the City of Melton. <p>The project team reviewed and analysed the UDP data to ensure its currency and to identify any anomalies. The UDP may not fully account for the impact of the allocation of land for infrastructure on land supply. Therefore, to account for the impact of infrastructure on land supply the total amount of vacant land available to support future industrial development was reduced by 15%. This assumption was applied to all broad-hectare locations.</p> <p>Future development was projected according to base case and high growth development scenarios:</p> <ul style="list-style-type: none"> • The 'base case scenario' assumes continued industrial land development according to existing trends.

No.	Submission Summary	Current Council Response
		<ul style="list-style-type: none"> The 'high growth scenario' anticipates growth according to identified growth trends and by considering the impact of new infrastructure on demand and the strength of the existing development pipeline. <p>The scenarios are conservative as they are in line with observed land consumption and industrial development growth trends and the known approved industrial development pipeline.</p> <p>The project acknowledges that there is a significant shortage of vacant available development land particularly in the City's southern precinct hence the Strategy's advocacy for progress on employment related Precinct Structure Plans as per Objective 1 of the Strategy.</p> <p>Council officers support the data and findings presented in the Background Report and the Strategy.</p> <p>The methodology, depth of analysis and data sources used are considered to provide an accurate and reliable basis for understanding industrial land supply and demand in the City of Melton.</p>
3	Submitters recommended that the land use status should not only consider what built form exists on the ground but should also consider whether land has an approved planning permit for use and development including subdivision.	<p>The primary data sets that informed the strategic findings include:</p> <ol style="list-style-type: none"> 1. Urban Development Program (UDP) data published annually by the Department for Transport and Planning, 2. Cordell Connect industrial permit data, 3. Permit data provided by Council, 4. Publicly available data on industrial development intentions in the City of Melton.
4	Submitters stated that the Industrial Land Supply Research paper prepared by Urbis commissioned by the Property Council of Australia in 2022, demonstrated industrial land supply was much scarcer than suggested in the MEILS.	<p>Council officers acknowledge that there is other research data available including the study conducted by Urbis on behalf of the Property Council of Australia in 2022.</p> <p>A comprehensive analysis was conducted to understand the supply of industrial land on both a municipal-wide (top down) a precinct-by-precinct (bottom up) basis. This approach allowed officers to address specific land supply issues that might be overlooked with a broader municipal-wide focus.</p>

No.	Submission Summary	Current Council Response
	<p>Submitters stated that land supply was further diminished than suggested in the MEILS when accounting for constraints such as environmental factors, proposed transport corridors and amenity buffers.</p> <p>There was also a perceived concern that the inaccurate data would potentially lead discussions with the State Government assuming that the situation is less urgent than it is.</p>	<p>The UDP may not fully account for the impact of the allocation of land for infrastructure on land supply. Therefore, to account for the impact of infrastructure on land supply the total amount of vacant land available to support future industrial development was reduced by 15%. This assumption was applied to all broad-hectare locations.</p> <p>The project appreciates that there is a significant shortage of vacant available development land particularly in the City's Southern Precinct. The Strategy includes a strong position and commitment by Council to advocate for the commencement of the employment PSPs as an economic priority for the region in Action 1.1.</p> <p>The City of Melton will continue working with the state government departments and agencies to ensure the timely programming of the employment PSPs to release the industrial land supply within the municipality.</p>
5	<p>Submitters recommended to consider the UDP data as a baseline estimate and a more detailed analysis of land supply is recommended.</p>	<p>Refer to the earlier commentary from No. 2 on the datasets and analysis methodology.</p> <p>To project future industrial development two scenarios were considered:</p> <ol style="list-style-type: none"> 1. Base Case Scenario anticipates continued industrial land development according to existing trends. 2. High Growth Scenario anticipates accelerated growth in industrial land development and considers the impact of new infrastructure on demand and the strength of the existing development pipeline. <p>The scenarios are considered to be conservative as they are in line with observed land consumption and industrial development growth trends and the known approved industrial development pipeline.</p>

Theme: Supporting infrastructure

No.	Submission Summary	Current Council Response
6	Submitters recommended to include information in the MEILS on what infrastructure is needed to unlock the development potential of each precinct and stakeholder support.	<p>The draft Strategy outlines a list of precinct specific actions detailing critical infrastructure necessary to unlock economic growth and development within the precincts. Precinct assessment required policy support and actions specific for the Southern precinct are identified in Chapter 5.0 Precincts.</p> <p><u>Changes to the Strategy:</u> <i>The following updates were made to the final Strategy In response to the submitter's feedback:</i> 1. The Action Plan has been added to Appendix 4 of the Strategy. 2. A column indicating the priority (long-term, medium-term, or short-term) of each action has been added to the action plan.</p>
7	Submitters requested that any upgrade or provision of infrastructure not currently committed for delivery should be identified as subject to future funding decisions by the State Government and Federal Government where applicable.	<p>Noted.</p> <p><u>Changes to the Strategy:</u> <i>A note has been added to Action 5.3 and Figure 16: Victorian State Government Transport Infrastructure Projects map to reflect that the transport projects not committed for delivery at the time of preparing the strategy are subject to funding decisions by State and Federal Government.</i></p>
8	Submitters requested that any reference to the delivery of infrastructure that is the responsibility of the State is clear in stating State Government responsibility, as well as clear that Council is advocating for it.	<p>Noted.</p> <p><u>Changes to the Strategy:</u></p> <ul style="list-style-type: none"> • SP. D5 wording has been amended to "Advocate for the upgrade and expansion of the Principal Freight Network". • WP. D6 A2 wording has been amended to "Advocate for grade separation at Ferris, Paynes, Coburns, Leakes, Troups and Mount Cottrell Roads". • WP. D6 A3 wording has been amended to "Advocate for interchanges and overpasses at key intersections including Bulmans, Ferris, Paynes and Mount Cottrell Roads".

No.	Submission Summary	Current Council Response
9	Submitters stated that any land use assumptions that rely on short-medium term delivery of the OMR do not align with the long-term nature of the OMR.	<p>Noted.</p> <p>The Strategy and the Background Report do not assume the OMR will be developed in the short-medium term. The high consumption industrial development scenario assumes that construction of the OMR will commence after the completion of the North-East Link in 2028. The study assumes the delivery of the OMR in the early 2030s which is consistent with advocacy by Infrastructure Victoria.</p>
10	Submitters stated that the Western Rail Plan which includes potential electrification of the Melton corridor, may have impacts on the surrounding land and land uses, potentially impacting industrial and employment land contained within the strategy.	<p>Noted.</p> <p>The Strategy considered the potential electrification of the Western Corridor and its potential impact on surrounding land uses. Relevant objectives and actions include Action 5.3: Link jobs to people via comprehensive transport upgrades, SP. D7 A1 and SP. D8 A1.</p> <p>The following has been assumed in relation to the Western Rail Plan to prepare the Strategy and the Background Report:</p> <ol style="list-style-type: none"> 1. The plan entails the electrification of Wyndham and Melton metropolitan rail infrastructure and the delivery of additional rail stations as part of the Western Rail Plan. The plan is widely supported and endorsed by Infrastructure Victoria. 2. Infrastructure Victoria's strategic assessment indicates there is a compelling case to introduce electrified suburban services along the western corridor as far as Rockbank. The plan, however, is yet to be funded. 3. The Strategy and Background Report do not assume that a station will be developed at Mount Atkinson in the horizon of the project.
11	Submitters recommended that the Strategy would benefit from outlining how the existing and planned PFN functions will be protected to support industrial land uses where the PFN corridors interface with non-industrial land uses. Particularly residential, given the likely	<p>The Industrial Land Use Framework seeks to strengthen the logic and rationale for the ongoing evolution of the Principal Freight Network by directing uses that will generate significant heavy vehicle movements to locations in proximity to the current and future PFN.</p> <p>Likewise, the Industrial Land Use Framework seeks to direct uses that will generate high numbers of light vehicle movements to locations that minimise impacts on the PFN.</p>

No.	Submission Summary	Current Council Response
	amenity impacts of the industrial vehicular movements on these other areas.	
12	Submitters stated that any changes to Caroline Springs Train Station were subject to the development of the Ravenhall Quarry PSP, as well as station planning, and future funding decisions being made.	<p>Noted.</p> <p><u>Changes to the Strategy:</u> <i>Clarification has been added to Objective 4, Objective 7, SP. D12 A1 and A2 of the Strategy, noting that any planning decisions around Caroline Springs station are subject to the development of the Ravenhall (Quarry Site) PSP.</i></p>
13	<p>Submitters recommended to reference the following infrastructure upgrades within the Strategy to ensure the efficient development of the Southern Precinct:</p> <ul style="list-style-type: none"> • Christies Road exit ramp • Active transport for Caroline Springs Station 	<p>Noted.</p> <p>The Strategy is informed by Council's strategies and advocacy priorities in relation to the infrastructure projects required to support delivery of the Southern Precinct.</p> <p>Council's transport priorities are identified in the Moving Melton project webpage that shows the detailed road, rail, bus, and active transport infrastructure projects that would better connect our community, support the economic output a year and create an additional 120,000 local jobs by 2050.</p> <p>Moving Melton project web page can be accessed via the following link https://www.movingmelton.com.au/</p> <p>We have provided the submitter's feedback to Council's Traffic Engineering Team who will consider the recommendations in their further work on the Moving Melton Transport Prospectus project.</p>
14	Submitters stated that the delivery and upgrade of key surrounding transport infrastructure was critical to the Strategy.	Noted.

No.	Submission Summary	Current Council Response
	This critical infrastructure to include Hopkins Road duplication, level crossing removal and the future Mount Atkinson Train Station which would enhance the Mount Atkinson precinct that is already zoned and currently under construction.	
15	Submitters recommended that the Principal Freight Network be expanded by the duplication and grade separation of Hopkins Road, and the upgrade of the Western Freeway/Hopkins Road interchange.	<p>Noted.</p> <p>The Strategy is informed by Council's strategies and advocacy priorities in relation to the infrastructure projects required to support delivery of the Southern Precinct.</p> <p>Council's transport priorities are identified in the Moving Melton project webpage that shows the detailed road, rail, bus, and active transport infrastructure projects that would better connect our community, support the economic output a year and create an additional 120,000 local jobs by 2050.</p> <p>Moving Melton project web page can be accessed via the following link https://www.movingmelton.com.au/</p> <p>The submitter's feedback was provided to Council's Traffic Engineering Team who will consider the recommendations in their further work on the Moving Melton Transport Prospectus project.</p>
16	Submitters recommended for the inclusion of an interim public bus shuttle to link occupied employment land e.g., Melbourne Business Park to Caroline Springs Train Station.	<p>Noted.</p> <p>The Strategy is informed by Council's strategies and advocacy priorities in relation to the infrastructure projects required to support delivery of the Southern Precinct.</p> <p>Council's transport priorities are identified in the Moving Melton project webpage that shows the detailed road, rail, bus, and active transport infrastructure projects that would better connect our community, support the economic output a year and create an additional 120,000 local jobs by 2050.</p>

No.	Submission Summary	Current Council Response
		<p>Moving Melton project web page can be accessed via the following link https://www.movingmelton.com.au/</p> <p>We have provided the submitter's feedback to Council's Traffic Engineering Team who will consider the recommendations in their further work on the Moving Melton Transport Prospectus project. The strategy has been updated to address the submitters comment.</p> <p><i>Changes to the Strategy:</i> <i>Direction 2 'Boost Employment Growth' has been updated to integrate collaboration with the state government to undertake a review of the bus network in the City of Melton within Action 5.3: Link jobs to people via comprehensive transport upgrades. Precinct specific actions have been added to all precincts.</i></p>
17	Submitters stated that Council needs to ensure there is timely delivery and sufficient capacity for all external service infrastructure to the Mount Atkinson precinct.	<p>The Strategy investigated the enabling infrastructure needed to support growth and development of employment precincts and activity centres.</p> <p>Relevant actions in the Strategy include SP. D4 A1, SP. D5 A1, SP. D6 A1, and SP. D8 A1. These outline a strong position by Council to advocate for the timely delivery of essential service infrastructure in the industrial and employment areas, that includes the future Mount Atkinson Major Activity Centre and its surrounding employment land.</p>
18	Submitters recommended that any greenfield sites should where possible be located convenient to main highways, rail freight yards, airports, and seaports to reduce urban traffic.	Noted.
19	Submitters stated that significant public transport investment is needed to bring staff to the employment and industrial zones, including ancillary transport links such as car parks at train stations.	Council understands the importance of public transport, having developed the Moving Melton – Transport Prospectus which identifies road, rail, bus, and active transport infrastructure projects that would better connect our community and support our economic prosperity.

No.	Submission Summary	Current Council Response
		<p>Public transport is the responsibility of the state government, including car parks at train stations and Council actively engages in advocating to the state government for public transport improvements.</p> <p>Please visit https://www.movingmelton.com.au/public-transport for further information.</p>
20	<p>Submitters recommended that Mt Cottrell Road requires connectivity to provide easy access for Thornhill Park residents.</p>	<p>Council recognises that improved connectivity is needed on Mount Cottrell Road in Thornhill Park and the Draft 2024/25 Council Budget references funding for the construction of an East - West Arterial Road, between Ferris Road and Mount Cottrell Road.</p> <p>This project will be managed through Council's Capital Works Program and Council will continue to work on delivering this road in the coming years.</p>
21	<p>Submitters recommended that there should be a direct connection between Tarneit and Melton arterial roads to help better connect the LGAs and develop a 20-minute city.</p>	<p>Council's view is to establish a one-mile grid network to support efficient traffic movements. This is to be achieved over time.</p> <p>Hopkins Road is the major thoroughfare between the Melton and Wyndham municipalities, and it is the state government that is responsible for delivering this road, which Council is strongly advocating for.</p> <p>Council has also recently initiated the Rural, Interface and Growth Area Road Upgrade Strategy (RIGARUS). The project includes investigating upgrades for rural-interface roads such as Troups Road South which connects the municipality with Tarneit. We encourage the submitter to get in touch with Council's Strategic Transport Planning department to discuss road upgrades.</p>
22	<p>Submitters requested for Action 5.3 be amended to include:</p> <ul style="list-style-type: none"> Active transport infrastructure from train stations to industrial precincts and businesses Intermodal transport options to/from industrial precincts and businesses 	<p>Active transport infrastructure is progressively delivered as development occurs and is a priority for Council.</p> <p>Public transport is the responsibility of the State Government, Council is advocating to the State Government for improvements/strong public transport connections and priorities include the electrification of the rail line.</p>

No.	Submission Summary	Current Council Response
	<ul style="list-style-type: none"> A rail connection to the Wyndham Vale line and a third platform for city-bound services at Caroline Springs Station. 	<p>Council has a separate project, the Moving Melton Transport Prospectus which identifies the various transport infrastructure projects that would better connect our community, support the economic output a year and create an additional 120,000 local jobs by 2050.</p> <p>Moving Melton project web page can be accessed via the following link https://www.movingmelton.com.au/</p> <p>The submitter's feedback was provided to Council's Traffic Engineering Team who will consider the recommendations in their further work on the Moving Melton Transport Prospectus project.</p>
23	<p>Submitters stated that the Strategy needs to consider the road infrastructure needed for heavy vehicle access.</p>	<p>Council understands the need for roads that can adequately service employment and industrial areas. The state government is responsible for delivering major arterial roads. Council is advocating for the state government to make upgrades to numerous roads including the Western Freeway and Hopkins Road. Council's transport priorities are identified in the Moving Melton project webpage that shows the detailed road, rail, bus, and active transport infrastructure projects that would better connect our community, support the economic output a year and create an additional 120,000 local jobs by 2050.</p> <p>Moving Melton project web page can be accessed via the following link https://www.movingmelton.com.au/</p> <p>The submitter's feedback was provided to Council's Traffic Engineering Team who will consider the recommendations in their further work on the Moving Melton Transport Prospectus project.</p>

Theme: Development sequencing & priorities

No.	Submission Summary	Current Council Response
24	Submitters recommended to include Council's preference for sequencing the development of the corridors and infrastructure provision to plan and develop commercial and industrial land uses in future precincts.	<p>Sequencing of infrastructure provision falls outside the scope of the Strategy. The Strategy investigated the enabling infrastructure needed to support growth and development of employment precincts and activity centres.</p> <p>Council's infrastructure advocacy priorities emphasise the preference for the timing of enabling infrastructure delivery. All infrastructure identified in the Strategy is essential, and Council is willing to work with the State Government on its sequencing as outlined in the Action Plan.</p>
25	Submitters requested for confirmation of Council's status and aspirations for the Ravenhall PSP and to provide consistent referencing on whether it is a short- or long-term project which would assist in the planning direction for the future PSP.	<p>The Strategy aligns with the Melbourne Industrial and Commercial Land Use Plan in acknowledging the potential of the area currently subject to land-fill uses/extractive industries within the Ravenhall (Quarry Site) PSP supporting long-term changes in land use. However, there is currently no established public process or timeline to investigate or explore land use change or diversification in and around Ravenhall.</p> <p>Further strategic work is required to determine the long-term future of the landfill once its operation cycle is complete.</p> <p><u>Changes to the Strategy:</u> <i>The Strategy has been updated to identify the Melbourne Regional Landfill site for further investigation and future strategic work. The following item is included in the Action Plan:</i></p> <ul style="list-style-type: none"> <i>Investigate the future use and development of land currently subject to land fill uses and extractive industries within the Ravenhall (Quarry Site) PSP. Responsible stakeholders: Victorian Planning Authority in consultation with Melton City Council.</i>
26	Submitters requested Council to prioritise advocacy for commencement of the PSPs identified on their land.	<p>The importance of initiating the employment PSPs in a timely manner to address the economic needs of the municipality and the broader Western Region is acknowledged.</p> <p>The significance of the unprogrammed PSPs, including the Chartwell East, Derrimut Fields, Ravenhall (Quarry Site), Warrawee and Warrensbrook PSPs in driving local economic growth has been fully recognised and considered in the development of the Strategy.</p> <p>Council notes that the timing of PSP commencement is ultimately linked to various decisions</p>

No.	Submission Summary	Current Council Response
		<p>made by state government, including the provision of critical infrastructure and the allocation of funding for these projects. As such, it falls within the responsibility of the state government to determine the timing, sequencing, and funding mechanisms for infrastructure provision before a PSP project is initiated.</p> <p>It is beyond the Strategy's scope to determine the distinction between the PSPs and their ties to specific state government projects like the WIFT, as such decisions involve a broader range of stakeholders and considerations beyond the defined objectives of the Strategy.</p> <p>The Strategy includes a strong position and commitment to advocate for the commencement of the employment PSPs as an economic priority for the region in Action 1.1.</p> <p>Council officers will continue working with the state government departments and agencies to ensure the timely programming of the employment PSPs to release the industrial land supply within the municipality.</p> <p><u>Changes to the Strategy:</u> <i>Actions SP. D1 A2 and NP. D2 A1 in the Action Plan have been updated to read 'Work with state government to ensure the timely programming of the Chartwell East, Derrimut Fields, Ravenhall (Quarry Site), Warrawee and Warrensbrook PSPs.'</i></p>
27	<p>Submitters stated that the recent implementation of staging within PSPs will add further delay and serve as greater impetus to commence the PSP process earlier as stages are reliant on uncommitted government infrastructure.</p>	<p>Noted.</p> <p>The implementation of staging within PSPs was introduced by the Victorian Planning Authority who are the Responsible Authority for developing PSPs.</p>
28	<p>Submitters recommended that the Strategy could be more specific about the actions proposed to unlock industrial land.</p>	<p>The Strategy includes a strong position and commitment by Council to advocate for the commencement of the employment PSPs as an economic priority for the region in Action 1.1.</p> <p>Council officers will continue working with the state government departments and agencies to facilitate the timely programming of the employment PSPs as well the sequencing of delivery of</p>

No.	Submission Summary	Current Council Response
		<p>enabling infrastructure.</p> <p><u>Changes to the Strategy:</u> <i>Actions SP.D1 A2 and NP.D2 A1 in the Action Plan have been updated to read 'Work with state government to ensure the timely programming of the Chartwell East, Derrimut Fields, Ravenhall (Quarry Site), Warrawee and Warrensbrook PSPs.'</i></p>

Theme: Western Interstate Freight Terminal (WIFT)

No.	Submission Summary	Current Council Response
29	<p>Submitters stated that there are several assumptions within the Strategy about the location and scale of the WIFT and the size of the area earmarked for the WIFT is inappropriately large.</p> <p>Submitters stated that earmarking the WIFT within the Strategy over such a vast portion of land restricts the developable ability for other industrial uses.</p> <p>Submitters suggested an icon to be used instead of hatching to reference the WIFT on maps.</p>	<p>Noted.</p> <p>The Strategy directions and actions are aligned with the State Government policy documents, including the Western Growth Corridor Plan, Plan Melbourne, Melbourne Industrial and Commercial Land Use Plan and Western Metro Land Use Framework Plan.</p> <p>These documents outline planning outcomes required for the delivery of the proposed Western Interstate Freight Terminal and its indicative location. It is beyond the Strategy's scope to determine the future development of state significant government projects like the WIFT, as such decisions involve a broad range of stakeholders and considerations beyond the defined objectives of the Strategy.</p> <p><u>Changes to the Strategy:</u> <i>Updates have been made to align the location of the WIFT and its representation on maps with Plan Melbourne and MICLUP. A note has been added to clarify that the WIFT location is indicative and a cross-reference to the source (Plan Melbourne and MICLUP) has been created for all map showing the WIFT.</i></p>

No.	Submission Summary	Current Council Response
30	Submitters requested for Council's support to advocate for an immediate resolution of the WIFT planning task, to enable land not required for the WIFT to be released for independent development.	<p>The Strategy is aligned with Council's advocacy objectives and sets directions and actions to continue working with Federal and State Government to secure funding for the delivery of the WIFT.</p> <p>Melton City Council is actively advocating with the State and Federal Government to prioritise the resolution on WIFT delivery.</p>
31	Submitters stated that the demand for industrial land associated with an intermodal does not exceed demand for independent industrial development and that the Strategy should outline that land not required for the possible WIFT should be unlocked for independent industrial development as soon as possible.	<p>Noted.</p> <p>It is beyond the Strategy's scope to determine the distinction between the specific land parcels and their ties to specific State Government projects like the WIFT, to enable independent development. Such decisions involve a broader range of stakeholders and considerations beyond the defined objectives of the Strategy.</p> <p><u>Changes to the Strategy:</u> <i>Updates have been made to align the location of the WIFT and its representation on maps with Plan Melbourne and MICLUP documents. A note has been added to clarify that the WIFT location is indicative and a cross-reference to the source (Plan Melbourne and MICLUP) has been created for all map showing the WIFT.</i></p>
32	Submitters stated that with the BIFT still at least 5 years from completion, it can be expected that the WIFT will be significantly further away from potential transaction and an unnecessary use of valuable and developable industrial land.	<p>Noted.</p> <p>It is agreed that as of 2024, the WIFT is now more likely to be delivered in the long-term.</p>
33	Submitters stated that the delay in planning of the proposed WIFT by the State and Federal Governments is impeding the progression of the Derrimut Fields and Chartwell East PSPs and it is critical that Council also continue to advocate for and	<p>Noted.</p> <p>The Strategy directions and actions are aligned with the State Government policy documents, including the Western Growth Corridor Plan, Plan Melbourne, Melbourne Industrial and Commercial Land Use Plan and Western Metro Land Use Framework Plan. These documents</p>

No.	Submission Summary	Current Council Response
	support the preparation of the Derrimut Fields and Chartwell East PSPs ahead of commitment by Government for the progression of the WIFT.	<p>outline planning outcomes required for the delivery of the proposed Western Interstate Freight Terminal and its indicative location.</p> <p>It is beyond the Strategy's scope to determine the distinction between the PSPs and their ties to specific state government projects like the WIFT, as such decisions involve a broad range of stakeholders and considerations beyond the defined objectives of the Strategy.</p> <p><u>Changes to the Strategy:</u> <i>Updates have been made to align the location of the WIFT and its representation on maps with Plan Melbourne and MICLUP. A note has been added to clarify that the WIFT location is indicative and a cross-reference to the source (Plan Melbourne and MICLUP) has been created for all map showing the WIFT.</i></p>
34	Submitters stated alternate locations for the WIFT, while still within the Melton catchment, should be investigated to allow for the Derrimut Fields and Chartwell East PSPs to commence.	<p>Noted.</p> <p>It is beyond the Strategy's scope to determine the future land uses of State Government projects like the WIFT. These decisions involve a broad range of stakeholders and considerations beyond the defined objectives of this Strategy.</p>

Theme: Further investigation areas

No.	Submission Summary	Current Council Response
35	Submitters requested that references and maps of the Melbourne Regional Landfill (MRL) should recognised with its important role and that the MRL should also be identified as a future investigation area.	<p>Noted.</p> <p>The Strategy aligns with the Melbourne Industrial and Commercial Land Use Plan in acknowledging the potential of the area currently subject to land fill uses and extractive industries within the Ravenhall (Quarry Site) PSP to support long-term changes in land use. However, there is currently no established public process or timeline to investigate or explore land use change or diversification in and around Ravenhall.</p> <p>Further strategic work is required to determine the long-term future of the landfill once its operation cycle is complete.</p>

No.	Submission Summary	Current Council Response
		<p><i>Changes to the Strategy:</i> All references to the MRL in the Strategy have been updated to appropriately acknowledge its significant role in land use planning and economic development within the municipality and the Western Region.</p> <p>The Strategy has been updated to identify the Melbourne Regional Landfill site for further investigation and future strategic work. The following item is included in the Action Plan: Investigate the future use and development of land currently subject to land fill uses and extractive industries within the Ravenhall (Quarry Site) PSP.</p>
36	<p>Submitters requested that Diggers Rest be considered for Employment and Industrial Land uses as established infrastructure and residential areas are near each other.</p>	<p>Diggers Rest was thoroughly considered and evaluated in the Background Report and Strategy preparation process. The Strategy includes evaluation, observations, and strategic directions for the employment land within Diggers Rest Precinct.</p> <p>The Strategy investigated the economic infrastructure necessary to support growth and development of employment precincts and activity centres, with the OMR as a catalyst of the economic development in the northern part of the municipality.</p> <p>Council will continue working with State and Federal government to advocate for the delivery of the OMR as fundamental economic infrastructure for the City of Melton and the City's north.</p>
37	<p>Submitters requested Council explore land outside the Urban Growth Boundary proposed for future industrial development.</p>	<p>Noted.</p> <p>The Victorian State Government does not plan to move the Urban Growth Boundary as per State Planning Policy and Plan Melbourne 2017-2050.</p>
38	<p>Submitters stated that the condition of their land is not consistent with the purpose of the Green Wedge Zone and would prefer their land to be rezoned to residential although acknowledge that this is unlikely.</p>	<p>Noted.</p> <p>The identified properties are subject to the Green Wedge Zone. The Victorian State Government does not plan to move the Urban Growth Boundary as per State Planning Policy and Plan Melbourne 2017-2050. Enquiries in relation to proposed development of land subject to GWZ are outside the scope of this project.</p>

Theme: Melbourne Airport Environs Overlay (MAEO)

No.	Submission Summary	Current Council Response
39	Submitters objected to any proposal for zoning changes that would allow the increase in employment or industrial land anywhere in the Melbourne Airport Environs Overlay (MAEO), as their key concern is ensuring the curfew free status and the optimum usage of Melbourne Airport.	Noted. <u>Changes to the Strategy:</u> <i>The relevant sections including Action 1.2, Diggers Rest Precinct observations and actions have been revised to reflect the submitter's position. The wording has been updated to acknowledge that any decisions around future use and development within the MAEO is subject to the state planning policy for airports and airfields. The revised Action 1.2 and subsequent precinct actions (NP. D3 A4, DR.D3 A2) reference ensuring the curfew free status of Melbourne Airport is protected and Melbourne Airport's optimum use is supported.</i>
40	Submitters recommended that the Strategy include: <ul style="list-style-type: none"> That the land (within or in proximity to the MAEO) is or will in the future be subject to aircraft noise exposure associated with Melbourne Airport as it is located within the airport's ANEF contours. Clarifications in the Strategy for noise attenuation measures in new developments constructed within N-contour affected areas and / or notification of prospective purchasers about aircraft noise in these areas. 	Noted. <u>Changes to the Strategy:</u> <i>As above.</i>

No.	Submission Summary	Current Council Response
41	<p>Submitters recommended that the Strategy include:</p> <ul style="list-style-type: none"> • N-contour mapping (consistent with N-contour mapping within the 2022 Master Plan), and a section on Prescribed Airspace and the associated requirements in accordance with Clause 18.02-7S of the planning scheme. • Referencing to the 2022 ANEF (whilst it is not yet formally implemented into the Planning Scheme under the MAEO), it is the latest representation of future noise impacts associated with Melbourne Airport operations. 	<p>Noted.</p> <p><u>Changes to the Strategy:</u> A note has been added to indicate that the ANEF is being updated.</p>
42	<p>Submitters stated that due to population growth additional employment land is needed in Diggers Rest and the surrounding growth corridor.</p> <p>Submitters supported an investigation into the land between the Calder and Melton Highway, and within the MAEO as a future industrial expansion area.</p>	<p>Noted.</p> <p>The Victorian State Government does not plan to move the Urban Growth Boundary as per State Planning Policy and Plan Melbourne 2017-2050. As is identified in Strategic Action 1.2, Council will work with State government and industry to explore the long-term future of land subject to the Melbourne Airport Environs Overlay (MAEO), should circumstances change in the future. Any decisions around future use and development within the MAEO is subject to the state planning policy.</p> <p><u>Changes to the Strategy:</u> As above.</p>

No.	Submission Summary	Current Council Response
43	Submitters considered that their land is well outside of the 20 ANEF area but understands that Melbourne Airport would be consulted if any development was proposed within the MAEO.	Noted. Any decisions around future use and development within the MAEO is subject to the state planning policy.

Theme: Industrial Land Use Framework

No.	Submission Summary	Current Council Response
44	Submitters recommended to include additional information about guidance for prioritisation of spot re-zoning of smaller parcels to industrial or employment land.	The submitter's comment highlights broader consideration regarding rezoning decision making to and from industrial or employment land. <u>Changes to the Strategy:</u> <i>The Strategy has been updated to support the direction on avoiding land use conflict. Precinct based actions (SP. D2 A3, WP. D4 A3, MT. D1 A4, NP. D3 A3 and DR.D3 A1) have been added directing Council to develop a local policy outlining parameters to be considered when deciding on the application for site rezoning to and from industrial uses.</i>
45	Submitters requested that the preferred land uses proposed in MEILS are consistent within the document and consistent with approved PSPs and UDFs.	Noted. The Industrial Land Use Framework in the Strategy was informed by the relevant PSPs and UDFs. The Strategy has been reviewed against these documents again to ensure consistency.
46	Submitters Requested that the Boral Deer Park Quarry be identified as 'Proposed Industrial' in the Strategy.	The Strategy aligns with the Melbourne Industrial and Commercial Land Use Plan in acknowledging the potential of the area currently subject to land fill uses and extractive industries within the Ravenhall (Quarry Site) PSP to support long-term changes in land use. However, there is currently no established public process or timeline to investigate or explore land use change or diversification in and around Ravenhall.

No.	Submission Summary	Current Council Response
		<p>Further strategic work is required to determine the long-term future of the landfill once its operation cycle is complete.</p> <p><u>Changes to the Strategy:</u> <i>The Strategy has been updated to identify the Melbourne Regional Landfill site for further investigation and future strategic work. The following item is included in the Action Plan (SP. D1 A4):</i></p> <ul style="list-style-type: none"> • <i>Work with state government to investigate the future use and development of land currently subject to land fill uses and extractive industries within the Ravenhall (Quarry Site) PSP.</i>
47	Submitters stated that Action 4.2 which seeks to encourage diverse economy and diverse employment within new business parks may be better directed specifically to those areas identified as 'Urban Industry.'	Diverse business parks are supported in Urban Industry areas.
48	Submitters recommended that Council should identify the Warrensbrook Employment Area as a mixed area to accommodate both Major Industry and Urban Industry.	<p>Noted.</p> <p><u>Changes to the Strategy:</u> <i>The Strategy has been updated to identify future industrial land along the Melton Highway Corridor for Urban Industries. The focus of this land will be reviewed in the future as the development of the Corridor progresses.</i></p>
49	Submitters stated support for the Framework being incorporated into the planning scheme as this will provide a high level of comfort for investors in the precinct and clearer land use outcomes.	Noted.

No.	Submission Summary	Current Council Response
50	Submitters stated that their research identified an increasing demand for large area industrial sites with substantially improved road/access design.	Noted.
51	<p>Submitters stated that in 10-15 years, there will likely be demand for greenfield sites to develop self-sustaining Business Parks to accommodate modern freight transfer systems.</p> <p>Submitters stated that they would advocate that land suitable for such purposes is included when considering any land for rezoning.</p>	<p>Noted.</p> <p>The Strategy includes a strong position and commitment by Council to advocate for the commencement of the employment PSPs as an economic priority for the region in Action 1.1.</p>
52	Submitters requested for more medical specialist services, noting there is significant demand and virtually no supply in the Municipality.	The Strategy recognises the delivery of the Melton Hospital creates an opportunity to establish supporting health services. Western Precinct, Direction 8 seeks to 'Catalyse allied health investment' and has several associated actions.
53	Submitters objected to industrial land use next to the residential area in the Northern Precinct.	Industrial land use within the Northern Precinct is located within the 'Future Melton Highway Regional Industrial Area'. This area comprises of the Business Precinct from the Plumpton PSP and the industrial land within the future Warrensbrook PSP. These areas were already identified for industrial land use prior to the Strategy by the state government in the 2012 West Growth Corridor Plan and are not subject to change.
54	Submitters queried whether Council is planning for large organisations to occupy	The Strategy seeks to encourage businesses and organisations of various sizes, however certain areas within the municipality are better suited to particular businesses and industries. Due to the availability of larger land parcels, greenfield sites are generally more suitable for large businesses

No.	Submission Summary	Current Council Response
	greenfield sites or for a mix of business sizes across the Municipality.	that require a larger space. The Strategy includes an Industrial Land Use Framework with a map and table which identifies preferred locations for particular types of industrial land uses (see Figure 13 and Table 4).
55	Submitters requested for health and fitness businesses to be a main priority.	Noted. The Strategy recognises the delivery of the Melton Hospital creates an opportunity to establish supporting health services. Western Precinct, Direction 8 seeks to 'Catalyse allied health investment' and has several associated actions. Fitness businesses or gyms are recognised in the Strategy's Land Use Framework which identifies preferred locations for particular land uses (see Table 4). This land use falls under 'recreation' and is one of the preferred land uses in areas identified in the Strategy as 'Urban Industries' (See Figure 13).

Theme: Further work

No.	Submission Summary	Current Council Response
56	Submitters recommended to include additional information about what land use planning mechanisms could be used to achieve Direction 3: Prepare for Change.	Any land use mechanisms associated with Direction 3 within the Strategy are dependent on State Planning Policy. Melton City Council is a key stakeholder in logistics innovation and potential energy innovation in Melbourne's west. Council will continue to remain informed, review the role we play, and continue to encourage and advocate developers and State Government to prepare for change.
57	Submitters stated that the MEILS should recognise the broader strategic role of the Melton Industrial Complex. Submitters stated that Directions and Objectives throughout the MEILS should seek to attract workers from surrounding	Supported. Strategic Direction 2 includes the overarching objectives seeking to ensure the employment growth in the City of Melton. Objectives 5 - 7 specifically outline the actions required to attract the workers and investment to the municipality (Actions 5.1 - 5.4, Actions 6.1 - 6.2 and Actions 7.1 - 7.4). <u>Changes to the Strategy:</u>

No.	Submission Summary	Current Council Response
	Municipalities where populations are projected to densify between now and 2050.	<i>The vision statement for the Western Freeway Employment Corridor has been updated to incorporate the feedback provided by the submitter. The updated vision now acknowledges the broader strategic role of the Melton Industrial Complex within the Corridor.</i>
58	Submitters recommended that timeframes should be updated and then included within the Strategy to provide more stringent Objectives.	<p>The draft Strategy outlines a list of precinct specific actions necessary to unlock economic growth and development within the precincts. Indicative timeframes for each action will be added to the Strategy.</p> <p><u>Changes to the Strategy:</u> <i>The following updates were made to the final Strategy in response to the submitter's feedback:</i></p> <ol style="list-style-type: none"> <i>1. The Action Plan has been added to Appendix 4 of the Strategy.</i> <i>2. A column indicating the priority (long-term, medium-term, or short-term) of each action has been added to the action plan.</i>
59	Submitters recommended for improved consideration of alternate or future land uses that are required to support employment precincts and the broader community.	Actions within Direction 3 'Prepare for change' of the Strategy in particular provide support for alternative or future land uses which are required to support employment precincts through ensuring land uses are supported by innovation and upgrades in technology.
60	Submitters requested for Council to support end enforcement to ensure that the quarry and landfill comply with regulatory standards and best practice to not cause adverse amenity impacts, diminished development outcomes or encroachment on the land.	Relevant actions within the Strategy include SP. D2 A1, SP. D2 A2, SP. D11 A2, which address the issue of ensuring appropriate land use buffers and treatments to minimise land use conflict.

No.	Submission Summary	Current Council Response
61	Submitters recommended that Council should collaborate with landowners to ensure the establishment of infrastructure is orderly, sequential, and equitable between developers.	Noted.
62	Submitters recommended that Council should outline a strategy and resourcing plan to assist fast-track planning and building permits for proposals which are appropriately zoned and earmarked for development.	Noted. This is outside the scope of this project.
63	Submitters recommended that under Western Precinct Direction - WP. D8 - Council should consider supporting housing for health care workers within proximity of the health precinct.	Noted. Health uses are preferred in town centres and designated commercial areas. In general, industrial locations are not preferred for health uses. Housing related matters are subject to relevant housing strategies prepared by Council.
64	Submitters recommended that to better facilitate early delivery of Activity centres, Council officers should play a greater advocacy role with other government authorities where inflexible requirements result in unreasonable delays to the planning process.	Noted.
65	Submitters stated their support for Council taking a collaborative approach to the review and update of the Activity Centre Strategy alongside key stakeholders.	Noted.

No.	Submission Summary	Current Council Response
66	Submitters recommended that Council should update its aspirational jobs target to 1 job for every home in the Municipality as a long-term aspiration	<p>Noted.</p> <p>The Strategy is prepared in alignment with the City of Melton Investment Attraction Strategy 2020. The Investment Attraction Strategy sets a target of adding 100,000 new local jobs by 2050 and the objective of increasing employment self-sufficiency to 0.6 jobs per worker. It is outside the scope of this project to review and reconsider job targets assigned by the Council's adopted strategy.</p>
67	Submitters recommended that Council should identify an expanded industrial area in the Warrensbrook PSP beyond that in the Growth Corridor Plan which will generate additional jobs.	<p>The area identified for industrial use in the Western Growth Corridor Plan is subject to future Warrensbrook PSP planning process by the Victorian Planning Authority.</p> <p>It is not the Strategy's intention to review the land take and future land use types within the unprogrammed PSPs, as such decisions involve a broader range of stakeholders and considerations outside the defined objectives of this project.</p> <p>The Strategy includes a strong position and commitment by Council to advocate for the commencement of the employment PSPs as an economic priority for the region in Action 1.1.</p> <p>Council encourages the submitter to continue engaging with both Council and the state government in advocating for their priorities. The City of Melton will continue working with the state government departments and agencies to ensure the timely programming of the employment PSPs to release the industrial land supply within the municipality.</p>
68	Submitters stated that the Draft Strategy addresses sustainability, but this could be strengthened.	<p>Noted.</p> <p>Council's future work in the domain of Sustainability, Climate Change and Environment includes preparing the Environmentally Sensitive Design (ESD) Policy and the Water Sensitive Urban Design (WSUD) Guidelines, which will address a range of sustainability planning matters. Further details are subject to the commencement and scope of these projects.</p> <p><u>Changes to the Strategy:</u></p>

No.	Submission Summary	Current Council Response
		<i>Clarifications have been added to sections relating to sustainability (Direction 3: Prepare for Change) within the Strategy.</i>
69	Submitters stated that the concept of comprehensively designed Business Parks with architecturally attractive commercial showrooms together with convention and administrative centres with rest and recreational spaces is considered essential.	<p>The Strategy advocates for the development of high-quality business parks that facilitate high quality, accessible and attractive business park environments that engender visual interest and promote a unique identity.</p> <p>Key objectives include:</p> <ul style="list-style-type: none"> • Legible and accessible street networks linked to our population and commercial centres. • Street networks and business parks that promote pedestrian accessibility and safety. • Areas that provide outdoor fitness and leisure opportunities to promote worker wellbeing. • Distinct business park branding and built form.
70	Submitters suggested that the Strategy should also consider the balance of jobs to housing ratio within the Sunbury-Melton corridor.	<p>Noted.</p> <p>The Strategy is prepared in alignment with the City of Melton Investment Attraction Strategy 2020. The Investment Attraction Strategy sets a target of adding 100,000 new local jobs by 2050 and the objective of increasing employment self-sufficiency to 0.6 jobs per worker.</p> <p>It is outside the scope of this project to review and reconsider job targets assigned by the Council's adopted strategy.</p>
71	Submitters requested to recognise that in the '2014 Local Area Traffic Management Study' "to accommodate the full build out development traffic volumes, it is recommended that Council investigate the construction of a bypass route to the south of the Diggers Rest township".	<p>Noted.</p> <p>The Strategy is informed by Council's strategies and advocacy priorities in relation to the infrastructure projects required to support economic development of the Diggers Rest Precinct.</p> <p>Council's transport priorities are identified in the Moving Melton project webpage that shows the detailed road, rail, bus, and active transport infrastructure projects that would better connect our community, support the economic output a year and create an additional 120,000 local jobs by 2050.</p>

No.	Submission Summary	Current Council Response
		<p>Moving Melton project web page can be accessed via the following link https://www.movingmelton.com.au/</p> <p>We have provided the submitter's feedback to Council's Strategic Transport Planning department who will consider the recommendation. We encourage the submitter to get in touch with Council's Strategic Transport Planning department to discuss traffic management concerns in the Diggers Rest area.</p>
72	Submitters stated that they encourage State and Federal Government Departments and agencies to relocate to the employment and economic corridor in the City of Melton.	<p>Noted.</p> <p>The MEILS seeks to unlock the municipality's potential for employment, attracting various businesses and organisations which could include the State and Federal Government.</p> <p>The economic corridor includes local government level facilities with the Cobblebank Metropolitan Activity Centre including future civic and community facilities as identified in the Cobblebank Metropolitan Activity Centre UDF.</p>

Theme: Miscellaneous and General Errors

No.	Submission Summary	Current Council Response
73	Submitters recommended to update the Strategy to reflect that Mt Cottrell Road is designated as a future half-diamond interchange and Paynes Road is not planned to have an interchange.	<p>Noted.</p> <p>The identification of Mount Cottrell Road and Paynes Road diamond interchange in the Melton Employment and Industrial Land Strategy is an error.</p> <p><u>Changes to the Strategy:</u> <i>The wording for the Mount Cottrell Road interchange is amended from 'full diamond' to 'half diamond' in Figure 16.</i> <i>The reference to Paynes Rd 'diamond interchange' and corresponding graphical element is removed from the map in Figure 16.</i></p>

No.	Submission Summary	Current Council Response
74	Submitters recommended that Council consider moving Action A1 on Page 74 to the section on the Western Precinct as this is where property access and urban freeway status is an issue.	Supported. <u>Changes to the Strategy:</u> <i>WP.D6 A5 has been added to the Action Plan 'Advocate for the Western Freeway to be upgraded into an urban freeway with the removal of direct property access and additional lanes.'</i>
75	Submitters recommended an update figure 16 on page 41 of MEILS to show the Warrawee Employment Precinct.	Figure 16 is related to Victorian State Government major transport infrastructure projects, with none of the employment precincts identified on it.
76	Submitters stated that the indicative location of the WIFT is applied inconsistently across diagrams in the draft Strategy.	The indicative area of the proposed WIFT has been identified and implemented consistently across all maps. In addition, a note has been added that states that the WIFT location is indicative only. <u>Changes to the Strategy:</u> <i>Relevant figures have been updated to align the location of the WIFT and its representation on maps with Plan Melbourne and MICLUP documents. A note has been added to clarify that the WIFT location is indicative and a cross-reference to the source (Plan Melbourne and MICLUP) has been created for all map showing the WIFT.</i>
77	Submitters recommended that reference to the 'Northern Precinct' should be referred to as the Diggers Rest Precinct instead, as the MAEO is relevant to and within this precinct.	Noted. This is an error. <u>Changes to the Strategy:</u> <i>The references to the Northern Precinct have been removed and allocated to Digger Rest Precinct to accurate reflect the geographical area of the MAEO.</i>
78	Submitters stated their general support for Council's objectives to guide the long-term use and development of industrial and commercial land in the municipality.	Noted.

No.	Submission Summary	Current Council Response
79	Submitters stated their support for the establishment of an Economic Corridor.	Noted.
80	<p>Submitters stated their support for each of the following directions, objectives, and actions:</p> <ul style="list-style-type: none"> • Direction 1: Facilitate Industrial Growth and Diversification. • Objective 1: Ensure the supply of Industrial Land. • Action 1.1: Advocate for the delivery of the Chartwell East and Derrimut Fields PSPs. • Objective 2: Deliver the Western Intermodal Freight Precinct (WIFP). • Action 2.2: Advocate for the delivery of the Western Intermodal Freight Terminal. • Objective 3: Optimise, Protect and Direct Industrial Industries. • Objective 4: Boost Employment, productivity, and amenity. 	Noted.
81	Submitters stated their general support of the direction to boost employment growth, particularly Objective 7 (Activity Centres).	Noted.
82	Submitters stated their support of the directions provided for the Diggers Rest Precinct.	Noted.

No.	Submission Summary	Current Council Response
83	Submitters stated their concern that existing businesses face problems including affordability and request that existing businesses are given assistance first.	<p>The Melton Employment and Industrial Land Strategy is primarily concerned with land use planning for employment. Providing financial incentives or financial support to businesses is not within the scope of the Strategy.</p> <p>The Strategy aspires to stimulate economic growth, and the stronger economic activity will be beneficial across new and existing businesses in our city.</p> <p>For business owners seeking assistance, Council already offers a range of resources and support services for businesses and for more information, please get in touch with Council's Economic Development department.</p>
84	Submitters stated their view that retail in Rockbank needs to be fast tracked to catch up with residential growth and demand. Submitter also welcomes the bulky goods precinct and future Westfield shopping centre in Mt Atkinson.	<p>Council adopted the Rockbank Major Town Centre Urban Design Framework in 2019, setting Council's vision and providing guidance to developers. The development of the land and delivery of retail in the town centre is dependent on developers initiating the approval process and lodging a planning permit application for Council to consider.</p> <p>Developers will also need to have an Urban Design Framework approved by Council for the Mt Atkinson Major Town Centre before development can begin.</p>

4. Conclusions and Next Steps

There was a varying degree of concern raised by various stakeholders on a broad range of aspects in the draft Strategy.

Council summarised the issues raised and adjusted the Strategy document accordingly to resolve the submissions.

The revision of the Strategy was completed through March – May 2024.

The final Strategy is proposed for adoption by Council at the June 2024 Council Meeting.

12.4 LAKE CAROLINE MASTERPLAN AND ACTIVATION STRATEGY ADOPTION

Author: Pinkey Shahi - Open Space Planner (Landscape Architect)

Presenter: Meagan Merritt - Acting Director City Futures

PURPOSE OF REPORT

For Council to consider the adoption of the Lake Caroline Masterplan and Activation Strategy.

RECOMMENDATION:

That Council adopt the Lake Caroline Masterplan and Activation Strategy, provided as **Appendix 1** to this report.

Motion

Crs Abboushi/Farrugia

That Council adopt the Lake Caroline Masterplan and Activation Strategy, provided as **Appendix 1** to this report.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

REPORT

1. Executive Summary

The Lake Caroline Masterplan and Activation Strategy (**Appendix 1**) project commenced in October 2022. The Lake Caroline Strategy identifies opportunities for future activation and improved integration between the lake and adjacent commercial and residential interfaces. A key element of the Strategy is the identification of locations for amenity and infrastructure upgrades and informal recreation nodes. This Strategy will guide the future use and development of the reserve and lake.

The first stage of the project involved a detailed site assessment and background analysis. Initial consultation on the existing uses, constraints and opportunities was then undertaken in July through to September 2023. The feedback from the consultation activities underpinned the development of the three key themes identified in the masterplan: Activation, Ecology and Connection.

The second round of community consultation was undertaken on the Draft Masterplan and Activation Strategy in April and May 2024. The consultation sought feedback on the level of community support for the 11 key items of the masterplan. The data received illustrated a high level of support for all proposals. The feedback from all consultation activities has been reviewed and has directly informed the development of the final masterplan and activation strategy.

2. Background/Issues

Lake Caroline Reserve is one of the largest and most significant passive open spaces within the municipality. Located north of Kororoit Creek, it attracts visitors including local residents and the wider metropolitan population. Lake Caroline is an artificial waterbody and was created as part of the Delfin Caroline Springs development of the early 2000s. The reserve and lake are unique in their amenity, generosity of open space and ecological value.

The reserve is 20 years old and elements of the original design such as the boardwalks and play equipment are due for renewal in coming years. Currently, there are no strategic documents to guide the siting, design and delivery of these works. Water quality has also deteriorated and has become a significant barrier to use of the space at particular times of the year.

Significant change has occurred along the commercial and residential interfaces around the reserve since its development and there is a need for the reserve and lake to better respond to the changed needs and aspirations of the community.

Active transport routes around the lake and from east to west are indirect and subject to poor passive surveillance. This reduces the likelihood of incidental activity, such as walking to the shops and reduces the perception of safety for path users.

In addition, since the recent COVID-19 Pandemic, a number of regular events such as markets, celebrations and activities such as paddle-boating around and on the lake have reduced. Council and the community are now seeking ways to reactivate the lake and reserve.

The development of the Lake Caroline Masterplan and Activation Strategy was identified to provide a vision and principles to guide the future development and activation of the lake and its surrounds. These principles align with the three themes which were drawn from the site assessment and community consultation – Ecology, Connections and Activation. Consultants were appointed in late 2022 to commence development of this Strategy.

The project consists of five stages:

Stage 1	Site assessment/Background analysis
Stage 2	Community Consultation #1
Stage 3	Draft Masterplan and Activation Strategy Report
Stage 4	Community Consultation #2
Stage 5	Final Masterplan and Activation Strategy Report

The project consultants undertook extensive site assessment and a background analysis. Councillor visioning workshops were facilitated after which the initial phase of community consultation was undertaken. The consultation identified the community's insights on the how the lake and surrounds are used by the community and visitors and highlighted issues and opportunities for improvements. The summary of community consultation findings set the framework for the development of the draft strategy recommendations.

The Draft Masterplan and Activation Strategy was exhibited to seek feedback on the level of community support for the proposed improvements. The consultation feedback was collated and reviewed to refine the final strategy recommendations. Details of the proposed community consultation activities are referenced in Section 5.

Following consultation, the document has been revised to address relevant feedback raised during consultation. Officers are now seeking adoption of the final document.

2.1 Lake Caroline Draft Masterplan and Activation Strategy

The Strategy provides a vision and principles to guide the future development and activation of the lake and its surrounds. These principles align with the three themes which were drawn from the site assessment and community consultation – Ecology, Connections and Activation. An overview of the activation and on ground initiatives that respond to these principles are summarised below as follows:

Ecology

Masterplan Principle

To create thriving ecological zones for the community to engage with, that expand upon and connect to existing areas of ecological value.

Key Initiatives

1. Connect to the northern ecology cascade and wetland system
2. Lookouts, bird hides and boardwalks
3. Floating Wetlands
4. Connect and expand upon Kororoit Creek green link
5. Enhance and expand southern lake side ecology

Connections

Masterplan Principle

To facilitate movement around and across the Lake ensuring safe, direct connections and to provide links to the broader community and facilities.

Key Initiatives

1. Mid-lake crossing to connect the south and west of the Lake
2. Lighting and amenity along the south-eastern promenade
3. Shared, slow zone at Lake Street
4. Revisit the Western Promenade and the connection to Lake Street
5. New Northern Promenade
6. Clear signage & wayfinding

Activation

Masterplan Principle

To provide a range of flexible spaces to enable the curation of year-round evening, cultural, events, festivals, and other activities.

Key Initiatives

1. Generous event lawn at the northern end of the Lake
2. Accessible place for play and connection
3. Dedicated picnic locations
4. Expanded decking areas for café activation and events
5. Shared zone at Lake Street to enable markets and festivals
6. Viewing areas at key locations around the Lake

2.2 Lake Caroline Final Masterplan and Activation Strategy

The Final Masterplan and Activation Strategy is a refined version of the masterplan principles outlined in the draft strategy. The strategy reflects feedback received on the draft masterplan during consultation. The masterplan is divided into 7 project precincts zone to allow staged delivery of the masterplan. Some project precinct areas, such includes multiple locations around the lake. The project precincts are outlined below

- **The Boathouse Lawn, Café and Playground** – This includes the Boathouse Playground upgrade, a daylight operating café & toilet block, a generous amphitheatre-like event lawn, a pier for boat launching and a boardwalk to improve connectivity to the nearby commercial areas.
- **Cascade & Weir Wetlands Upgrade** – This includes improvements to the key inlet (Cascade Wetlands) and outlet (Weir Wetlands) zones of Lake Caroline. The intent is to provide water quality and habitat improvements flowing into and out of the lake. This project area also includes the Northern Promenade to improve connectivity and passive recreational opportunities.
- **Lake Crossing Bridge & Esplanade Ecology Hub** – The precinct includes a Lake crossing bridge that providing a direct connection across the lake whilst maintaining access beneath for boats and wildlife. The Esplanade Ecology Hub will also assist in water quality improvements and enhance the wetland ecology of the lake.
- **Lake Street Transformation** – The project area includes the transformation of Lake Street to shared use zone. This project will incorporate calming traffic and surface treatments prioritising pedestrians and cyclists. Priority parking zones for markets and festival activities are also recommended.
- **Promenade Parkland Refresh** – This includes a simplified park promenade for passive recreation a, southern decked area for events, a café spill out space and a boat launch and decked area.
- **Southern Ecology Zone** – The project area includes the transformation of the existing southern wetland plantings into an ecology zone with floating wetlands, a lookout and boardwalk connections. Interpretive and educational elements are also proposed.
- **Esplanade Greening** – The project area includes upgrading the southeast boundary of the lake by installing improved path lighting, seating, shelters, general amenities and trees for increased shade to the pathways.

A, cost planning report has been prepared for all seven projects precincts to guide the funding allocations for each stage of work. These costings will assist in the application of future opportunities for grant funding for projects outlined in the Strategy.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

3. A fast growing, innovative and well-planned City

3.1 A City of 20-minute neighbourhoods.

4. Financial Considerations

To date, budget has only been provided for the development of the Strategy. Funding associated with the implementation of actions within the Strategy are being considered as part of Councils yearly budget process.

5. Consultation/Public Submissions

5.1 Preliminary consultation

The first round of community and stakeholder consultation, undertaken in 2023 sought feedback on the existing uses, issues, and opportunities associated with Lake Caroline.

Activities included a Councillor visioning workshop, intercept interviews at CS Square, direct trader engagement, a community drop-in session at Caroline Springs Library, an online survey and social media content, a pin-drop map and a resident mailout. In total, over 500 submissions were received from the online and face to face communications.

The key findings are summarised below.

1. Most respondents are at their early 30s to late 40s.
2. The majority of respondents are female.
3. Most visitors live within 2km from Lake Caroline Reserve; half of the respondents reside in Caroline Springs.
4. A large majority of respondents travel to Lake Caroline by foot or by car.
5. Most respondents visit the Lake either daily or weekly.
6. Most respondent spend 15 mins to 1 hour in Lake Caroline Reserve.
7. Many respondents come with their children.
8. Most users currently visit the Lake for exercising; appreciating nature and scenic views; and for children's play.

This user data aligned with what people most wanted to see at the lake and reserve. Highly requested activities included markets, seasonal celebrations and festivals, floating cafes, rentable boats, and community exercise groups. There was also very strong support for provision of improved play facilities and water play activities, a water crossing, floating wetlands, and lighting on the water. These requests underpin the recommendations in the Draft Strategy. Refer to **Appendix 2** for information.

5.2 Second round of community consultation

The second round of consultation on the Lake Caroline Draft Masterplan and Activation Strategy was undertaken for two and a half weeks from 19 April to 6 May 2024. Residents and stakeholders were encouraged to provide feedback. Consultation activities includes:

- Mail outs to 780+ residents
- Mail outs to 200+ businesses
- Two drop-in community consultation sessions at Caroline Springs Library and CS Square
- Intercept interviews at the lake reserve
- Trader engagement activities
- Social media
- Online survey

The key findings are summarised below:

The Melton Conversations page for the Lake Caroline Masterplan and Activation Strategy received 1266 views and 210 contributions to the online survey. Face to face engagement was undertaken with more than 100 community members and stakeholders. The volume of survey responses and high numbers of face-to-face engagement demonstrated a high level of interest in the project.

The data indicated that the majority of proposals were very well received with figures outlining that 82% or more of respondents, supported all proposals. Elements with the highest levels of support were the tree plantings (91%) and boathouse café and toilet (92%). These findings were consistent with feedback from the face-to-face sessions and intercept interviews.

A detailed review of individual comments was undertaken with key elements further investigated and reviewed by the Consultants and Council officers. The final Masterplan and Activation Strategy has been prepared and attached for consideration. Refer to **Appendix 3** for information.

6. Risk Analysis

If Council does not proceed with the recommendations, it will limit the ability for upgrade and asset renewal works. There are a number of grant funding opportunities available for projects outlined in the Strategy. Delayed approval of the Strategy will limit the ability for grants to be sought.

7. Options

Council can resolve to either:

1. Adopt the Lake Caroline Masterplan and Activation Strategy, June 2024
2. Adopt the Lake Caroline Masterplan and Activation Strategy, June 2024 subject to changes
3. Not adopt the Lake Caroline Masterplan and Activation Strategy, June 2024

LIST OF APPENDICES

1. Lake Caroline Masterplan and Activation Strategy
2. Lake Caroline Masterplan - Community Consultation outcomes, first round
3. Lake Caroline Masterplan - Community Consultation outcomes, second round





ACKNOWLEDGEMENT OF COUNTRY

Melton City Council acknowledges the Kulin Nations as the Traditional Owners and custodians of this land and pays respect to their Elders past and present.



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LAKE CAROLINE
Master Plan Report & Activation Strategy

JUNE 2024

EXECUTIVE SUMMARY

Lake Caroline Reserve was developed between 1999 and 2008. The reserve and associated infrastructure remain largely unchanged since their construction. The surrounding residential area has been subject to significant population growth however, increasing the demand for passive recreation and the need to cater to a wide variety of user groups.

The Lake Caroline Master Plan and Activation Strategy will guide the development of the reserve with the long-term aim to transform the Lake Caroline area into a vibrant and inviting community space. The strategy was informed by extensive community and stakeholder consultation. This was undertaken prior to and following development of the draft document. As a result the draft strategy was very well-received indicating that the proposed development aligned closely with community needs and aspirations.

The strategy proposes the creation of public amenities, such as picnic areas, interpretive elements and a playground upgrade. It also highlights opportunities for council and community facilitated events, and private operator activation. Council acknowledges the need for water quality and habitat improvements and the plan prioritises the establishment of high-quality ecological communities and the preservation, protection and promotion of wildlife in the reserve.

The recommendations contained within the strategy include developing a plan for water security, increased urban cooling, improved path lighting and connectivity, and conducting feasibility studies for various initiatives. Improved urban cooling was a recognised need and increased tree planting and maintenance is also a key aim.

The Master Plan outlines a series of project precincts which will be programmed and implemented through a staged funding and delivery approach. This will ensure a cost efficient and coordinated approach to all future works and activation at the lake reserve and will provide oversight of and enable Council to respond to budget allocation and future funding opportunities. These precincts include:

- The Boathouse Lawn, Cafe and Playground
- Cascade & Weir Wetlands Upgrade
- Lake Crossing Bridge & Esplanade
- Ecology Hub
- Lake Street Transformation
- Promenade Parkland Refresh
- Southern Ecology Zone
- Esplanade Greening

LAKE CAROLINE MASTER PLAN





T.C.L

LAKE CAROLINE
Master Plan Report & Activation Strategy

JUNE 2024

The Lake Caroline Master Plan and Activation Strategy was commissioned by City of Melton at the end of 2022. It was a response to ongoing feedback from the local community regarding the Lake Reserve Precinct.

Lake Caroline Reserve is one of the most significant open spaces in the Caroline Springs area, and attracts both locals and residents from all around the City of Melton. Lake Caroline is an artificial waterbody, and was created as part of the Delfin Caroline Springs submission in the early 2000s. The reserve is valued for its amenity, generosity of open space and ecological value.

Since the recent COVID-19 Pandemic, a number of regular events and attractions around the lake precinct have ceased to exist, and council and the community are seeking ways to reactivate.





T.C.L

LAKE CAROLINE
Master Plan Report & Activation Strategy

JUNE 2024

The City of Melton is one of metropolitan Melbourne's outer west councils. It covers a vast 528 square kilometers and is one of the fastest growing municipalities. Caroline Springs is 31km from the Melbourne CBD and lies on the far east of the Council boundary.

Lake Caroline is sited in the heart of Caroline Springs, adjacent to the main civic and shopping precinct.



T.C.L

LAKE CAROLINE
Master Plan Report & Activation Strategy

JUNE 2024

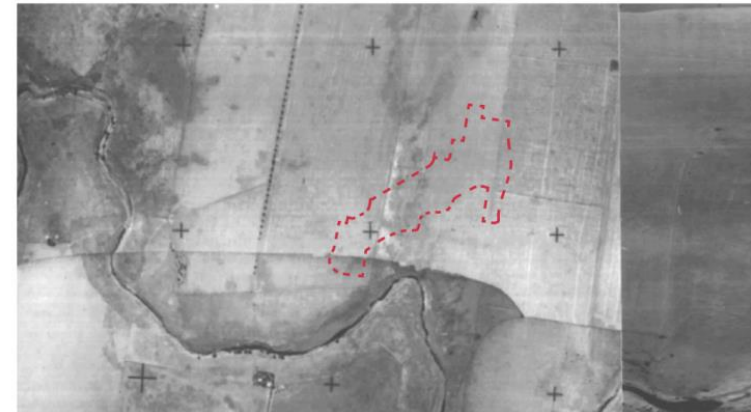
2.1 HISTORICAL CONTEXT

The land, where the lake sits, locates within the traditional country of the Wurundjuri Woi Wurung People of the Eastern Kulin Nation.

The region was primarily a grazing area since colonisation. In 1999, Caroline Springs was developed as part of the greenfield development by Delfin. Lake Caroline was conceived as a magnificent artificial recreational lake, acting as the centerpiece of Caroline Springs Town Centre.

In 2005, the construction of Caroline Springs was underway, with many of the roads and the lake near completion. The town centre, including Lake Caroline, the shopping district, and much of the residential areas had been completed by 2009.

Since its completed construction, Caroline Springs has become home to more than 20,000 people. It is expected to continue to grow and expand, increasing pressures on the supply of quality public open space.



Caroline Springs Region with current boundary of Lake Caroline shown as red dashed and Kororoit Creek visible to the south, 1948. (Source: Department of Lands and Survey, Aerial Survey of Victoria)



View north towards future Caroline Springs Town Center and Lake Caroline, with Kororoit Creek in foreground, 1962 (Source: Ian Harrison)

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2.2 EXISTING LAND USE CONDITION

Lake Caroline is located within the town centre of Caroline Springs, adjacent to CS Square and a number of public and commercial facilities. This includes Caroline Springs Library, Caroline Springs Police Station and Mercure Melbourne and Westwaters Hotel. Lake Caroline is also in close proximity of a number of schools, making the lake a popular hangout space for students.

LEGEND

- Commercial / Hospitality
- Educational
- Institutional
- Waterbody / Waterway
- Open Space / Reserve
- Feature of Interest



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2.3 LANDSCAPE

Lake Caroline is a composite reserve itself, which comprises three open spaces: Lake Caroline Reserve, Boathouse Reserve and Lake Caroline Waterfront.

The lake is surrounded by a ring of landscape reserves and open spaces, including both naturalistic plantings and designed landscape, which presents opportunities to strengthen connection among these open spaces.

Notable features include: Themeda Grassland, located on the northeast to the Lake and the Urban Wetland and Cascade, located upstream of the Lake. These are designed as an integral part of the overall wetland system.

Lake Caroline is in close proximity to Kororoit Creek and is connected via a small open space known as Lake Caroline Spillway.

LEGEND

- Passive Open Space / Reserve
- Active Open Space
- Waterbody / Waterway
- Existing Tree



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2.4 TOPOGRAPHY

The overall topography of Caroline Springs is measured between 92m to 67m above sea level, with the lowest point being Kororoit Creek.

The immediate surrounding of Lake Caroline is relatively flat, with a steeper fall observed on the southern side of the Lake. The depth of the Lake ranges between 0.4m to 2m.

LEGEND

92m above sea level

67m above sea level



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2.5 HYDROLOGICAL SYSTEM

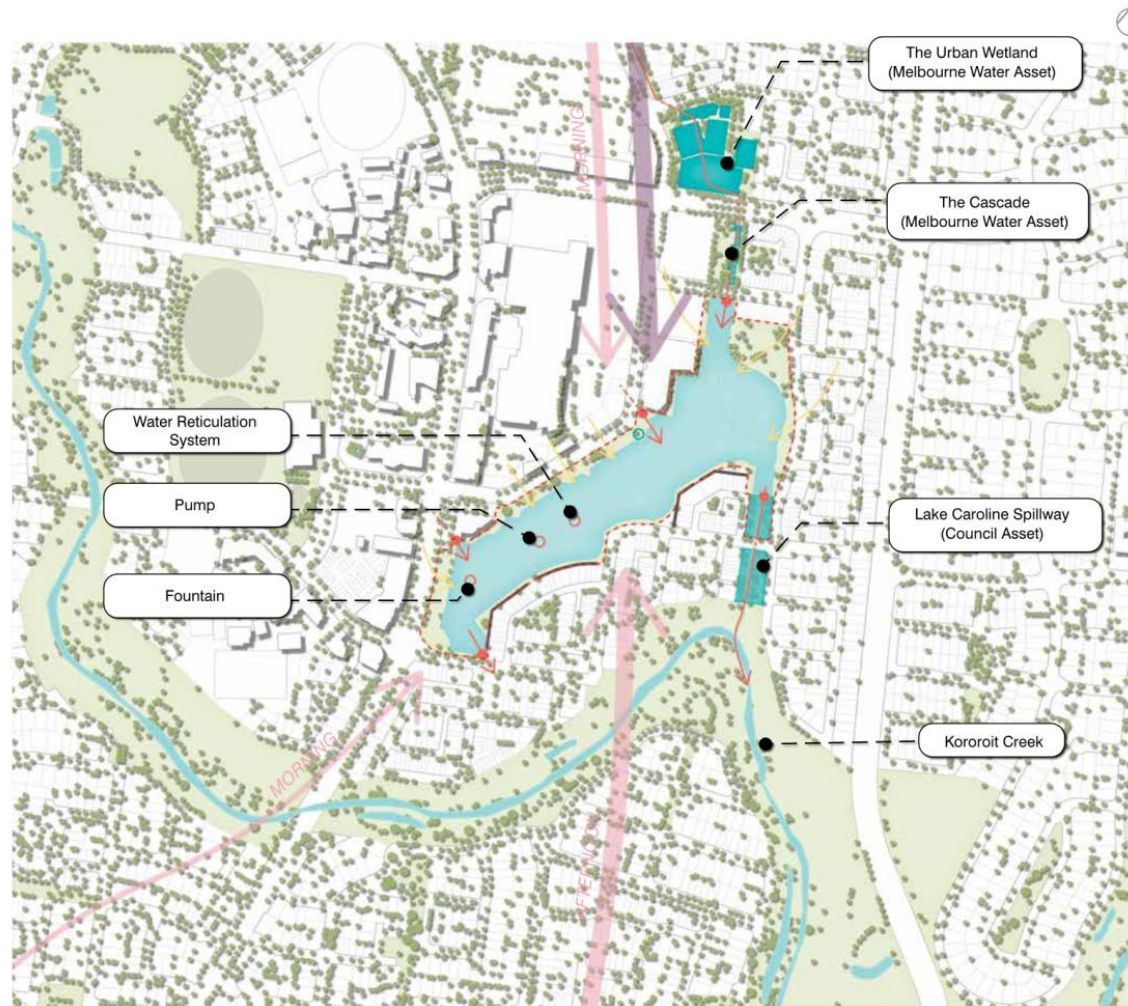
Lake Caroline is the main retention water body of Caroline Springs, with an area of 7.49 ha. It is part of the greater water system, connected to the Cascade and Urban Wetland upstream and Kororoit Creek downstream through the spillway. Stormwater from the surrounding area is collected and discharged into the lake.

Lake Caroline also serves as a reservoir, providing irrigation water to the adjacent open spaces and sportsgrounds.

The Urban Wetland and the Cascade are owned and managed by Melbourne Water.

LEGEND

-  Drainage Connection (Underground - dashed)
-  Surface Runoff
-  Water Inlet / Outlet
-  Drainage System Feature
-  Wetland / Spillway
-  Retention Pond
-  Lake Wall
-  Main Prevailing Wind - Summer
-  Main Prevailing Wind - Winter



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2.6 ECOLOGY

Caroline Springs and Lake Caroline are located on the Western Volcanic Plains, a landscape historically dominated by grasslands and scattered trees. A number of key ecological habitats have been identified, including Themada Grasslands, Lake Caroline and Kororoit Creek.

The Themada Grasslands are part of the Natural Temperate Grasslands of Southern Volcanic Plain, as defined by the Australian Government Department of Climate Change, Energy, the Environment of Water.

Fauna sighted in this region includes (but is not limited to): Eastern long-necked turtle (*Chelodina longicollis*), Black Swan (*Cygnus atratus*), Eastern Grey Kangaroo (*Macropus giganteus*), Growling Grass Frog (*Ranoidea rabiforis*), Common Eastern Froglet (*Crinia signifera*), Eastern Banjo Frog (*Limnodynastes dumerillii*), Tiger Snake (*Notechis scutatus*), Eastern Brown Snake (*Pseudonaja textilis*).

LEGEND

-  Habitat - Remnant
-  Habitat - Current
-  Record of Growling Grass Frog (Post 2007)
-  Historical Record of Growling Grass Frog (Prior 2006)



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2.7 HERITAGE & CULTURAL SENSITIVITY

Lake Caroline and its surrounding sits within the Traditional Country of the Wurundjuri Woi Wurung People of the Eastern Kulin Nation.

Kororoit Creek and its proximity are identified as areas of Aboriginal Cultural Heritage Sensitivity as specified in Division 3, Part 2 of the Aboriginal Heritage Regulations 2018. This area is either known to contain, or are likely to contain Aboriginal cultural heritage places and objects.

LEGEND

 Areas of Aboriginal Cultural Heritage Sensitivity



2.8 TRAIL NETWORK

Lake Caroline is highly accessible by foot and bicycle. The lake itself provides a 1.8km shared circuit for pedestrian and cyclists, allowing visitors to move around within the parkland.

Lake Caroline is connected by a number of existing cycleways and footpaths, which lead to the Kororoit Creek Trail. To further improve the accessibility, a number of proposed cycleway network and pedestrian networks are identified in *Moving Melton - Melton Integrated Transport Strategy* (2015). This plan designates Caroline Springs Town Centre as a pedestrian priority area, with its future development centered around walking and cycling activities.

LEGEND

- Kororoit Creek Trail
- Cycleway
- Footway
- Proposed Cycleway Network
- Proposed Pedestrian Network
- Pedestrian Priority Area
- Future Works



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2.9 PUBLIC TRANSPORT

Lake Caroline is accessible by Public Transport Victoria bus connections on its northern, eastern and western interface.

The nearest train station is Caroline Springs Railway Station, providing a Ballarat V/Line rail service. The train station is 3.46km south to the lake and is connected to the town centre via a bus service.

It is worth noting that there is a large carpark in CS Square, providing 1,200 free car parking spaces encouraging private vehicle transport to the commercial precinct and Lake Caroline.

LEGEND

- Major Vehicular Corridor
- PTV Bus Route
- PTV Bus Stop



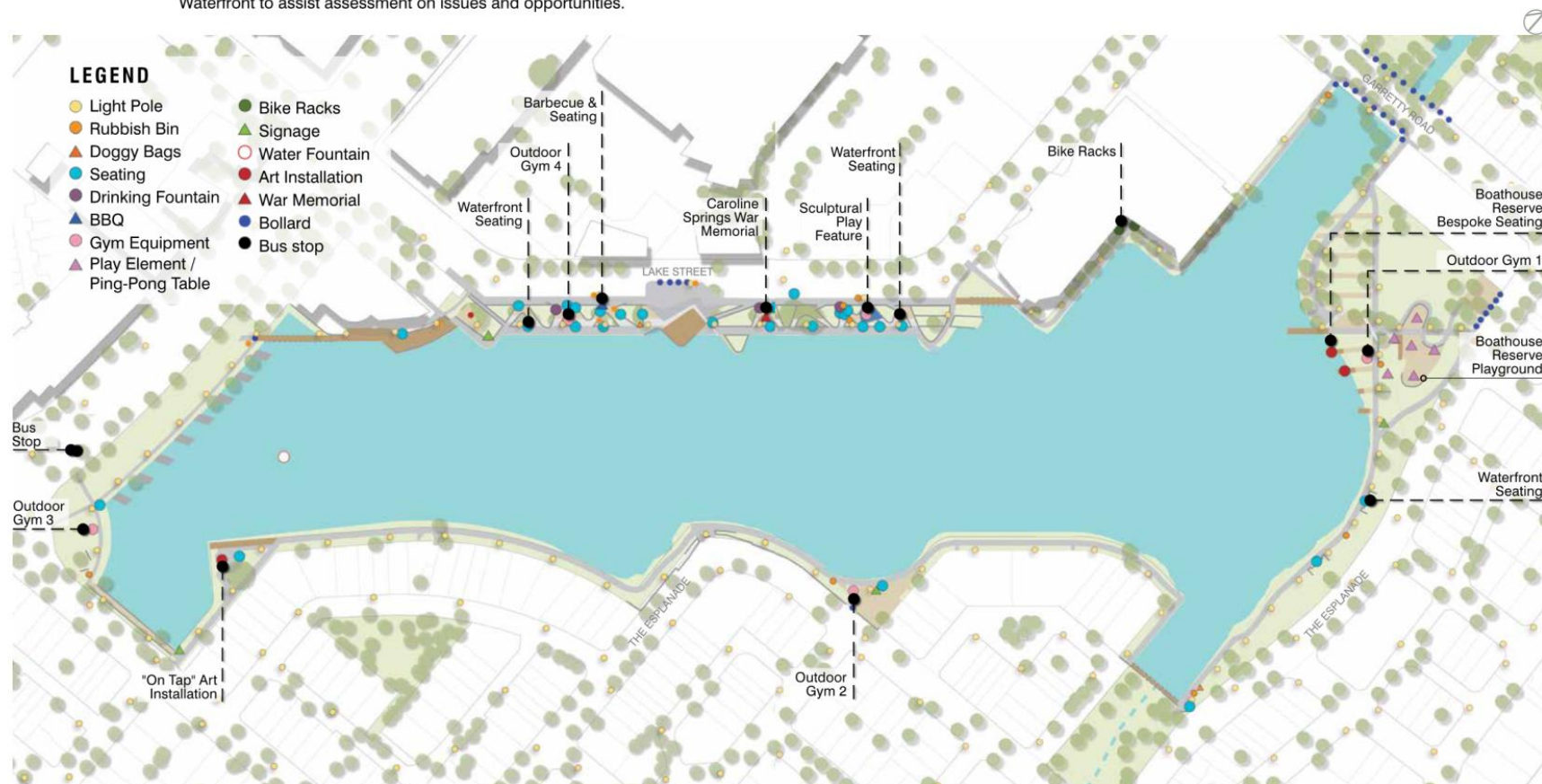
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2.10 CURRENT CONDITION

Detailed mapping has been undertaken to document the existing furniture, facilities, amenities and material of Lake Caroline Reserve, Boathouse Reserve and Lake Caroline Waterfront to assist assessment on issues and opportunities.





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2.11 FURNITURE & MATERIALS

A photo inventory has been undertaken to document the existing furniture, facilities, amenities and material of Lake Caroline Reserve, Boathouse Reserve and Lake Caroline Waterfront.



Seating



Doggy Bags



Drinking Fountain



Barbecue and Seatings



Timber Deck Pier



Fitness Equipment



CCTV & Light Post



Rubbish Bin



Lake Street Interface



Lake Street Interface



Signage



Playground
(near Lake Street)



Existing Softfall Condition



Prints on Ground



Table Tennis Table





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3.1 INTERFACE

Lake Caroline, including Lake Caroline Reserve, Boathouse Reserve and Lake Caroline Waterfront were divided into interfaces to allow for an in-depth analysis and assessment of the issues and opportunities.

The northern interface includes the majority of Lake Caroline Reserve and Boathouse Reserve. The southern interface includes Lake Caroline Waterfront and its connecting interface with Lake Caroline Reserve.

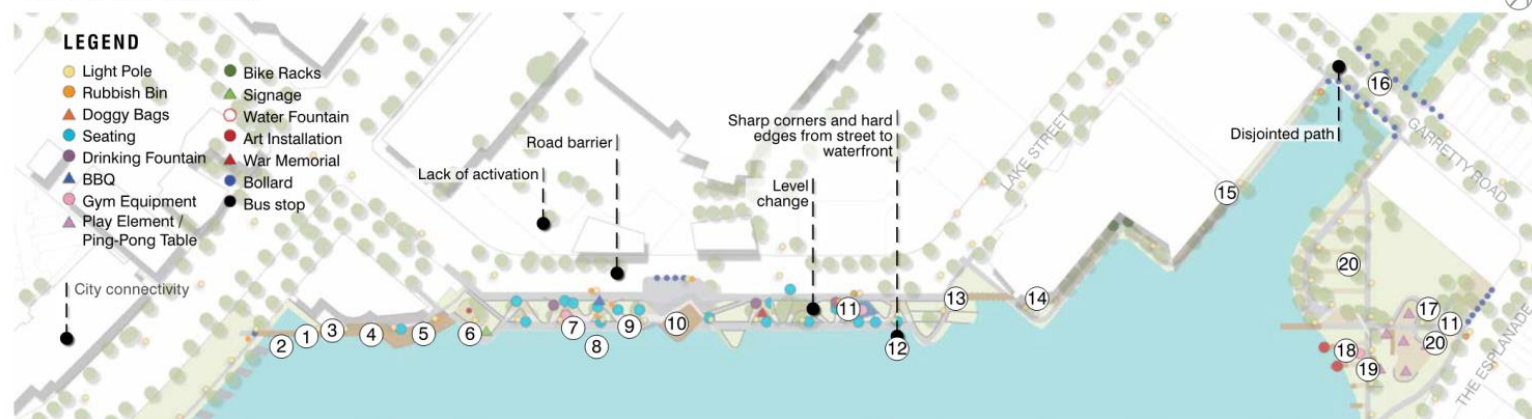


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3.2 NORTHERN INTERFACE



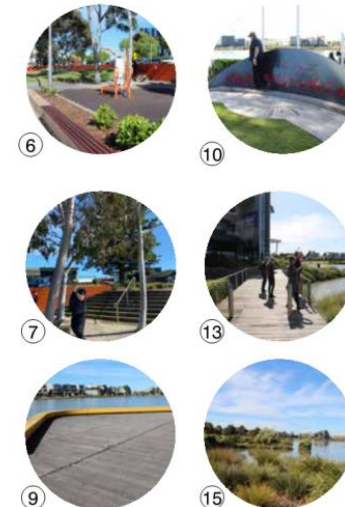
ISSUES

- ① Boardwalk weathered and degraded
- ② Food & Beverage businesses do not engage with the lake
- ③ Lack of seating
- ④ Material discontinuity
- ⑤ Space constraints shared pedestrian and cyclist path close to waters edge
- ⑫ Hard edges with degrading surfaces
- ⑯ Lack of wetland management
- ⑰ Underutilised playground area
- ⑱ Deck Jetty weathered and degraded
- ⑳ Lack of shade



OPPORTUNITIES

- ⑥ Space for upgrading fitness equipment
- ⑦ Pedestrian activation opportunity from Lake Street to waterfront
- ⑨ Upgrade and more events for existing activity hotspot
- ⑩ Retain and celebrate existing memorials
- ⑪ Update play elements
- ⑬ Existing boardwalk
- ⑭ Business opportunities to engage with the Lake
- ⑮ Expand on existing wetland planting for habitat



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3.3 SOUTHERN INTERFACE



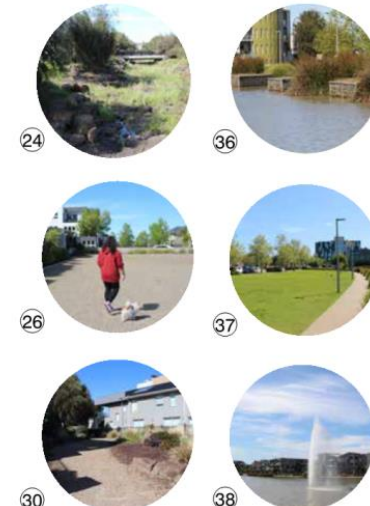
ISSUES

- 21 Insufficient seating in area that does not connect to the surrounds
- 22 Wayfinding issue due to material discontinuity
- 23 Lack of connection to Kororoit Creek
- 25 Lack of shade
- 27 Limited existing gym facilities
- 29 Lack of seating along walkway
- 32 Material discontinuity and degradation
- 34 Multiple pathways with confusing wayfinding
- 35 No pram crossing for users



OPPORTUNITIES

- 24 Spillway always being dry, opportunity for upgrading water filtering biodiversity potential.
- 26 Opportunity for activation, currently dead space
- 30 Better visual cue to hint access to other open space
- 31 Connect to other existing open space to create a parkland system
- 36 Habitat improvement and educational opportunity
- 37 Better amenities for picnic on lawn
- 38 Opportunity for more water display, water features and filtering system to improve water quality and attractions





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LAKE CAROLINE
Master Plan Report & Activation Strategy

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4.1 APPROACH

Lake Caroline is a major attraction in Caroline Springs located north of Kororoit Creek. The lake holds significance to the local community. Members of the local community and key stakeholders have expressed the need for a master plan to outline the priorities and key design features of the lake's future.

The project team acknowledge it is important to consult, listen and learn about the community and stakeholders' opinions and knowledge of the lake.

Key insights from engagement with the public and key stakeholders were provided via one on one interviews with key stakeholders, submissions to City of Melton's Lake Caroline Master Plan and Activation Strategy survey and on-site community consultation sessions.



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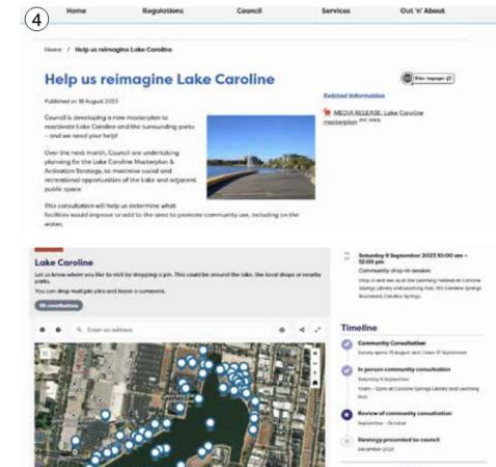
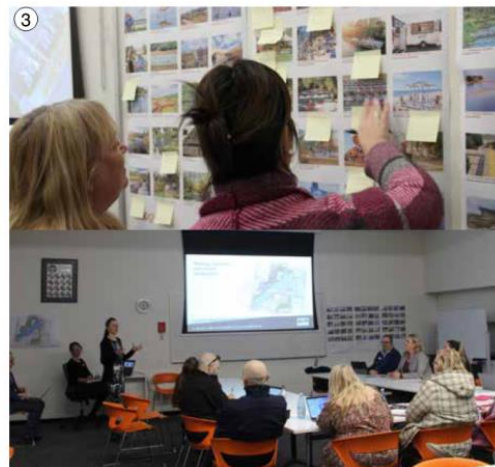
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CONSULTATION SNAPSHOTS

- ① Intercept Interviews at CS Square, 08.09.2023.
- ② Community Drop In Session at Caroline Springs Library, 09.09.2023.
- ③ Councilors Workshop at Caroline Springs Library, 12.07.2023.
- ④ Online Community Consultation at Melton Consultation [Screenshot], 15.08.2023 - 17.09.2023.





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4.2 OUTCOME

As part of the online community consultation, 395 respondents completed the questionnaire on the City of Melton Conversations page.

USER OVERVIEW



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KEY THEMES

Community and stakeholder aspirations have been focused into the key themes that encompass aspirations for the future of Lake Caroline.

ACTIVATION

Turning Lake Caroline into a regional destination where the community celebrates and gathers, with Lake Caroline being the key stage for events and the pride of Caroline Springs and the greater Melton Area.

ECOLOGY

Transform Lake Caroline into a thriving wildlife habitat / haven and a place for close encounters with nature and educational opportunities.

CONNECTIONS

Transforming Lake Caroline from a blue desert, and better integrate Caroline Springs's urban fabric to allow for better physical and visual access from the surroundings

Some overlapping priorities between council and the public can be seen in the following precedent examples.

LAKE CAROLINE

Master Plan Report & Activation Strategy



Source: Topio
Public space use
Upgrading the outdoor gym equipment



Source: Sedgemoor Model Boat Club
Infrastructure and Amenities
Watersport facilities



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Waterplay
Art installation misters



Source: Sydney Park by Turf Design Studio
Hydrology
Develop the current cascades for better water filtration and aeration



Source: ACT Parks and Reserves
Education
Provide information of species and their importance to the Lake



Source: Herald Sun
Wetland Ecology
Maintain health of current lake ecology



Source: Floating Island International
Wetland
Floating wetlands



Source: John Gollings
Education
Incorporate the greater context of wetlands importance



Source: John Gollings
Water access
Platform and deck connection to wetland



Source: John Gollings
Stepping Stones
Element of play with water crossing



Source: CRC for Water Sensitive Cities
Amphitheater and Level Change
Wetland plants integrated into amphitheater



Source: Brighton City Centre, Gehl Architects & Landscape Projects
Pavement and Material Detail
Seamless shared user path for Lake Street

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THINGS COMMUNITY WANTS TO SEE

The following diagram summarises the events, activities and additional facilities the respondents want to see at Lake Caroline.



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THINGS COMMUNITY WANTS TO SEE



Water Crossing (Source: Melbourne Cairnlea Lake Boardwalk, Hassell)



Festivals including Music, Food and Wine, Film, Light (Source: Melton City Council)



Waterplay Elements (Source: Elizabeth Caruthers Park)



Lighting on the Water (Source: Lake Macquarie City)



Floating Wetlands (Source: Evergreen Brick Works)

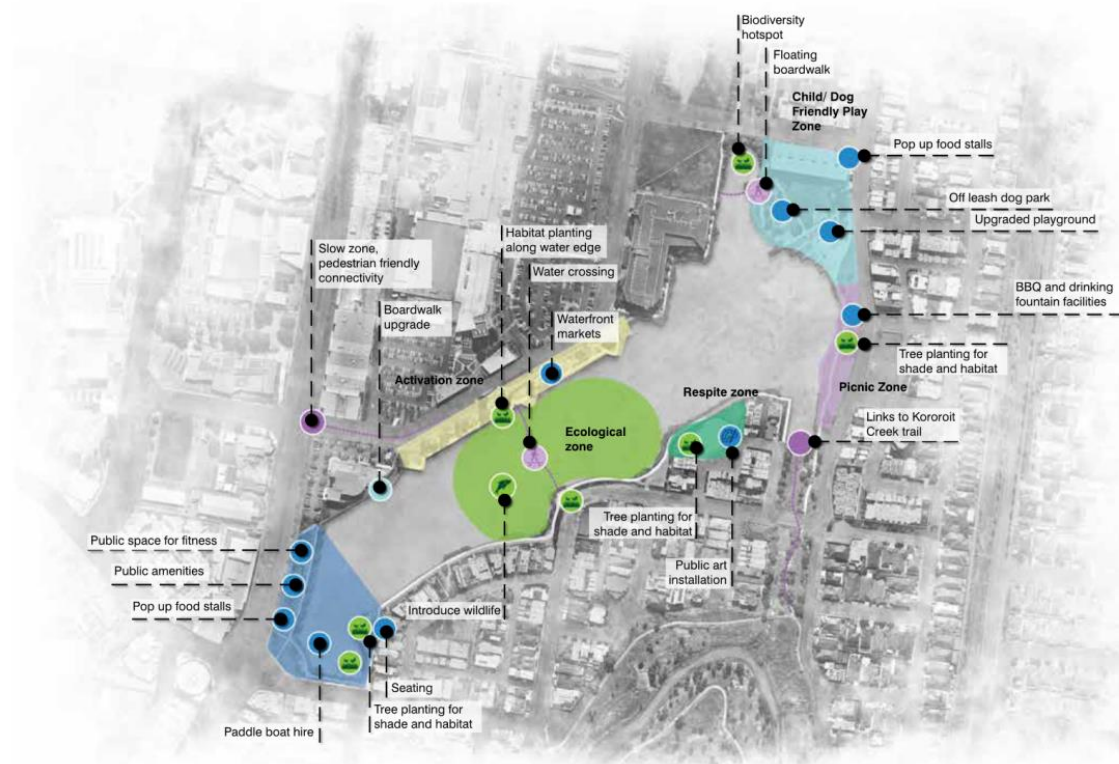
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LAKE WIDE INITIATIVES

The initiatives extracted from consultation focus on transforming Lake Caroline into a regional destination for community events, making it a central venue and source of pride for Caroline Springs and the greater Melton area. The plan includes developing the lake into a thriving wildlife habitat and sanctuary, offering nature and educational experiences, and better integrating it into the urban fabric of Caroline Springs to enhance physical and visual access. These initiatives reflect shared priorities between the council and the public.



"It would be great to make it a destination that allows you to stay longer after walking around the lake."

- Survey response from a local resident



5 VISION & PRINCIPLES

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5.1 PRINCIPLES & KEY MOVES

Site Themes

Master Plan Principles

Key Initiatives



Create thriving ecological zones that expand upon and connect to existing ecology 'hot-spots' for the community to engage with

- 1. Connect to the northern ecology cascade and wetland system
- 2. Lookouts, birdhides and boardwalks
- 3. Floating Wetlands
- 4. Connect and expand upon Kororoit Creek green link
- 5. Enhance and expand the southern lake side ecology



Facilitate movement around and across the lake to provide safe connections and links to the broader community and facilities

- 1. Mid-lake crossing to connect the south and west of the lake
- 2. Lighting and amenity along the south-eastern promenade
- 3. Shared, slow zone at Lake Street
- 4. Revisit Western Promenade and connection to Lake Street
- 5. New Northern Promenade
- 6. Clear signage & wayfinding



Provide a range of flexible spaces to enable the curation of year-round evening, cultural, events, activities and festivals

- 1. Generous event lawn at northern end of lake
- 2. Accessible place for play and connection
- 3. Dedicated picnic locations
- 4. Expanded decking areas for café activation and events
- 5. Shared zone at Lake Street to enable markets and festivals
- 6. Viewing areas at key locations around the lake

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5.2 TESTING SCENARIOS

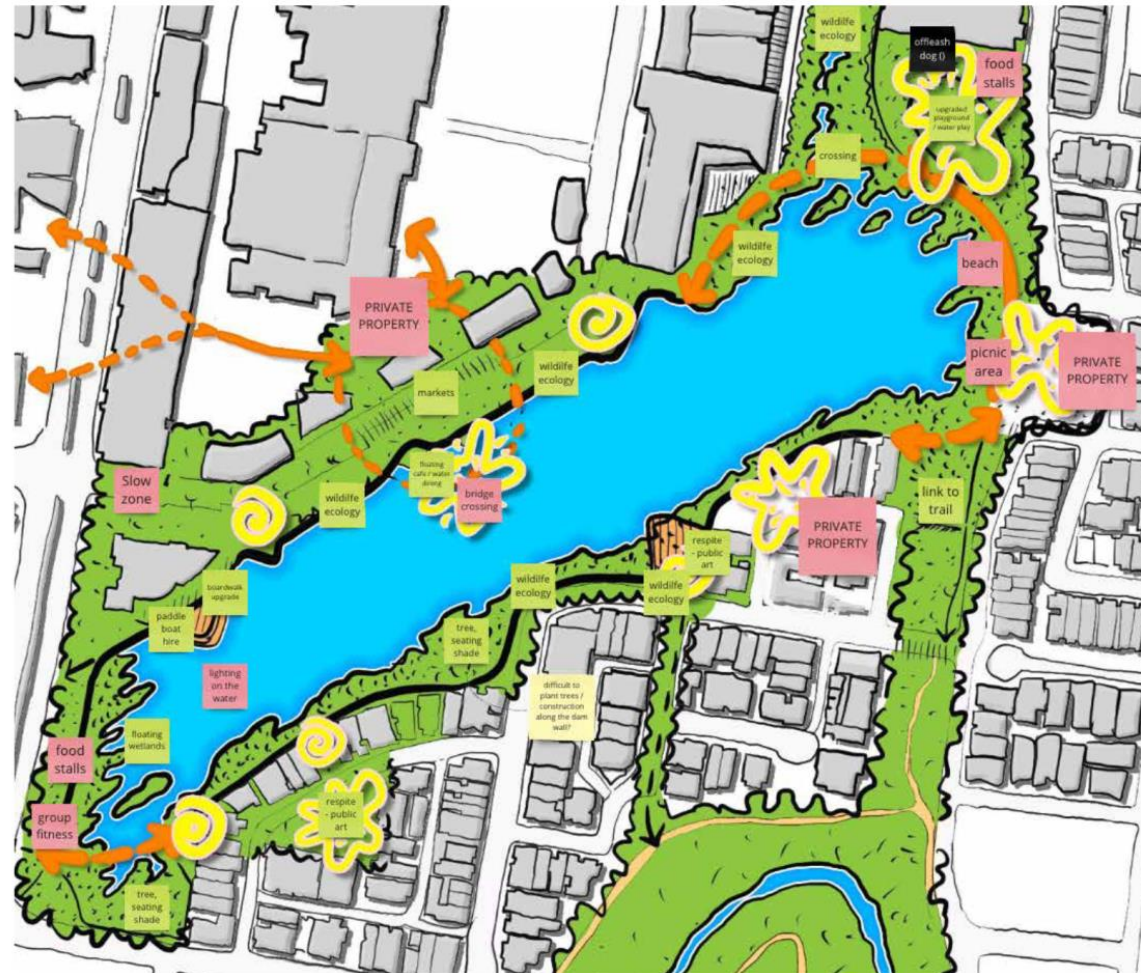
Three scenarios were created to test each site theme. These scenarios illustrated an extreme version of each, noting that this could be tested against key stakeholders.

ECOLOGY FOCUSED

The objectives for the Ecology focussed design included:

- A clean environment for wildlife and residents
- A site connected to the water
- A place for rest and respite

This scenario achieved many of the ecological principles that had been identified, but specifically excluded some key items of activation and connection.



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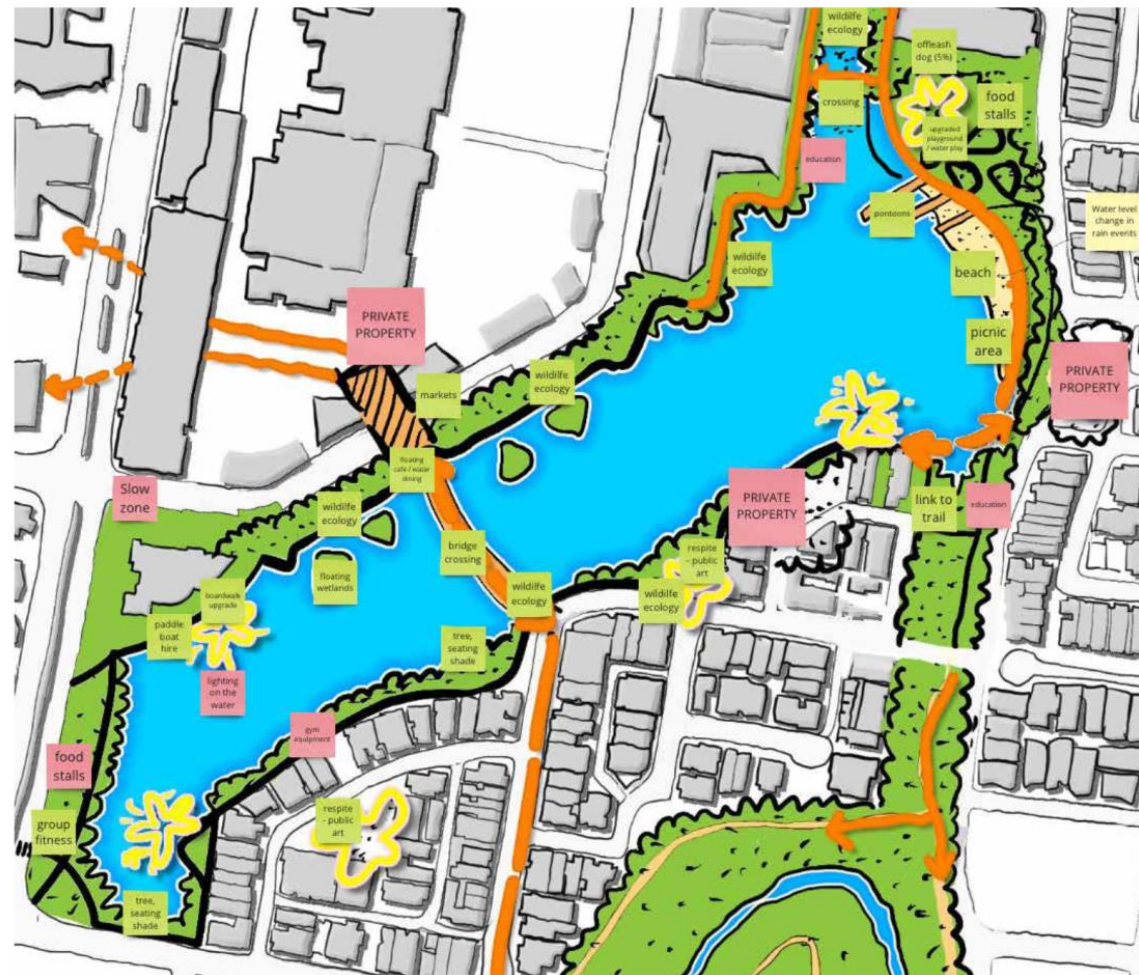
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CONNECTION FOCUSED

The objectives for the Connection focussed design included:

- Connecting the Kororoit Creek
- Connecting the lake edge with the Water
- Connecting to the greater urban fabric



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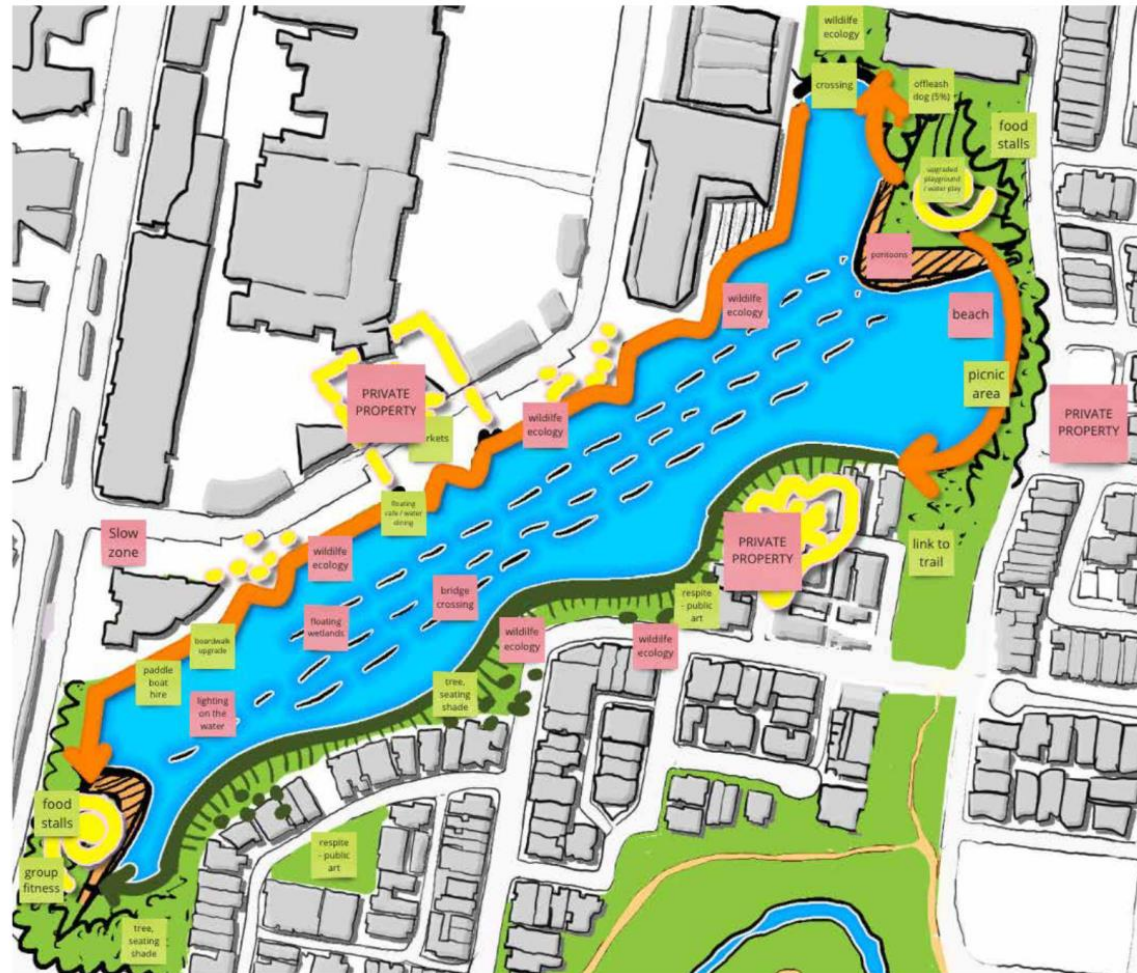
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ACTIVATION FOCUSED

The objectives for the activation focussed design included:

- An unique events destination
- An accessible place to play and connect
- High interest in outdoor cinema and accessible water edges







DRAFT MASTER PLAN PROPOSAL

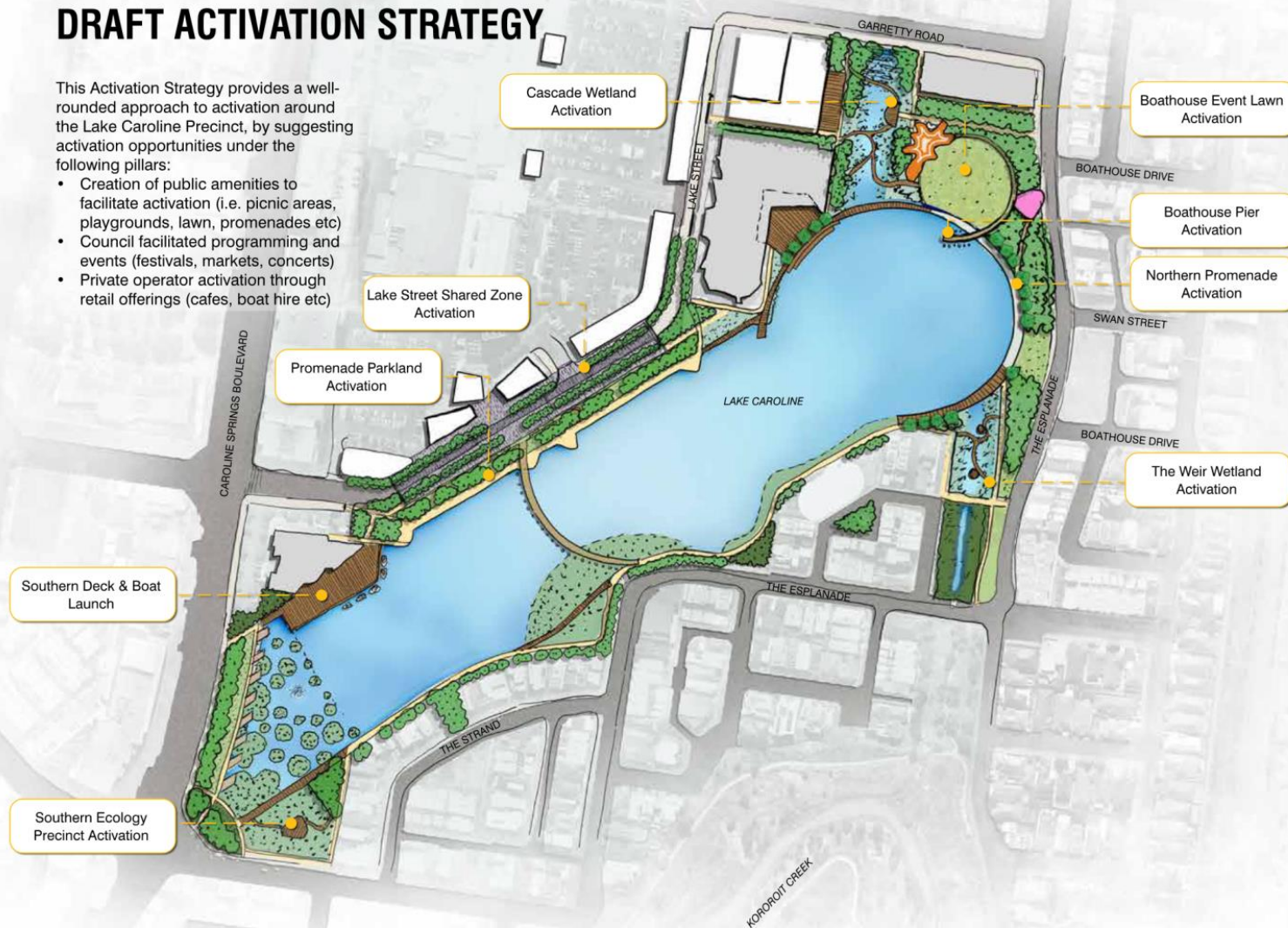
The overall Draft Master Plan proposes a sequence of large-scale changes and interventions around the precinct. These can be categorised into seven precincts in line with the key themes that have been identified throughout the analysis and engagement phases.



DRAFT ACTIVATION STRATEGY

This Activation Strategy provides a well-rounded approach to activation around the Lake Caroline Precinct, by suggesting activation opportunities under the following pillars:

- Creation of public amenities to facilitate activation (i.e. picnic areas, playgrounds, lawn, promenades etc)
- Council facilitated programming and events (festivals, markets, concerts)
- Private operator activation through retail offerings (cafes, boat hire etc)





7 CONSULTATION & ENGAGEMENT SESSION 02

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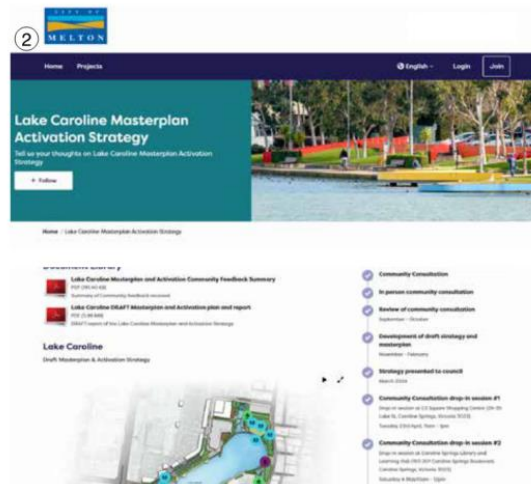
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7.1 APPROACH

The project team acknowledge it is important to consult and listen to the community and stakeholders' opinion on the Draft Master Plan and Activation Strategy. A two-week consultation was undertaken to collect feedback via an online survey, email, phone and on-site community consultation.

This approach ensured that the project team understood the community's needs and could ensure the strategy was aligned with community and stakeholder expectations.



CONSULTATION SNAPSHOTS

- ① Community Consultation at Caroline Springs Library, 04.05.2024.
- ② Online Community Consultation at City of Melton Conversations page [Screenshot], 19.04.2023 - 04.05.2023.



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7.2 OUTCOME

As part of the online community consultation, 210 respondents completed the questionnaire at the City of Melton Conversations page.

USER OVERVIEW



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LAKE CAROLINE
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FEEDBACK





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FINAL MASTERPLAN & ACTIVATION STRATEGY

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FINAL MASTER PLAN

The Final Master Plan represents the outcomes of the original desires and ambitions of the Lake Caroline Precinct, and reflects updates and feedback that were received on the plan during consultation. The master plan was widely accepted, with 95% of the community supporting the proposal.

The key elements of the Draft Master Plan have remained the same as the project has now progressed to the Final Master Plan status.



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FINAL ACTIVATION STRATEGY

This Activation Strategy provides a well-rounded approach to activation around the Lake Caroline Precinct, by recommending activation opportunities under the following pillars:

- Creation of public amenities to facilitate activation (i.e. picnic areas, playgrounds, lawn, promenades etc)
- Council facilitated programming and events (festivals, markets, concerts)
- Private operator activation through retail offerings (cafes, boat hire etc)



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8.1 OVERALL STRATEGY



ECOLOGY

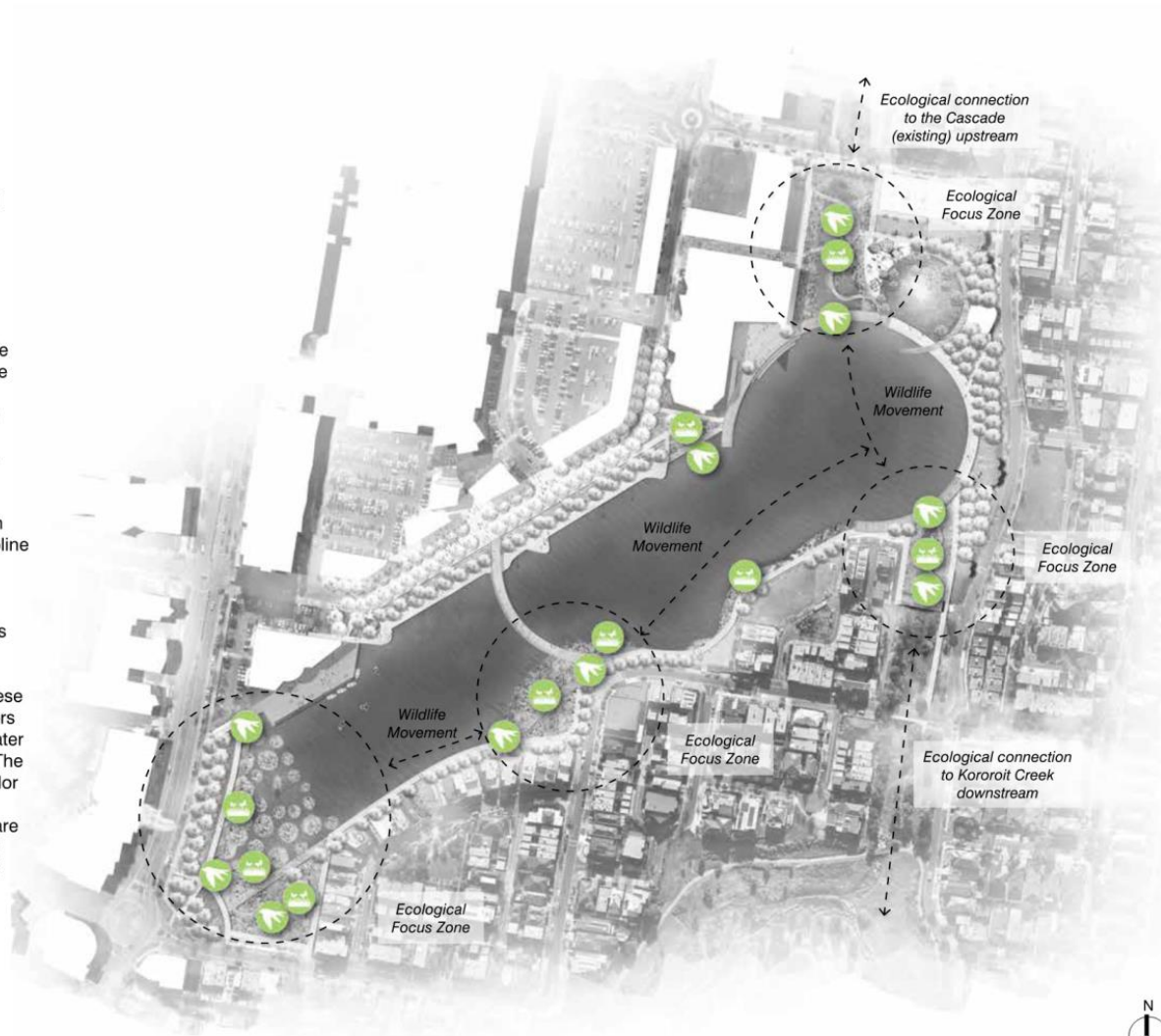
The ecology theme aims to preserve and promote the health of existing wildlife, and to provide a better environment for establishment of additional ecological communities.

During consultation, the community expressed their love to the existing wildlife which currently inhabits the lake and have emphasised the need for wildlife to be protected. The community also welcome to see the lake being transformed into a ecological haven, attracting more wildlife to the lake. The lake is also identified as a hotspot of Growling Grass Frog in the analysis, in which the frog has been often sighted near the gabion walls along Caroline Springs Boulevard and existing wetland planting.

The Master Plan has provided a generous wetland area for the existing and future wildlife in the form of floating wetlands, wetland plants and lakeside planting. These will be the key habitat areas where shelters are provided by wetland planting, and water quality is improved by wetland filtration. The lake would also serves as a wildlife corridor between upstream and Kororoit Creek downstream. Lookouts and boardwalks are included for recreational and educational purpose, allowing visitors to observe and appreciate the thriving ecosystem.

LEGEND

-  Wildlife Habitat Zone
-  Lookout



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AMENITIES & FACILITIES

There are several existing amenities and facilities around the lake, such as seating, BBQs, gym equipment and exercise stations, with their location identified in the analysis. These amenities are frequently used by visitors and have proven popular among the community. In the consultation, the community have expressed that the existing amenities need to be upgraded as they have degraded over the years. The community have also expressed a desire for additional equipment and facilities to be installed along the lake to improve their experience in the lake.

The Master Plan has identified suitable locations for additional amenities and facilities, including major areas and key path junctions. Additional locations for shaded areas are also identified, which could be provided in the form of shelter, shadesails and trees. Existing amenities, facilities and installation (as shown in light blue in the adjacent plan) will be reviewed by Council to determine their retention or upgrade.

LEGEND

-  BBQ (Proposed & Existing)
-  Rubbish / Recycling Bins (Proposed & Existing)
-  Seating / Picnic Table (Proposed & Existing)
-  Exercise Station (Proposed & Existing)
-  Bicycle Hoop (Proposed & Existing)
-  Drinking Fountain (Proposed & Existing)
-  Toilet / Baby Change





ACTIVITY, PLAY & INTERPRETATION

Currently there is one main playground, Boathouse Reserve Playground, and two existing event spaces, boardwalk near Lake Street and lawn near Boathouse Play. They have been used extensively and deteriorated after years of use. The community has reflected that more event spaces and playspaces are needed. A need to improve wayfinding is also identified in the consultation. This could be combined with the interpretation element, which would be installed for educational purpose and wildlife watching.

The Master Plan has identified suitable location for the aforementioned elements.

LEGEND

- Main Event Space
- Food & Beverages
- Playspace
- Exercise Station
- Boat Rental
- Interpretation / Wayfinding



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CIRCULATION & ACCESSIBILITY

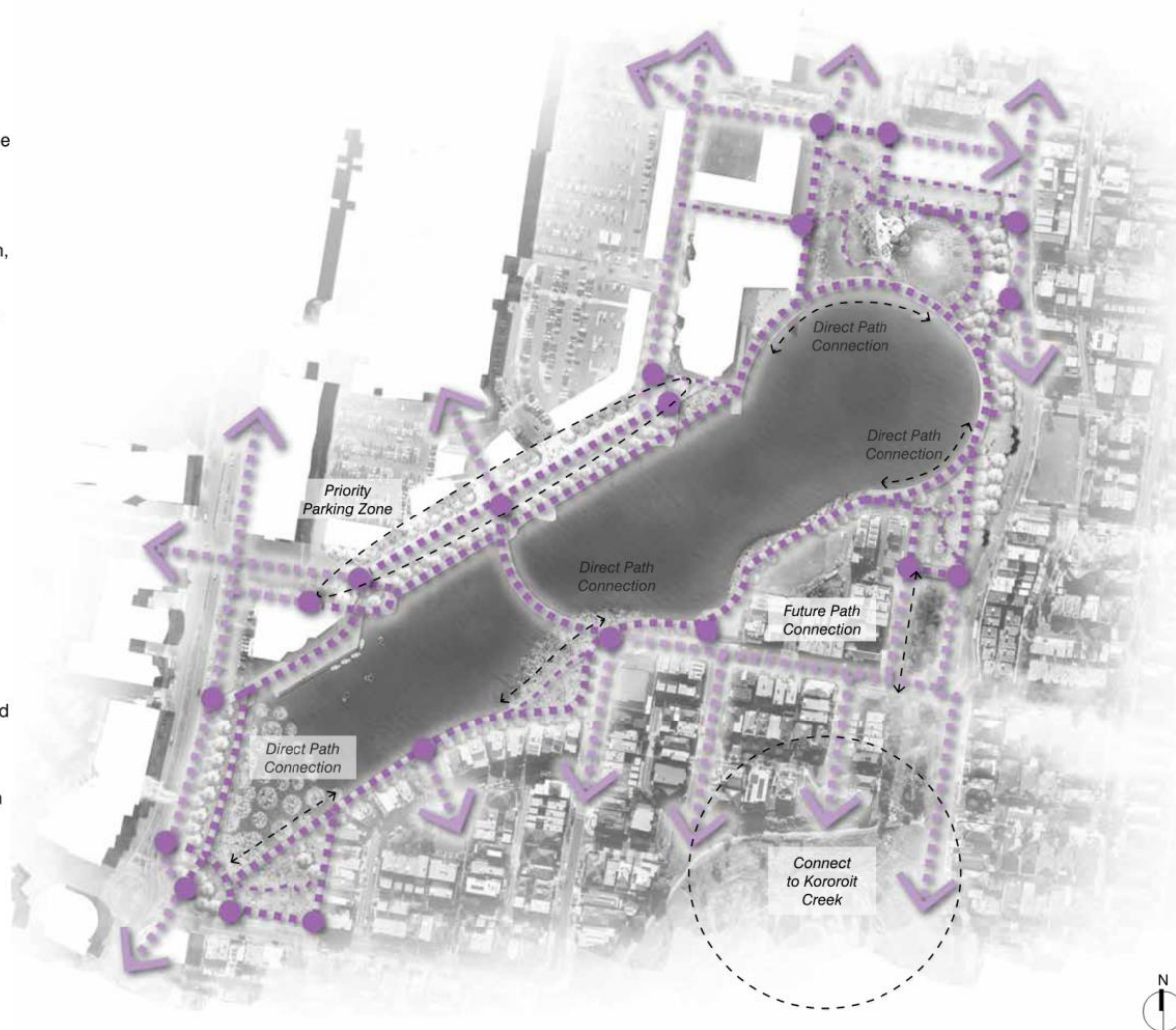
The overall circulation and accessibility around the lake would be improved by the inclusion of additional path connections and vehicular zones, making it more accessible and connected.

The analysis and community consultation, identified multiple doglegged paths, leading to confusion in wayfinding and an arduous walking experience. A strong desire to have a north-south connection across the lake was also reflected in the community consultation, in which many contributors reminiscing the old lake crossing and citing a need of having a direct path between CS Square and southern lake bank.

In response, a number of new pathways, boardwalks and the Lake Crossing Bridge are included to provide a direct connection. They serve as shortcuts for commuters who seek a more direct route, or alternative walkways with different scenic experience for people who enjoy strolling along the lake. To improve external access, Lake Street is transformed into a slow zone with lowered speed limit and priority parking, making it a more pedestrian-friendly space to improve access to the lake for the elderly, families with kids and people with disabilities.

LEGEND

- Entry Point
- ◀▶ Internal Connection
- ◀▶ External Connection



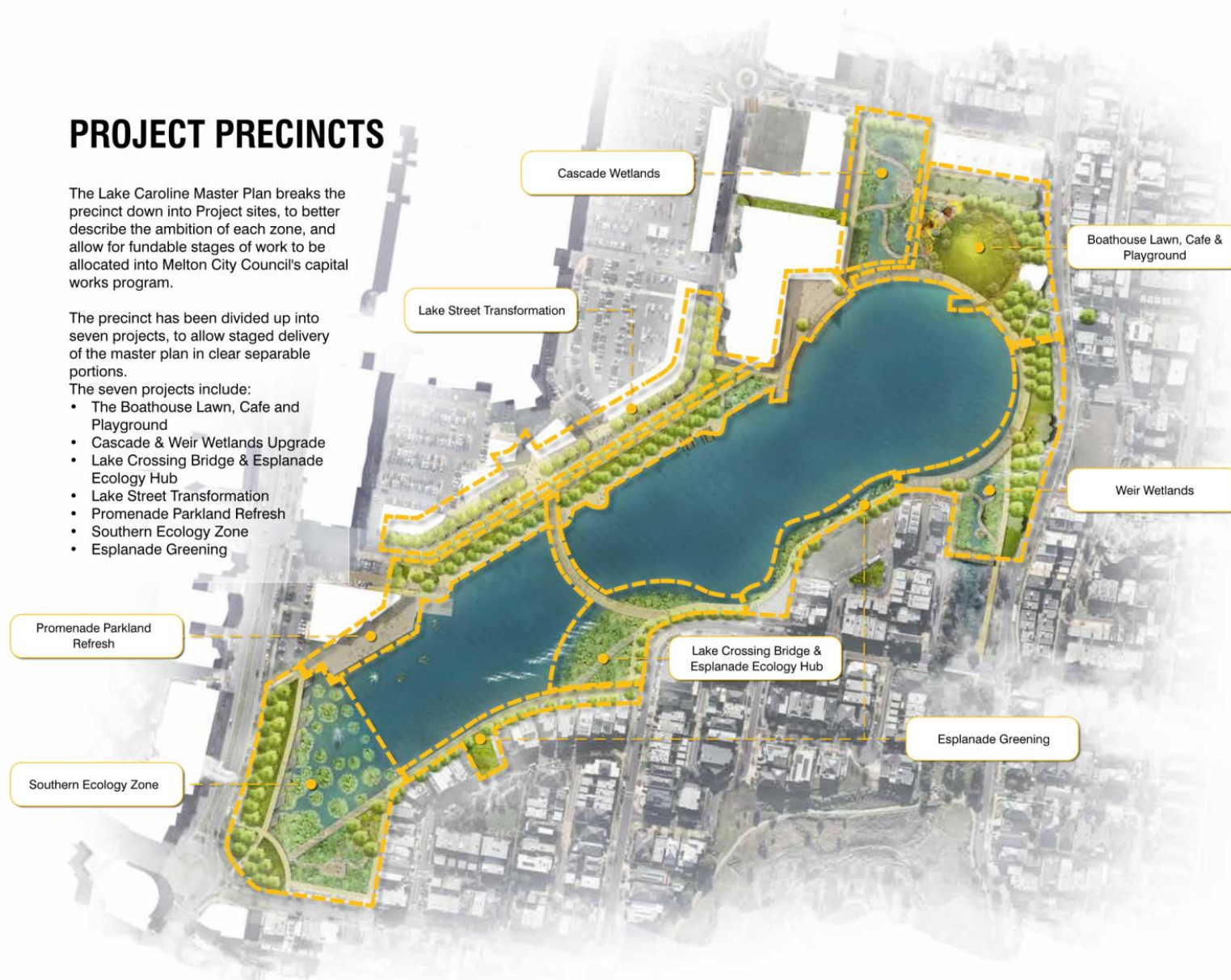
PROJECT PRECINCTS

The Lake Caroline Master Plan breaks the precinct down into Project sites, to better describe the ambition of each zone, and allow for fundable stages of work to be allocated into Melton City Council's capital works program.

The precinct has been divided up into seven projects, to allow staged delivery of the master plan in clear separable portions.

The seven projects include:

- The Boathouse Lawn, Cafe and Playground
- Cascade & Weir Wetlands Upgrade
- Lake Crossing Bridge & Esplanade Ecology Hub
- Lake Street Transformation
- Promenade Parkland Refresh
- Southern Ecology Zone
- Esplanade Greening



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8.2 BOATHOUSE EVENT LAWN, CAFE & PLAYGROUND

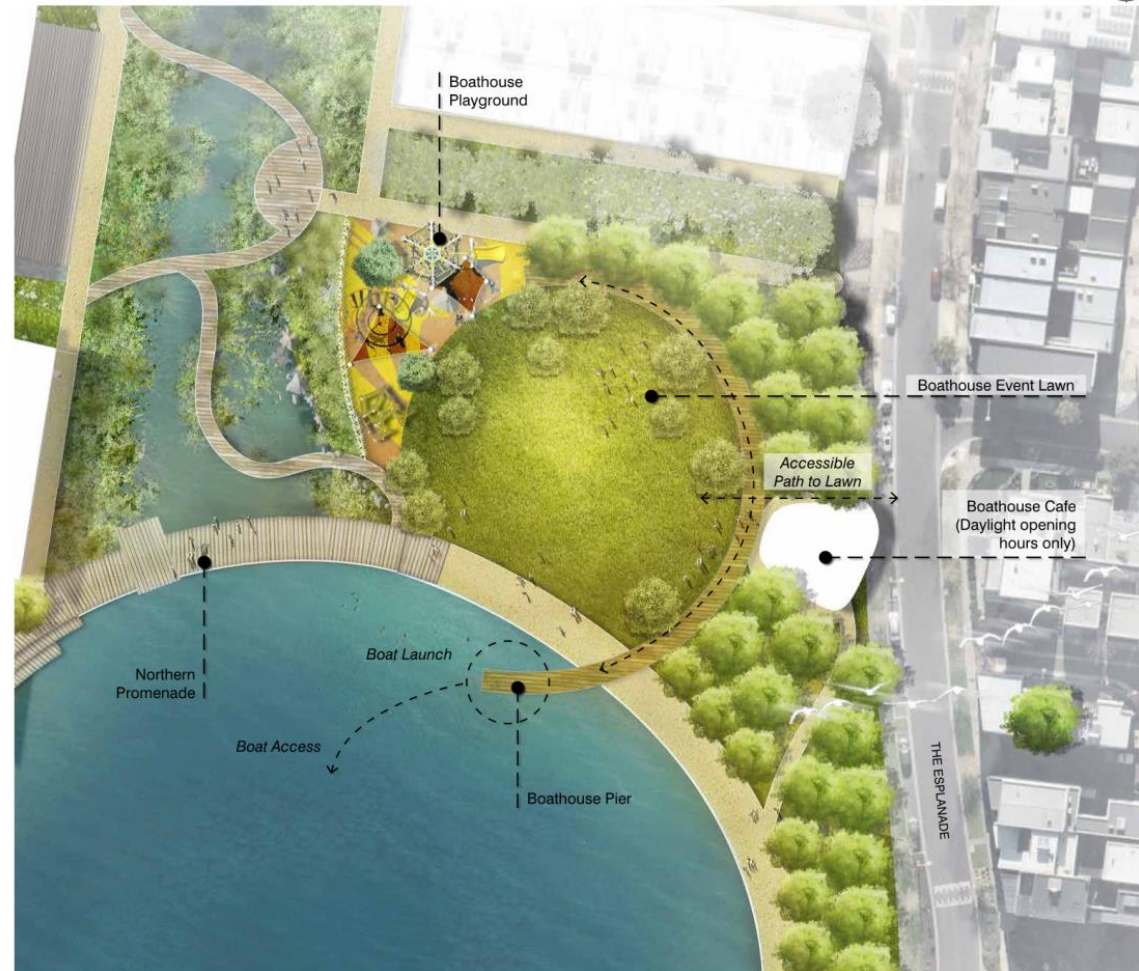
Boathouse Reserve will be reimagined, transforming the existing land use and playground into a versatile activity hub at the north end of the Lake.

The project area will include the new Boathouse Playground, Cafe, Event Lawn and Pier, by redesigning the existing area and upgrading public spaces and infrastructure to accommodate daily activities and variety of scales of events.

The Boathouse Event Lawn

A generous Event Lawn will be situated facing south, it will slope towards the lake, at a grade of around 1:30, providing a natural amphitheatre. The Event Lawn will be framed by garden bed and canopy trees to the north, with small shelters and seating along the edge. Additional canopy trees will be dotted within the north-western areas of the lawn to provide shade, without obstructing views of major events. The Event Lawn will be activated on all edges by the connected pathways, the arcing Northern Promenade, the Boathouse Café and the Playground.

Significant tree plantings will create a buffer to the lawn from the existing townhouses on the north boundary. At around 1800m² the space will be able to cater for a range of events including concerts, markets and festivals. The location is intended to become a viewing area for fireworks or Lake activation. The Boathouse Pier will be designed to



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include services (power, lighting, AV etc) to allow for a 'plug-in' stage setup. In non-event mode, the large lawn will be the ideal place for picnics, or rolling a ball around the lawn, and yoga classes.

The Event Lawn is intended to cater for all existing events and festivals, as well as opening up new activation opportunities with local providers. As the design for this space progresses, existing event holders would be consulted to ensure that the appropriate services are installed to facilitate these events.



Boathouse Event Lawn

Pengbu Central Commons by PLAT Studio (Source: PLAT Studio)



Lakeside Alive on Lawn

(Source: Melton City Council)

The Boathouse Playground

The new accessible Boathouse Playground will be nestled between the Cascade Wetlands, Event Lawn and the Northern Promenade.

With an area of around 1000m2 allocated for the new playground, this creates an opportunity to incorporate a combination of bespoke play and significant nature play elements, connecting to the stories of the adjacent wetlands, and Lake Caroline.

The significant size of the playground will allow for a range of ages for play - from very junior nature exploration, to early physical play, to complex play. The playground should include inclusive play elements to cater for a wide range of physical aptitudes and neurodiversities.

Sited adjacent to the event lawn and cafe, the playground will be well serviced by the cafe facility, be shaded through canopy trees and key shade elements, and adequately contained from the nearby water elements.

More advanced play ie. gym equipment, senior play will be catered in other areas around the Lake Caroline precinct.



New Boathouse Playground

(Source: Glenelg National Park Playspace by TCL)



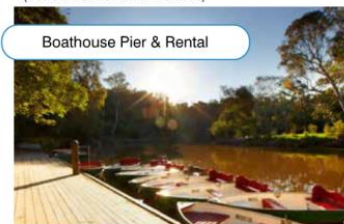
Water Play Elements

(Source: Richter Spielgeräte)



Boathouse Cafe

(Source: Bethnal Green Gardens)



Boathouse Pier & Rental

Boat Hire (Source: Studley Park Boathouse)

The Boathouse Cafe

A small Café pavilion will activate the north-east corner of the event lawn, providing food and beverage, toilet and change facilities. The pavilion will serve as a power and utilities connection for larger events and festivals.

The Cafe will be designed as an outward facing building, allowing for spill-out seating under a canopy and into the surrounding parkland gardens. It is intended to be operational during daylight hours - further detail on the Cafe would be developed through a separate feasibility and consultation process.

The proposed Master Plan location of the Cafe allows activation of the adjacent event lawn, easy access for parents using the play ground, as well as facilitating back of house access from the Esplanade for service and deliveries.

The Boathouse Pier

The Boathouse Pier is a small pier that arcs out beyond the Northern Promenade, into the lake. It will facilitate small paddle and/or row boat rentals. It will give visitors an opportunity to wander out over the water and interact with the local bird life.

In the instance of events, a floating stage could be connected to the pier, to maximise 'on-land' space for event capacity.

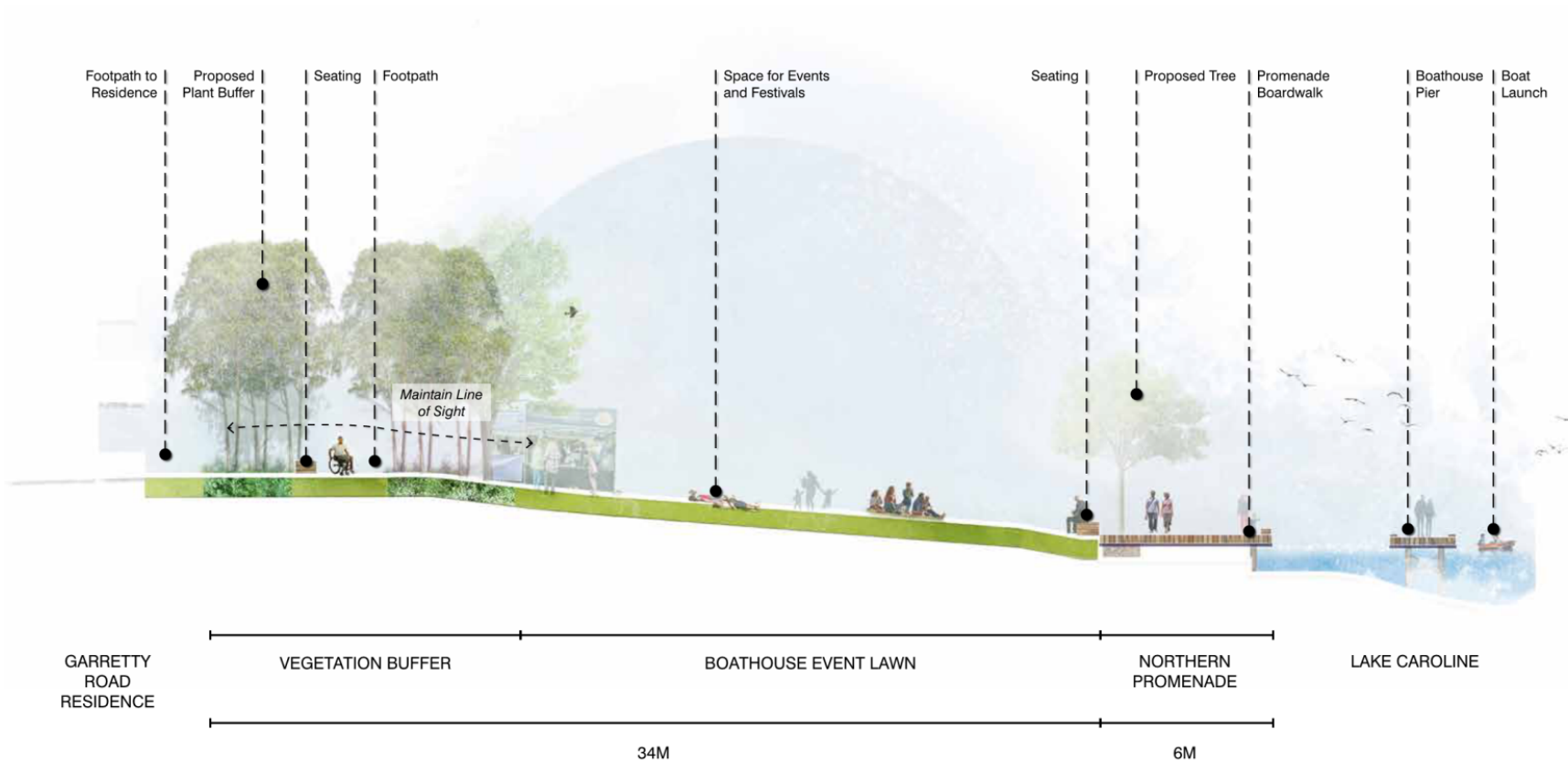
In times when weather is conducive, the café would set up tables and chairs along the pier.

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BOATHOUSE EVENT LAWN INDICATIVE SECTION



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Boathouse Event Lawn Activation

The Event Lawn is designed to cater large scale public events and community events. On normal days the Event Lawn is a spacious lawn for passive activities, including picnic and gatherings.

- Picnic
- Recreational activities
- Active recreation and fitness
- Ball games
- Farmers markets
- Festival & events
- Concerts
- Lake event seating
- Pop-up eatery and food events
- Stage and amphitheatre
- Night-time events, e.g. outdoor movie
- Temporary spatial transformation (subjected to further feasibility study)



Boathouse Event Lawn

Lakeside Alive 2024 (Source: Melton City Council)



Picnic on Lawn



Caroline Springs Annual Carols (Source: Star Weekly)



Lakeside Alive 2024 (Source: Melton City Council)



Farmers Market (Source: Rotary Caroline Springs)



Outdoor Movie Night (Source: Westchester Magazine)

Boathouse Pier Activation

Boathouse Pier is one of the two boat launching points in the Lake. The Pier could also be used as a dining deck for people to enjoy food along lakeside. The operation of the Pier is supported by the Boathouse Cafe.

Watersports, such as rowing and dragonboat, could be launched by the community at the Pier.

- Paddle boat hire
- Watersports launching point, e.g. kayaking and canoeing
- Café & dining activation along the pier
- Lake event seating
- Floating picnic



Boathouse Pier

Boat Hire (Source: Studley Park Boathouse)



Barangaroo Reserve (Source: Bec Dreher)



Dining along Pier (Source: BLU Crabhouse & Raw Bar)



Paddle Boat Hire and Kayaking (Source: Dockside Mildura Marina)



Cafe Spillover (Source: The Boatbuilders Yard)



Floating Picnic (Source: Herald Sun)

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8.3 CASCADE & WEIR WETLANDS UPDATE

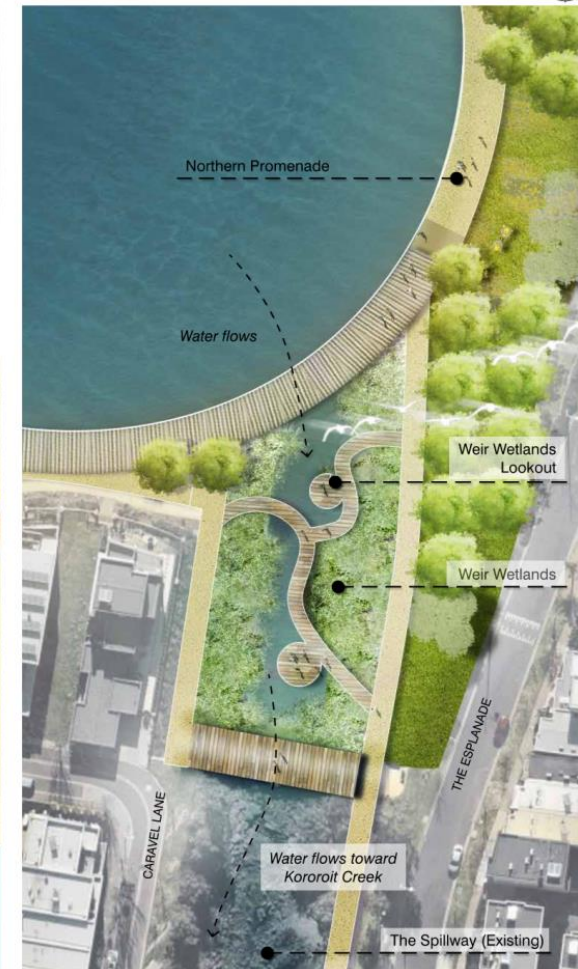
As the key inlet and outlet of Lake Caroline, the Cascade Weir and Wetland play a critical role in improving water quality in both the lake and the creek.

The Cascade Wetlands

The northern part of the Wetlands facilitate the intake of water from the existing Cascades north of Garretty Road.

The inlet area of the Lake is currently open water with a reeded edge. It has the opportunity to provide high quality, continued wetland habitat connecting directly into Lake Caroline. Already home to turtles and fish, this secluded area of habitat will provide a safe-haven for wildlife.

The main Lake Caroline circuit path will provide a direct connection across the south of this wetland area, removing an existing awkward dog-leg area. The meandering boardwalks and lookouts provide an alternative, slower pace set of path connections. The area will enable discreet moments to engage with nature through lookouts, boardwalks and bird hides.



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This area is also a valuable education asset - with opportunities to provide interpretive signage on plant species and wildlife, water quality, and the function of the lake. Local preschools will be able to engage in Bush Kinder here, and primary and secondary schools would have the option to partake in monitoring the species and water quality within this location as part of their science programs.

For the existing residents transforming this space into a biodiversity hub, provides additional amenity, different from the rest of the Lake Caroline Precinct. Community groups could be encouraged to care for this area providing a sense of ownership and responsibility.

The Weir Wetlands

The outflow in high rainfall events is via the Weir - overflowing and discharging into Kororoit Creek.

The Master Plan proposal for Lake Caroline recognises the importance of the cleanliness of this water ahead of discharging into Kororoit Creek catchment. The water quality is currently controlled, however large pollutants are often seen in the vicinity of the weir, and additional algae bloom occurs intermittently, posing some challenges to the maintenance.

Providing a habitat buffer to Lake Caroline Weir, the Weir Wetlands enables extended habitat connection to the lake, as well as water cleansing ahead of overflow and discharge to Kororoit Creek.



Bird Hide

East Point Park Bird Sanctuary by PLANT Architect Inc (Source: Cameron Lintott)



Boardwalk in Wetlands

Oaklands Park and Wetland by TCL (Source: Sam Noonan)



Cascade Wetlands Lookout

South Parkland Wetlands by TCL (Source: Jackie Gu)



Boardwalk over Water

Water Crossing (Source: Melbourne Cairnlea Lake Boardwalk, Hassell)

Northern Promenade

The generous Northern Promenade creates a sweeping arc at the northern end of the Lake. This grand gesture connects the Weir Wetlands, open lawns of The Esplanade, Boathouse Event Lawn and Playground, and the Promenade Parkland on the western side of the Lake.

It is envisaged that the Promenade will be tree-lined, providing much needed amenity and shade.



The Weir Wetland

Adelaide Botanic Gardens Wetlands by TCL (Source: John Gollings)



Floating Wetlands

Redcliffe Golf Course Floating Wetland (Source: Fytogreen)



Boardwalk

South Parkland Wetlands by TCL (Source: Jackie Gu)



Northern Promenade

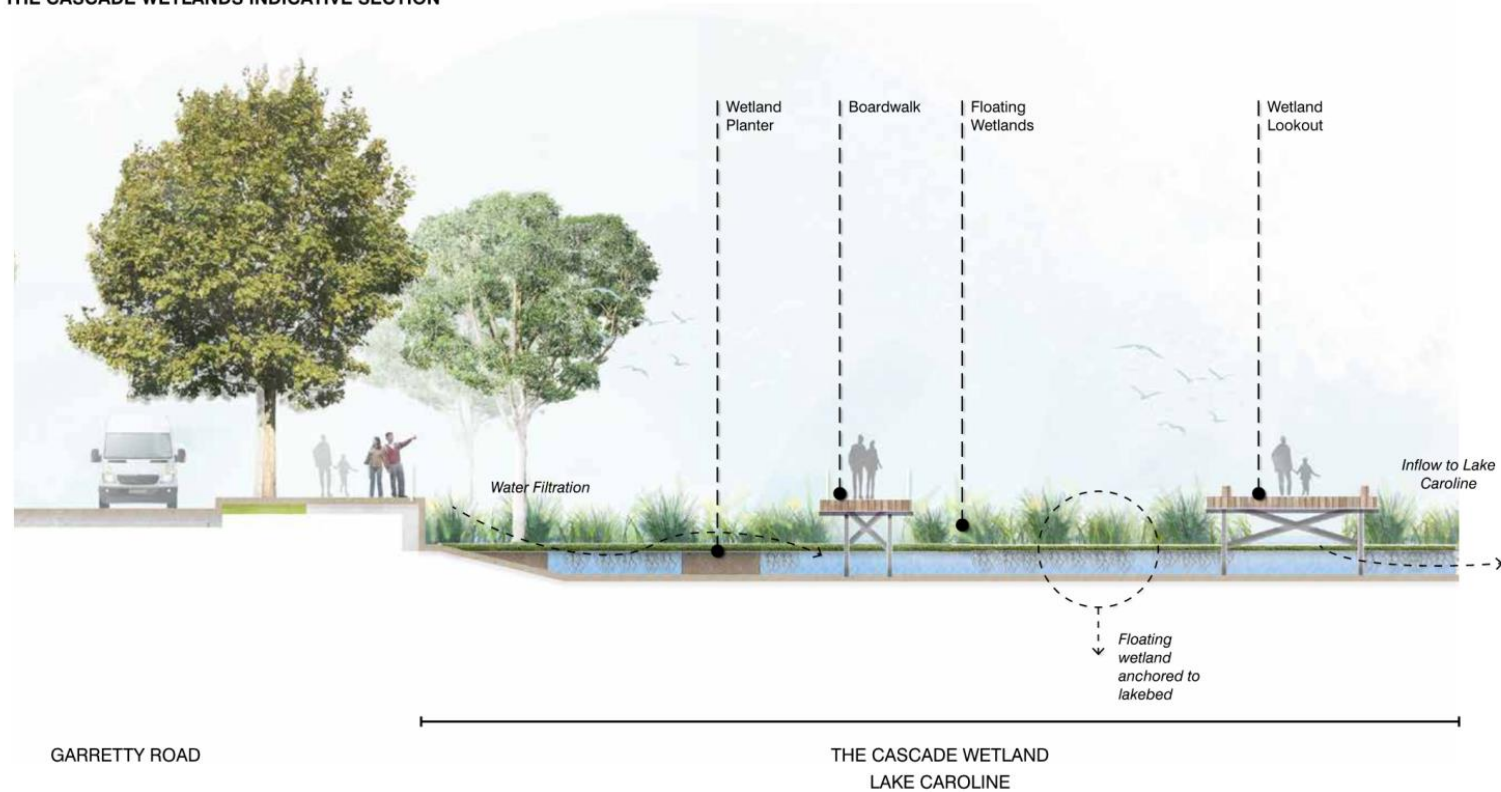
Annecey's Lakefront Promenade (Source: KC to Annecey)

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THE CASCADE WETLANDS INDICATIVE SECTION

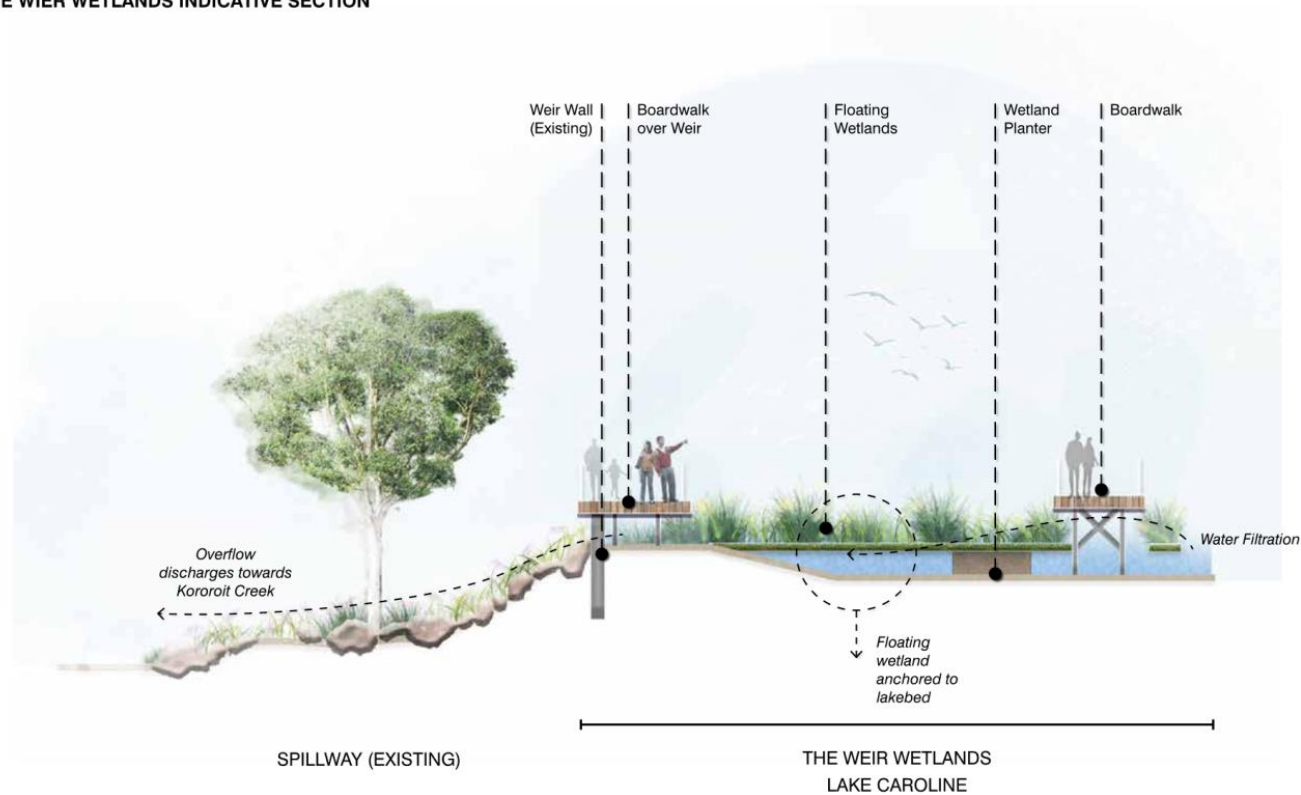


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THE WIER WETLANDS INDICATIVE SECTION



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Northern Promenade Activation

Northern Promenade is a long promenade walk that connects Boathouse Event Lawn, Cascade Wetlands and Weir Wetlands. Being a main thoroughfare, it is designed for daily passive activities with exercise stations along the promenade. It also serves as an spatial extension for spillout events from the Boathouse Event Lawn.

- Lakeside events
- Picnics
- Active recreation and fitness



Lakeside at Carousel (Source: Lucas Worcester)



Active Fitness (Source: Topio)



Jogging and Running



Yoga on Lakeside (Source: Lower Mill Estate)



Markets (Source: Homegrown Markets Speers Point)

Cascade & Weir Wetlands Activation

Thriving wildlife communities would be inhabiting the Cascade and Weir Wetlands, making them the perfect spots to observe and appreciate nature.

- Bird watching
- Ecology walking
- Nature encounter and experience
- Education tours



Birdwatching (Source: Backyard Bird Watchers)



Guided Educational Tours (Source: ACT Parks and Reserve)



Bird Hide by PLANT Architect Inc (Source: Cameron Lintott)



Educational Walks (Source: John Gollings)



Self-Guided Tours (Source: ACT Parks and Reserve)



Interpretation by TCL (Source: Ben Wrigley)

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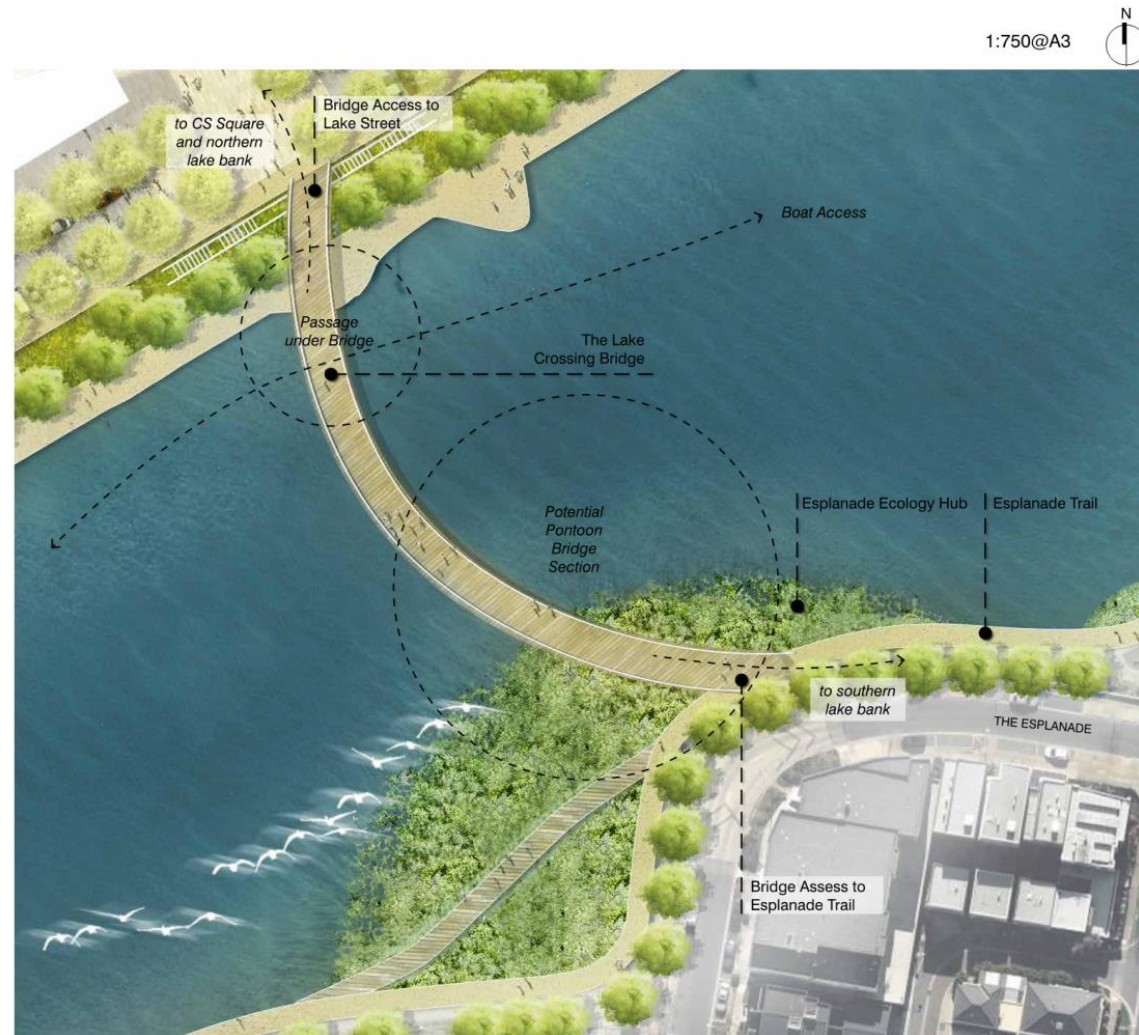
8.4 LAKE CROSSING BRIDGE & ESPLANADE ECOLOGY HUB**Lake Crossing Bridge**

One of the main items and feedback from the initial consultation for the Lake Caroline Precinct, reflected the lack of connection across the water. Many residents noted that in the early days of the Caroline Springs development there was a mid-crossing point through the lake, and it was highly desired to be reinstated.

In order to balance the various requirements of access across the Lake, and along it, the Lake Crossing Bridge is proposed as a hybrid of two structures - part floating pontoon, and part elevated structure.

The Lake Crossing Bridge will be a quality bridge element designed for pedestrians and cyclists only. It will provide a direct connection for residents on the south-west of the Lake to the retail and Caroline Springs Shopping Precinct. For visitors to the Lake, it provides an alternative sequence of loops for walking, running and recreation.

The south portion of the bridge will be of pontoon construction and the northern part of the bridge will 'lift' off the water surface, to allow access beneath the bridge for small water craft (canoes, row boats) and allow wildlife to seamlessly access all areas of the lake.



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It is intended that the bridge will be a fully accessible, well lit crossing, providing a grade connection to the upper level of Lake Street, above the promenade. The additional connection across the Lake will assist with passive surveillance and increased pedestrian and cyclist activity.

Boardwalk Bridge



(Source: Architonic)

Pontoon Bridge



West India Quay Floating Bridge (Source: David Boardman)

Bridge across Levels



Riverbank Pedestrian Bridge by TCL (Source: John Gollings)

Passage under Bridge



Nymburk Pedestrian Bridge by SHP (Source: Milos Vejchoda)

Lake Crossing Bridge



Enshi Floating Bridge (Source: unknown)

Esplanade Ecological Hub



Oaklands Park and Wetland by TCL (Source: Sam Noonan)

Esplanade Ecology Hub

The Esplanade Ecology Hub will enhance the existing 'fringe' of wetland ecology along the edge of the lake, and provide additional wildlife habitat at the launching point of the bridge.

The extended habitat provides an immersive departure point for the Lake Crossing Bridge.

Esplanade Ecological Hub



Adelaide Botanic Garden Wetlands by TCL (Source: John Gollings)

Boardwalk in Wetlands



Oaklands Park and Wetland by TCL (Source: Sam Noonan)

Boardwalk in Wetlands



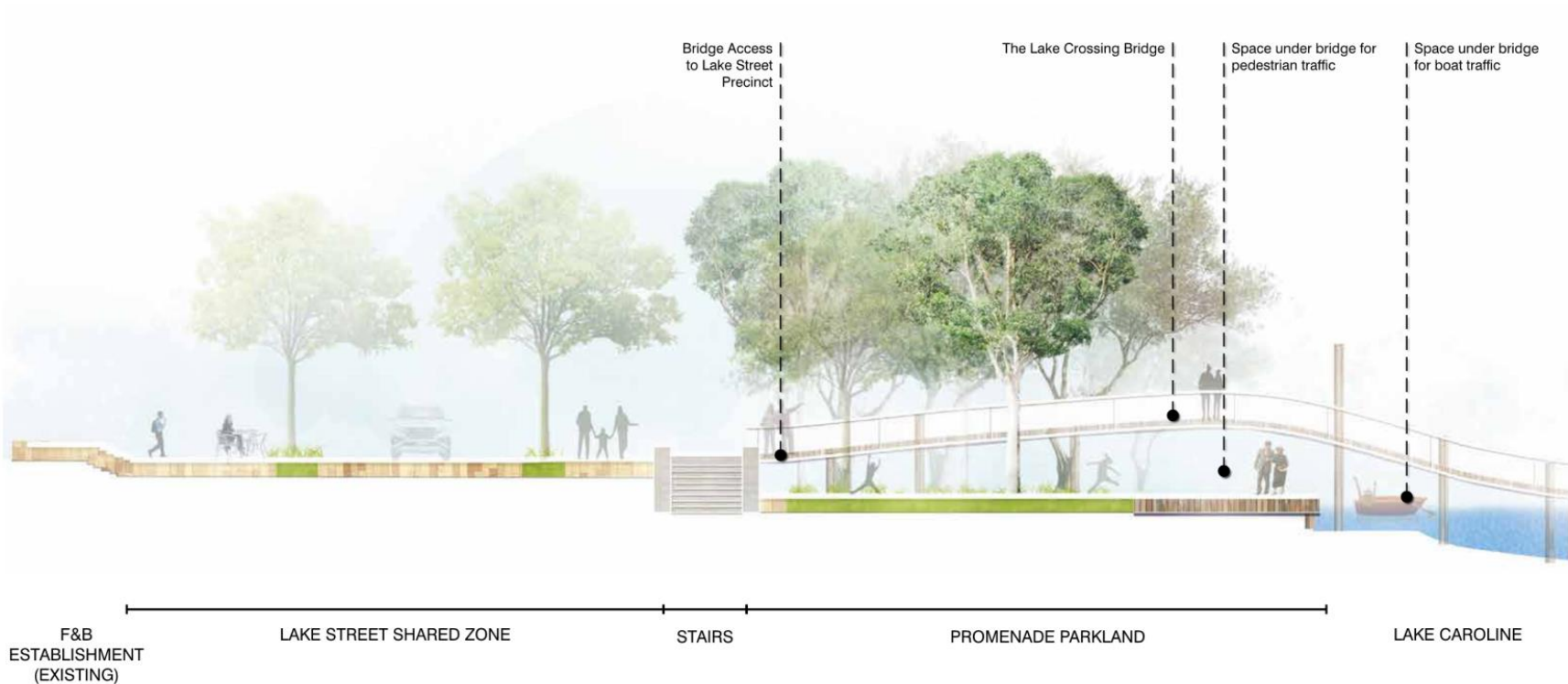
Nature Walks (Source: ACT Parks and Reserve)

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LAKE CROSSING BRIDGE INDICATIVE SECTION



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8.5 LAKE STREET TRANSFORMATION

Lake Street is proposed as a significant upgrade to the existing street to allow for traffic calming, pedestrian priority and regular activation through markets and festivals.



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It is proposed to include consistent, flush, and high-quality paved materials across the footpath, parking, and road carriageway. The plan also features significant street tree planting, café spillout areas from existing retailers, and reduced traffic flow. Speed limits will be introduced to Lake Street to provide a safer environment for pedestrians, and priority parking zones will be included to provide better carpark access for the elderly, families with children and people with disability.

The transformation of this street would facilitate safe and direct connections from the lake side to the retail and shopping precinct. It would stimulate investment along the western edge of Lake Street. Businesses that provide community facilities and stimulate further activation would be recommended.



Lonsdale Street by TCL (Source: John Gollings)



Priority Parking Zone (Source: Central Korat)



Lower Speed Limit in Melbourne CBD (Source: Victoria Walks)

The upgraded Lake Street will enable a variety of activation opportunities, including café spill out from adjacent businesses, regular weekend markets, and partial or full street closure to facilitate larger festivals and events.



Meander Market (Source: City of Adelaide)



Johnston Street Fiesta (Source: Colombiantojos)



Shared Zone (Source: Gehl Architects & Landscape Projects)



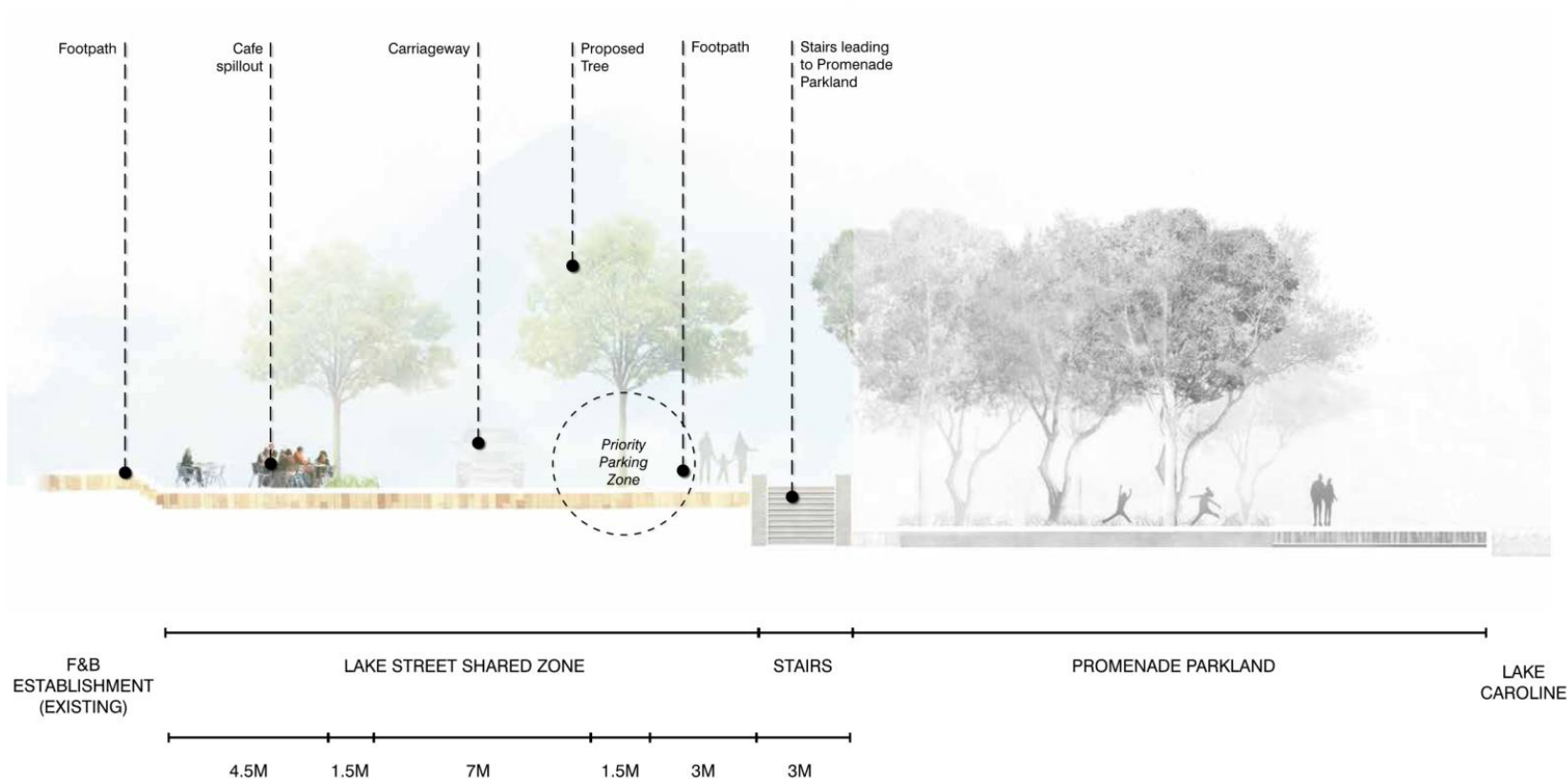
Street in Barcelona (Source: unknown)

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LAKE STREET INDICATIVE SECTION



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Lake Street Activation

Lake Street remains a key vehicular traffic corridor between CS Square and its surroundings. It is envisioned as a pedestrian-friendly slow zone, with lower speed limit applied to enhance walkability.

On normal days Lake Street would function as an ordinary street, with outdoor dining and weekend markets on footpath. The street could be closed off at certain times of the year to house larger festivals and events, including Remembrance Day and ANZAC Day Dawn Service at CS War Memorial.

- Café spillout from adjacent businesses
- Regular weekend markets
- Street closure to facilitate larger festivals



Festival on Street (Source: Beat Magazine)



Street Parade (Source: Colombiantojos)



Street Party (Source: Time Out)



Farmers Markets (Source: City of Adelaide)



Sunday Market on roadside (Source: Arts Centre Melbourne)



Roadside Activation (Source: Damian Schultz)



Café Spillout (Source: TkKurikawa)



ANZAC Day Service (Source: Caroline Springs RSL Sub Branch)



ANZAC Day Dawn Service (Source: Caroline Springs RSL Sub Branch)

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8.6 PROMENADE PARKLAND REFRESH

The Promenade Parkland seeks to reinvigorate the existing promenade landscape and rationalise the complex mounding, pathways and spaces. The project area includes the Park Promenade, Southern Deck and Northern Promenade Deck, which will be redesigned to accommodate daily events and special events.

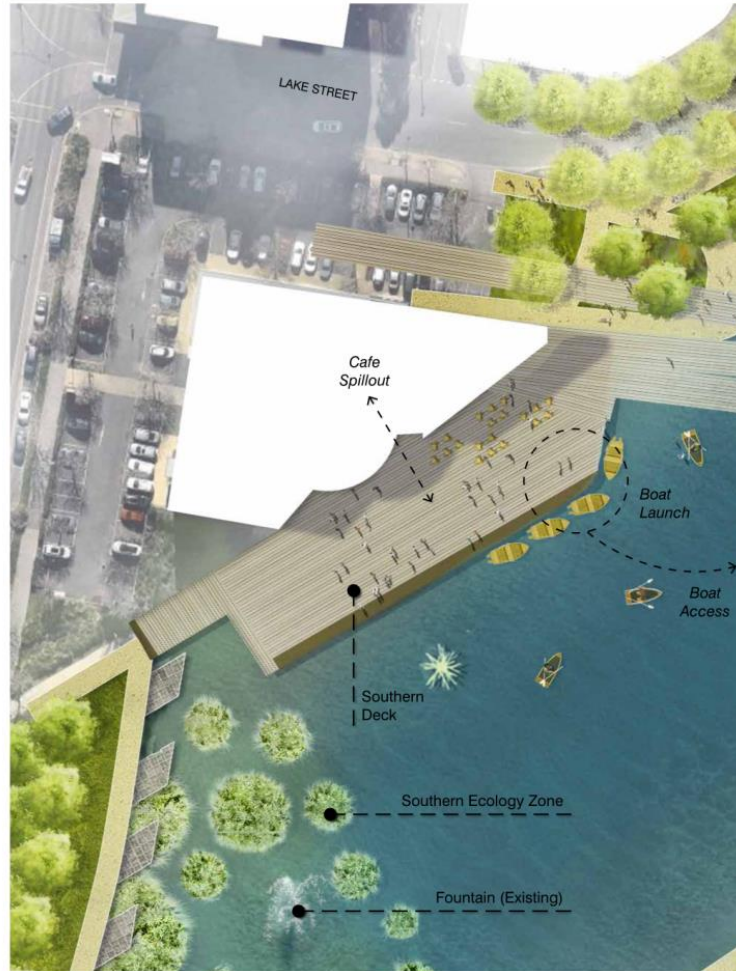


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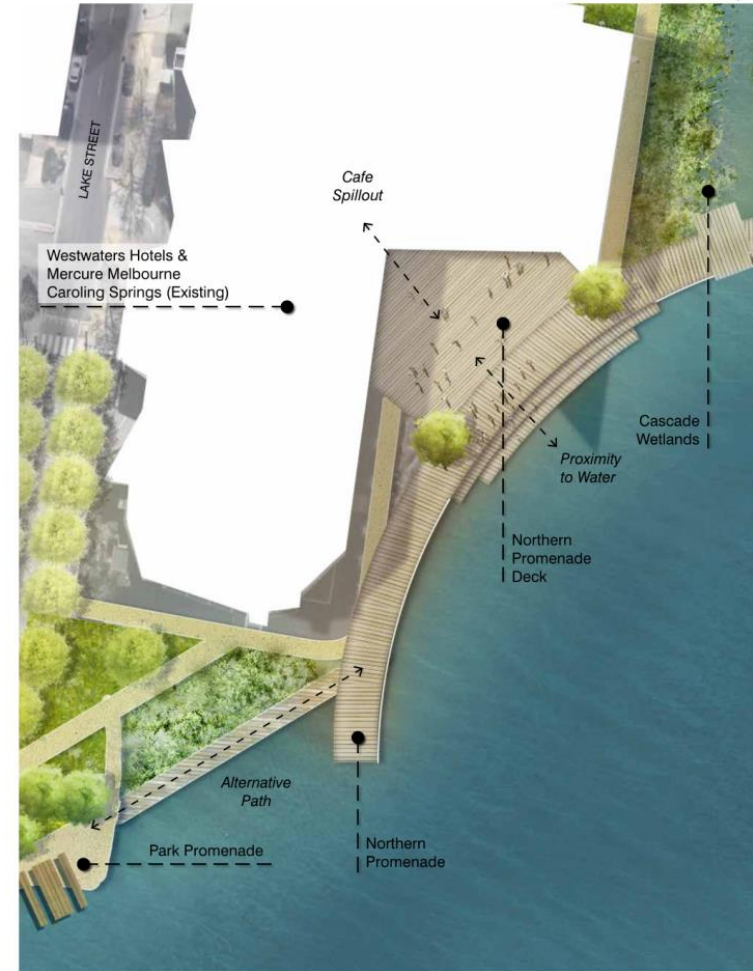
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SOUTHERN DECK



NORTHERN PROMENADE DECK



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Park Promenade

This is proposed to be simplified into a generous lawn that can host significant trees for shade and amenity. A simple linear footpath or boardwalk would interface with the lake edge. This would allow for picnics, events, markets and festivals when required, and passive activation at other times.

Existing facilities and amenities will be reviewed and upgraded to support daily activation of the Promenade Parkland. The park interface with CS War Memorial will be enhanced to better facilitate the RSL events.



Promenade Parkland

North Terrace by TCL (Source: John Gollings)



Boardwalk Promenade

Yarra River Promenade (Source: Victoria Walks)



Lake Edge Linear Lawn

Yarra Trail (Source: David L. Young)



Tree-lined Footpath

Lake Wendouree (Source: Days Out with George)

Southern Deck

The existing deck is proposed to be expanded out into a generous multi-use space for outdoor activation, and boat launch zone.

It is intended that the food and beverage offering and steps to the lower deck would be upgraded to enable more flexibility. It would be the ideal location for functions and pavilion set ups. Additional tree planting can be provided in the on-ground locations to create better existing amenity.

Northern Promenade Deck

A new deck is proposed to replace the existing path outside Westwaters Hotels to provide a generous multi-use space. Similar but smaller to its counterpart Southern Deck, Northern Promenade Deck is intended to house the spillout from existing hotels.



Southern Deck & Boat Launch

Boat Hire (Source: Studley Park Boathouse)



Southern Deck & Boat Launch

Barangaroo Reserve (Source: Bec Dreher)



Northern Promenade Deck

Victoria Harbour at NAB by TCL (Source: unknown)



Northern Promenade Deck

South Wharf Promenade (Source: The Boatbuilders Yard)



CS War Memorial



CS War Memorial

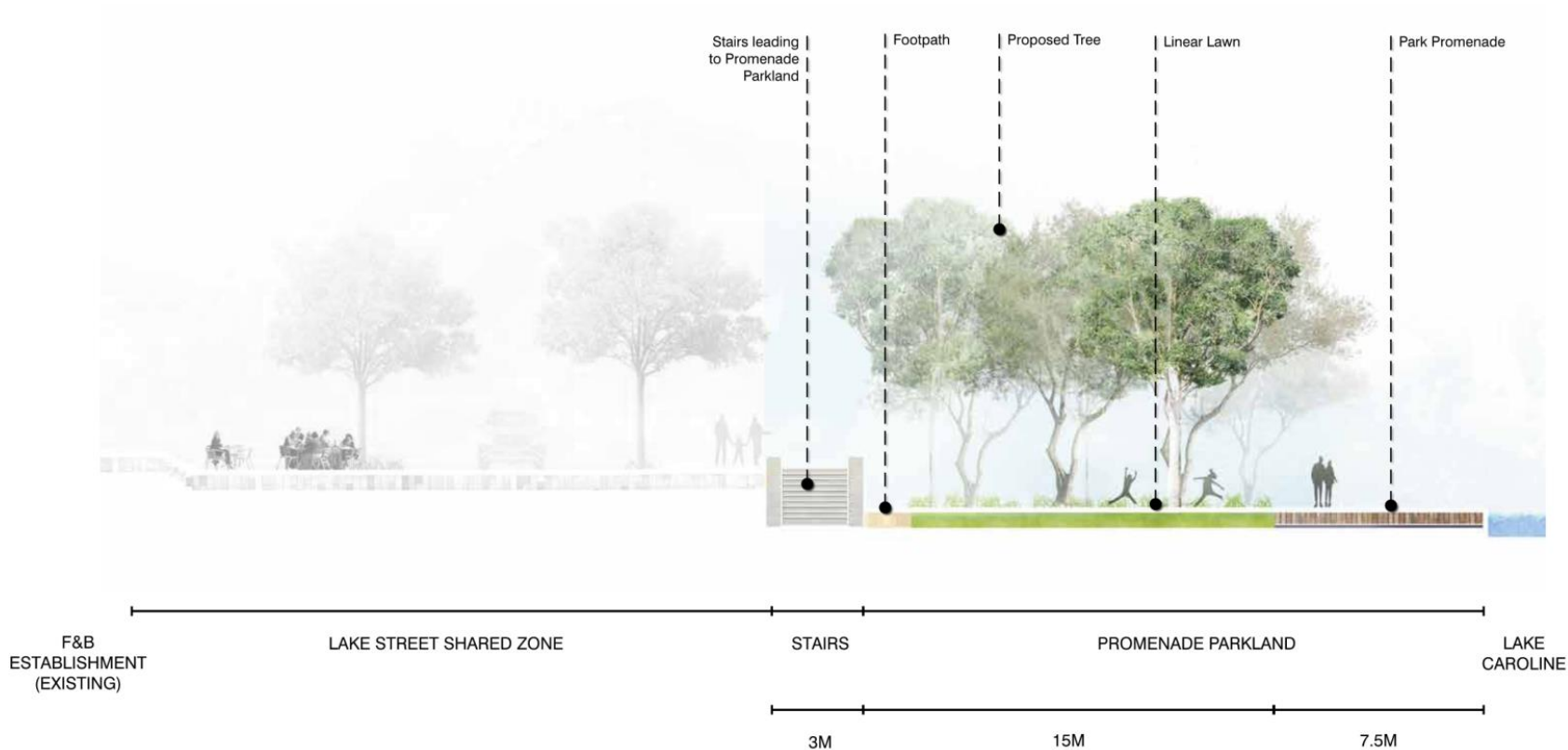
Remembrance Day (Source: Caroline Springs RSL Sub Branch)

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PROMENADE PARKLAND INDICATIVE SECTION

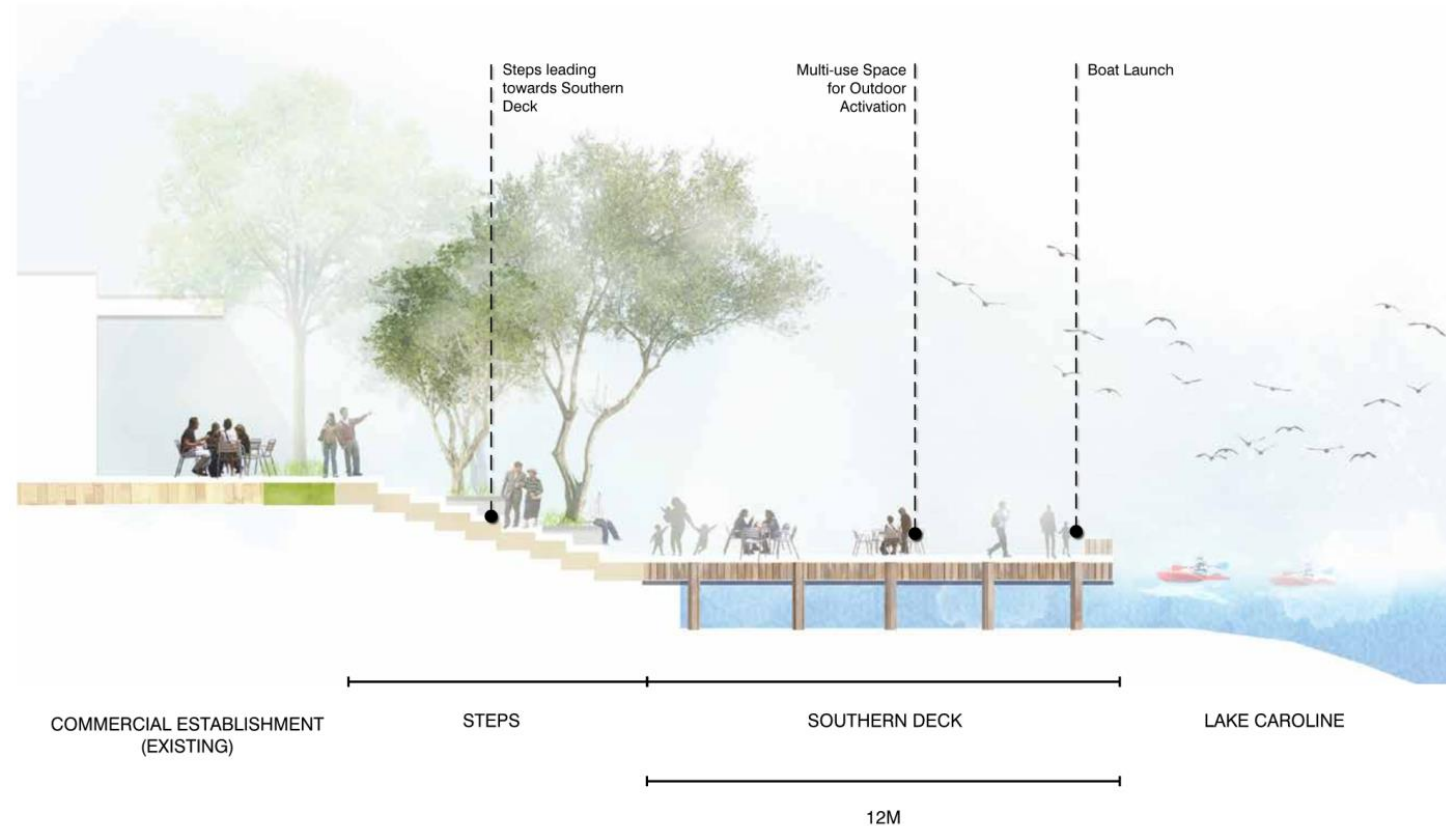


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SOUTHERN DECK INDICATIVE SECTION



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Promenade Parkland Activation

The focus area of the Promenade Parkland Activation includes the Park Promenade, the western portion of Northern Promenade and the Deck outside the Westwaters Hotel. Together they form a long and continuous promenade walk along the north lake bank. Similarly to the Northern Promenade, it is designed as a main thoroughfare dotted with pocket spaces for daily passive activities, such as picnics and strolling.

The large pocket spaces along the Park Promenade and Deck are also designed as secondary event spaces for festivals, events and celebrations, particularly Remembrance Day and ANZAC Day Dawn Service at CS War Memorial.

- Lakeside festivals
- Lake event viewing
- Picnics
- Active recreation and strolling
- Cafe spillout to deck
- Lakeside popup food and beverage (subjected to further feasibility study)



Promenade Parkland
Lakeside Alive (Source: unknown)



Fireworks (Source: Melton City Council)



Lakeside Alive (Source: City of Melton)



Lakeside Alive (Source: unknown)



Dawn Service at CS War Memorial (Source: Caroline Springs RSL Sub Branch)



Caroline Springs Community Carol by Candlelight (Source: Imagine Nations Church Melbourne)



Picnic on Lawn



Strolling and Dog Walking



Lake Events (Source: Lake Macquarie City)



Cafe spillout (Source: The Boatbuilders Yard)

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Southern Deck & Boat Launch

Southern Deck is one of the two boat launching points in the Lake. The deck is designed as a spacious area for events and functions, while still allowing pedestrian movement around the lake circuit walking loop. The operation of the boat hire could be supported by Boathouse Cafe.

The Southern Deck and Boat Launch area could also support activities such as rowing and dragon boat racing.

- Café spillout and dining
- Paddle boat hire
- Watersports launching point, e.g. rowing, dragon boats, kayaking and canoeing
- Outdoor booking on deck
- Small scale events
- Floating picnic
- Lakeside popup food and beverage (subjected to further feasibility study)



Southern Deck

Boat Hire (Source: Studley Park Boathouse)



Timbre Deck at Victoria Harbour by TCL (Source: unknown)



Watersports Launching Point (Source: Sedgemoor Model Boat)



Paddle Boat Hire and Kayaking (Source: Dockside Mildura Marina)



Cafe Spillout (Source: The Boatbuilders Yard)



Dining along Pier (Source: BLU Crabhouse & Raw Bar)



Small scale events (Source: unknown)



Lakeside Alive (Source: City of Melton)



Lakeside Bar (Source: Timeout)



Floating Picnic (Source: Herald Sun)



Outdoor Booking (Source: Tourism Australia)



Wedding on Lakeside (Source: Royal Botanic Gardens Melbourne)

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8.7 SOUTHERN ECOLOGY ZONE

The Southern Ecology Zone will transform the southern end of Lake Caroline into a lush habitat zone, enhancing the existing ecology already thriving in this area. It will provide a visually inviting entry view and foreground to the lake. The amenity is appropriate for the surrounding land use which is primarily residential.



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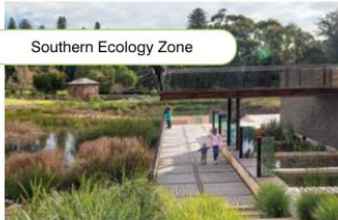
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Additional significant tree planting along the Esplanade and Caroline Springs Boulevard will provide a visual buffer to the busy adjacent road.

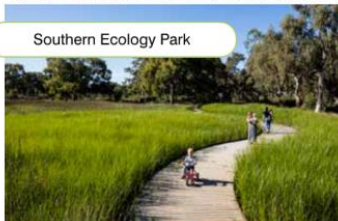
The existing triangular pocket park will be redesigned to complement the lake habitat. The area provides opportunities for lookouts, boardwalks, education and interpretation.

Southern Ecology Zone



Adelaide Botanic Garden Wetlands by TCL (Source: John Gollings)

Southern Ecology Park



Oaklands Park and Wetland by TCL (Source: Sam Noonan)

Floating Wetlands



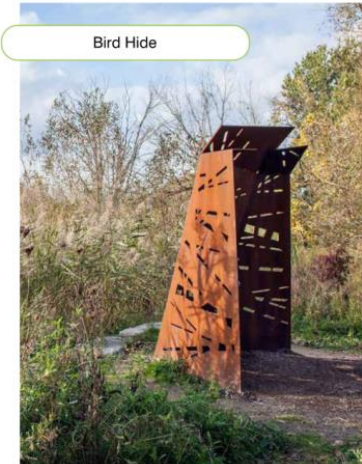
Redcliffe Golf Course Floating Wetland (Source: Fytogreen)

Educational Signboard



Educational Walks (Source: Emily Taylor)

Bird Hide



East Point Park Bird Sanctuary by PLANT Architect Inc (Source: Cameron Lintott)

CS Boulevard Linear Lawn



Yarra Trail (Source: David L Young)

A series of Floating Wetlands will be installed within the lake, adjacent to the Southern Wetlands, to provide additional water cleansing and filtration for the overall health of the lake. This will be facilitated by the existing fountain, upgraded to improve the aeration and water movement in the Lake.

Boardwalk



South Parkland Wetlands by TCL (Source: Jackie Gu)

Art Interpretation



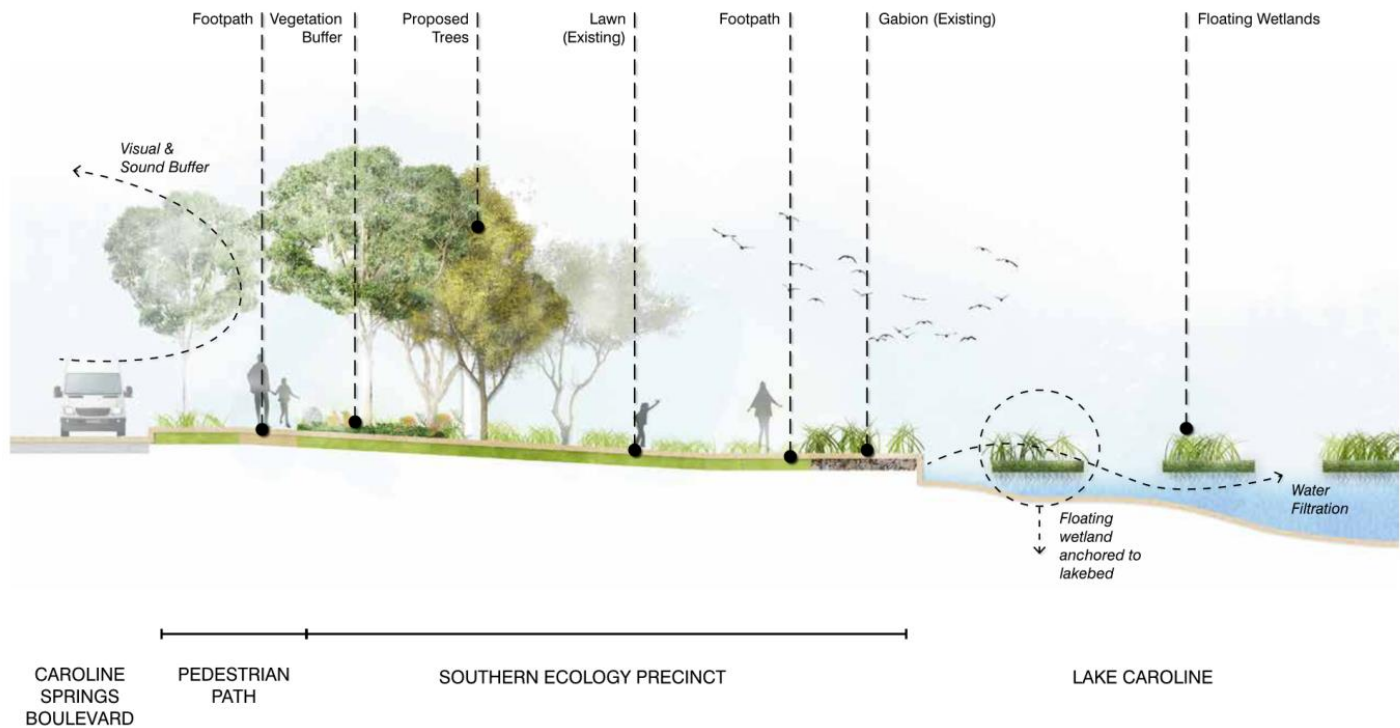
Interpretation by TCL (Source: Ben Wrigley)

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SOUTHERN ECOLOGY ZONE INDICATIVE SECTION



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Southern Ecology Zone Activation

Thriving wildlife communities would be inhabiting the wetlands in Southern Ecology Zone, making this a perfect spot to observe and appreciate nature.

The existing lawn along Caroline Springs Boulevard would be retained and upgraded to continue providing open space for passive activities, such as picnic and gatherings.

- Picnic
- Active recreation and fitness
- Bird watching
- Ecology walking
- Nature encounter and experience
- Education tours

Southern Ecology Wetlands



Self-Guided Tours (Source: ACT Parks and Reserve)



Guided Educational Tours (Source: ACT Parks and Reserve)



Interpretation by TCL (Source: Ben Wrigley)



Educational Walks (Source: John Gollings)



Nature Encounter (Source: Parks Victoria)



Guided Ecological Walks (Source: Sydney Barani)

Lawn



Lakeside Picnic (Source: Lucas Worcester)



Jogging and Running



Picnic on Lawn



Yoga (Source: Cape Town Magazine)



Community Exercise Group (Source: NBC News)

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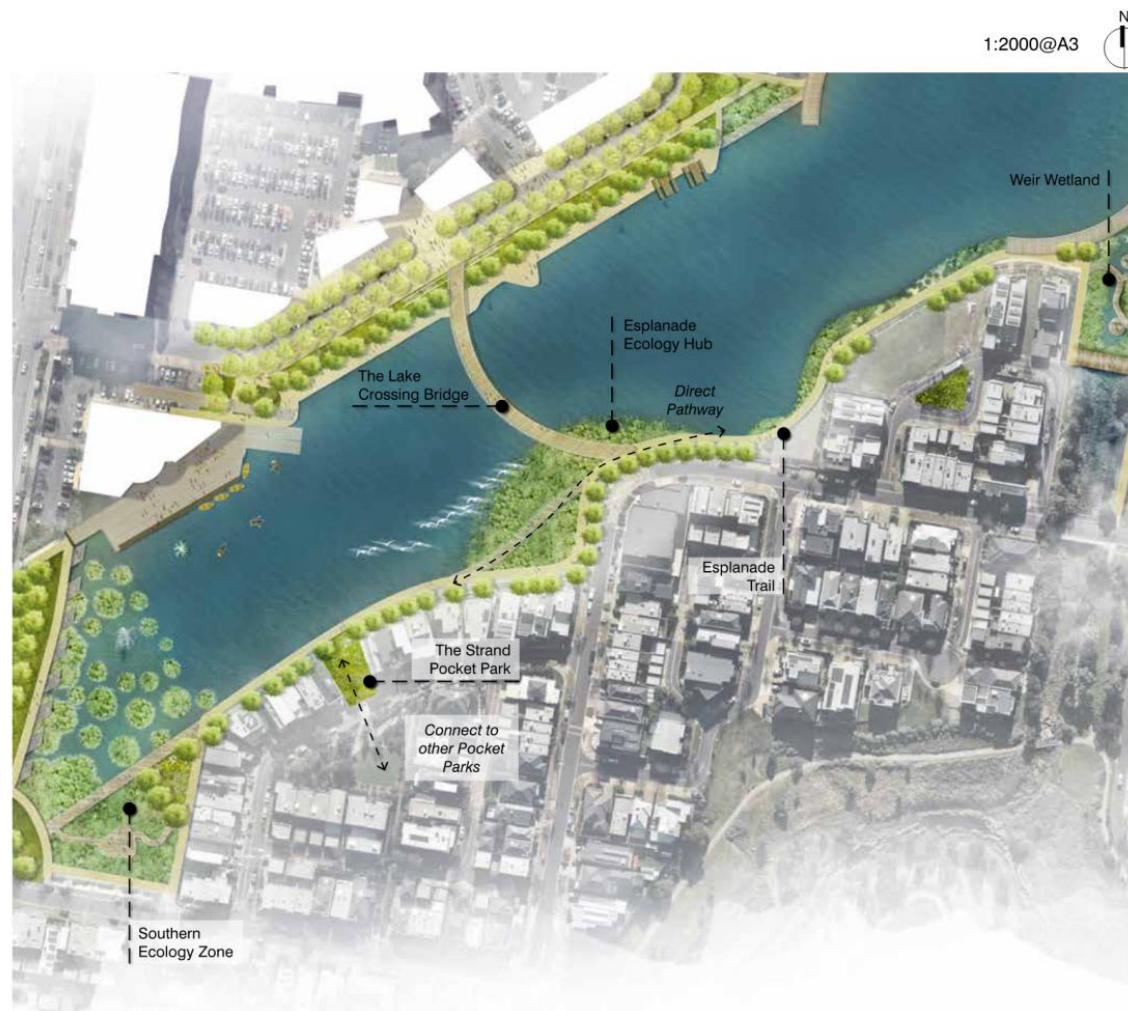
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8.8 ESPLANADE GREENING

The Esplanade Trail will be upgraded to see improvements in lighting, furnishings and general amenity. It will be characterised by a planted lake edge, generous footpath with tree plantings carefully placed between house boundaries to avoid blocking views of the Lake.

The Esplanade Trail will connect the Northern Promenade to the Floating Wetlands. The Lake Crossing Bridge will be accessed from the trail as well.



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Esplanade Trail



Jawbone Flora and Fauna Reserve (Source: Mamma Knows West)

Esplanade Trail



Tidbinbilla Sanctuary by TCL (Source: ACT Parks and Reserve)

Tree-lined Footpath



Lake Wendouree (Source: Days Out with George)

Tree Canopy Size Matters

Trees provide significant environmental, social and economical benefits to communities. TCL recognise their value and have conducted research on the effect of street tree and the following content is extracted from TCL TiCKLe Booklet "A Case for Trees" (2023), to better illustrate the benefit of increased canopy cover in Lake Caroline.

Environmental Benefit

They enrich the environment of developing and established communities. In urban and suburban contexts well planned tree canopy coverage significantly reduces local temperatures and the urban heat island effect. Trees are also able to improve the air quality of local communities through filtration of pollutants and sequestering carbon and producing oxygen. Tree roots absorb stormwater reducing the amount of nitrogen, phosphorus and heavy metals entering our drainage systems. Trees are a major feature in the environmental health of our urban ecosystems, increasing the biodiversity, provision of habitat for native fauna, and contributing to the linking eco-corridors.

Social Benefit

Trees contribute to the psychological and physical health of urban communities. They establish and define a collective identity of local communities aiding in a sense of belonging and pride. This contributes to the improvement of an individuals' mental health, providing settings for connection to nature, quiet reflection and relaxation. Trees can also improve the health of individuals through improvements to air quality, reduction in exposure to harmful UV, and localised heat stress.

Economic Benefit

Trees are a valuable asset to the economy of local communities. They improve the aesthetic character of local neighbourhoods and increase the value of properties. Extensive research has also demonstrated that retail areas also benefit, with consumers spending up to 12% more in areas with the presence of large trees. Trees are also an asset with a very high return, with each tree estimated to return \$200 AUD annually due to the extensive benefits they provide communities. Economic benefits also include the reduction in household energy usage and improvements in the lifespan of infrastructure through the establishment of microclimates and protection of streets and buildings from the temperature extremes of heat and cold.

In a snapshot, street trees provide the following benefits:

- 5-20°C cooler underneath canopies
- Large trees with dense canopies can remove 60-70 times more air pollution than smaller trees
- Larger trees raise property values proportionally
- Tree with large canopy offers more shade protection against sun exposure
- Tree with large canopy offers better respiratory health by producing oxygen and intercepting pollutants more effectively
- Tree with large canopy offers better protection on street infrastructure and paving against exposure

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ESPLANADE TRAIL INDICATIVE ELEVATION

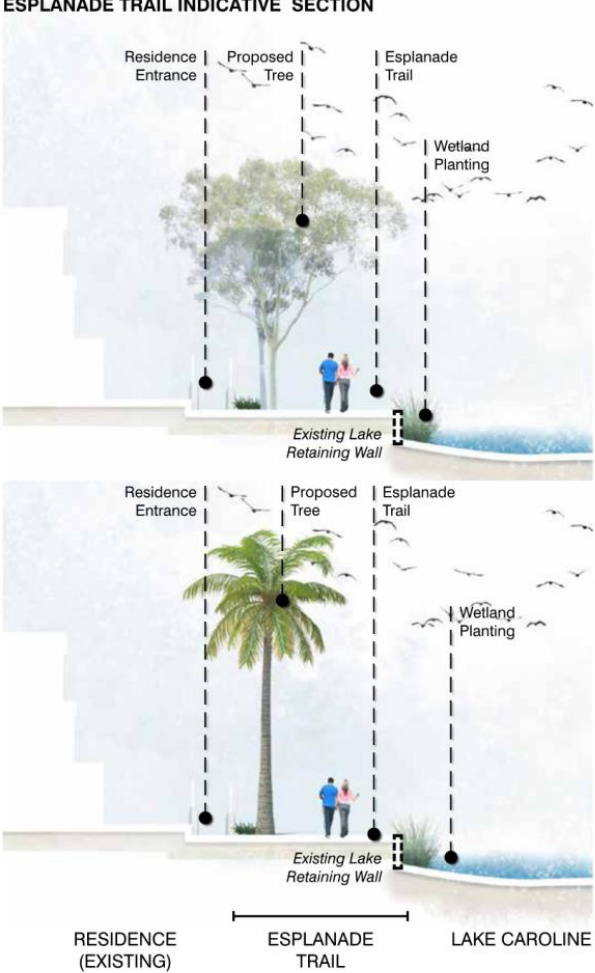


TREE TYPE 1 - 30% CANOPY COVER



TREE TYPE 2 - 5% CANOPY COVER

ESPLANADE TRAIL INDICATIVE SECTION





**9.1 RECOMMENDATION**

Based on the community feedback received and the development of the Master Plan and Activation Strategy, the following actions are recommended:

Overall Lake Precinct

- Water Security - A Lake water security strategy should be developed to ensure the future water supply and quality of Lake Caroline.
- CCTV Scheme and Location - TCL understand a trial by is in process. Council to follow up with feedback received in CCTV consultation in conjunction with feedback received in this Master Plan.
- Safety - A Lake Caroline safety strategy should be developed based on *Safe City Proud Communities Plan 2020-2024* by City of Melton, to guide any proposals for CCTV, Lighting and other safety features.
- Lighting Scheme and Location - Review to be conducted on existing lightings as per feedback received. Additional lightings might be required.
- Dedicated Bike/Pedestrian Paths - Feasibility Study to be undertaken to investigate the possibility of having dedicated bike/pedestrian paths in key locations in the existing circuit.
- Requirement of ecological and biodiversity assessment before commencement of any design works, including but not limited to the review of cultural heritage.
- Parking and vehicular circulation around the lake to be addressed and further resolved in detailed design phase.

Boathouse Event Lawn, Cafe & Playground

- Boathouse Playground designated as Regional Playspace - Reassess the status and location of Boathouse Playground (Boathouse Reserve) in relation to the relevant open space and/or play strategies, and consider to elevate Boathouse Playground as Regional Playspace.
- Boathouse Cafe - Feasibility Study and/or Business Case to be undertaken to explore business opportunities.
- Toilet in Boathouse Cafe - full consultation to be undertaken on the future design, development and operation of toilet. Feedback received in this Master Plan and Activation Strategy consultation needs to be considered as part of the future design process.

Cascade & Weir Wetlands Update

- Design and Maintenance - Details to be determined in future design development and construction. Maintenance plan to be prepared and shared.
- Construction - construction of wetlands need to be in a sensitive manner to minimise disruption to existing wildlife.

Lake Crossing Bridge & Esplanade Ecology Hub

- Lake Crossing Bridge - Feedback received in this Master Plan and Activation Strategy consultation needs to be considered as part of the future design and construction process.
- Dedicated Bike/Pedestrian Paths on Proposed Bridge - Feedback received in this Master Plan and Activation Strategy consultation needs to be considered as part of the future design process.

Lake Street Transformation

- Shared Zone - Feasibility Study to be carried out on the lowered speed limit and priority parking prior implementation.
- Parking and vehicular circulation around the lake to be addressed and further refined in the detailed design phase.

Promenade Parkland Refresh

- Boat launch from Southern Deck - Feasibility Study to be undertaken on the numbers of boat-hiring operations, and details on the operation.

Southern Ecology Zone

- Design and Maintenance - Details to be determined in future design development and construction. Maintenance details should be developed and disclosed to the community for information and educational purpose.
- Construction - construction of wetlands need to be in a sensitive manner to minimise disruption to existing wildlife.

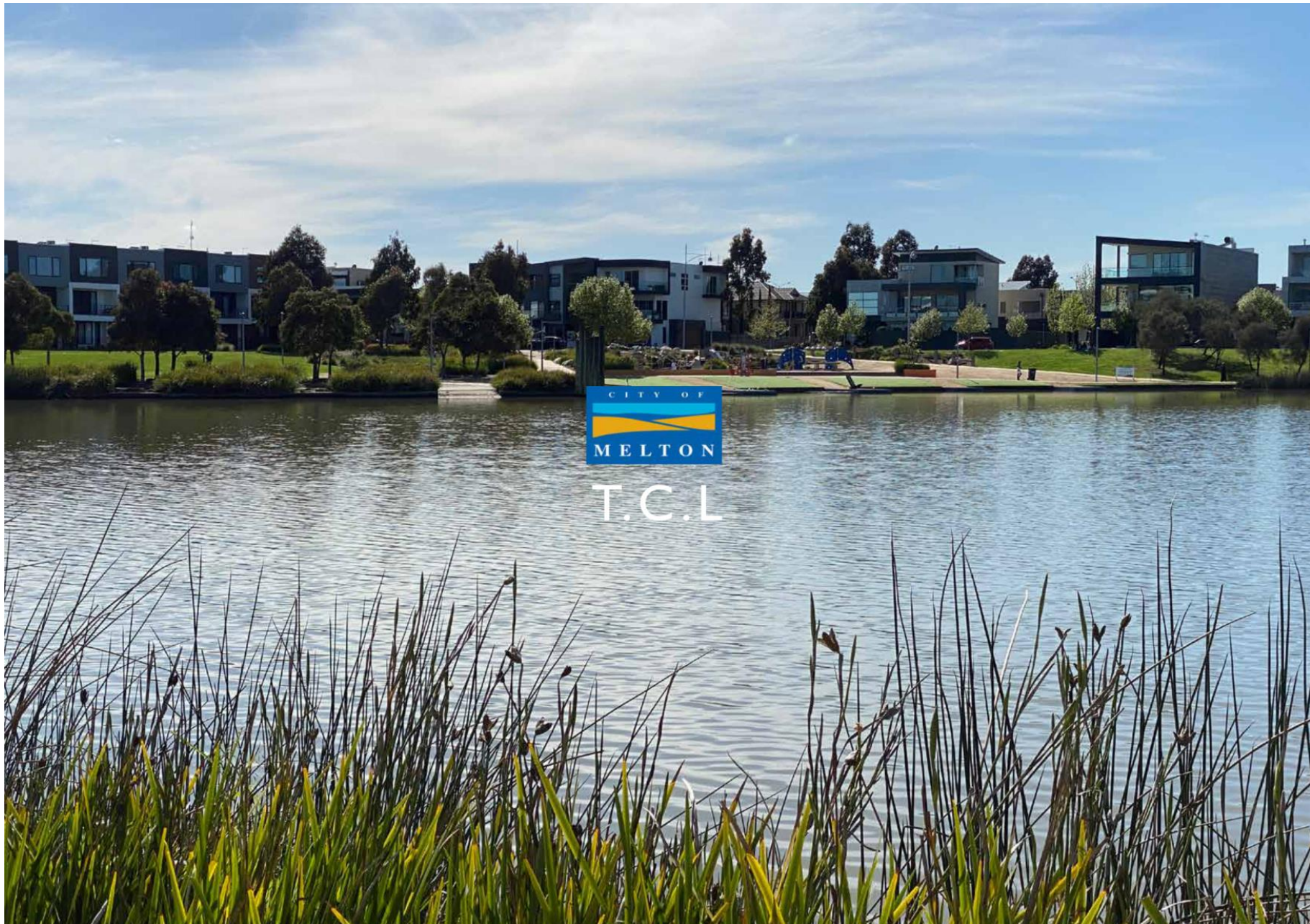
- Existing Public Art 'On Tap' - Council to review and confirm its location after consultation with the artist.

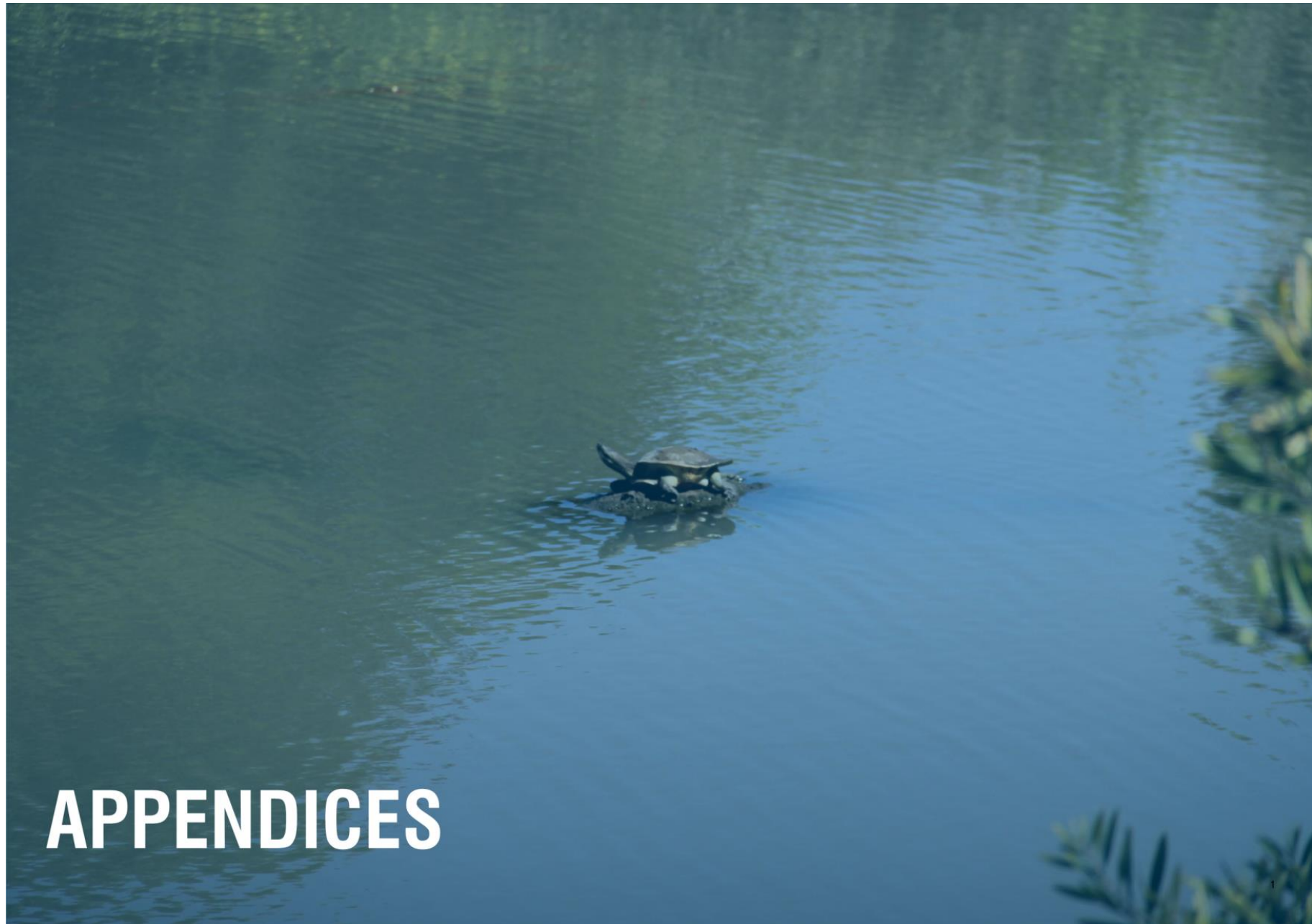
Esplanade Greening

- Tree Planting - Investigate the possibility of having tree plantings adjacent to the existing Lake Wall in contrast to the current Master Plan (Note: tree plantings are not allowed next to the Lake Wall in the Master Plan based on existing information). Council to follow up if alternative scenario is identified as feasible.

Others

- Acknowledge of Country plaque/ recognition at the Lake - Council to follow up with preferred approach and implementation after full consultation.





APPENDIX 1.0 BENCHMARK STUDY

TCL have undertaken a benchmark study of a number of lakes and waterbodies in Victoria. The aim is to understand the context and usage of these precedents through analysis, which could be brought forward to assist the development of the Lake Caroline Master Plan and Activation Strategy.

The precedents are selected based of their similarity to Lake Caroline, in terms of their artificial construction, recreational purpose and ecological functions. It is worth noting that these precedents are of various scale, which could still provide insight for future of the Lake.

List of Studied Lakes

- ① Albert Park, Melbourne
- ② Newport Lakes Reserve, Newport
- ③ Cherry Lake Reserve, Altona
- ④ St Leonards Lake Reserve, Geelong
- ⑤ Coburg Lake Reserve, Coburg
- ⑥ Edwardes Lake Park, Reservoir
- ⑦ Lake Wendouree, Ballarat
- ⑧ Lake Daylesford, Daylesford
- ⑨ Lake Weeroonam, Bendigo

All aerial photos are sourced from Google Map.



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A1.0 LAKE CAROLINE

The following are the basic information of Lake Caroline, which are used to identify suitable precedent.

The Lake is connected to two wetlands upstream, and Kororoit Creek downstream via the Spillway. There is algae bloom event in the Lake but it is infrequent.

Total Area (of the Reserve)10.47ha / 104700m²**Area (Lake Caroline Reserve)**1.97ha / 19700m²**Area (Boathouse Reserve)**0.52ha / 5200m²**Area (Lake Caroline Waterfront)**0.48ha / 4800m²**Area (Waterbody)**7.49ha / 74900m²**Length**

000

Width

000

Perimeter

1900m / 1.9km

Depth (Waterbody)

approx. 0.4m - 2m



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A1.1 ALBERT PARK

TOTAL AREA

225ha / 2250000m²

KEY FACTS

- Managed by Parks Victoria
- Repurposed from existing wetlands and lagoon
- A long history of recreational activities, such as Australian Grand Prix
- Regional and State destination for sporting events, including Lakeside Stadium, Melbourne Sports and Aquatic Centre (MSAC) and many sports clubs
- A popular spot for dog walking, cycling, rowing and boating
- Not known to be used as a community gathering space
- Full of ecology

ACTIVITIES / USES

Outdoor Recreation

- Gym Equipment
- Playground

Facilities

- Picnic Tables
- BBQ

Daily Use

- Dog Walking
- Cycling
- Running

Water Play

- Rowing
- Swimming (Indoor)

Ecology

- Wetland

Sporting Events

- Lakeside Stadium
- MSAC
- Australian Grand Prix



Shared User Path



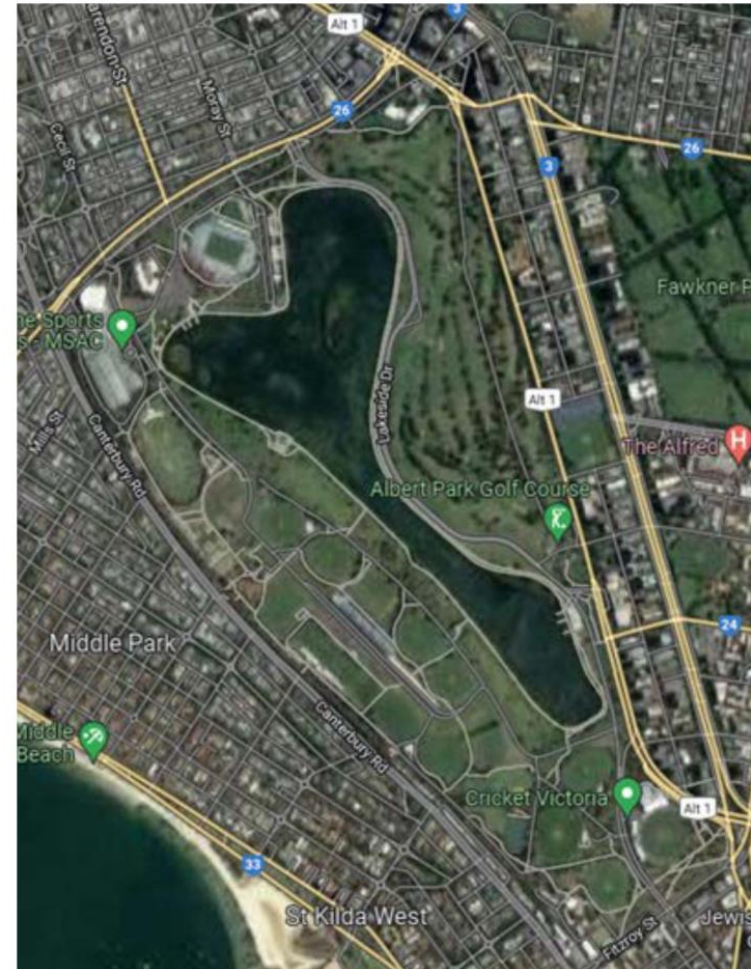
Wetland Ecology



Formula 1



Playground



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A1.2 NEWPORT LAKES RESERVE

TOTAL AREA

3.3ha / 330000m²

KEY FACTS

- Managed by Hobsons Bay City Council
- Former bluestone quarry and rubbish tip site
- Contain remnants of native bushland and has been extensively revegetated
- Local level open space
- Contains a 2km self-guided nature trail, BBQ and shaded seating facilities

ACTIVITIES / USES

Outdoor Recreation

- Gym Equipment
- Playground
- Off-leash Dog Area
- Walking Trail

Facilities

- Picnic Tables
- BBQ
- Public Toilets
- Shelter
- Water Fountains
- On-site Nursery

Daily Use

- Dog Walking
- Cycling
- Running

Ecology

- Wetland Ecology
- Native Bushland
- Bird Watching



Rock Crossing



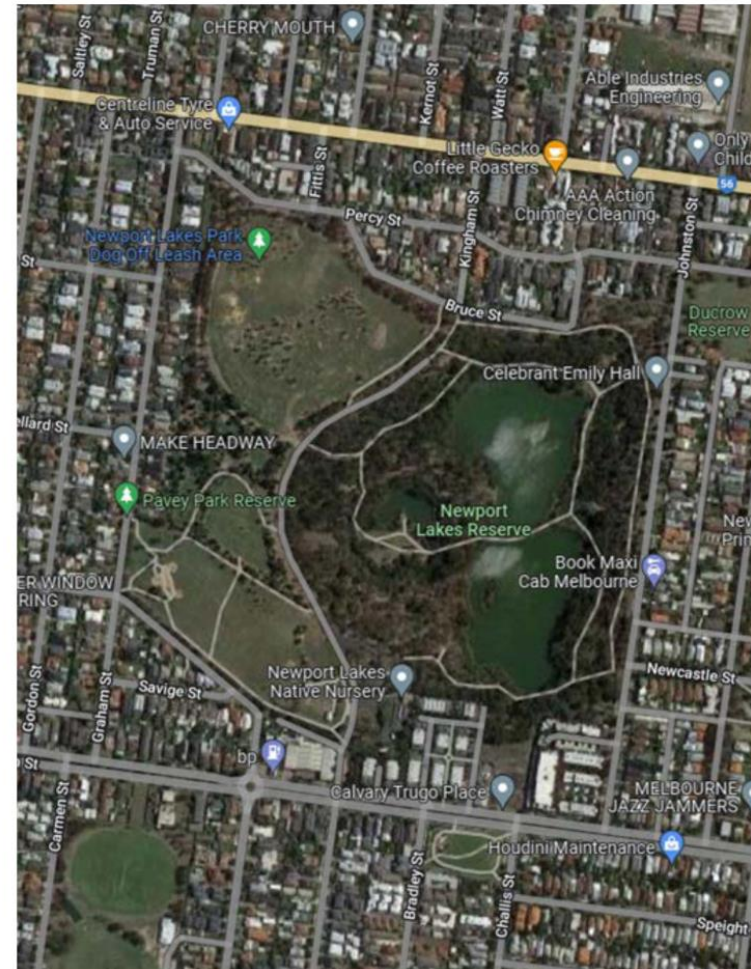
Wetland Ecology



Natural Scenery



Playground



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A1.3 CHERRY LAKE

TOTAL AREA

101ha / 1010000m²

KEY FACTS

- Managed by Hobsons Bay City Council
- Converted from historical wetlands and swamps
- Contains a 3.5km walking and cycling trail circuits, boating and bird hide
- Community space to house Cherry Lake Sunday Market
- Part of Kororoit Creek
- Full of Ecology

ACTIVITIES / USES

Outdoor Recreation

- Gym Equipment
- Playground
- 3.5km trail

Facilities

- Picnic Tables
- BBQ
- Food Van
- Toilets
- Drinking Tap
- Shelters

Daily Use

- Dog Walking
- Cycling
- Running

Water Play

- Canoeing

Ecology

- Wetland Ecology

Events

- Sunday Markets
- Bird Watching



Wetland



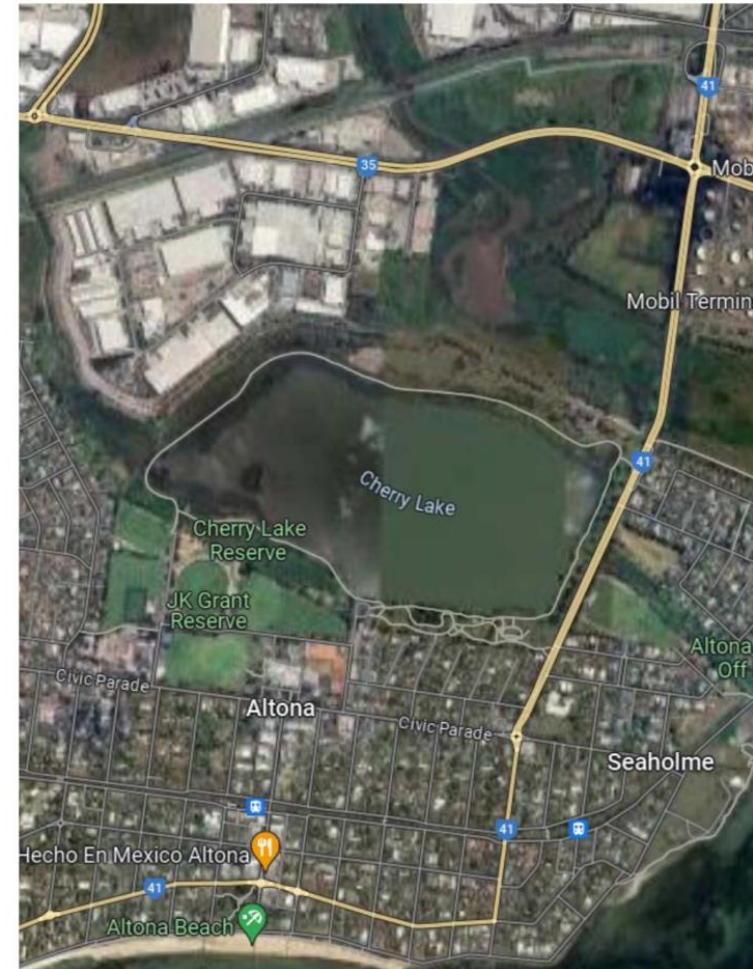
Outdoor Gym



Playground



Cycling / Shared Path



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A1.4 ST LEONARDS LAKE RESERVE

TOTAL AREA

23ha / 233650m²

KEY FACTS

- Managed by City of Greater Geelong
- Close to the St Leonards Salt Lagoon
- Local level open space
- Used by local community and sports clubs
- Master Plan completed in October 2011, with the aim to provide a place for people to stay physically active, strengthen social connections and engage in community life
- Facility Development Plan in development as of February 2022

ACTIVITIES / USES

Outdoor Recreation

- Playground
- Netball Court
- Oval (cricket)
- Hard wickets
- Bocce Court

Facilities

- Picnic Tables
- BBQ
- Pavilion
- Rotunda
- Toilets
- Off-lead Dog Area

Daily Use

- Dog Walking
- Cycling
- Running

Ecology

- Wetland Ecology
- Native Bushland
- Bird Watching



Wetland



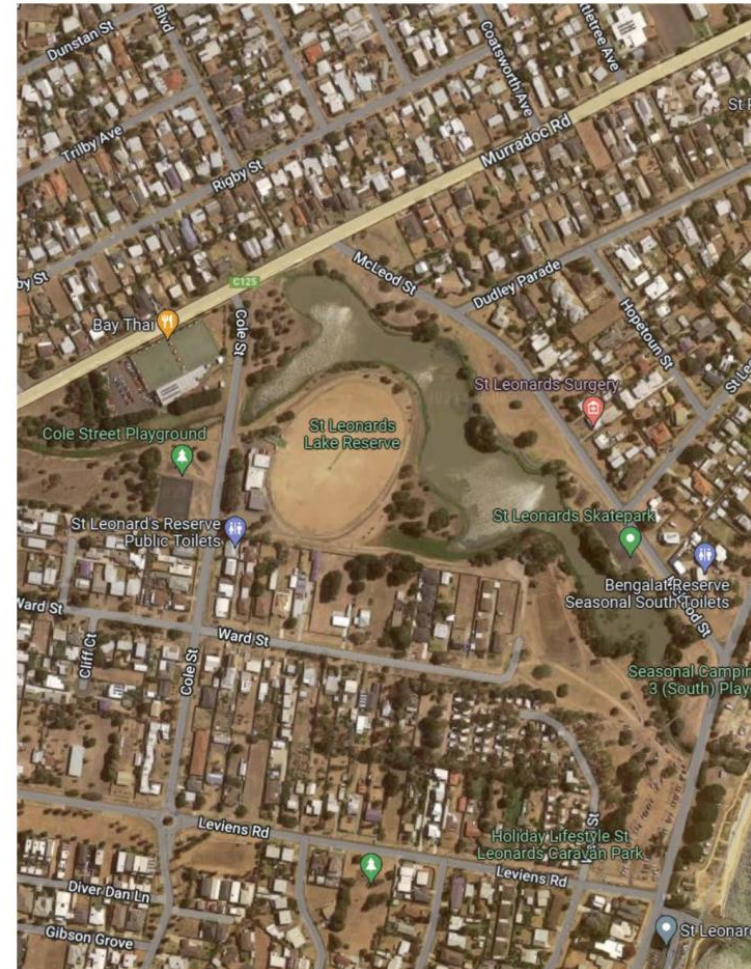
Off-lead Dog Area



Sport Facilities



Playground



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A1.5 COBURG LAKE RESERVE

TOTAL AREA

14ha / 141700m²

KEY FACTS

- Managed by Merri-bek City Council
- Artificial lake created by the construction of a weir on Merri Creek
- District level open space
- Contains BBQ, all abilities playground, nature play, bocce court

ACTIVITIES / USES

Outdoor Recreation

- Gym Equipment
- Playground
- Bocce Court

Facilities

- Picnic Tables
- BBQ
- Toilets
- Shelters

Daily Use

- Dog Walking
- Cycling
- Running

Water Play

- Canoeing

Ecology

- Wetland Ecology
- Nature Play



Wetland



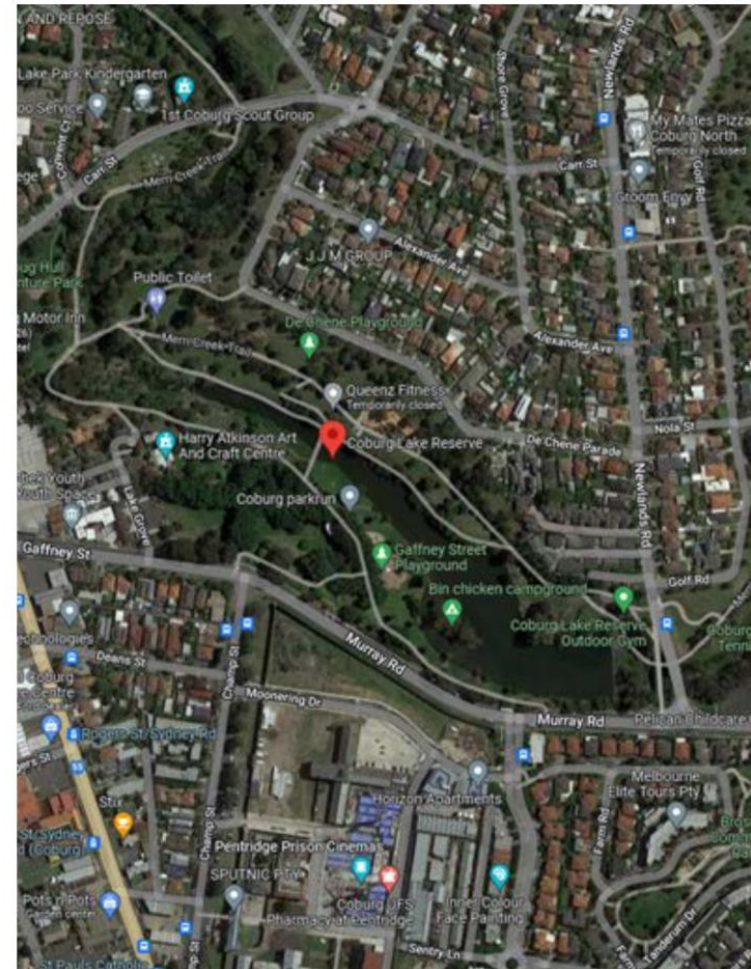
Outdoor Gym



Wildlife Island



Concert Stage



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A1.6 EDWARDES LAKE

TOTAL AREA

26ha / 260000m²

KEY FACTS

- Managed by City of Darebin
- Second largest urban lake in Melbourne Metropolitan Area
- Artificial lake formed by damming Edgars Creek
- Regional level open space
- Contains off-lead dog area, athletic track, sports clubs, all abilities playground and skate park
- Master Plan completed in 2009 by Rush Wright Associates with the lake envisioned as the regional destination for the northern suburbs
- Social group "Friends of Edwardes Lake / Edgars Creek Wetlands" is established for the benefit of the Lake

ACTIVITIES / USES

Outdoor Recreation

- Gym equipment
- 2x Playgrounds
- Athletics track

Facilities

- Picnic Tables
- BBQ
- Shelter
- Toilets
- Off-lead Dog Area
- Skate park

Daily Use

- Dog Walking
- Cycling
- Running

Ecology

- Wetland Ecology

Events

- Community Festivals



Wetland Ecology



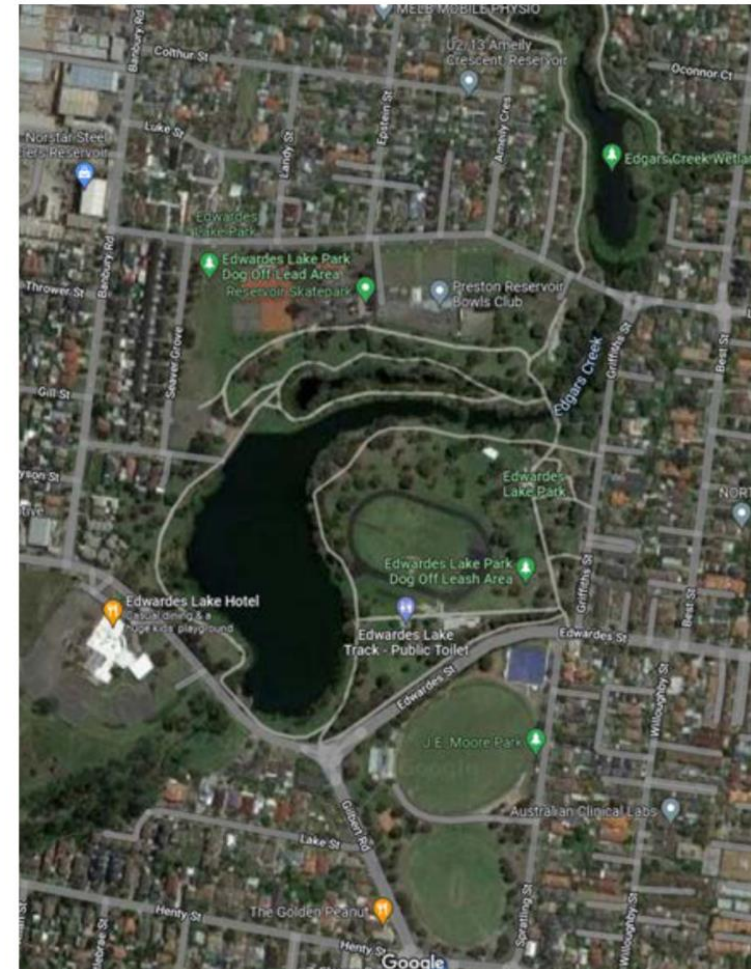
Steam Locomotive on Display



Outdoor Gym



Playground



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1.7 LAKE WENDOUREE

TOTAL AREA

238ha / 2380000m²

KEY FACTS

- Managed by City of Ballarat
- Artificial lake created by damming wetlands
- Regional level open space / destination
- Contains 6km walking track and 2km rowing course
- Home of rowing in 1956 Olympics
- Was fully dried up in 2006 and 2011 during drought period
- Master Plan completed in 2017 by City of Ballarat and Urban Initiatives

ACTIVITIES / USES

Outdoor Recreation

- Gym Equipment
- Playground
- 6km Running Track
- Peddle Boat Hire

Facilities

- Picnic Tables
- BBQ
- Restaurants / Cafes
- Toilets

Daily Use

- Dog Walking
- Cycling
- Running

Water Play

- Rowing
- Fishing
- Sailing

Ecology

- Wetland Ecology
- Nature Play

Others

- Botanical Garden



Lakeside



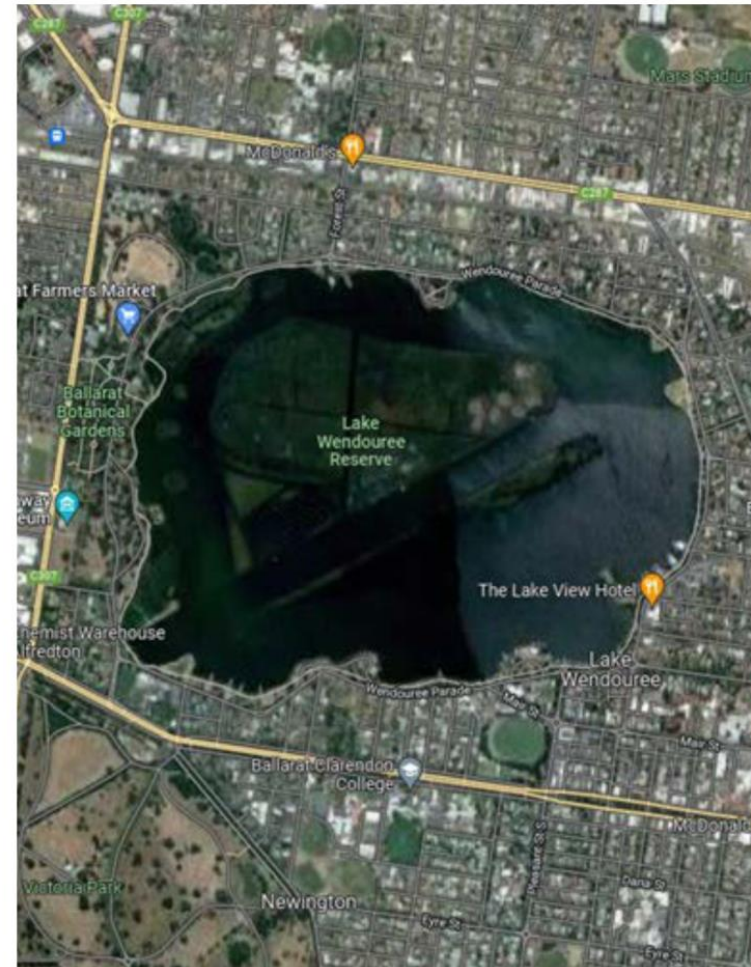
Nature Trail



Playground



Rowing



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1.8 LAKE DAYLESFORD

TOTAL AREA

11.6ha / 116000m²

KEY FACTS

- Managed by Hepburn Shire Council
- Artificial lake formed by damming wetlands in 1927
- Former site of gold digging and a Chinese market garden
- Regional destination

ACTIVITIES / USES

Outdoor Recreation

- Gym equipment
- Playground

Facilities

- Picnic Tables
- BBQ
- Shelters
- Restaurants / Cafes
- Toilets

Daily Use

- Dog Walking
- Cycling
- Running

Water Play

- Swimming
- Paddle Boat Hire
- Fishing

Ecology

- Wetland Ecology

Others

- Botanical Garden



Jetty



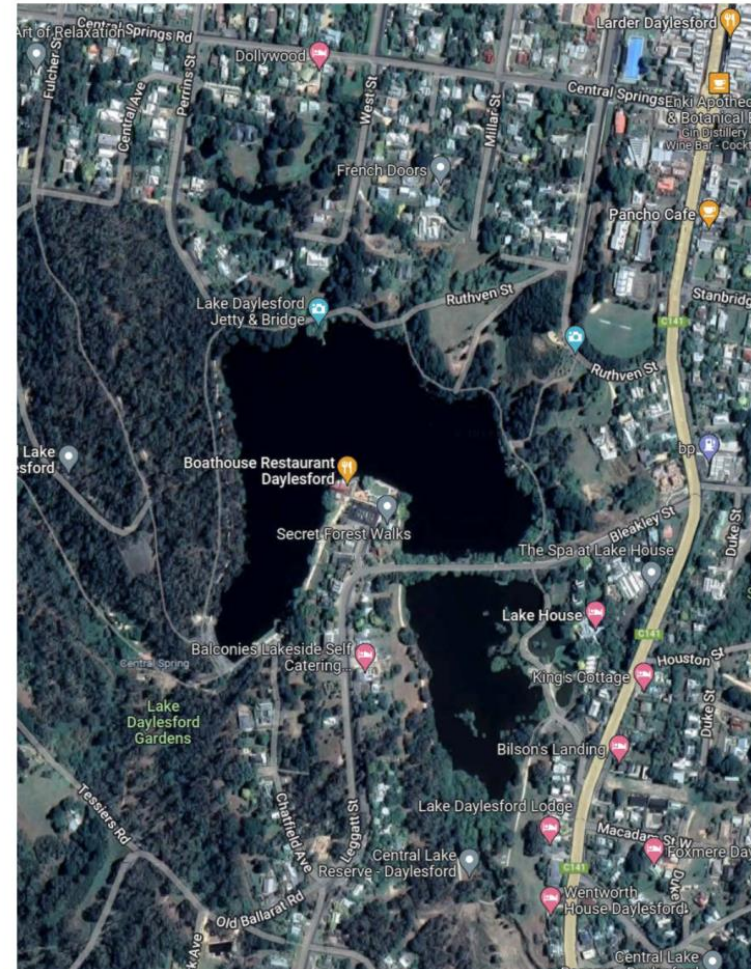
Beach



Botanic Garden



Paddle Boat Hire



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1.8 LAKE WEEROONA

TOTAL AREA

18ha / 180000m²

KEY FACTS

- Managed by City of Greater Bendigo
- Artificial lake created on former mine, designed by William Guilfoyle in 1878
- Regional level open space
- Master Plan completed in 2011

ACTIVITIES / USES

- Outdoor Recreation
 - Gym Equipment
 - Playground

Facilities

- Picnic Tables
- BBQ
- Shelters
- Toilets

Daily Use

- Dog Walking
- Cycling
- Running

Water Play

- Rowing
- Fishing

Ecology

- Wetland Ecology
- Educational



Rowing



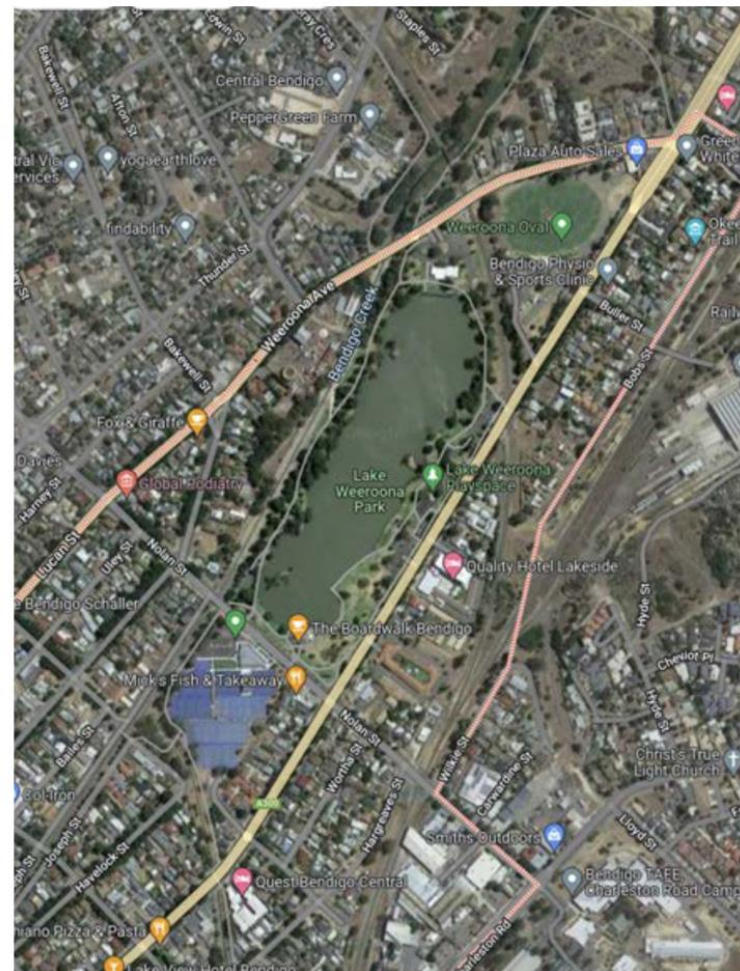
Wetland Education



Playground



Cycling





APPENDIX 2.0 CONSULTATION FEEDBACK

Community consultation is a key component in the development of the Lake Caroline Master Plan and Activation Strategy. As the lake holds significance to the local community, it is critical to listen and understand their opinion, and incorporate their knowledge into the development.

Multiple consultation sessions had been carried out, with the detailed analysis being included in this appendix.

"It is a great community asset that could be improved to make it even better for everyone living in our community. It is great that you are consulting the community about what can be done and what they want to see down at Lake Caroline."

- Survey response from a local resident

A2.1 USER

The online survey provides key information on the users' demography and their activity statistic, summarised as follows:

- Most respondents are at their early 30s to late 40s
- Most respondents are female
- Most visitors live within 2km from Lake Caroline Reserve; half of the respondents reside in Caroline Springs
- A large majority of respondents travel to Lake Caroline by foot or by car
- Most respondents visit the Lake either daily or weekly
- Most respondents spend 15 mins to 1 hour in Lake Caroline Reserve
- Many respondents come with their children; other respondents come with their family members or by themselves
- Most users visit the Lake for exercising; appreciating nature; appreciating scenic views; and children's play

The profile of the respondents reflects the following findings:

USER BACKGROUND

- 91.6% of the respondents are aged 30 or above. This implies the survey outcome does not have strong associations with the younger community, who might not have access or unable to respond to the online survey.
- 63.1% of the respondents are identified as female, reflecting the opinions particularly associated with female.
- 80% of the respondents live with 2km from Lake Caroline Reserve. However some respondents were willing to travel to Lake Caroline from suburbs beyond the 5km radius, including St Albans, Melton, Tarnet and Ardeer.

TRAVEL & TIME SPENT ON SITE

- 54.1% of the respondents walk to Lake Caroline and 44.6% drive, revealing the Lake is largely accessed by foot or car.
- 53.8% of the respondents visit Lake Caroline regularly, varying from daily to weekly. It indicates a strong consistent population using the Lake.
- 62.9% of the respondents spend 15 minutes to an hour in Lake Caroline Reserve. However, during both online and in-person consultation, the respondents mentioned they would like to spend more time in the Lake (more than an hour) if more reasons are provided.

NATURE OF VISITS

- 70.9% of the respondents visit the Lake with family, whether that be with other adults, children or the whole family. This data indicates the respondents are expecting having activities and facilities for all ages and abilities.
- 18% of the respondents use the Lake when they are by themselves indicating there are needs for independent activities and safety.
- 33.3% of the respondents visit the Lake to appreciate the nature and surrounding views, highlighting that the habitats and natural elements as key elements to draw people to the Lake.
- 28.1% of the respondents visit the Lake for exercise, reflecting an importance to reify running and exercise infrastructure.
- 9% of the respondents visit the Lake for events but many suggested that more events would help increasing their tendency to visit the Lake.



A2.2 ACTIVATION-RELATED OPINION

Activation around the precinct has been spatially identified by community members through City of Melton's online interactive comment map. Combining this with high ranking survey data, the following activation hotspots have been identified along Lake Caroline's edge.

An Unique Events Destination

A artful space for community and council led events including music, markets and pop up food stalls to occur.

Something that will draw people from neighboring localities to visit.

The lake is unique to Caroline springs, the community want to activate it.

88.62% of survey participants selected markets as an important feature to see on the Lake.

An Accessible Place to Play and Connect

Upgrading playgrounds and incorporating a fenced off leash dog area to allow children of all ages and abilities to play amongst the Lake has been identified amongst all consultation sessions.

23% of survey participants commented on upgrading playgrounds as well as comments for upgrades mentioned in consultation with Project working group, Counsellors and community consultation sessions.

Introducing BBQs and picnic facilities to encourage community member to spend more time on the lake, connecting with family and friends has also been identified as important through survey data.

High Interest in Outdoor Cinema and Artificial Beach

Events, festivals and occasions are identified as key drivers to activate the Lake.

Furthermore **66.67%** of community members surveyed desire after dark activities which includes outdoor cinemas and moonlight boating.

72% of users mentioned dining out as their main reason for visiting Lake Caroline.

30% of survey participants have identified Floating bars and restaurants as their number one preference of what they would like to see on the lake - the highest ranking preference in this question.

"It's a perfect area for more arts engagement. Perhaps an art trail around the Lake. At the moment it is just town houses with one big tap. It would be great to get more interesting structures around the lake to lead a trail and celebrate the aesthetic."

"Ability for tables and chairs to sit by the lake - in the warmer months would be nice to have a coffee van there, so u can go for your walk and then sit and have a coffee. Consider having entertainment certain time of the day ie singer or table with games ie chess"

" The lake is under utilised as no watersports are available..

"... buskers and free live entertainment..."

"It would be great to make it a destination that allows you to stay longer after walking around the lake."

"More interactive play spaces around the lake would be welcomed (eg musical activities) or more toddler friendly equipment in the playground."

"Multi level shipping container event space community feel for the young professionals and young families in the area - public space with pop up shops open for vendors to lease containers and public benches for food and drink shade from the sun as well as open air spaces. Also a space to listen to live music and big screens for sporting and national event."

"A multi use recreational space for music events/stallholders/food vendors alike. Could be a cost effective option like a shipping container (refer to Sunshine Social) or Boxpark - there are benches/large tvs/beanbags for film event nights/food vendors and a DJ 'booth'. This would be fantastic for all ages, especially young adults as we need to travel out of the city via Vline for a night out. The Vline service is irregular and not accessible (would need to get an uber to the station twice if you plan to drink). It would be so nice to be able to walk to the lake on a Friday night and have events hosted in this space. Sport screenings/ karaoke nights/film nights/music nights w/ a DJ/ food stalls and pop up markets. The space would already be there and could create diverse opportunities. This will also bring people to the area."

"As a resident of Caroline Springs and a mother of two children under the age of 10 I cannot stress how much this current playground needs improvement. It would be lovely to have a new, fun... playground in Caroline Springs"

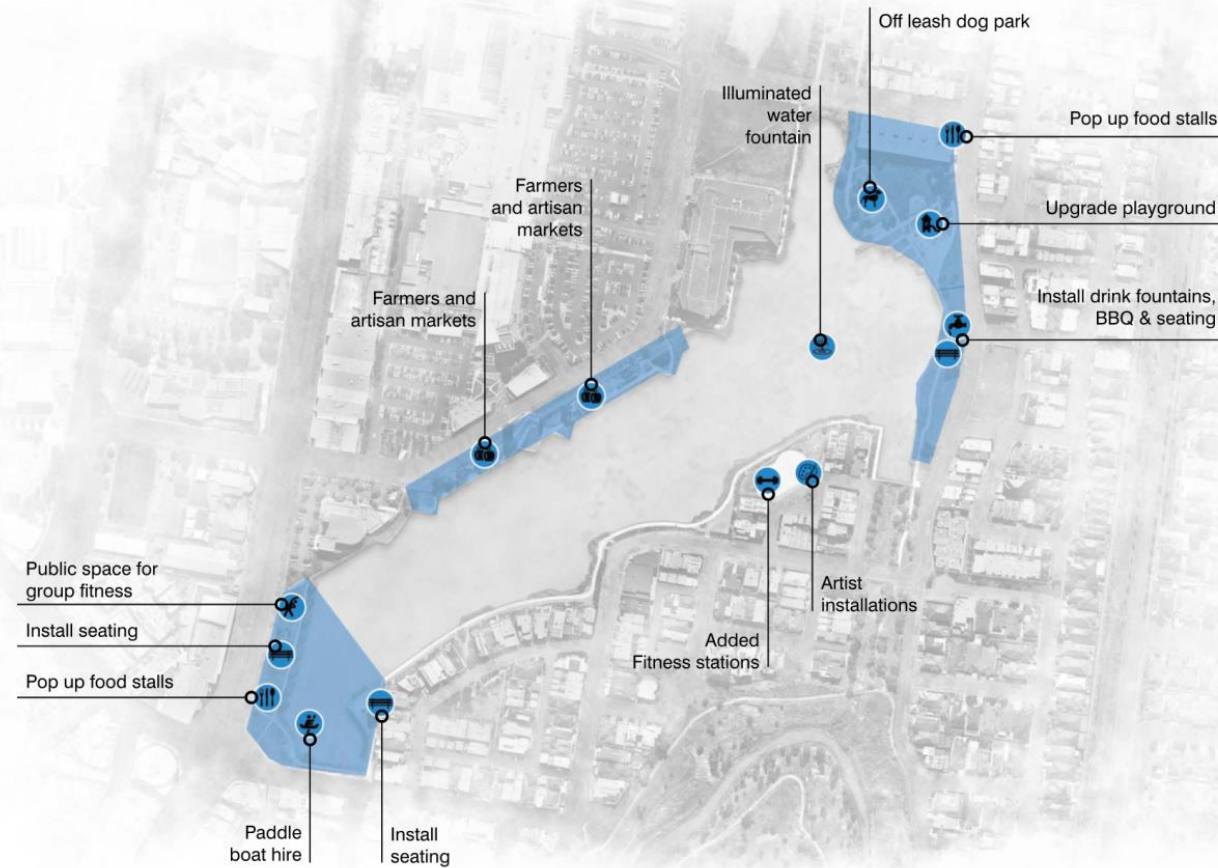
- Survey response from a local resident

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POSSIBLE LOCATIONS FOR ACTIVITY IDENTIFIED BY PARTICIPANTS OF CONSULTATION



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A2.3 ECOLOGY-RELATED OPINION

Ecology is one of the main concerns raised by the participants, which the presence and protection of wildlife and lack of vegetation are among the items most frequently mentioned.

An Ecological Habitat

Introducing vegetation to encourage more wildlife back to the lake aligns with user interests of Lake Caroline. The provision of educational opportunities and observation on wildlife is also preferred.

64.33% of survey participants identified their main reason for visiting the lake is to appreciate nature and scenic views.

A Clean Environment for Wildlife and Residents

Water quality to be monitored as it is cited as one of the major factor influencing the perception of the Lake as well as for the quality of wildlife habitat.

15% of participants across the City of Melton Survey, Community Consultation and Intercept interview sessions all mentioned their desire for a cleaner, nicer smelling and more beautiful lake.

A Site Connected to the Water

More opportunities to connect with the water itself. Floating berms, paddle boats, upgraded boardwalks, revegetation of the edge of the lake

A Place of Rest and Respite

Seating, shade to facilitate community members to rest amongst the natural features of Lake Caroline.

"In the past there were a lot more birds on and around the lake, and birds and frogs in the Wetlands. The whole area needs to be weeded, and dead plants and rubbish removed to improve water quality and attract the wild life back to the area."

"There are almost no trees around the lake which makes it quite hot to run around during Summer."

"Protected Nature observation space for local wildlife."

"Add additional habitat for wildlife"

"More consideration to the local wildlife needs to be put in place."

"Protect the wildlife which is a draw card to the area. Higher level of water quality."

"Would like to see signs for vehicles to be aware of the wildlife around the lake such as "duck crossing" as there have been times where drivers do not slow down."

"Take better of the wildlife."

"Anything that supports and promotes the wildlife that lives there."

"Needs more trees, also could do with some potted trees along the residential side to pretty it up."

"Need more identifiable drinking fountains and seating around the lake. Whereas the whole loop is quite long to complete in one go, so providing somewhere for people to rest and take a break would be nice."

"Need more trees and flower gardens, regular cleaning both inside the lake and around the paths."

"More planting, more bird habitat. Bridge or boardwalk to feel engaged. Makes you feel connected to be on top of the water and engaged in the landscape."

"Just keeping the lake immaculate and clean. The lake is a leading and vibrant part of Caroline Springs and Melton municipality and should be well looked after"

"Make it a place where the community can come and get engaged in nature"

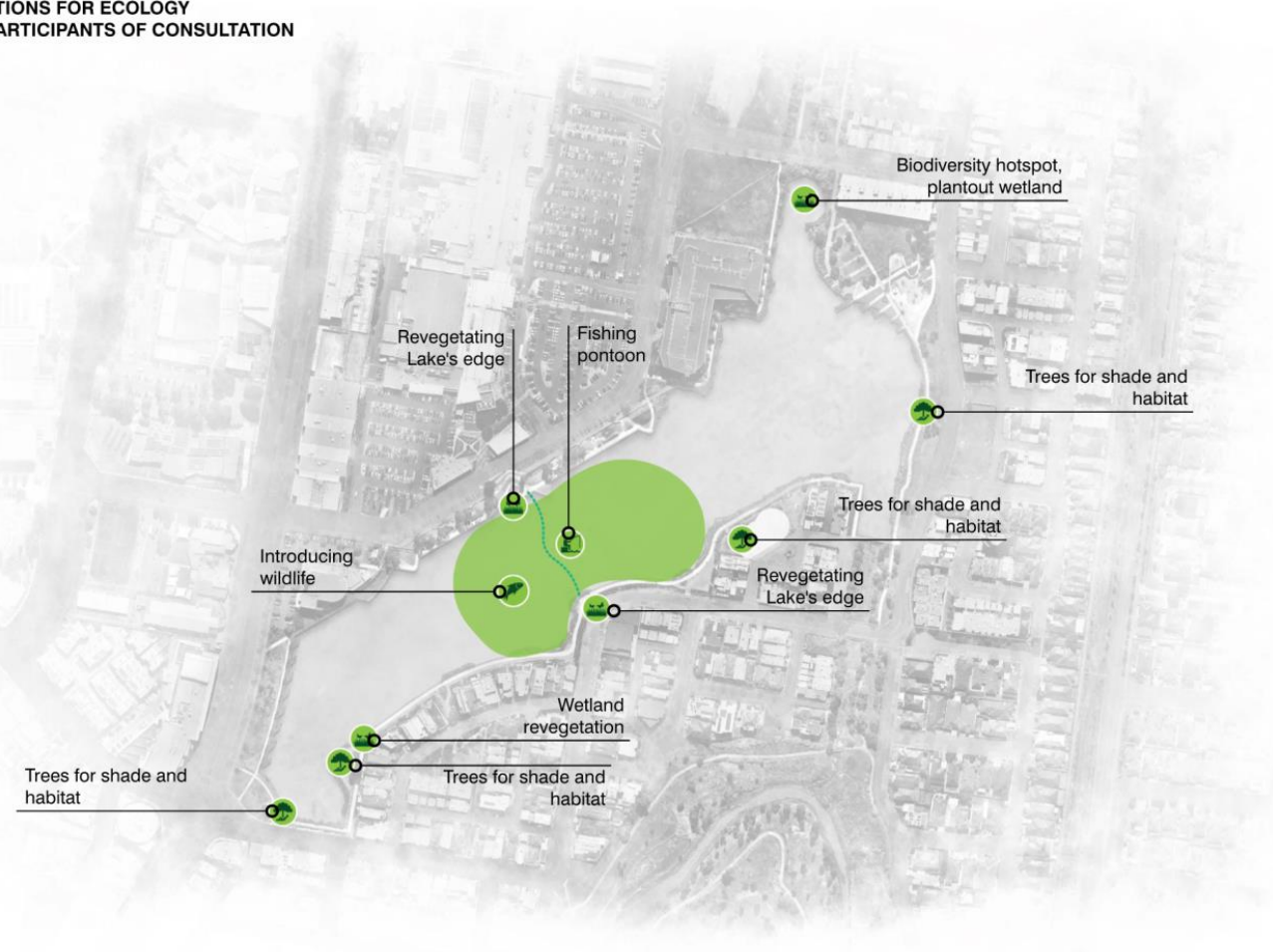
- Survey response from a local resident

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POSSIBLE LOCATIONS FOR ECOLOGY
IDENTIFIED BY PARTICIPANTS OF CONSULTATION





A2.4 CONNECTIONS-RELATED OPINION

Connections throughout Lake Caroline are looking to better connect the lake's edge to the environment as well as stitch the water with the greater suburban fabric.

Connecting the Kororoit Creek

Connections identified by survey participants include connecting the lake to Kororoit Creek better, which would provide better access to the residents who live further from the Lake.

Connecting the Lake Edge with the Water

19.61% of Survey participants identified their first choice for additional lake facilitates as Water Crossings (Including foot bridges and boardwalks). This was the third highest ranking before Rentable Boats (39.81%) and Floating Cafes (30.67%).

Connecting to the Greater Urban Fabric

Introduction of Slow Zone and signalised intersections has also been identified to make entering the Lake safer and easier from nearby areas.

"When the lake was constructed there was a causeway from near the corner of Lake St and the West Waters Hotel to the south side of the lake which separated the clean west part from the unfiltered east end. This was very useful from walkers who did not want to do the whole circuit of the lake, a pedestrian bridge at this point would be useful."

"When at the lake crossing from the shops through lake street to the lake can actually be difficult even with the pedestrian crossing. The road is busy and people will speed through it and even ignore people crossing."

"Intersection of Lake St and Caroline Spring boulevard is very busy during school hours and business hours."

"It could also do with a bridge as it takes a long time to get around, and it's disconnected to the shops."

"Most importantly for future elevation and access to the lake from surrounding areas, better connected paths throughout other areas to the lake ie. paths along Kororoit creek from Clarke Road Streamside Reserve and further into Kororoit creek regional park once completed."

"...bring the foot bridge back and possibly an island with a coffee shop plus an island for the birds to retreat to."

"Most importantly for future elevation and access to the lake from surrounding areas, better connected paths throughout other areas to the lake ie. paths along Kororoit creek from Clarke Road Streamside Reserve and further into Kororoit creek regional park once completed"

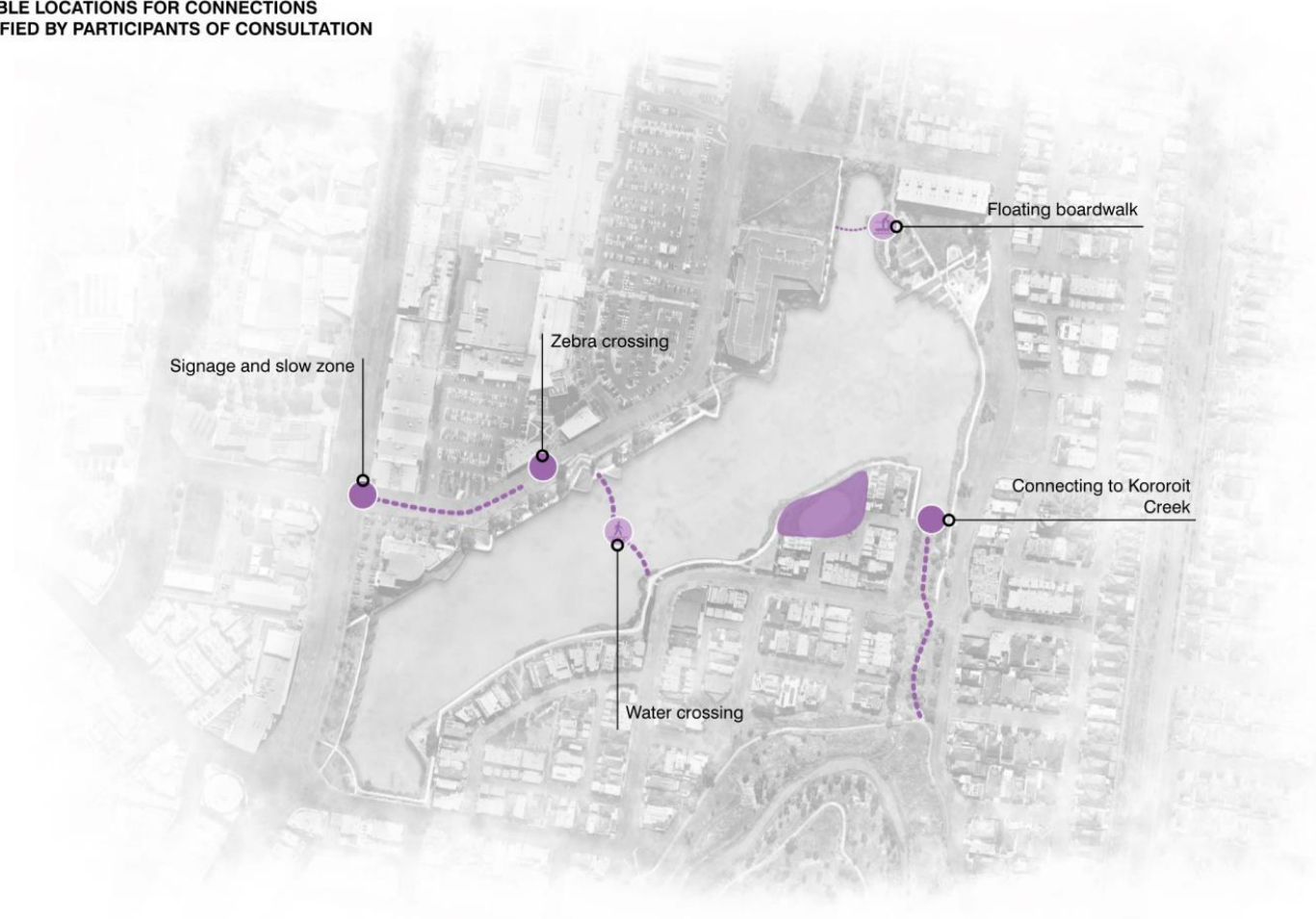
- Survey response from a local resident

T.C.L

M2223 LAKE CAROLINE MASTER PLAN & ACTIVATION STRATEGY
Master Plan Report & Activation Strategy

JUNE 2024

POSSIBLE LOCATIONS FOR CONNECTIONS
IDENTIFIED BY PARTICIPANTS OF CONSULTATION





3.0 SUPPORTING DOCUMENTS & REPORTS

The development of the Lake Caroline Master Plan and Activation Strategy is informed by many background study, survey, documents and reports. The Project Team wishes to acknowledge the assistance and contribution of the authors of the following documents and reports:

- City of Melton Playspace Strategy Background Analysis Report (Draft) - Bricolage Design 2019
- Active Transport: Children and Young People - VicHealth December 2009
- Lake Caroline Spillway Construction Documentation - Urbanedge Landscape Architects 2011
- Boathouse Reserve Assessment - City of Melton 2013
- Caroline Springs Promenade Landscape Documentation Package - Taylor Cullity Lethlean 2004
- Caroline Springs Lake Residential Wall Landscape Documentation - Land Projects & Cardno 2009
- Lake Caroline Construction Documentation Package - Earth Tech 2002
- Open Space Asset Management Plan - City of Melton
- Caroline Springs Boulevard Traffic Survey - City of Melton 2022
- Caroline Springs Town Centre Comprehensive Development Plan - Delfin Limited 2000
- Mobile Food Vehicle Policy - City of Melton 2022
- Open Space Plan 2016 - 2026 - Melton City Council 2016
- Open Space Plan 2016-2026 Background Report - Melton City Council 2016
- Safe City, Proud Communities Plan 2020-2024 - City of Melton
- Green Infrastructure, a vital step to Brilliant Australian cities - Aecom 2017
- Landscape Guidelines for the Shire of Melton - Melton City Council 2010
- Urban Design Guidelines for Victoria - Victoria State Government Department of Environment, Land, Water and Planning 2017
- Kororoit Creek Regional Strategy 2005-2030 - Land Design Partnership Pty Ltd 2006
- Lake Caroline Operation & Maintenance Manual and Dam Safety Emergency Plan - GHD 2013

Lake Caroline Community Feedback Summary

Project Scope

Lake Caroline is a significant feature of the Caroline Springs Town Centre, providing a unique recreational and social destination. Council is developing a masterplan and activation strategy guide future development of the lake and surrounds.

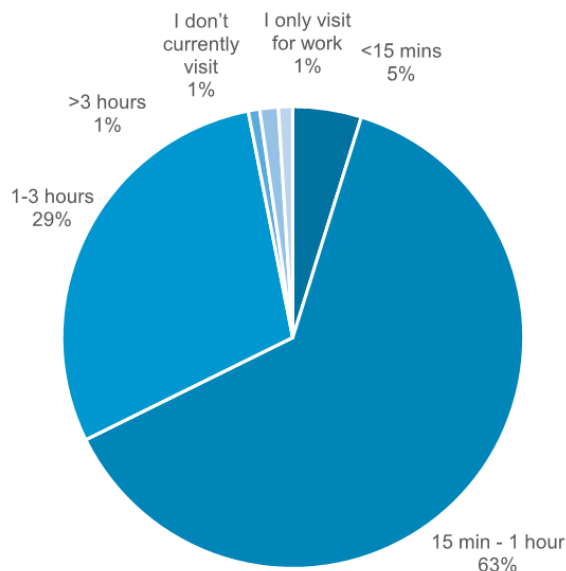
Consultation Activities

Community consultation closed for the Lake Caroline Masterplan and Activation Strategy in September. Activities included face-to-face sessions at Caroline Springs Library, CS Square and the lake reserve as well as an online survey and interactive pin drop map. A significant amount of feedback was received, with over 500 responses in total.

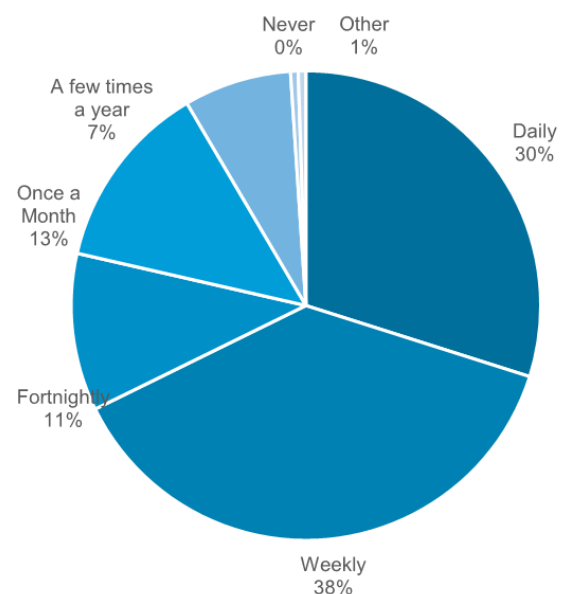
Since September, our consultants have been reviewing and summarising the findings of this feedback along with the comments received from Councilors and internal stakeholders. A summary document is provided below. This summary has been used to guide the draft strategy.

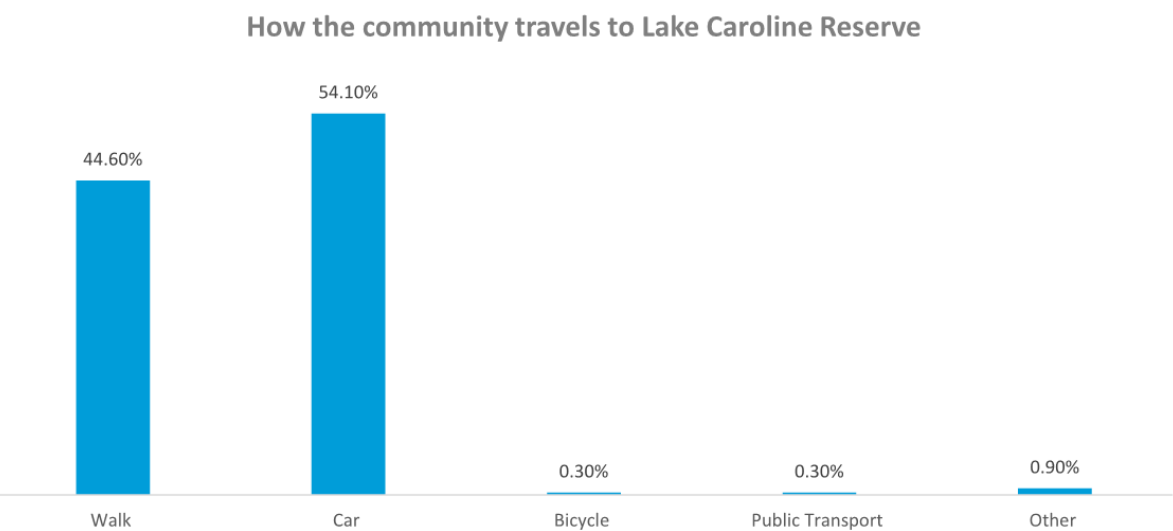
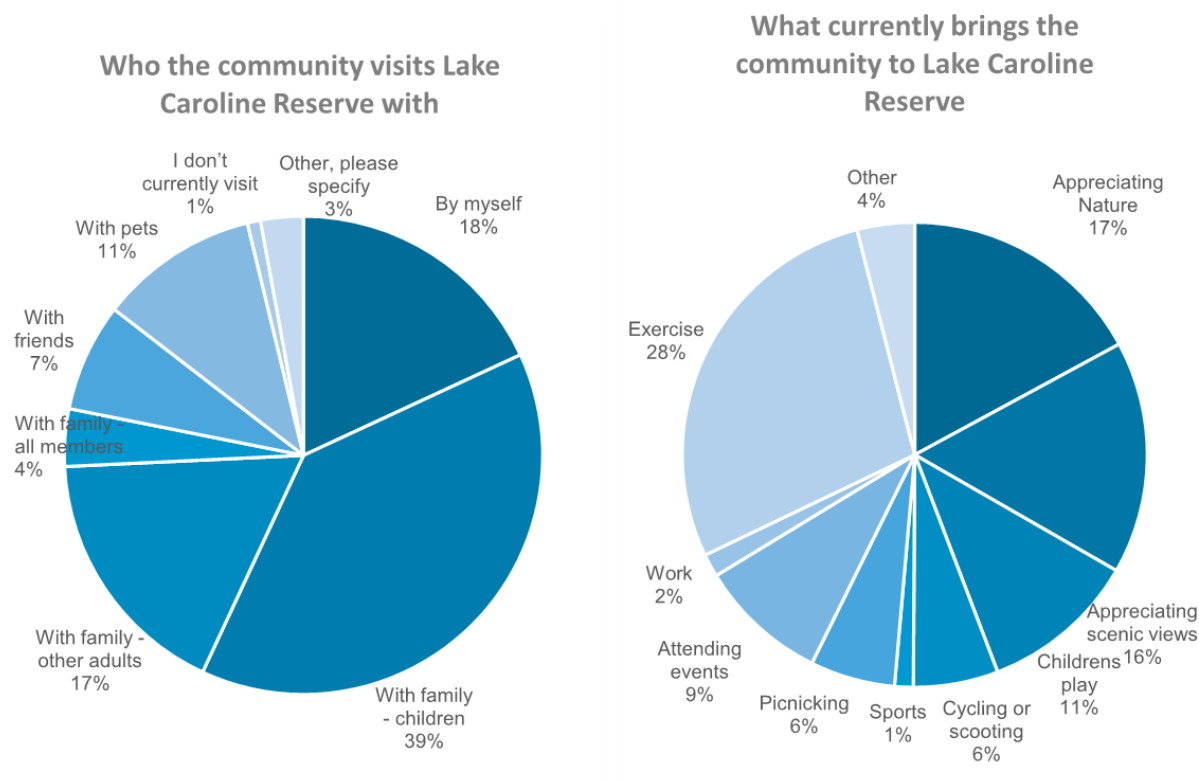
Consultation feedback Summaries - current use

**How long the community
stays at Lake Caroline
Reserve**

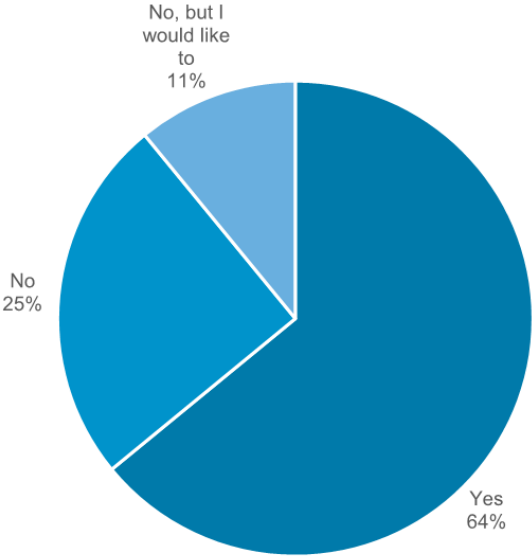


**How often the community
visit Lake Caroline Reserve**

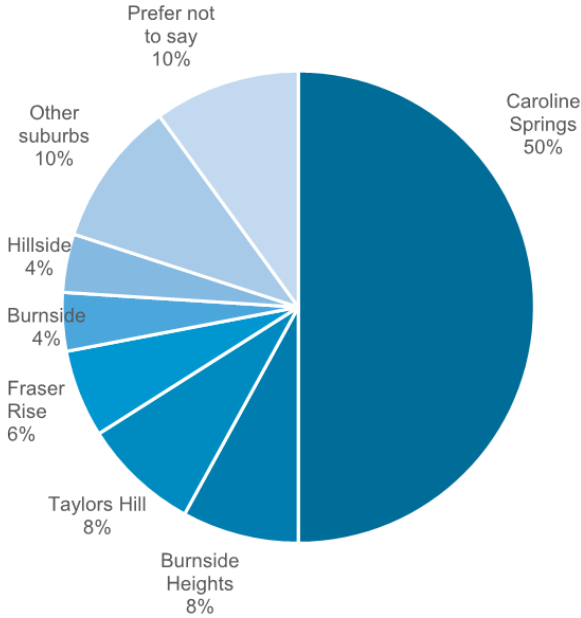




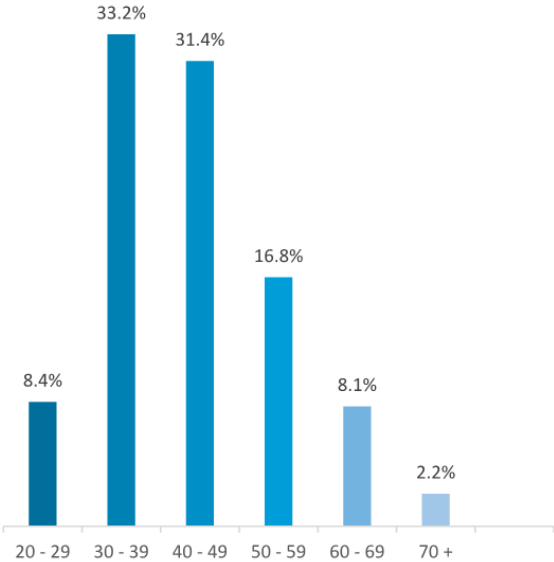
The percentage of the community who observe seasonal and/or religious ceremonies at Lake Caroline



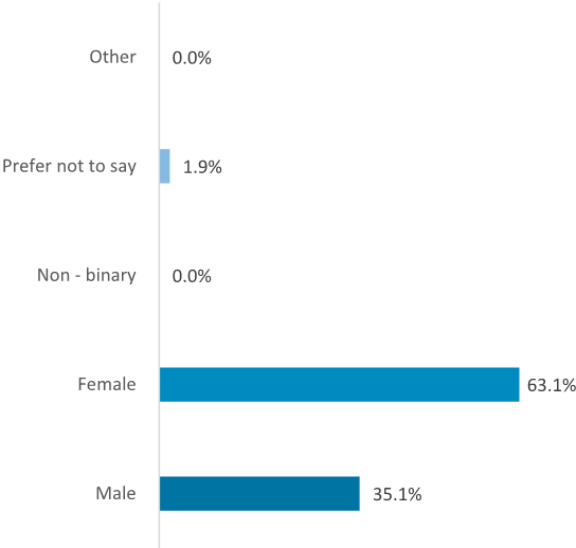
Residential location (by suburb) of respondents



Age group of respondents

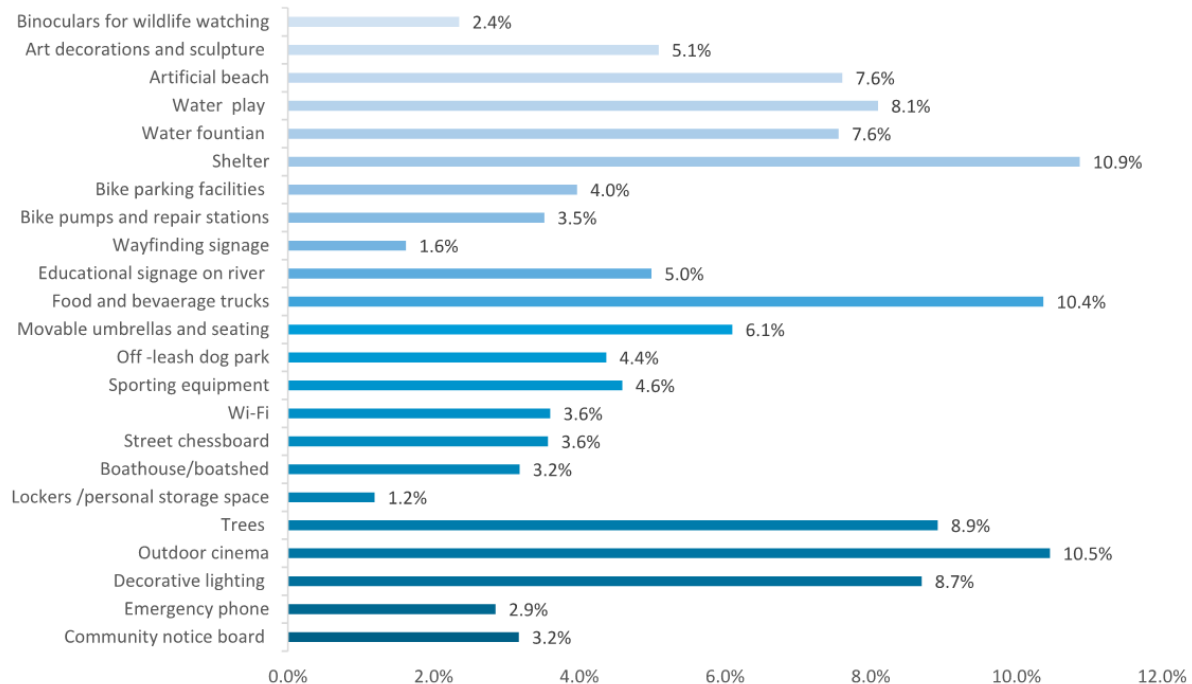


Gender of respondent



Consultation feedback Summaries – What people want to see,

Additional features/facilities the community would like to have surrounding the lake



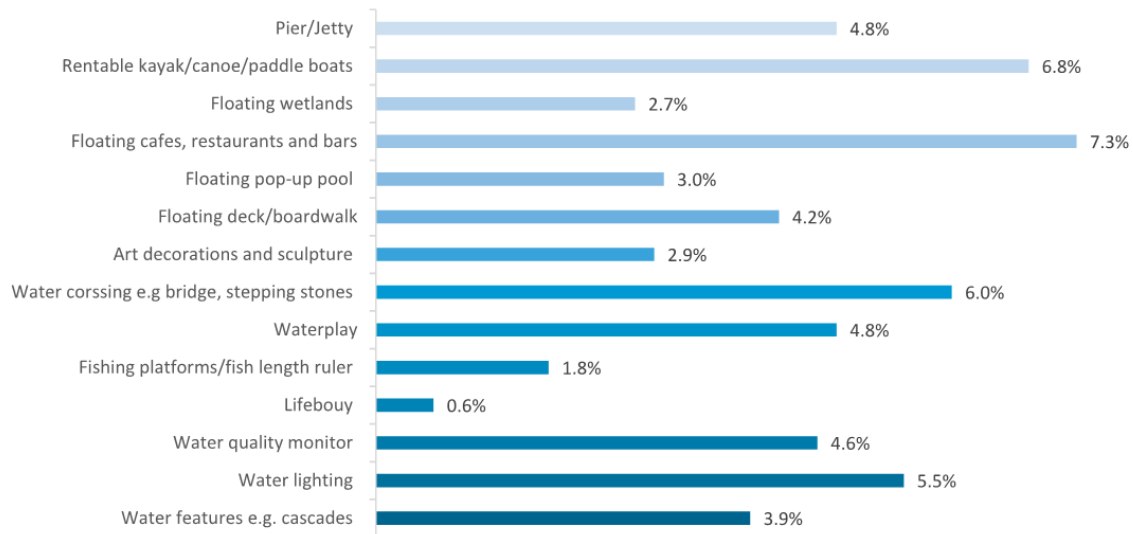
In addition to the features and facilities noted above, survey respondents also requested more passive recreation and amenity improvements such as provision of nature-based play opportunities, shaded rest nodes, picnic facilities and habitat improvements for local wildlife. There is a significant number of requests for improvements to the play space and suggestions to also integrate activities such as bouldering walls, water play, a basketball court and spaces for outdoor games. Public toilets were also a key item requested by the community.

In addition to provision of food and beverage trucks, the community made it clear that they want to see restaurants, cafes and bars on the lake frontage. Maintenance and dog litter were key concerns raised by respondents with many requests raised for dog litter bag dispensers and dog onlead and dog litter signage as well as additional bins to enable easier disposal of all litter.

Access to, through and around the lake and reserve was a key concern. Respondents outlined that the traffic and car park frontage along Lake Street made it difficult to move between the commercial zones and the lake. There was a strong desire for pedestrian / cyclist priority along this interface and provision of cycle lanes, pedestrian crossings and refuges at key areas throughout the study area.

Respondents noted that the existing boardwalks are in poor condition and that they were keen to see overall improvements to the path network to improve accessibility for all user groups. This included a keen interest in the creation of a bridge connection and more direct path routes around the lake.

In regard to safety, respondents also noted that they feel uncomfortable walking in some areas with young children due to the proximity to the water's edge. Path lighting coverage and a perceived sense of danger at night was noted as being a deterrent to use of the reserve after dark and there were numerous requests for CCTV and lighting improvements.

Additional features the community would like to have on the water

The ability to interact with the water and more natural landscape elements was a key theme, with requests for sandy areas at the water's edge and water quality and habitat improvements. Poor water quality was a key concern with some people noting that this was often a deterrent to visiting the site. Additional on water activities were also requested and these included ideas such as floating picnic platforms, movie screens and performance spaces.

Key Insight

Overall

- A Safe Lake

Activation

- An Unique Events Destination
- An Accessible Place to Play and Connect
- High Interest in Outdoor Cinema and Artificial Beach

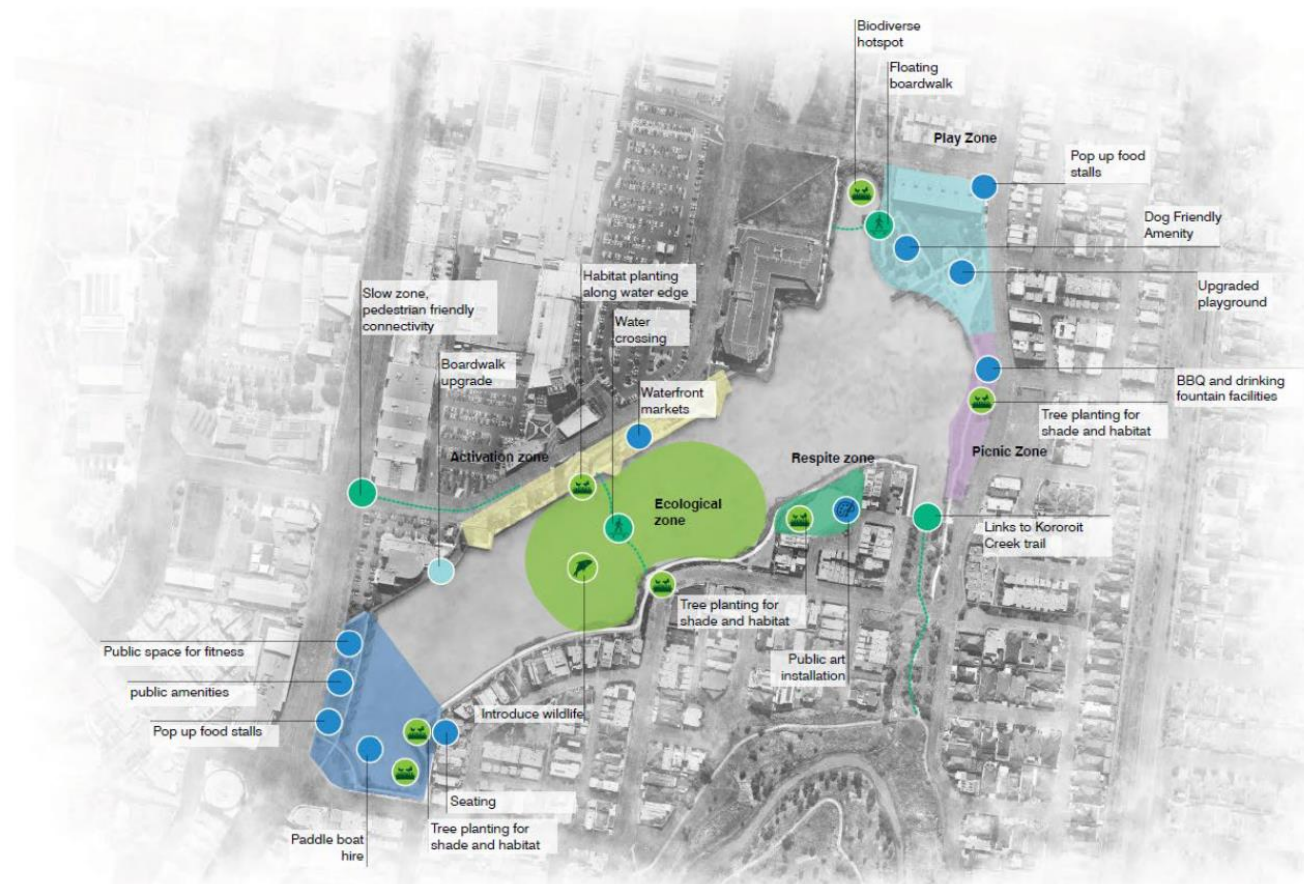
Ecology

- A Clean Environment for Wildlife and Residents
- A Site Connected to the water
- A Place for Rest and Respite

Connections

- Connecting the Kororoit Creek
- Connecting the Lake Edge with the Water
- Connecting to the Greater Urban Fabric

This map highlights the key insights noted in the online pin drop map responses and survey feedback (Pinkey to check consultation summary from TCL)



Events the community would like to see at Lake Caroline



Lake Caroline Masterplan and Activation Community Feedback Summary

Project Scope

Lake Caroline is a significant feature of the Caroline Springs Town Centre, providing a unique recreational and social destination. Council is developing a masterplan and activation strategy to guide the future development of the lake and its surrounds.

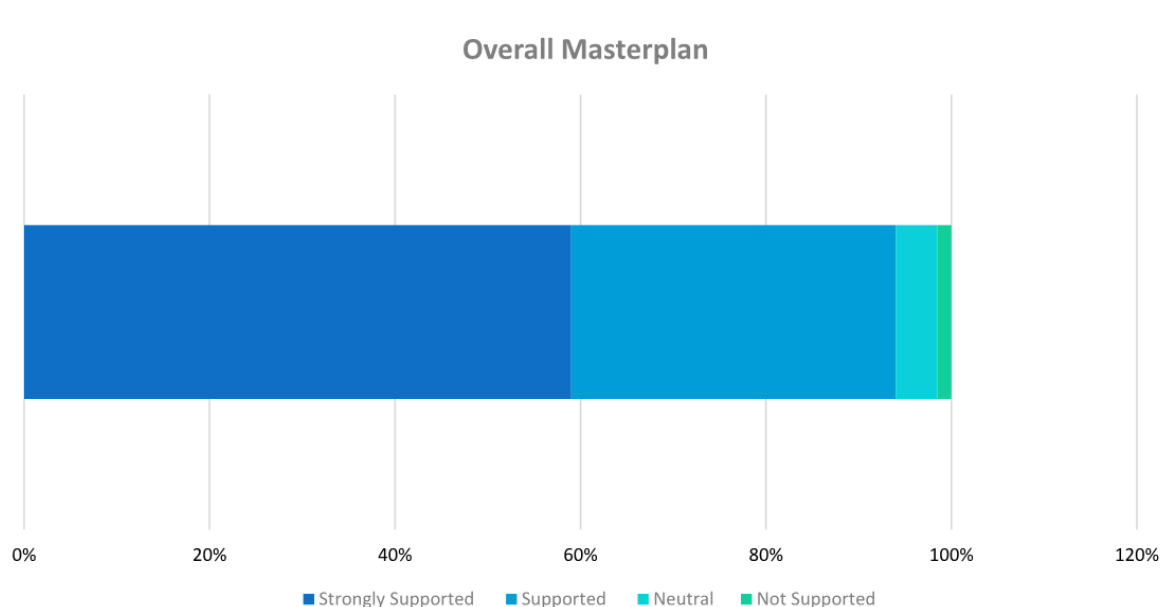
Consultation Activities

Community consultation closed for the Lake Caroline Masterplan and Activation Strategy in early May. Activities included face-to-face sessions at the Caroline Springs Library, CS Square and the lake reserve as well as direct trader engagement. Mailouts, on site signage and social and printed media were also provided to encourage the community to provide feedback via an online survey. A significant amount of feedback was received, with over 300 responses in total.

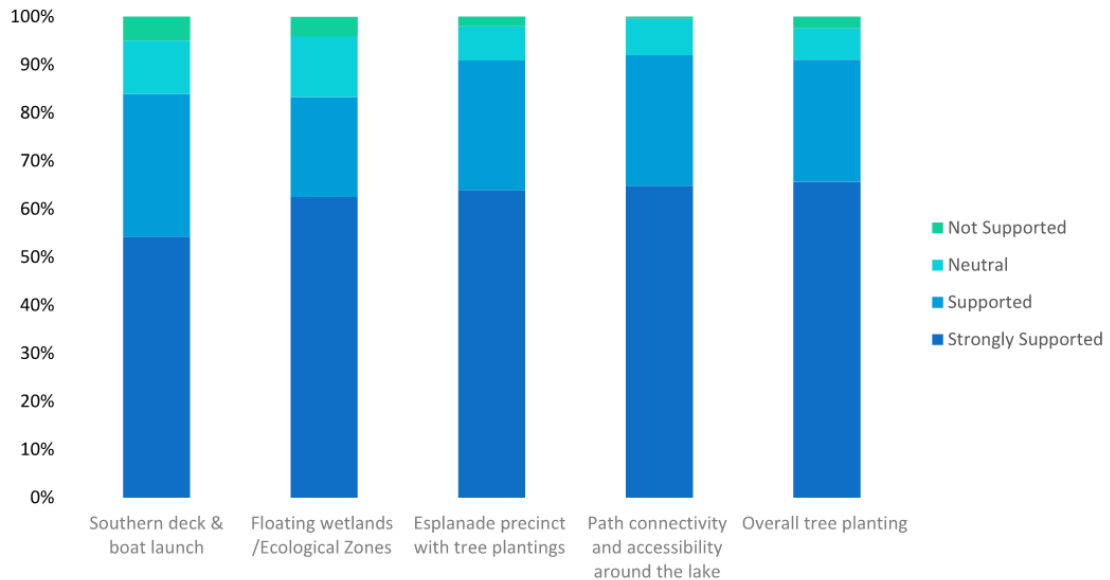
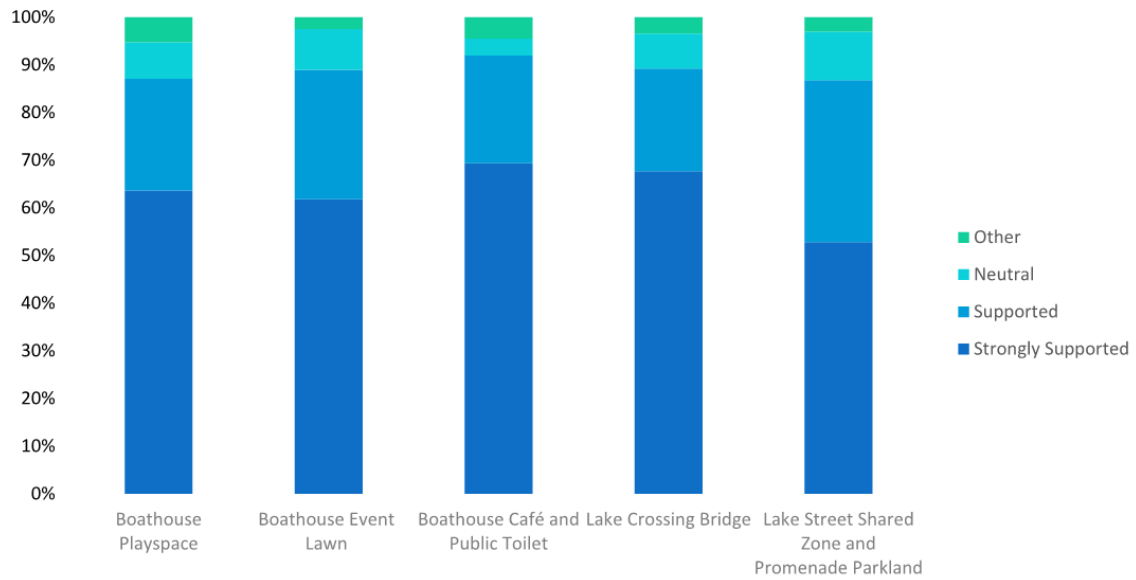
Since May, the project consultants have been reviewing and summarising the findings of this feedback along with the comments received from Councilors' and internal stakeholders.

A summary document is provided below. This summary will be used to guide final masterplan and activation strategy.

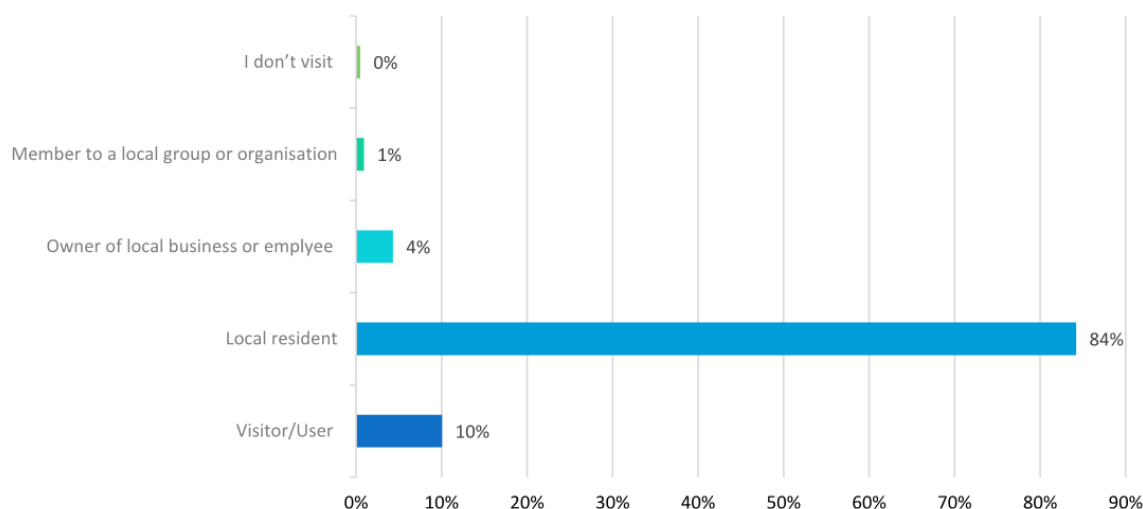
Consultation feedback Summaries – Level of Overall Support



Consultation feedback Summaries – How supportive the community are of each proposed element



Consultation feedback Summaries – Connection to Lake Caroline



Further comments - feedback summary and responses

A consolidated list of comments received is outlined below.

Community Feedback	Melton City Council Review Response
Request for the playspace to include junior and senior play, inclusive play, basketball half court, shade and seatings.	Shade, inclusive play and universal for a wide variety of user groups will be a key consideration in the design of the playspace. The final arrangement will be subject to further community consultation and in the detailed design phase.
Request to make the event lawn accessible.	Accessible paths around or adjacent to the event lawn will be provided but the arrangement will be subject to detailed design and consultation with key stakeholders.
Request for an alternative location for the public toilet	The inclusion and location of a public toilet will be subject to community consultation and detailed design.
View that the lake crossing bridge is not required.	The purpose of the lake crossing bridge is to improve the connectivity and accessibility between the east and the west side of the lake. The bridge connection received a high level of support from the community.
A need for alternate parking spaces to accommodate future parking demand following increased activation of the lake reserve.	This will be considered in the development of the final masterplan activation strategy.
Potential for increased traffic congestion along Lake Street shared zone.	The intention of the shared zone along Lake Street is to provide an opportunity for market activities and events and to create an improved visual connection between the commercial interface and the lake. Any changes to traffic speeds and flow will be subject to a traffic study and further community consultation at the detailed design phase.
Need to maintain boundaries between boats and floating wetlands.	Floating wetlands and wetland planting will not be mobile but limited to shallow areas where plant growth can be supported. The final layout and locations are subject to detailed design.

Preference for paddle boats	On-water activities indicate future opportunities and will be subject to further research and stakeholder and community consultation.
Concerns raised regarding rubbish dumping and maintenance and clarification sought on the proposed future maintenance of proposed wetlands.	The need for a maintenance plan for the planted wetland areas will be outlined in the final masterplan activation strategy.
Request for signage for educational purposes and bird watching.	This will be further researched and considered in the detailed design phase.
Need for more tree plantings to shade the path along the Esplanade but request that trees are located so as not to obscure views to lake from residences.	This will be further reviewed and considered in the development of the final masterplan activation strategy.
Need for a safety barrier along the edge of the lake	The lake is designed as per Melbourne Water Constructed Wetland Design guidelines. Information on lake depths and safety requirements and risk management will be included in the final masterplan activation strategy.
Request for the lake crossing bridge to facilitate Dragon boat during festival.	The ability to accommodate this activity will be further researched in the detailed design phase.
Need to improve water quality of the lake	The strategy proposes the inclusion of wetland planting in key locations to improve water quality. The species, quantities, planting methods and locations are subject to further investigation and detailed design.
Further information requested on existing fitness areas	The existing fitness areas are proposed to be retained and enhanced. This will be reflected in the development of the final masterplan activation strategy.
Request for shaded areas for gathering, picnics, BBQs and shelter.	This has been considered in the development of the draft masterplan and will be further clarified in the final masterplan activation strategy.
Need for protection of the existing habitat.	Planning and detailed design for this site will ensure all habitat and ecological values are protected and enhanced. A Construction Environmental Management Plan will be prepared and implemented to ensure construction does not adversely impact on the local environment.
Allocation of area for swimming.	This will not be considered to avoid impact on the water quality of the lake.
Opportunities for discovery nodes/ interactive elements/ arts along the route.	Areas for interpretive and educational elements have been included in the masterplan. These items will be subject to further consultation and stakeholder engagement in the detailed design phase.
Request for staging plan	This will be finalized and included in the final masterplan activation strategy.

12.5 MELTON WEIR PARKLAND STRATEGY ADOPTION

Author: Callum Steele - Senior Open Space Planner
Presenter: Meagan Merritt - Acting Director City Futures

PURPOSE OF REPORT

For Council to consider the adoption of the Melton Weir Parkland Strategy.

RECOMMENDATION:

That Council adopt the Melton Weir Parkland Strategy, provide as **Appendix 1** to this report.

Motion

Crs Shannon/Vandenberg.

That Council adopt the Melton Weir Parkland Strategy, provided as **Appendix 1** to this report.

For: Crs Abboushi, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Cr Farrugia

CARRIED

REPORT

1. Executive Summary

The Draft Melton Weir Parkland Strategy (**Appendix 1**) commenced in October 2022. The draft strategy provides direction on the future development of the parkland. Recommendations for amenity and infrastructure improvements have been provided with delivery responsibility outlined in the implementation plan. The objective is to improve access and opportunities for passive recreation, increasing visitation and transforming the weir into a recreational drawcard for Melton and the broader metropolitan area.

The development of the strategy involved extensive research and stakeholder engagement including two rounds of community consultation. Initial stages of the project involved detailed site assessment and background analysis.

Stakeholders and members of the community were asked to provide feedback on the existing use of the Weir and its surroundings, constraints and opportunities, and potential future features of the parklands. The feedback from the consultation activities guided the development of strategic plans and recommendations contained within the draft strategy.

A second round of consultation sought feedback on the proposed key actions shown in the strategic plans. The feedback from the community was overwhelmingly positive, with an average of 84% support for all survey questions. A small number of changes were made to the Strategy and plans following the receipt of community feedback.

2. Background/Issues

Background and History

The study area for the Melton Weir Parkland Strategy extends along the north-western interface of the Melton Reservoir from the western edge of the Scenic Botanica residential development (193-295 Brooklyn Road, Brookfield) to the southern end of the Weir at the Exford Road bridge. Land located within the water body extent and around the weir/dam wall is owned and managed by Southern Rural Water. Most of the land along the proposed parkland is still under private ownership, with Council owned land located around the Arnolds Creek confluence and the recently handed over Toolern Waters Estate at Weir Views.

The *Melton Reservoir Development Strategy*, adopted by the Shire of Melton in 2005, envisioned Melton Reservoir to be a significant recreational and environmental asset. The *Development Strategy* sought to:

- Address public access issues through the creation of a key recreation node at the Arnolds Creek Confluence; as well create a number of secondary picnic nodes at other key road access points.
- Establish a linear parkland between the Reservoir and future residential development.
- Enhance the existing Southern Rural Water (SRW) picnic facility off Exford Road.

Following the creation of the Growth Areas Authority (later known as VPA) in 2005 by the State Government under the *A Plan for Growth Areas*, the Toolern PSP was Gazetted in 2010. This provided a framework for the development of the land to the north and west of the reservoir. The Toolern PSP earmarked a linear open space reserve between the edge of the Melton Reservoir and the newly planned development.

The Melton Weir Committee was created in February 2013 and reinstated prior to the commencement of the project to provide a forum for communication between the Reservoir's primary stakeholders (including Southern Rural Water and Melbourne Runabout and Speedboat Club), community representatives, and Council. The committee has played a critical role in the development of the Strategy.

In July 2022, Council appointed project consultants Fitzgerald Frisby Landscape Architects (FFLA) to prepare the Melton Weir Parkland Strategy.

The project has consisted of five stages:

Stage 1	Inception:
Stage 2	Analysis
Stage 3	Consultation and Stakeholder Engagement #1
Stage 4	Draft Strategy
Stage 5	Consultation and Stakeholder Engagement #2
Stage 6	Final Strategy

A summary of the development of the Melton Weir Parkland Strategy is as follows:

- Initial stages of the project involved detailed site assessment and background analysis.
- Stakeholders and members of the community were then asked to provide feedback on the existing use of the weir and its surroundings, constraints and opportunities, and potential future features of the parklands.
- The feedback from the consultation activities guided the development of strategic plans and recommendations contained within the draft strategy.

- A second round of consultation sought feedback on the proposed key actions shown in the strategic plans. The feedback from the community was overwhelmingly positive, with an average of 84% support for all survey questions.
- Following the receipt of community feedback, further changes were made to the strategy and contained plans.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

3. A fast growing, innovative and well-planned City

3.1 A City of 20-minute neighbourhoods.

4. Financial Considerations

To date, budget has been provided for the development of the strategy. Funding associated with the implementation of actions within the Strategy are being considered as part of Councils annual budget process.

5. Consultation/Public Submissions

An extensive consultation process was undertaken to develop the Melton Weir Parkland Strategy which involved direct engagement with stakeholders and two rounds of community consultation.

Stakeholder engagement

From the inception of the project, key stakeholders have been involved in informing and developing the strategy. This has included internal workshops and working group meetings, direct engagement with stakeholders such as Better Boating Victoria and Southern Rural Water, and numerous meetings with the Melton Weir Development Committee.

First round consultation

The first round of community and stakeholder consultation, undertaken in 2023 sought feedback on the existing uses, issues, and opportunities associated with the Melton Weir Parkland. Consultation activities included Committee meetings, a face-to-face consultation session at the Weir Views linear reserve, an online survey and social media content and a resident mailout. In total, 378 responses were received.

Second round consultation

The second round of consultation on the Draft *Melton Weir Parkland Strategy* was undertaken between 19 April to 6 May 2024. Residents and stakeholders were encouraged to provide feedback via the following activities and channels:

- Letters to residents and stakeholder organisations
- Committee engagement
- Melton conversations page update and comments page
- Social media posts
- Print advertisement to be provided at key locations around the lake.
- Postcards at key community activity centre locations and local businesses
- Postcard mailout to local residents
- Email updates to previous survey respondents as requested.

In total, the Melton Conversations page received 588 views, the strategy was downloaded 174 times, and the survey received 90 responses.

Community Feedback

A summary of the outcomes second phase of community consultation is contained at **(Appendix 2)**.

The response received to the second round of consultation feedback was overwhelmingly supportive. The survey questions received an average of 84.2% support. The following items had particularly strong support:

- 96% of respondents supported or strongly supported connecting new shared paths within the parklands to the surrounding path network.
- 95% of respondents supported or strongly supported a shared trail connection between Brookfield and Weir Views.
- 93% of respondents supported or strongly supported the construction of 5 viewing platforms.
- 92% of respondents supported or strongly supported a new picnic area at Weir Views near the Weir Spillway.
- 91% of respondents supported or strongly supported two new picnic areas at the Arnolds Creek Confluence.
- 94% of respondents supported or strongly supported the investigation of public toilets at the southern end of Clarkes Road.

All elements within the survey received at least two thirds support. It is however worth highlighting that the following elements of the Parkland Strategy that received slightly lower levels of support from the community and higher levels of direct written feedback:

- Four new outdoor gyms;
- The proposed basketball half court at the end of Rees Road;
- Interpretive signage incorporating Wurundjeri Woiwurrang and Wadawurrung language; and
- Replacing the existing access road and carpark at the end of Clarkes Road with accessible walking tracks. Access to the Pistol Club is to be retained from Hinkler Crescent.

As part of the survey, Council received 44 written submissions in relation to individual elements of the strategy and 42 general comments. Most general comments were supportive of the strategy, with many respondents wanting even more.

Written feedback worth noting includes:

- Concern with loss of access to the bottom of the escarpment at the Arnolds Creek Confluence
- Traffic and parking considerations in relation to accessing the parklands
- Existing community safety and anti-social behaviour concerns
- Desire for a fustal court
- Commentary around the interpretive signage

The above concerns have been noted, however the strategy is a high-level document and aspects including addressing safety, traffic and parking can only be properly achieved through detailed design as the recommendations strategy are investigated and implemented.

The following changes have however been made to the strategy in response to the feedback:

- Interpretive signage explaining the significance of the weir and it's surroundings to local Aboriginal groups was highly supported in the first round of consultation. The suggestion in the draft strategy that the interpretive signage was to be multi-lingual pre-empted the design and consultation process for the signs. The wording to Recommendation P13 has therefore been adjusted to reflect that these signs are to be developed collaboration with Wurundjeri Woiwurrung and Wadawurrung Traditional Owners.
- The draft strategy proposed removing vehicular access to the bottom of the escarpment at the Arnolds Creek Confluence, to be replaced with accessible paths. Concern was raised in relation to loss of accessibility in addition to those concerned that they would not be able to carry equipment up the escarpment. Therefore, Recommendation A4 has been altered to 'Review the existing access road car park at the end of Clarkes Road and investigate the opportunity for an accessible walking tracks...'.
- There was a request for fustal facilities within the parkland. Therefore, the half-court basketball court has been altered to be 'multi-sport' This would allow both basketball and fustal facilities to be provided.

6. Risk Analysis

If Council does not proceed with the recommendations, it would impede the ability for the recommended future improvement works to be implemented in the Weir Parklands as they are contingent on the adoption of the strategy.

7. Options

Council can resolve to either:

1. Adopt the Melton Weir Parkland Strategy
2. Adopt the Melton Weir Parkland Strategy, subject to changes
3. Not adopt the Melton Weir Parkland Strategy

LIST OF APPENDICES

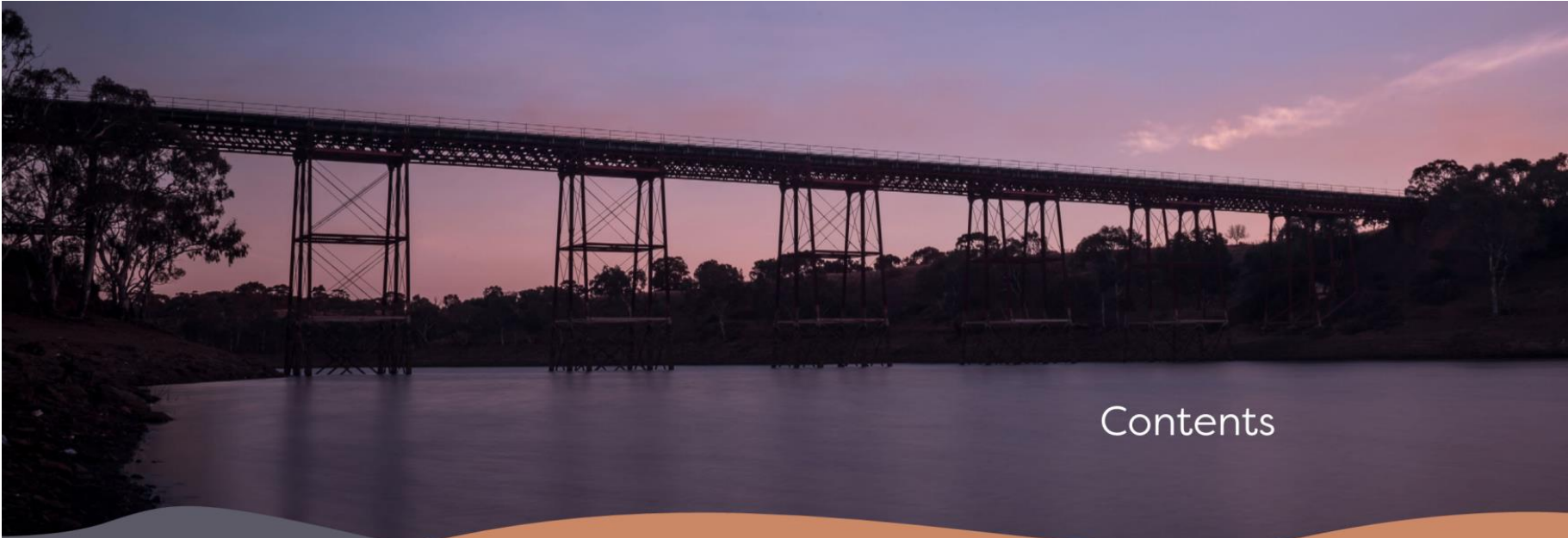
1. Melton Weir Parkland Strategy
2. Melton Weir Parkland Strategy, Community Engagement feedback



Melton Weir Parkland Strategy

JUNE 2024





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Due to the level of ongoing development surrounding Melton Weir, the Melton Weir Parkland strategy should be reviewed after 10 years.

1

1 Introduction

MELTON WEIR PARKLAND STRATEGY

Background

The Melton Weir, also known as Melton Reservoir, is located to the south of the Melton Township. The City of Melton is one of the fastest growing municipalities in Australia, with the population forecast to grow from **209,145 in 2023 to 416,106 by 2051.**¹

New suburbs are creating an urban interface along the north eastern edge of the weir, including Weir Views and Brookfield. Rural and agricultural properties in Exford abut the western and southern edge of the weir.

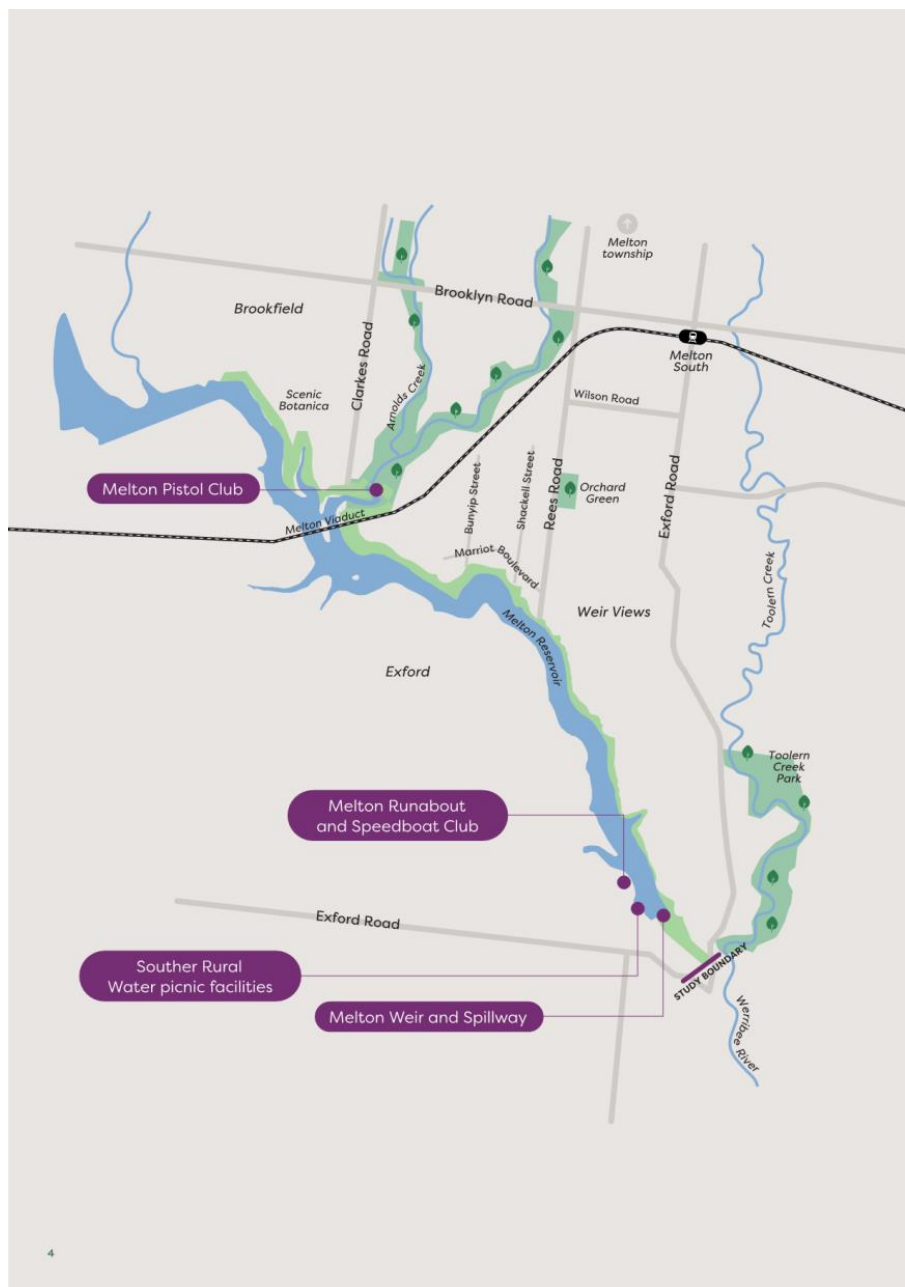
The study area for the strategy extends from the western edge of the Scenic Botanica development to the spillway near the Exford Road bridge, and includes connections to Toolern Creek and Arnolds Creek.

The Melton Reservoir is managed by Southern Rural Water. The principal use of the reservoir is for water storage and supply for market gardens throughout the Werribee Irrigation District. Fragmented land ownership and management presents a significant challenge between farmers, developers, Council and Southern Rural Water. There are issues with rubbish dumping and other antisocial activities especially in the area near the end of Clarks Road.

The Melton Runabout & Speedboat Club (MRSBC) and the Melton Pistol Club are located within the parkland strategy study area. The MRSBC is located towards the southern end of the reservoir on the western bank. Club facilities include clubhouse, boat ramp and viewing areas. The MRSBC host motorboat racing events, including the national level Melton Gold Cup, as well as fishing, water skiing, and wakeboarding². The MRSBC currently operates the only boat ramp in to the reservoir which is only accessible by club members. The Melton Pistol Club is located at the Arnolds Creek confluence. Access to the club is from the end of Clarks Road. The club is currently closed as it undertakes a review of club operations. There are no plans to relocate the clubs from their existing locations as part of the parkland strategy.

¹ City of Melton population forecasts, <https://forecast.id.com.au/melton>

² 'Notice Board' <https://www.mrsbc.com.au/water-skiing-fishing>



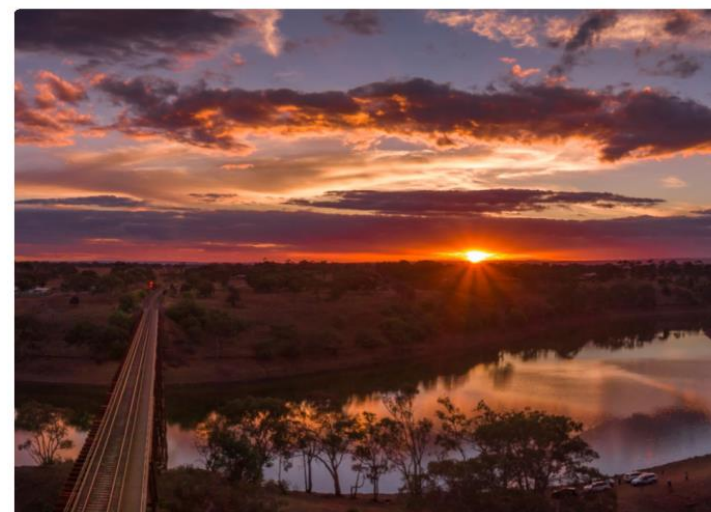
MELTON WEIR PARKLAND STRATEGY

Project Objectives

The objective of the Melton Weir Parkland Strategy is to outline the proposed development of the parklands along the edge of the Melton Reservoir to create a regional destination.

Project objectives are to:

- ~ Identify recreational opportunities along the parkland interface to the reservoir
- ~ Identify opportunities for recreation activities along to the waters edge within the parklands
- ~ Connecting the parklands to broader linear open spaces
- ~ Propose shared path connections to the reservoir and connections to the Melton Township, Eynesbury and Cobblebank Activity Centre
- ~ Develop a prioritised Action Plan including short and long term actions.



Traditional Owners and Aboriginal communities

The Wiribi Yaluk (Werribee River) acts as a boundary between the Wurundjeri Woiewurrung People to the east and Wadawurrang People to the west. Further south along the Wiribi Yaluk is an intersection between the Wurundjeri Woiewurrung People, Wadawurrang People and Bunurong People.³



FIGURE 1.1: Registered Aboriginal Party boundaries within Waterways of the West region.
Source: DECCA, 'Waterways of the West Action Plan', 2021

³ DECCA 'Waterways of the West Action Plan', 2021, p1

MELTON WEIR PARKLAND STRATEGY



FIGURE 1.2: Construction of the Melton Dam.
Source: State Library of Victoria, 1940's

History

In the late 1830s the now Melton area around the Werribee River functioned as a rural service centre for surrounding districts and was mainly used for grazing and farming. Growth in the area was largely due to the gold rush in the 1850s, followed by a second wave of expansion that took place from the 1890s into the early 1900s. This was mainly due to the construction of the railway line and the development of the Melton Reservoir⁴.

The reservoir was constructed between 1913 and 1916 with a capacity of 21,000 megalitres to be used for irrigation downstream at Werribee. In 1937, the embankment was raised and vertical lift spillway gates were installed to increase the capacity to 23,500 megalitres. Siltation has reduced its total volume back to 14,340 megalitres. From 1988 to 1994, additional upgrade works were undertaken. These works included the remodeling of the spillway, removal of the flood gates, and the development of a second spillway.⁵

⁴ Settlement history', <https://profile.id.com.au/melton/about>

⁵ 'History', <https://www.srw.com.au/water-and-storage/water-storages/melton-reservoir>

MELTON WEIR PARKLAND STRATEGY



FIGURE 1.5: Melton spillway and regulator gates.
 Source: State Library of Victoria, 1954



FIGURE 1.3: Arnolds Creek confluence map.
 Source: State Library of Victoria, 1964

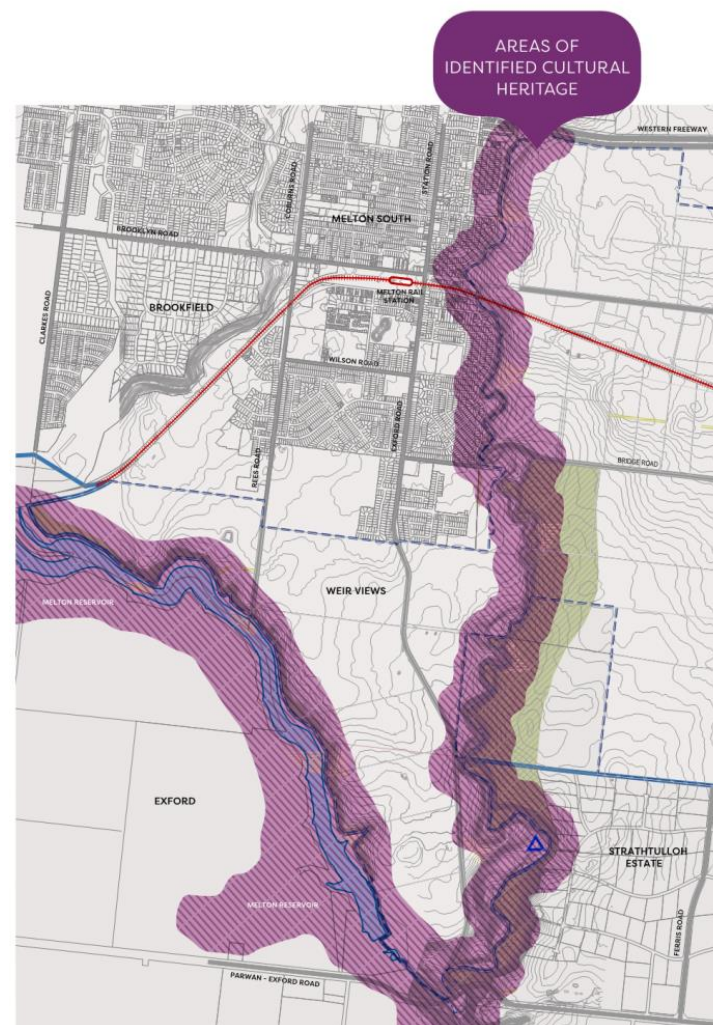
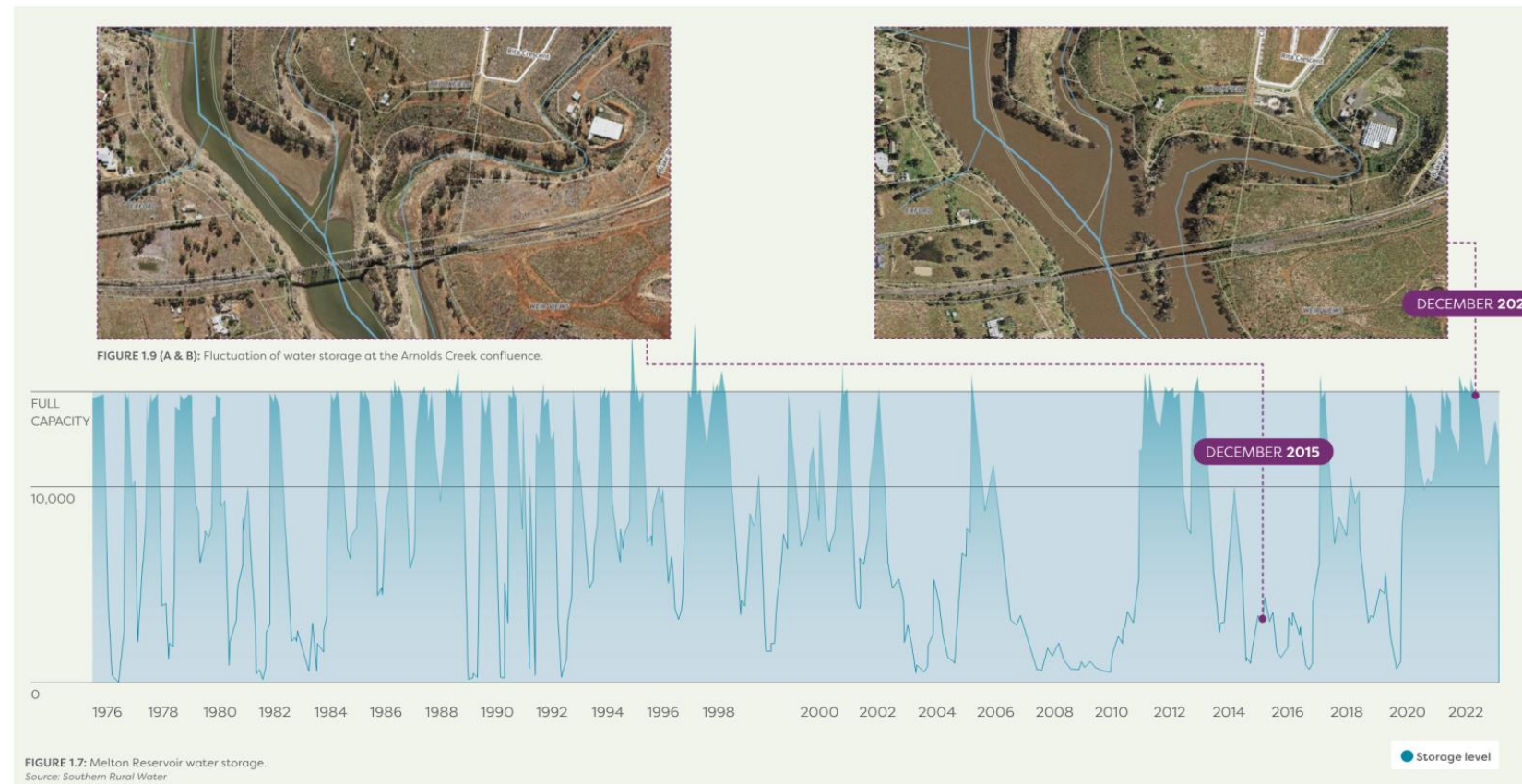


FIGURE 1.6: Heritage Plan.
 Source: VPA, Toomere Precinct Structure Plan, 2011

Reservoir Water Storage

The Melton Weir is one of few permanent bodies of freshwater in the western region of metropolitan Melbourne. It is surrounded by steep, rocky escarpments for the majority of the reservoir edges.⁶ The water level fluctuates by up to seven metres in height, reflecting the inconsistent rainfall in the area and irrigation demand.





3

Strategic Context

MELTON WEIR PARKLAND STRATEGY

The following is a summary of key documents that have informed the development of the Melton Weir Parkland Strategy.

The full summary of documents is included in Appendix A.

The Toolern Precinct Structure Plan (Victorian Planning Authority, 2011)

The Toolern Precinct Structure Plan (PSP) defines the parkland boundary and proposed recreation facilities, including trails, neighborhood activity centres, community facilities, schools, open space, vegetation protection and wetlands and waterways.

The PSP also includes the Melton Reservoir open space/residential interface diagram. The diagram in Fig. 3.1 illustrates how the offset to residential development is determined along the interface with the Melton Reservoir. A 25m buffer zone from the top of the break of slope is proposed which includes the location of a shared trail and road reserve so residential lots overlook the Parklands.

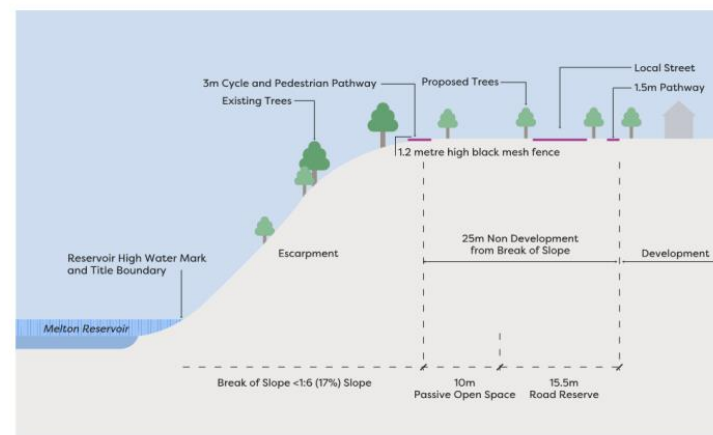


FIGURE 3.1: Melton reservoir open space/residential interface.
Source: Toolern Precinct Structure Plan, 2011, p41

The Melton Reservoir Development Strategy (EDAW Gillespies, 2005)

A previous strategy produced in 2005, recommended a shared path located within a linear park network extending along the eastern edge of the reservoir, linking to the regional open space network along the Werribee River and Djerriwarrah Creek. It also recommended linking the reservoir to the Melton Township.

The strategy proposed the creation of a district level recreation node located at the Arnolds Creek confluence, incorporating sealed roads and car parks, formal picnic

areas, toilets, a playground and a launching area for non-motorised water craft. It recommended a district level passive recreation reserve at the existing Southern Rural Water picnic facility including a viewing platform, upgraded picnic facilities and landscaped areas.

The strategy recommended that a weed management plan is developed and implemented.

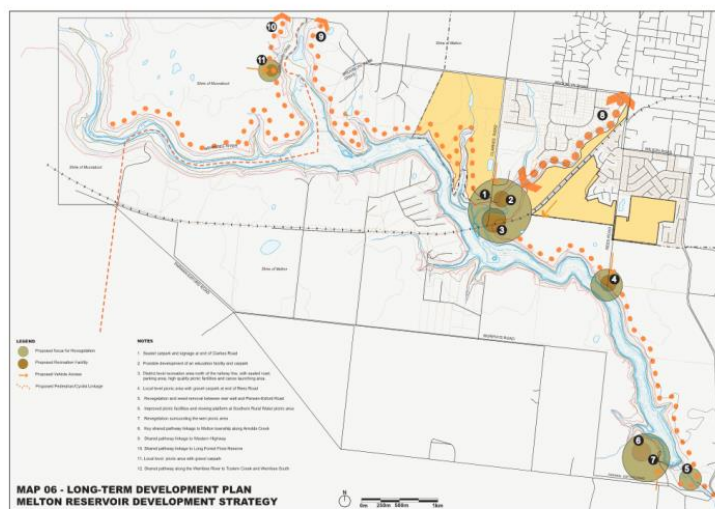
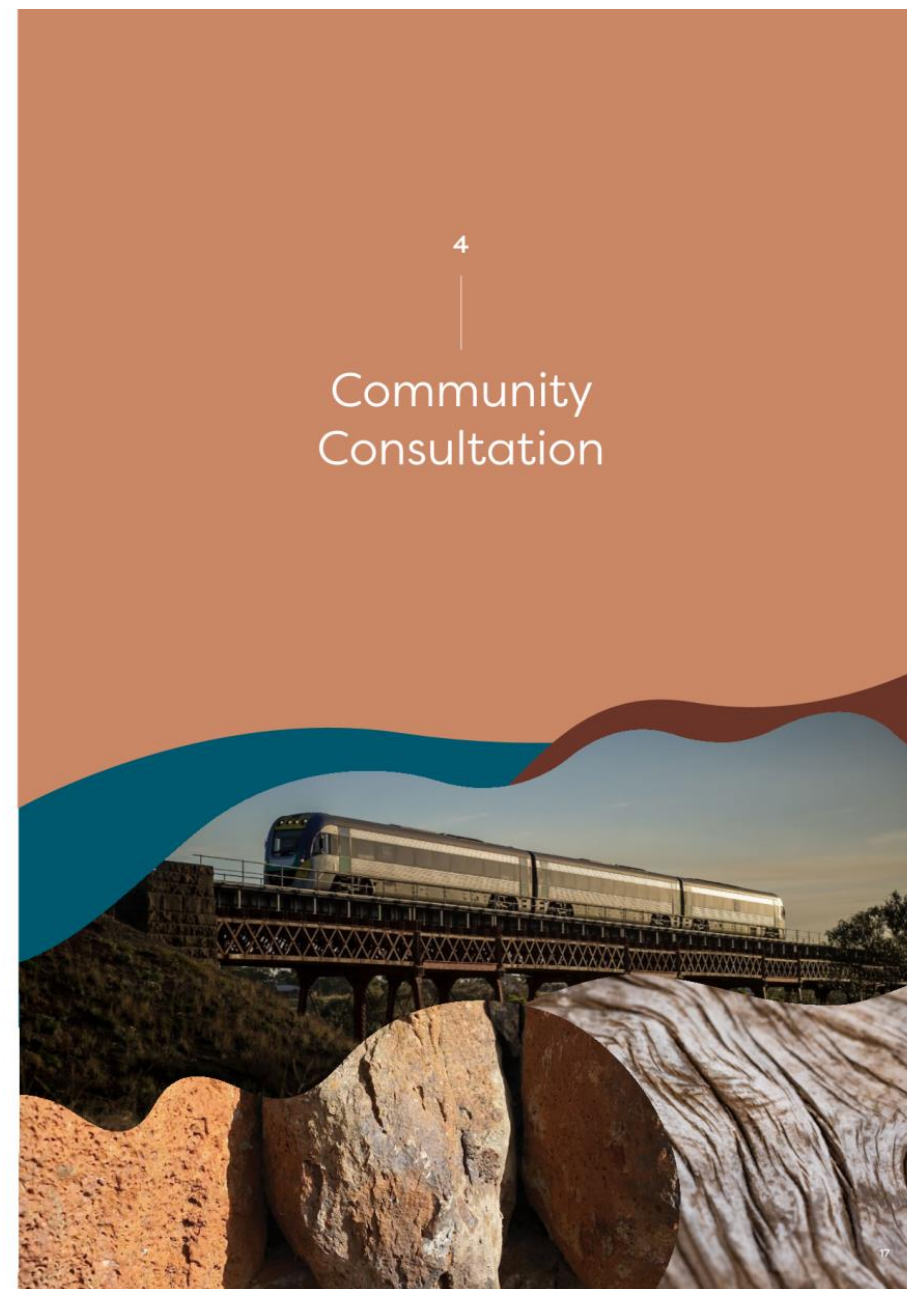
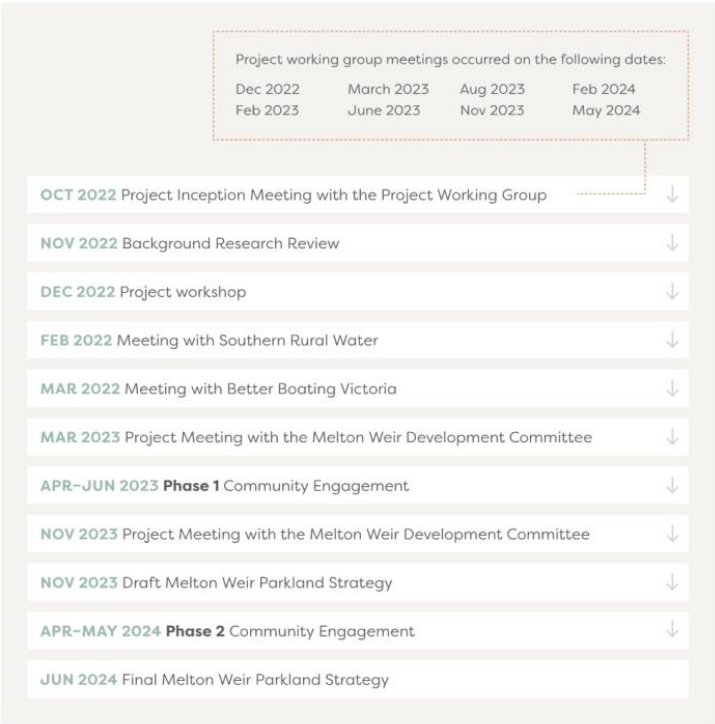


FIGURE 3.1: Long-term development plan.
Source: Melton Reservoir Development Strategy, 2005, p39



Planning and consultation process

The following graphic provides a summary of the main project phases.



MELTON WEIR PARKLAND STRATEGY

Community Engagement: Phase 1

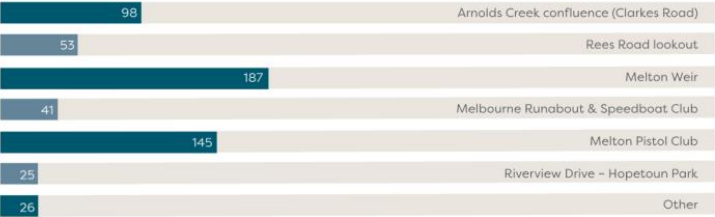
Community engagement for the Melton Weir Parkland Strategy was undertaken in two phases. The first phase of community engagement was completed in June 2023 and included the following:

- ~ The Melton 'Have Your Say' page was publicly available from 24 April to 2 June 2023. The community was invited to provide feedback through the online survey. The survey received 1031 online views and 387 survey respondents.
- ~ A project flyer with a QR code and links to the online survey was mailed to households within a 400m radius of the Melton Reservoir.
- ~ On-site engagement session was held on 13 May 2023.
- ~ 172 respondents registered for updates via the Melton Weir Parkland Strategy project website.

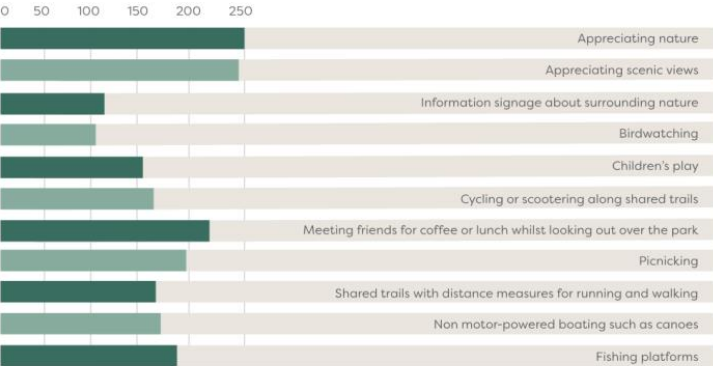


Fig. 4.1: On-site community consultation on 13 May 2023 at the shelter near the end of Rees Road

As shown in the graph below, the online survey and on-site engagement session provided valuable insight into where visitors frequent the parklands, notably the Melton Weir and Arnolds Creek confluence (including the Melton Pistol Club).



The survey also provided information on the types of activities respondents wanted included in the parklands.



In addition to survey questions, the following is a summary of the key issues and opportunities raised by the community.

- ~ There is a lack of viewing options such as lookouts at key scenic locations along the reservoir.
- ~ All trails should be accessible along the eastern edge of the reservoir.
- ~ There is currently low tree canopy cover and native vegetation throughout the parklands.
- ~ There is no public access to the water.
- ~ There is no Wadawurrung and Wurundjeri Woiwurrung representation throughout the parklands.
- ~ There is a preference for public access to the weir and spillway.
- ~ There is a lack of public toilets.
- ~ Opportunities for fishing platforms along the reservoir should be explored.
- ~ Opportunities for public artwork should be explored.

- ~ The local community would like to be involved in the management of the parklands.
- ~ Concerns regarding anti-social behaviour throughout the parklands.
- ~ Rubbish dumping is an issue throughout the parklands.
- ~ There is a lack of signage to access the parklands.

The following issues and opportunities raised during consultation have been taken into consideration and are not proposed to be included in the parklands.

- ~ A designated dog off lead area.
- ~ A designated area for events and festivals.
- ~ Public access to the weir and spillway.
- ~ Free camping spots along the reservoir edge.

The community engagement summary is included in Appendix B.

Community Engagement: Phase 2

The second phase of community engagement was completed in May 2024. The results from the community engagement include the following:

- ~ The Melton Conversations page was publicly available from 9 April to 8 May 2024. The community was invited to provide feedback through the online survey. The survey received 588 online views and 90 survey respondents.
- ~ There were 174 downloads of the Melton Weir Parkland Strategy.
- ~ Overall, the Parkland Strategy received a high level of support across the survey.
- ~ 93% of respondents supported or strongly supported the construction of five viewing platforms.
- ~ 92% of respondents supported or strongly supported a new picnic area at Weir Views near the Weir Spillway.
- ~ 91% of respondents supported or strongly supported two new picnic areas at the Arnolds Creek Confluence.
- ~ 94% of respondents supported or strongly supported the investigation of public toilets at the southern end of Clarkes Road.
- ~ 96% of respondents supported or strongly supported connecting new shared paths within the parklands to the surrounding path network.
- ~ 95% of respondents supported or strongly supported a shared trail connection between Brookfield and Weir Views.

The following items had particularly strong support:

The phase 2 community engagement summary is included in Appendix C.



5

Parkland Strategy

MELTON WEIR PARKLAND STRATEGY

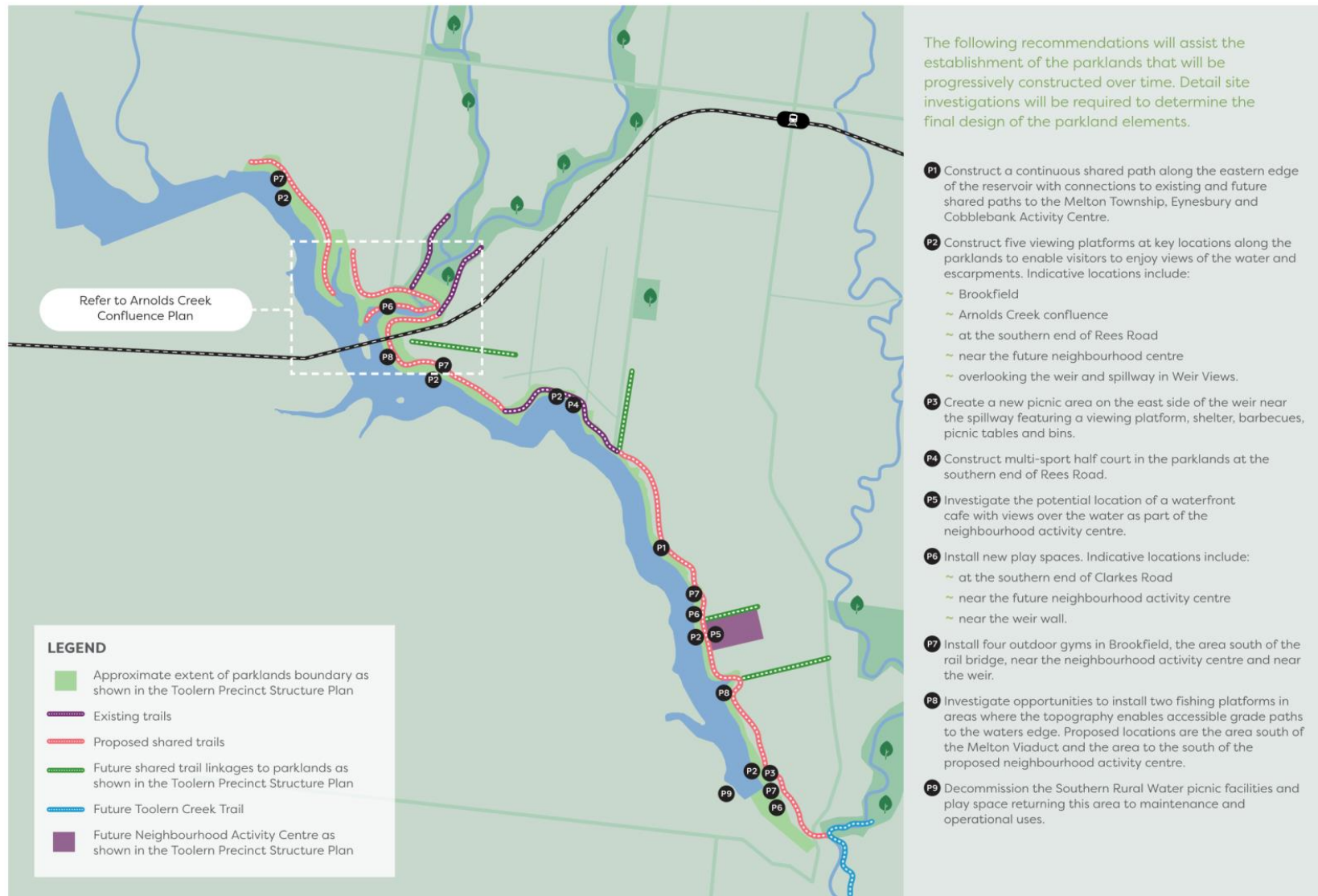
The Melton Weir Parkland Strategy has been developed following the review of site conditions and an analysis of strategic documents and plans. Community and stakeholder engagement has also provided valuable insights and informed the parkland plan.

The following recommendations are not shown on the plan as final locations will be determined as part of detailed design.

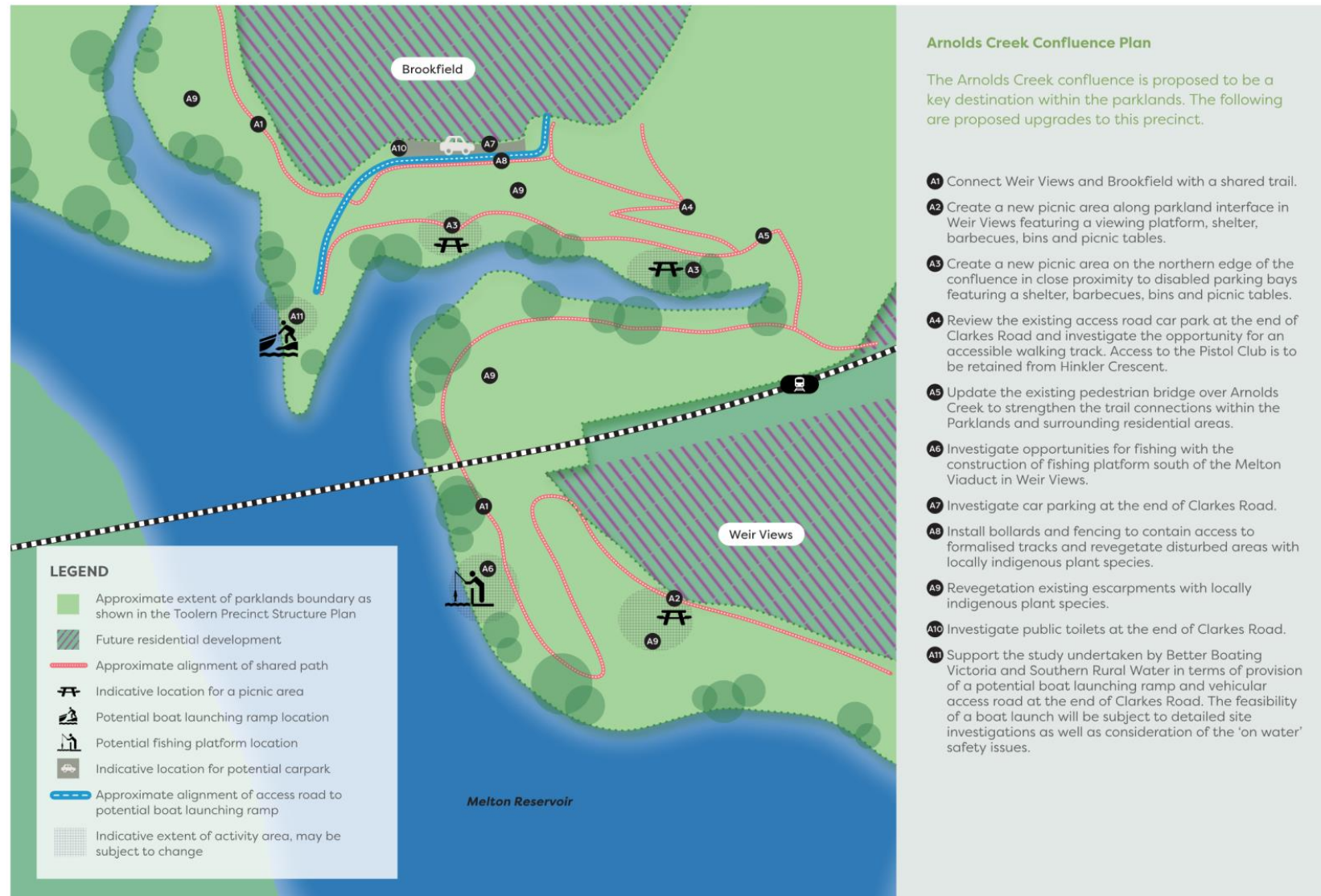
1. Install bicycle repair stations at key locations along the shared trail and at the junction of connecting trails.
2. Install seating approximately every 250m along the parklands shared trail.
3. Increase tree canopy cover where appropriate to provide shade and shelter.
4. Install interpretive signage in key locations. Signs to be developed collaboration with Wurundjeri Woiwurrung and Wadawurrung Traditional Owners.
5. Implement wayfinding signage at key locations along shared path.
6. Review process of land management and maintenance to reduce rubbish and dumping as the Parklands and adjoining new residential developments are constructed.



MELTON WEIR PARKLAND STRATEGY



MELTON WEIR PARKLAND STRATEGY



Parkland Furniture and Fencing

The following images are examples of the furniture and fencing proposed for the parklands.



Council standard seat



Council standard picnic table



Double skillion roof shelter as installed in Weir Views



Council standard dual rubbish bins



Council standard bicycle hoops as installed in Weir Views



Fencing as installed in Weir Views



Council standard bicycle repair stand



Council standard drinking fountain

Precedent Imagery

The following images are examples of some of the recommendations proposed for the parklands.



Kanteen, South Yarra.



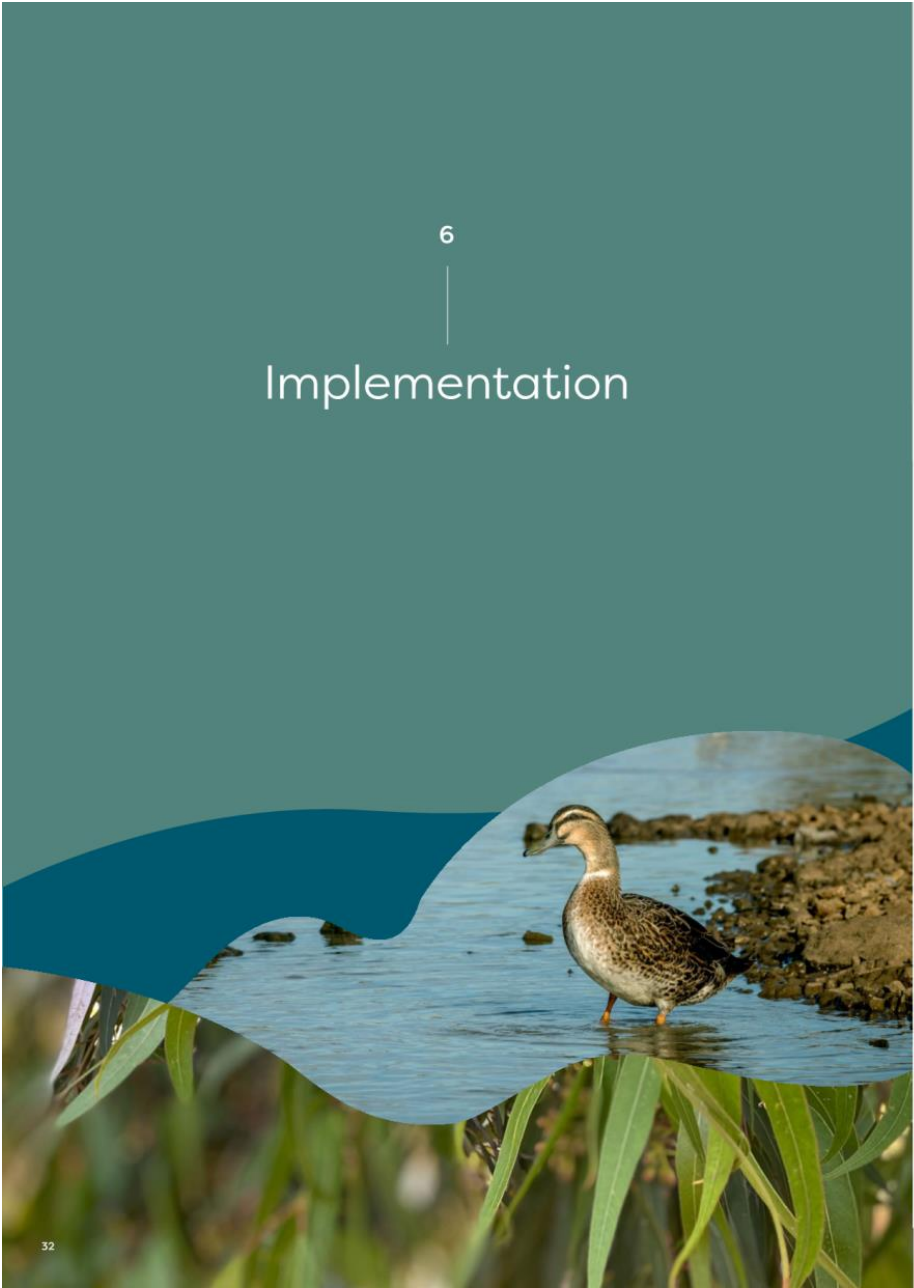
Examples of riverside dining options to be explored as part of the Neighborhood Activity Centre. Lake Caroline, Caroline Springs.



Create recreation nodes with seating, shelter, bins, drinking fountain, fitness station and bicycle repair station at Wimbledon Blvd, Cobblebank.



Example of a lookout and signage which could be installed on the edge of the escarpment at Farrans Lookout, Tintaldra.



MELTON WEIR PARKLAND STRATEGY

The following table outlines the The Melton Weir Parkland Strategy actions, delivery responsibility and prioritisation.

Parkland Plan

ITEM	ACTION	DELIVERY RESPONSIBILITY		
		COUNCIL	DEVELOPER	SRW
P1	Construct a continuous shared path along the eastern edge of the reservoir with connections to existing and future shared paths to the Melton Township, Eynesbury and Cobblebank Activity Centre.	•	•	
P2	Construct five viewing platforms at key locations along the parklands to enable visitors to enjoy views of the water and escarpments. Indicative locations include: ~ Brookfield, ~ Arnolds Creek confluence, ~ at the southern end of Rees Road, ~ near the future neighbourhood activity centre, ~ overlooking the weir and spillway in Weir Views.	•	•	
P3	Create a new picnic area on the east side of the weir near the spillway featuring a viewing platform, shelter, barbecues, picnic tables and bins.	•	•	
P4	Construct basketball half court in parklands at the end of Rees Road.	•		
P5	Investigate the potential location of a waterfront cafe with views over the water as part of the neighbourhood centre.	•	•	

MELTON WEIR PARKLAND STRATEGY

Parkland Plan continued

ITEM	ACTION	DELIVERY RESPONSIBILITY		
		COUNCIL	DEVELOPER	SRW
P6	Install new play spaces. Indicative locations include: ~ at the southern end of Clarkes Road, ~ near the future neighbourhood activity centre, ~ near the weir wall.	•	•	
P7	Install four outdoor gyms in Brookfield, area south of the rail bridge, near the neighbourhood centre and near the weir	•	•	
P8	Investigate opportunities to install two fishing platforms in areas where the topography enables accessible grade paths to the waters edge. Proposed locations are the area south of the Melton Viaduct and the area to the south of the proposed neighbourhood activity centre	•	•	•
P9	Decommission the Southern Rural Water picnic facilities and play space returning this area to maintenance and operational uses.	•		•
P10	Install bicycle repair stations at key locations along the shared trail and at the junction of connecting trails.	•	•	
P11	Install seating approximately every 250m along the parklands shared trail.	•	•	
P12	Increase tree canopy cover where appropriate to provide shade and shelter.	•	•	
P13	Install interpretive signage in key locations along the parkland trail. Signage to be in English, Woiwurrung and Wadawurrung text.	•	•	
P14	Implement wayfinding signage at key locations along shared path.	•	•	
P15	Review the process of land management and maintenance to reduce rubbish and dumping as the Parklands and adjoining new residential developments are constructed.	•		

Arnolds Creek Confluence Plan

ITEM	ACTION	DELIVERY RESPONSIBILITY			
		COUNCIL	DEVELOPER	SRW	BETTER BOATING VICTORIA
A1	Connect Weir Views and Brookfield with a shared trail.	•	•		
A2	Create a new picnic area along parkland interface in Weir Views featuring a viewing platform, shelter, barbecues, bins and picnic tables.	•	•		
A3	Create a new picnic area on the northern edge of the confluence in close proximity to disabled parking bays featuring a shelter, barbecues, bins and picnic tables.	•			
A4	Replace the existing access road and carpark at the end of Clarkes Road with accessible walking tracks. Access to the Pistol Club is to be retained from Hinkler Crescent.	•			
A5	Update the existing pedestrian bridge over Arnolds Creek to strengthen the trail connections within the Parklands and surrounding residential areas.	•			
A6	Investigate opportunities for fishing with the construction of fishing platform south of the Melton Viaduct in Weir Views.	•	•	•	
A7	Investigate car parking at the end of Clarkes Road.	•			
A8	Install bollards and fencing to contain access to formalised tracks and revegetate disturbed areas with locally indigenous plant species.	•			
A9	Revegetation of existing escarpments with locally indigenous plant species.	•	•	•	
A10	Investigate public toilets at the end of Clarkes Road.	•			
A11	Investigate the installation of a boat launching ramp and vehicular access road at the end of Clarkes Road. The feasibility of a boat launch will be subject to detailed site investigations as well as consideration of the 'on water' safety issues.	•		•	•

7
Appendix

MELTON WEIR PARKLAND STRATEGY

Appendix A: Strategic Context Summary

The following is a summary of key documents that have informed the development of the Melton Weir Parkland Strategy.

The Toolern Precinct Structure Plan (Victorian Planning Authority, 2011)

The Toolern Precinct Structure Plan (PSP) is a key influence of the Parkland Strategy. It defines the parkland boundary and has proposed recreation facilities including trails, neighbourhood activity centres, open spaces, vegetation protection, location community facilities/schools, wetlands and waterways.

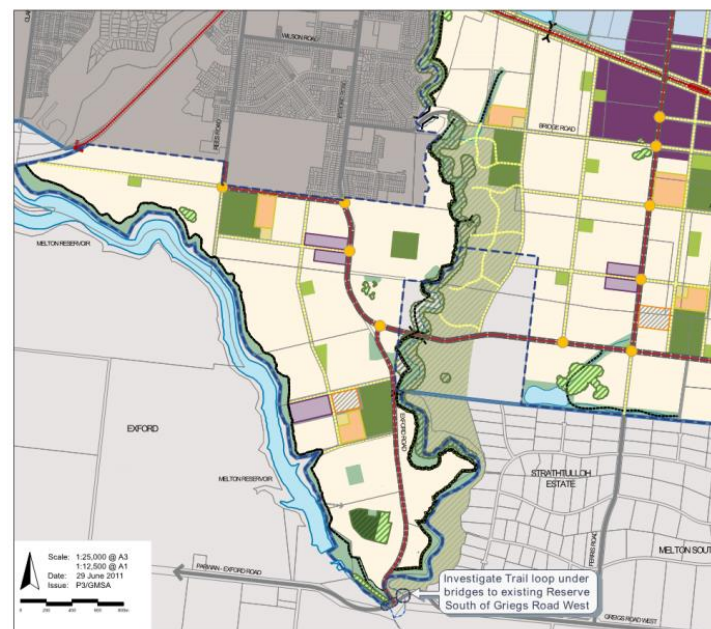


Fig. 1: Walking and Trails Plan. Source: Toolern Precinct Structure Plan, 2011, p62

Scenic Botanica Landscape Master Plan (CJ ARMS Landscape Architecture, 2021)
The Scenic Botanica Landscape Master Plan is a 10 stage residential development proposal located along Clarke Road, Brooklyn Road, and the Melton Reservoir. Along the Melton Reservoir interface, a 3 metre wide shared path is proposed. At the south-east boundary of the development site, the shared path stops and is required to continue into the neighbouring parcel.



Fig. 2: Endorsed Landscape Master Plan. Source: Scenic Botanica Landscape Master Plan, 2021, p1.

The Werribee River Shared Trail Strategy (Hansen Partnership, 2013)
The Werribee River Shared Trail Strategy identifies opportunities for broader community and tourism benefits including infrastructure such as trail links and formal access to the Werribee River. The strategy recommends that the shared path is a 3 metre wide reinforced concrete trail of 250mm depth on crushed rock with 0.5 metre wide grassed runoff either side.
Linking the Melton Weir Parklands to the Werribee River Trail will provide opportunities as a recreational role in the broader metropolitan trail network.

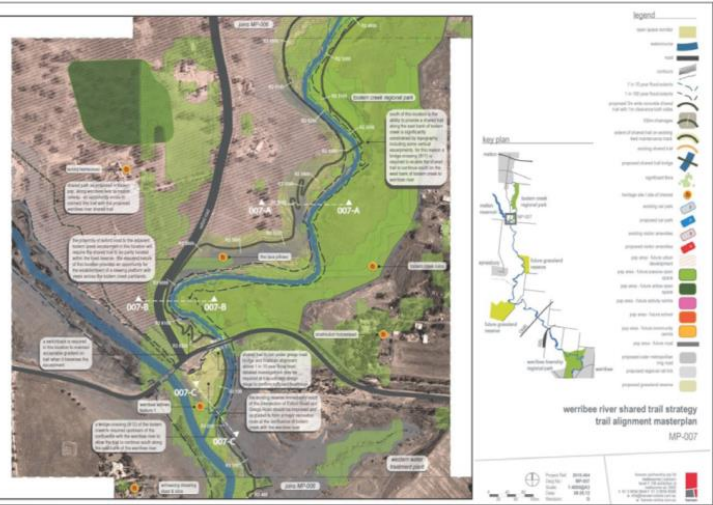


Fig. 3: Trail Alignment. Source: Werribee River Shared Trail Strategy, 2013, p52.

Victorian Recreational Boating Strategy 2021 – 2030 (Better Boating Victoria, 2021)
This strategy sets out a number of objectives aiming to improve the maintenance of public facilities, renewing and building new boating facilities, improving access and navigation and investing in destination locations. The strategy identifies Melton Reservoir as a potential location for new boating facilities. Boating facilities considered include boat ramps, pontoons and jettys, car and trailer unit parking and lighting.

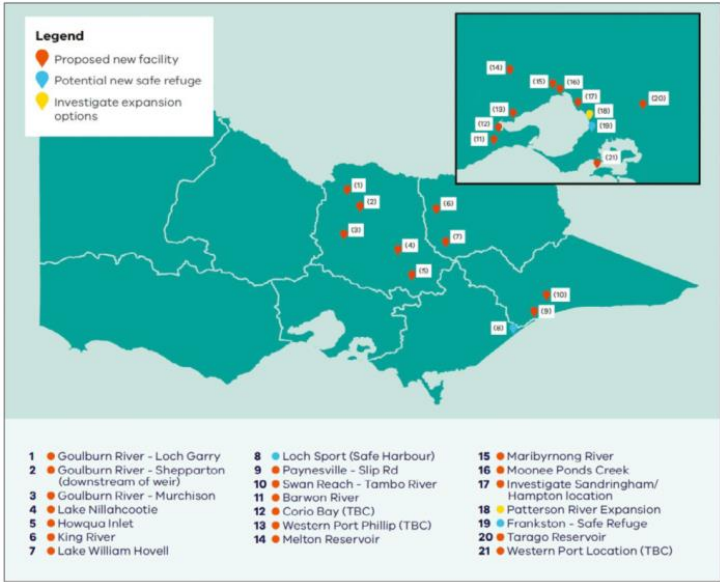


Fig. 4: A map showing potential new boat launch facilities across Victoria. Source: Victorian Recreational Boating Strategy 2021 – 2030, 2021, p33.

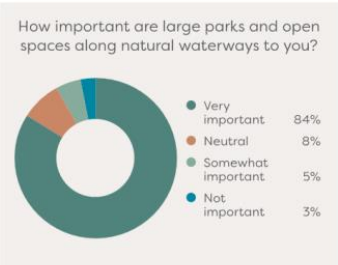
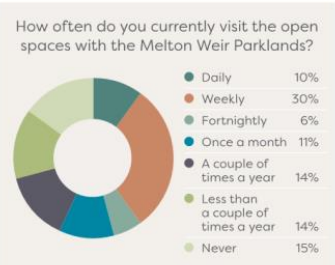
**Appendix B:
Consultation Summary**

The following table provides a summary of key findings, comments or suggestions from initial consultation with key stakeholders as part of the Parklands Plan

Between 24 April and 2 June 2023, Melton City Council conducted community engagement for the Melton Weir Parkland Strategy.

Feedback was collected via an online survey, accompanied by a hard copy flyer which was dropped off to residents within a 400m radius of the reservoir. In-person consultation was held at the lookout shelter at the end of Rees Road, Weir Views on the 13 May 2023 with approximately 40 people attending. There was a total of 1031 online views and 387 responses were received. 172 respondents registered for future updates via email.

Below is a summary of the feedback received. This feedback helps Council to understand what is important to the community.



Melton Weir Parklands

INFORMATION SESSION

WHEN: Saturday 13 May, 10am-1pm

WHERE: Marriott Boulevard (picnic shelter near Shackell Street intersection), Weir Views

HAVE YOUR SAY: Tell us how you would like to use the open space along the Melton Weir and Reservoir

Visit: [Conversations.melton.vic.gov.au/Melton Weir](https://conversations.melton.vic.gov.au/MeltonWeir) or call us on 9747 7200



Interpreter service:
Call 13 14 50 and ask to be put through to Melton City Council on 9747 7200.

Have your say!

Help us develop a strategy to improve the parklands along the Melton Weir and Reservoir.

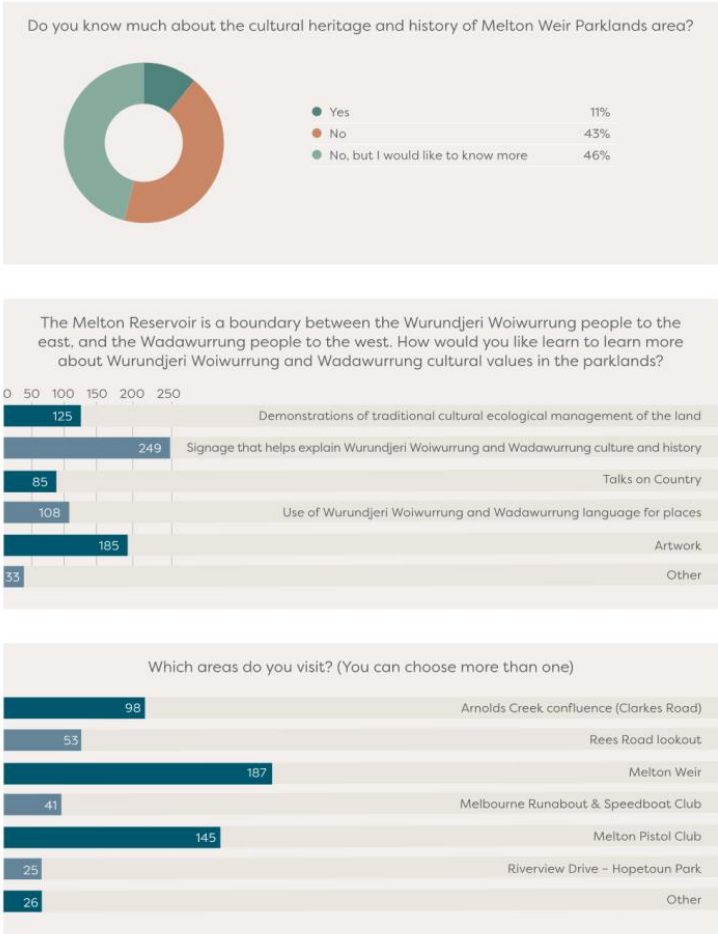
We're considering ways to link hectares of open space, connect more people to the water and parklands, and make the most of the natural setting.

Complete the online survey and let us know how you would like to use the open space along the Melton Weir and Reservoir.

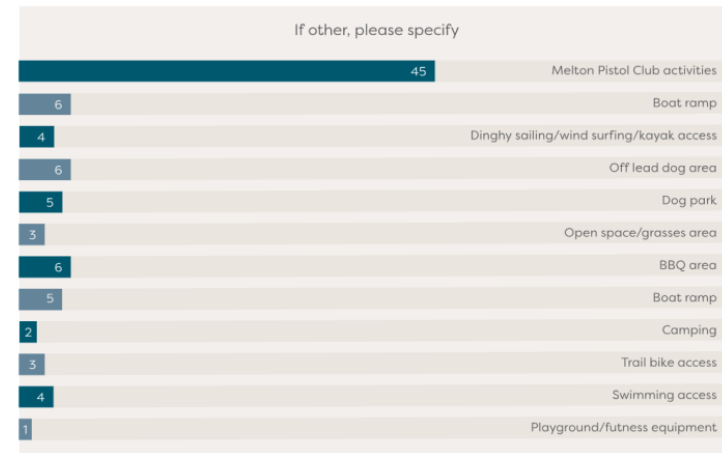
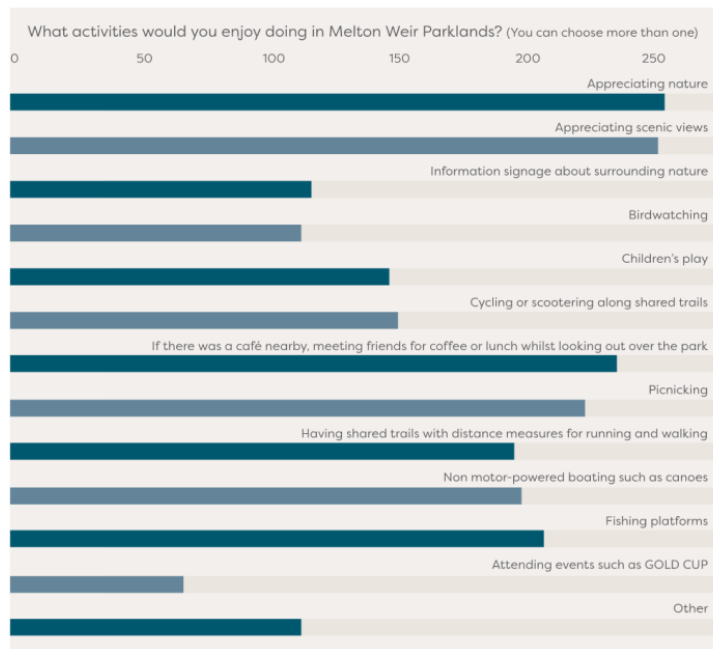


Scan the QR Code

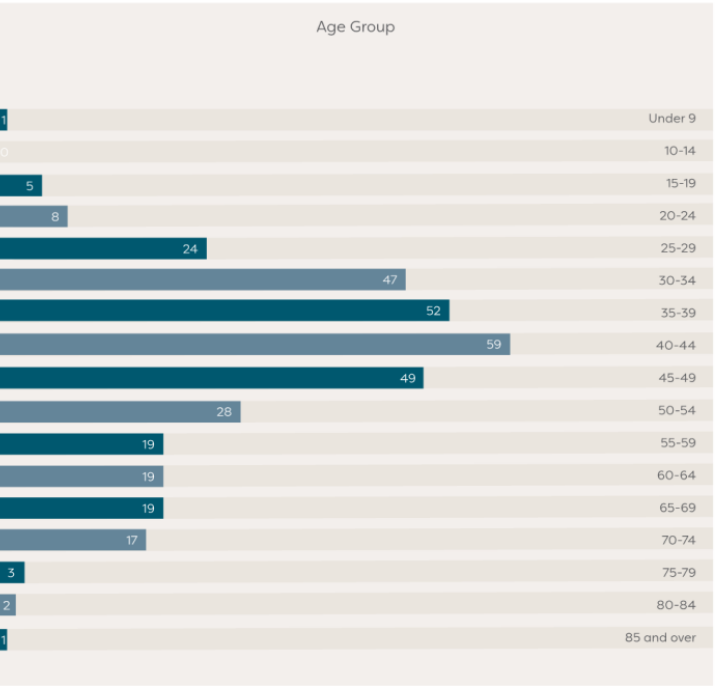
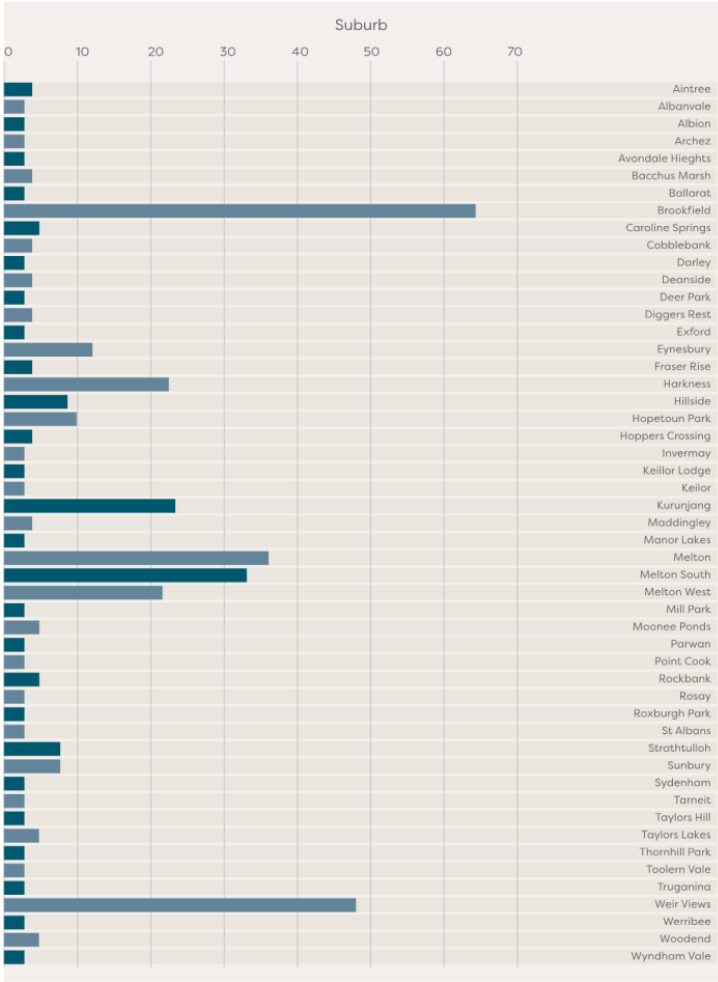
MELTON WEIR PARKLAND STRATEGY



MELTON WEIR PARKLAND STRATEGY



MELTON WEIR PARKLAND STRATEGY



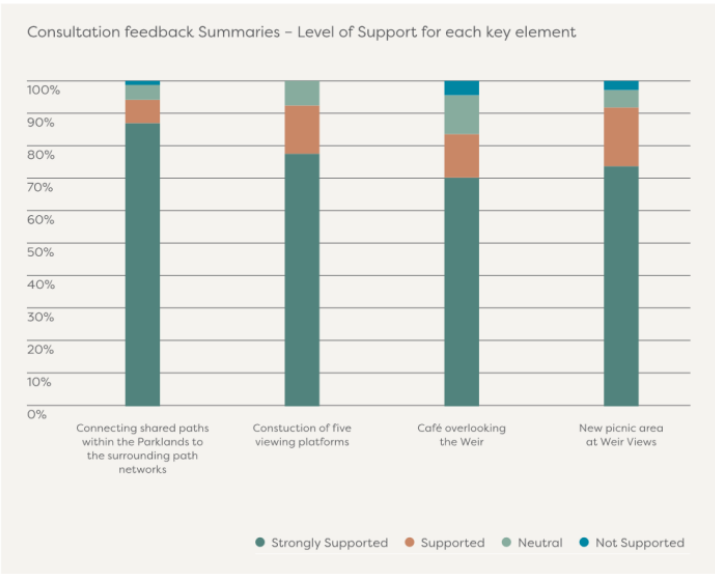
Appendix C

Community Feedback Summary

Consultation Activities

Community consultation closed for the Draft Melton Weir Parkland Strategy closed in early May 2024. Activities included an online survey and mail out to local residents. A significant amount of feedback was received, with around 100 responses in total.

Since May 2024, our consultants have been reviewing and summarising the findings of this feedback along with the comments received from Councillors' and internal stakeholders. A summary document is provided below. This summary will be used to guide the strategy.



MELTON WEIR PARKLAND STRATEGY





**Melton Civic
Centre**

232 High Street
Melton
T 9747 7200

**Melton Library
and Learning Hub**

31 McKenzie Street Melton
T 9747 7200

**Caroline Springs Library
and Learning Hub**

193 Caroline Springs Boulevard
Caroline Springs
T 9747 7200

melton.vic.gov.au

Melton Weir Community Feedback Summary

Project Scope

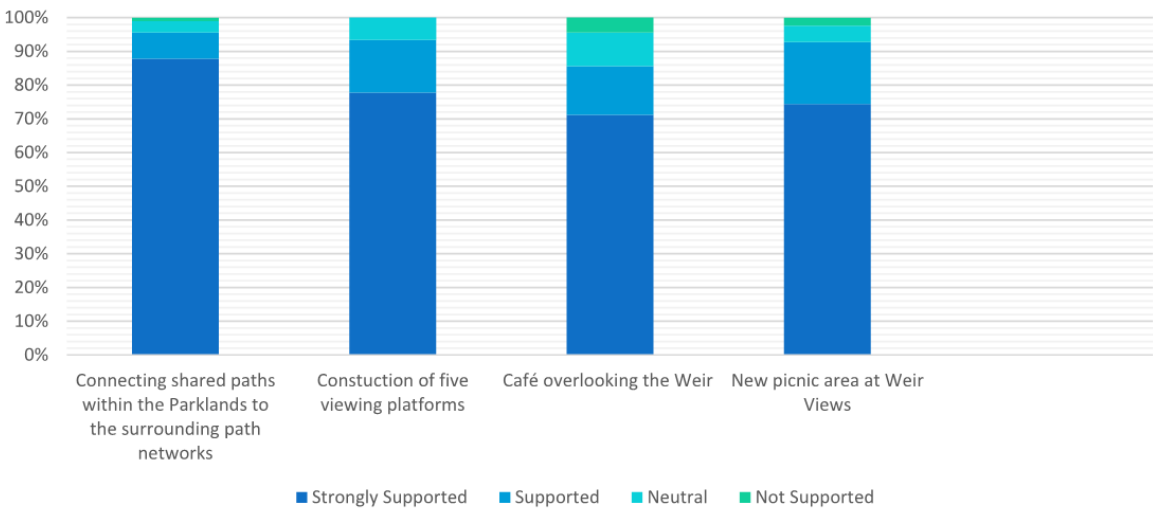
Melton Weir, officially known as Melton Reservoir, is located at the southern end of the Melton Township. Council is developing a parkland strategy to guide future development as a regional recreation and tourism asset that caters for residents and visitors.

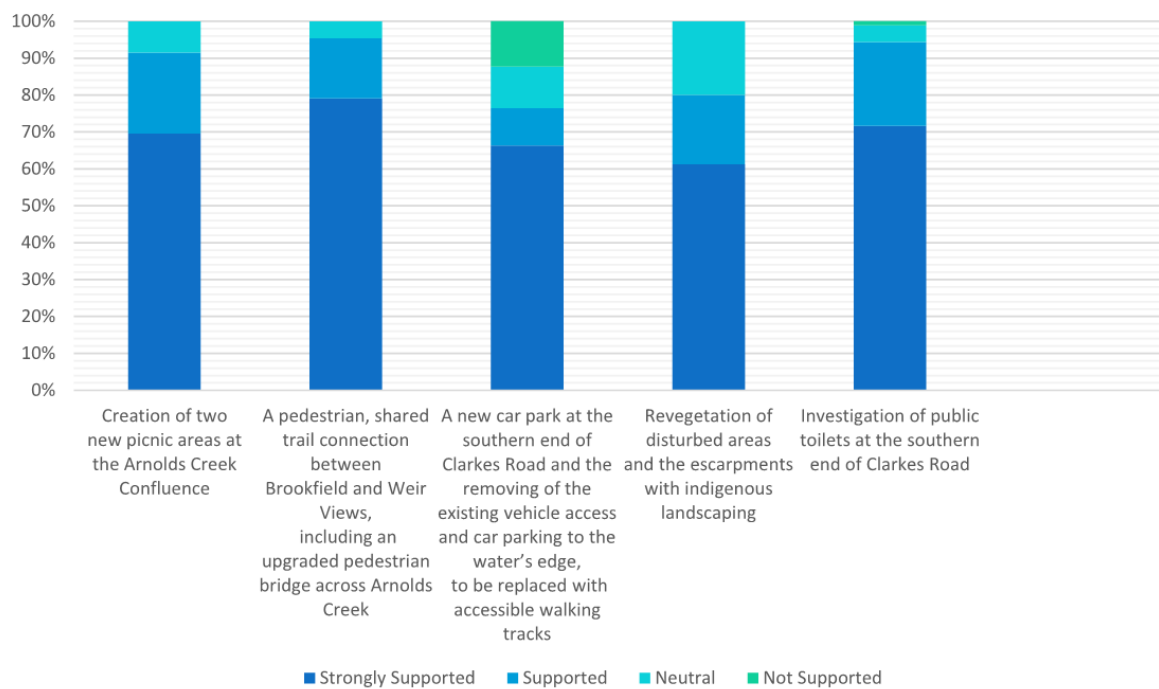
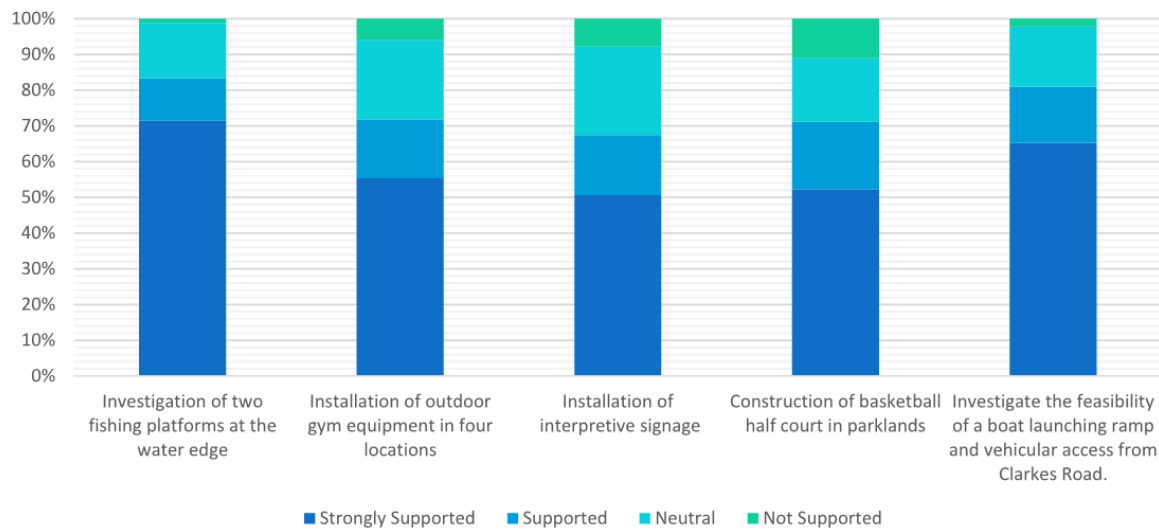
Consultation Activities

Community consultation closed for the Melton Weir Parkland Strategy in early May. Activities included an online survey. A significant amount of feedback was received, with around 100 responses in total.

Since May, our consultants have been reviewing and summarising the findings of this feedback along with the comments received from Councilors and internal stakeholders. A summary document is provided below. This summary will be used to guide the strategy.

Consultation feedback Summaries – Level of Support for each key element





Summary of General Feedback from the Community

Support for:	Walking tracks along the river.
	Providing links to other path networks including Toolern Creek, Lozzbert Reserve and Atherton, to allow safe travel by foot and bike.
	The parklands as a place to dog walk.
	Fishing, cafe, walking tracks, picnic/play areas.
	Toilets if boat launching is provided.
	The beautification/planting around the weir and at the end of Clarkes Road.
	Linking into the existing path networks including Toolern.
Concerns for:	Additional trees and plantings near the pathways will result in safety issues.
	Ensure shared paths are wide enough to safely allow bikes and walkers
	Loss of access for kayaks and fishing at the Arnolds Creek confluence.
	Parking and local traffic generation from the parklands, including limited existing parking/illegal parking occurring.
	Pedestrian and road user safety relating to vehicles accessing the water, in particular Clarkes Road.
	Safety and antisocial behavior concerns. Desire for cameras and lighting.
	Rubbish dumping.
	People congregating in the parklands and being disruptive (such as playing loud music).
	Ongoing maintenance and rubbish in parkland currently.
	Pedestrian and traffic safety.
	That new paths may allow access to railway tracks for dogs and people. Tracks should be fenced off.
Additional Comments	That the water be properly cleaned up before allowing access
	Timing of works.
	Control of snakes and ants.
	Desire for a dog-off-leash park.
	Access to the water for swimming.
	Water access to allow for launching unpowered watercraft, such as kayaks (additional and at the end of Clarkes Road)
	Areas in the parklands to host public events, such as small festivals.
	Desire to see additional tree planting/greening/landscape beautification.
	Restaurant/bar along the reservoir.
	More picnic areas than proposed.
	Additional playgrounds, including fenced and shaded.
	Expansion/improvement to existing play space.
	More public access points to the water's edge.
	Provide pedestrian access to the parklands from Strathtulloh.
	Support for providing aboriginal art within the parklands, with collaboration from local schools/community.
	Sufficient bins need to be placed around the parklands, particularly near picnic areas and seating to reduce littering and dumping.
	Maximise pedestrian path network
	Bridge between Weir Views and Exford to increase access to parklands.
	Public access to spillway.
	More playgrounds and cafes in Toolern Waters.
	Provide a fustal court.

12.6 AMENDMENT C232MELT TO THE MELTON PLANNING SCHEME - TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN REVIEW AND PRECINCT STRUCTURE PLAN REFRESH

Author: Matthew Milbourne - Principal Strategic Planner
Presenter: Meagan Merritt - Acting Director City Futures

PURPOSE OF REPORT

To provide Council with an update on Planning Scheme Amendment C232 (Toolern Precinct Structure Plan and Development Contributions Plan) and seek authorisation to refer the matter to an Independent Planning Panel for consideration.

RECOMMENDATION:

That Council:

1. Request the Minister for Planning establish an Independent Planning Panel to consider the submissions received in response to Amendment C232melt in accordance with the *Planning and Environment Act 1987*.
2. Authorise the Chief Executive Officer to negotiate and resolve any issues that are raised during the independent planning panel process.
3. Consider the recommendations of the Independent Planning Panel at a future Council Meeting.

Motion

Crs Ramsey/Turner.

That Council:

1. Request the Minister for Planning establish an Independent Planning Panel to consider the submissions received in response to Amendment C232melt in accordance with the *Planning and Environment Act 1987*.
2. Authorise the Chief Executive Officer to negotiate and resolve any issues that are raised during the independent planning panel process.
3. Consider the recommendations of the Independent Planning Panel at a future Council Meeting.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

Cr Ramsey called for a division thereby setting aside the vote.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

The Mayor declared the Motion CARRIED

REPORT

1. Executive Summary

Precinct Structure Plans (PSPs) are prepared to guide development within the growth areas (including land zoned Urban Growth Zone). Development Contribution Plans (DCPs) are prepared to identify transport and community infrastructure projects that are required to service the growing community and identify the amount of money to be collected to provide the infrastructure.

Amendment C232melt seeks to implement the recommendations of the *Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh*, that was prepared by Council in June 2022. The amendment seeks to update the *Toolern Precinct Structure Plan, July 2011 (amended February 2019)*, the *Toolern Development Contributions Plan, July 2011 (amended December 2023)*, and associated planning scheme ordinance. The review was adopted by Council at the Ordinary Council Meeting on 15 August 2022 and Council resolved to seek authorisation to prepare and exhibit a Planning Scheme Amendment to implement the findings of the review.

The *Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh, July 2022* recommended:

- The Toolern DCP be changed to incorporate new infrastructure projects, delete redundant infrastructure projects, incorporate new land areas for infrastructure projects, incorporate new land acquisition values for infrastructure projects, incorporate new construction costs for infrastructure projects, and the incorporation of functional layout plans / road cross-sections / project cost sheets.
- Minor changes be made to the Toolern PSP.
- Changes to ordinance within the Melton Planning Scheme to give effect to the changes to the Toolern PSP and DCP documents.

The review of the Toolern PSP and DCP documents found that eleven important transport projects identified in the approved Paynes Road and Rockbank Precinct Structure Plans are missing from the Toolern DCP (three intersection projects, three road projects, and five bridge projects), and three transport projects (one intersection project and two bridge projects) are missing from the *Cobblebank Metropolitan Activity Centre Urban Design Framework*.

The review of the Toolern PSP and DCP documents found that transport, and community and recreation projects identified for Council to deliver were not informed by a concept design or detailed cost assessments. The review has prepared concept designs of the infrastructure to be delivered and has had those projects costed. The review found a gap of approximately \$223 million (\$ as of July 2021) between the levies currently being collected, and the amount that Council will need to fund land costs and construct the infrastructure. This amendment seeks to recover some of the funding gap.

Amendment C232melt was publicly exhibited from 11 April – 16 May 2024. 34 submissions received during the public exhibition period, and it is expected that there will be at least one late submission.

It is recommended that Council request the Minister for Planning establish an independent planning panel to consider all submissions received in response to Amendment C232melt in accordance with the *Planning and Environment Act 1987*.

2. Background/Issues

PSP Guidelines prepared by the Victoria Planning Authority state that PSP and DCP documents should be reviewed at least every five years to monitor development.

The Toolern PSP and DCP were prepared by the Growth Areas Authority (now known as the Victorian Planning Authority) and gazetted into the Melton Planning Scheme in 2010.

The Toolern PSP was one of the first PSPs to be prepared in Victoria. It covers an area of approximately 2,200 hectares, making it the largest PSP in the State. The Toolern PSP allocated land based on a forecast population of 55,000 people in 24,000 dwellings.

Toolern PSP and DCP Review

The review of the Toolern PSP and DCP documents was adopted by Council at its Ordinary Meeting on 15 August 2022. At this meeting, Council also resolved to seek authorisation to prepare and exhibit a Planning Scheme Amendment to implement the findings of the assessment (refer to **Appendix 1** for the previous Council Minutes).

The review identified improvements that should be made to the Toolern PSP and DCP documents. The review identified the following changes to the documents:

- The Rockbank PSP and DCP was approved in 2016. The Rockbank DCP includes new transport construction projects along Paynes Road (shared boundary with the Toolern PSP area) that are 50% apportioned to the Toolern DCP. These projects are not currently included in the Toolern DCP and therefore no money is currently being collected for these projects in the Toolern DCP.
- The Paynes Road PSP was approved in 2016. The Paynes Road PSP includes new transport construction projects along Mount Cottrell Road (shared boundary with the Toolern PSP area) that are 50% apportioned to the Toolern DCP. These projects are not currently included in the Toolern DCP and therefore no money is currently being collected for these projects from the Toolern DCP.
- The Toolern (Cobblebank) Major Activity Centre was elevated to a Metropolitan Activity Centre in 2017 (*Plan Melbourne 2017-2050*). The Toolern PSP currently identifies the activity centre as a Principal Activity Centre.
- The *Cobblebank Metropolitan Activity Centre Urban Design Framework* was adopted by Council in December 2019, which identified several transport projects that should be added to the Toolern DCP. These projects are not currently identified in the Toolern DCP and therefore no money is being collected for these projects in the Toolern DCP.
- The number of dwellings being delivered and the household size in the PSP area have been higher than forecast, resulting in increased demand for community and recreation infrastructure.
- Developers and Council have encountered difficulties in delivering transport projects as Functional Layout Plans had not been prepared for the transport network, which has resulted in the Toolern PSP and DCP providing insufficient land for transport projects.
- Developers have reported to Council that the transport project costs have been significantly underestimated, as project cost sheets had not been prepared for transport projects.
- Melbourne Water reviewed the Drainage Services Schemes operating in the Toolern PSP area and require changes to the amount of land required for drainage.

Heritage Overlay Schedule 74 – Parklea

Council Officers engaged Extent Heritage consultants to undertake a review of Heritage Overlay Schedule 74 – Parklea, as the house identified in the Statement of Significance burnt down in 2014.

This report can be found on the Toolern Review webpage on Council's website. Extent Heritage have recommended the following changes to the Toolern PSP and ordinance:

- Remove Schedule 74 to the Heritage Overlay as the house burnt down in 2014.
- Add a guideline to the Toolern PSP requiring on-site interpretation of the removed place and remaining extant fabric within the Toolern Creek reserve (Toolern Creek ford, cobbled driveway, and driveway plantings).

Community and Recreation Infrastructure

Council engaged ASR Research to undertake a review of the demographics of the Toolern PSP area. This report can be found on the Toolern Review webpage on Council's website. They have recommended the following changes to the Toolern PSP:

- Increase the number of dwellings in the Toolern PSP from 24,000 to 25,000.
- Increase the average household size from 2.3 to 2.7 people.
- Increase the projected population from 55,000 to 68,000 people.

ASR Research then undertook a review of the community and recreation infrastructure based on the changes to the forecast population. This report can be found on the Toolern Review webpage on Council's website. They have recommended the following changes to the Toolern PSP and DCP:

- The size of community centres in the Toolern PSP should be increased in size to accommodate the increased population (increase the number of early childhood rooms in each of the centres from three rooms to four rooms).
- Adopt the community centre designs and project cost sheets prepared by HEDE Architects into the Toolern DCP.
- Adopt the VPA's Benchmark Infrastructure Costs for the construction of Active Open Space Reserves.
- Relocate the non-government primary school shown in Community Hub 3 to Community Hub 7.
- Increase the size of the non-government primary school in Community Hub 2 to 3.0 hectares (Ha).
- Decrease the size of the active open space reserve in Community Hub 2 by 0.2 Ha and increase the size of the community centre in Community Hub 2 by 0.2 Ha.
- Decrease the size of the government primary school in Community Hub 5 by 0.2 Ha and increase the size of the community centre in Community Hub 5 by 0.2 Ha.
- Relocate the indoor recreation centre and civic centre from land on the east side of Ferris Road to the west side of Ferris Road to sites owned by Melton City Council.
- Update the names and descriptions of community and recreation infrastructure to be consistent with naming and description conventions used in contemporary PSPs and DCPs.

Transport Infrastructure

Council officers undertook a review of the Rockbank PSP and DCP, and the Paynes Road PSP and DCP, which revealed projects that were apportioned to the Toolern DCP, and were not listed as projects in the Toolern DCP:

- Add the missing projects from the Rockbank PSP along Paynes Road to the Toolern PSP / DCP (three intersection projects, three road projects, and two bridge projects).
- Add the missing projects from the Paynes Road PSP along Mount Cottrell Road to the Toolern PSP / DCP (three bridge projects).

Council officers held a workshop with State Government Agencies that identified the following redundant projects that should be deleted from the Toolern PSP and DCP:

- Delete two road projects and two intersection projects from the Toolern PSP / DCP as they are in the future Rockbank South PSP area.
- Delete two rail line pedestrian underpasses and two pedestrian bridges over the Toolern Creek, as they are no longer required.

Council officers undertook a review of the *Cobblebank Metropolitan Activity Centre Urban Design Framework, December 2019* and the *Cobblebank Employment and Mixed-Use Urban Design Framework, December 2019* to identify projects that should be added to the Toolern PSP and DCP:

- Add three transport projects from the *Cobblebank Metropolitan Activity Centre Urban Design Framework* to the Toolern PSP / DCP (two bridge projects and one intersection project).

Council engaged Cardno (now trading as Stantec) to review the transport infrastructure items identified in the Toolern PSP and DCP. Cardno prepared Functional Layout Plans for the road network, bridge designs, new road cross-sections, and project cost sheets. This report can be found on the Toolern Review webpage on Council's website. They have recommended the following changes to the Toolern PSP and DCP:

- Incorporate the Functional Layout Plans and Road Cross-Sections into the Toolern DCP. These plans have identified additional land is required to deliver the transport network.
- Incorporate the bridge designs prepared by Cardno into the Toolern DCP.
- Incorporate the transport project cost sheets prepared by Cardno (roads and intersections), and Currie and Brown (bridges) into the Toolern DCP. These project cost sheets result in changes to most of the transport projects in the Toolern DCP.
- Update the names and descriptions of transport infrastructure to be consistent with the naming and description conventions used in contemporary PSPs and DCPs.

Land Valuations

Council engaged Charter Keck Cramer to undertake land valuations for infrastructure identified in the Toolern DCP. This report can be found on the Toolern Review webpage on Council's website. The land valuations have been incorporated into the revised Toolern DCP.

Drainage Infrastructure

Melbourne Water has provided Council changes to be made to the Drainage Service Schemes:

- Change the location and sizes of drainage assets in the Toolern PSP and DCP to reflect the location of assets in Melbourne Water's revised Drainage Service Schemes. This increases the overall amount of land required for drainage in the Toolern PSP area.
- Add a stormwater asset table to the Toolern PSP that identifies the purpose and size of each drainage asset.

Paynes Road PSP

Council Officers are recommending that the Toolern PSP and DCP be amended to remove the Paynes Road PSP area from the Toolern DCP, as money is now being collected through the Paynes Road DCP.

Additional Changes

The amendment to the Toolern PSP and DCP documents also includes:

- Update the references to Melton Shire to Melton City.
- Removal of obsolete planning controls.
- Update the references to State Government departments / agencies to reflect their current names e.g. the Growth Areas Authority is now the Victorian Planning Authority.
- Update references to State Government and Council plans and strategies to reflect current editions e.g. Melbourne 2030 is now Plan Melbourne 2017-2050.
- Update terms to be consistent with Plan Melbourne 2017-2050 e.g. the Toolern Major Activity Centre is now the Cobblebank Metropolitan Activity Centre.
- Add new suburb / locality names that were introduced in 2017. The Toolern PSP area covers four new suburbs – Cobblebank, Strathtulloh, Thornhill Park (part) and Weir Views.

Melton Planning Scheme Ordinance Review

The amendment seeks to make the following changes to the Melton Planning Scheme:

Schedule 3 to Clause 37.07 Urban Growth Zone

The proposed changes include the:

- Application of the ordinance template as specified by the Minister for Planning in Ministerial Direction – the Form and Content of Planning Schemes.
- Update of references to the Metropolitan Activity Centre.
- Update of references to State Government Departments and Agencies to reflect their current names.
- Exemption of non-government schools from requiring a planning permit to use land identified as a non-government school in the PSP (this is standard practice in contemporary PSPs).
- Introduce a new provision that a permit is required to construct or carry out works associated with a non-government school.
- Increase the shop floor cap area in the Metropolitan Activity Centre from 30,000 sqm to 70,000 sqm to be consistent with the Cobblebank Metropolitan Activity Centre Urban Design Framework.
- Change the requirement for a dwelling in a Commercial 1 Zone to remove the permit exemption for a dwelling with a ground floor frontage greater than two metres.
- Insert a new application requirement for residential subdivision that all applications must include a table that sets out the amount of land allocated to proposed uses and expected population, dwelling and employment yields.
- Insert a new application for requirement for all subdivision that creates or changes access to a primary or secondary arterial road must be accompanied by a Traffic Impact Assessment Report.
- Insert new guidance on land and home sales signs.
- Amend the guidance on the display of promotions signs to include community uses rather than just education uses.

Schedule 3 to Clause 45.06 Development Contributions Plan Overlay

The proposed changes include:

- Application of the ordinance template as specified by the Minister for Planning in Ministerial Direction – the Form and Content of Planning Schemes.
- Update of references to State Government Departments and Agencies to reflect their current names.
- Exempt non-government schools and housing provided by or on the behalf of the Department of Health and Human Services from paying Development Infrastructure Levies as required by the *Ministerial Direction – the Form and Content of Planning Schemes*.
- Updates to the Development Infrastructure Levies payable for the four charge areas.

Schedule to Clause 66.04 Referral of Permit Applications Under Local Provisions

- The proposed changes relocate the referral provisions for land within the Metropolitan Activity Centre, within 500 metres of the former Melton Landfill, and within 440 metres of Technochem Australia to the relevant State Government Departments and Agencies. This content is currently found in Schedule 3 to Clause 37.07 Urban Growth Zone.

Schedule to Clause 72.04 Incorporated Documents

- Amend the schedule to incorporate the *Toolern Precinct Structure Plan, July 2011 (Amended June 2020)* and *Toolern Development Contributions Plan, July 2011 (Amended June 2022)*.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

3. A fast growing, innovative and well-planned City

3.1 A City of 20-minute neighbourhoods.

4. Financial Considerations

The Toolern Development Contributions Plan is collecting money to acquire land and construct identified transport, and community and recreation infrastructure projects located within the Toolern PSP area.

The current Development Infrastructure Levy specified in Schedule 3 to Clause 37.07 Development Contributions Plan is collecting approximately \$374.8 million (June 2021 dollars) for land acquisition and construction.

The updated land acquisition costs and construction costs attributable to the Toolern PSP area total approximately \$598 million, resulting in a funding gap of approximately \$223.2 million. The proposed amendment seeks to ensure that some of the \$223.2 million gap can be recovered through an amended Development Infrastructure Levy.

Council is required to pay the statutory fees associated with the amendment process including the cost of an independent planning panel where costs will be incurred for the panel hearing, Council legal representation and Council's expert witnesses (planning expert, economic expert, community infrastructure expert, and transport expert).

The costs associated with planning scheme amendments are covered by the recurrent budget of City Strategy, and Legal and Governance.

5. Consultation/Public Submissions

Public Exhibition

Amendment C231 was exhibited from 11 April – 16 May 2024 and involved letters giving notice to affected landowners and occupiers of the affected properties, relevant State government bodies and agencies and prescribed Ministers.

15,368 letters were sent to landowners and occupiers within the Toolern PSP area, the adjoining Paynes Road PSP area, and adjoining land. Each of the letters included an Explanatory Report (**Appendix 2**) and a brochure that explained the amendment.

Notices were also placed:

- In local newspapers, the Melton and Moorabool Star Weekly and Brimbank and Northwest Star Weekly.
- In the Government Gazette.
- On the Department of Transport and Planning's website.
- On Council's website.

Submissions

A total of 34 submissions were received in response to the amendment. The submissions and the submission table including a detailed summary of the submissions, and Council's response can be found at **Appendix 3**.

Following public exhibition, Council officers contacted submitters who sought clarification on issues and the process going forward.

A summary of the issues raised through submissions to be considered by a Planning Panel are detailed below:

Submissions regarding the Development Infrastructure Levy (DIL)

- Submitters object to the increase to the DIL.
- There is a lack of justification on how the increase to the DIL was derived.
- The increase to the DIL impacts the viability of development.
- It is inequitable that some landowners pay low DIL rates, and some landowners will pay a higher DIL rate.
- Council should have reviewed the Toolern DCP earlier so the DIL could have been shared more equitably.

Submissions regarding Housing Affordability

- The increase to the DIL will erode housing affordability.
- Higher residential densities should be permitted to offset the increase to the DIL.
- The increase to the DIL will negatively impact the delivery of housing.
- The increase to the DIL will negatively impact housing diversity.
- Council should work more cooperatively with developers to release more housing.

Submissions regarding Drainage

- Some developers referenced problems with drainage in the eastern part of the Toolern PSP area. The absence of a drainage outfall in this area has delayed the issuing of planning permits for development.
- Melbourne Water requested some minor changes to the size and location of drainage assets in the Toolern PSP, which can be easily accommodated.

Submissions regarding Infrastructure

- The increase to construction costs for many projects are excessive.

Transport Infrastructure

- Concern raised about the large number of bridges in the Toolern PSP area.
- Bridge 4 – Pedestrian Bridge over the Toolern Creek be removed from the DCP.
- Bridge 16 – East Road Rail Overpass be removed from the DCP and paid by the Growth Area Infrastructure Charge (GAIC).
- Bridge 19 – Mount Cottrell Road Freeway Interchange be removed from the DCP and paid by GAIC.
- Land required for Bridge 19 – Mount Cottrell Road Freeway Interchange should be subject to a Public Acquisition Overlay.

New Transport Infrastructure Projects

- Intersection 13 should be amended to include a southern leg.
- Road 17 should be extended south on Intersection 5 to the Toolern PSP boundary.
- Some local roads in the Cobblebank Metropolitan Activity Centre should be funded by the DCP.
- A link should be provided to the Parwan PSP located in the Shire of Moorabool.

Community and Recreation Infrastructure

- The size of community centres was questioned.
- Request to add non-government school requirements and guidelines in the PSP.
- Request the inclusion of a building and works provision for non-government schools in Schedule 3 to the Urban Growth Zone.
- Request to change the passive open space contribution wording the Toolern PSP.
- The future private hospital should be exempted from paying the DIL.

Submissions regarding the Future Urban Structure

- The Future Urban Structure (FUS) should be amended to show the spatial arrangement of land uses approved in planning permits.
- Concern that the FUS lacks detail shown in estate masterplans.

Submissions regarding Activity Centres

- The inclusion and impact of the Metropolitan Activity Centre on the Ferris Road Neighbourhood Activity Centre (NAC) is questioned.
- The size of the Ferris Road NAC was questioned (with recommendations that it be increased and decreased).
- Concern the Thornhill Park estate in the Paynes Road PSP does not have a shopping centre.

Submissions regarding Employment and Amenity

- Concern that the amendment decreases employment land.
- It was suggested that the referral mechanism to the Environment Protection Authority could be best achieved through the application of the Buffer Area Overlay.

Other Matters

- Concern that the creation of the PSP was not informed by an Aboriginal Cultural Heritage Impact Assessment or a Cultural Vales Assessment.
- Request that the Cobblebank Metropolitan Activity Centre Urban Design Framework be reviewed.

Council officers will continue to work with the submitters with a view to resolve as many submissions as possible prior to the Directions Hearing that is pre-set for late July 2024 and the Planning Panel that is pre-set for early August 2024.

Any late submissions received will be referred to the planning panel.

6. Risk Analysis

Proceeding with an independent planning panel will provide submitters the opportunity to be heard by an independent third party and for Council to present their position on the issues to the panel.

Should Council choose to abandon the amendment, it would expose Council to significant shortfalls in funding for essential infrastructure required to service the development occurring in the Toolern PSP area.

7. Options

Council can resolve to either:

1. Request the Minister for Planning establish an Independent Planning Panel to consider all submissions received in response to Amendment C232melt in accordance with the *Planning and Environment Act 1987* and authorise Officers to negotiate and resolve issues that are raised during the independent planning panel process prior to Amendment C232melt being reported back to Council for consideration.
2. Abandon Amendment C232melt to the Melton Planning Scheme.

LIST OF APPENDICES

1. Minutes of Ordinary Meeting of Council - 15 August 2022
2. Amendment C232melt Explanatory Report (undated)
3. Amendment C232melt Submission Response Table (undated)

MINUTES OF THE MEETING OF COUNCIL

15 AUGUST 2022

12.6 TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN REVIEW

Author: Matthew Milbourne – Principal Strategic Planner
Presenter: Matthew Milbourne - Principal Strategic Planner

PURPOSE OF REPORT

To consider the proposed changes to the Toolern Precinct Structure Plan and Development Contributions Plan, and the associated Planning Scheme Amendment C232 to the Melton Planning Scheme.

RECOMMENDATION:

That Council:

- 1) Seek authorisation from the Minister of Planning to prepare Planning Scheme Amendment C232 to the Melton Planning Scheme to implement the findings of the Toolern Precinct Structure Plan and Development Contributions Plan Review.
- 2) Upon receipt of authorisation, prepare and exhibit Amendment C232 to the Melton Planning Scheme in accordance with the relevant requirements of the Planning and Environment Act 1987.
- 3) Authorise the Chief Executive Officer to negotiate and resolve any issues that are raised by submitters during the exhibition process prior to the amendment being reported back to Council for referral to a Planning Panel or adoption of the amendment.

Motion

Crs Ramsey/Vandenberg.

That Council:

- 1) Seek authorisation from the Minister of Planning to prepare Planning Scheme Amendment C232 to the Melton Planning Scheme to implement the findings of the Toolern Precinct Structure Plan and Development Contributions Plan Review.
- 2) Upon receipt of authorisation, prepare and exhibit Amendment C232 to the Melton Planning Scheme in accordance with the relevant requirements of the Planning and Environment Act 1987.
- 3) Authorise the Chief Executive Officer to negotiate and resolve any issues that are raised by submitters during the exhibition process prior to the amendment being reported back to Council for referral to a Planning Panel or adoption of the amendment.

CARRIED

Cr Ramsey called for a division thereby setting aside the vote.

For:

Crs Abboushi, Carli, Deeming, Kesic, Ramsey, Shannon, Turner and Vandenberg

Against:

Nil

The Mayor declared the Motion CARRIED UNANIMOUSLY

MINUTES OF THE MEETING OF COUNCIL

15 AUGUST 2022

REPORT**1. Executive Summary**

In the City of Melton Precinct Structure Plans (PSPs) are prepared to guide development in areas subject to the Urban Growth Zone. Development Contribution Plans (DCPs) are prepared to identify transport and community infrastructure projects that are required to service the growing community and identify the amount of money to be collected from the DCP to provide the required infrastructure.

PSP Guidelines prepared by the Victorian Planning Authority state that PSP and DCP documents should be reviewed at least every five years to monitor development.

The Toolern PSP and DCP were prepared by the Growth Areas Authority (now known as the Victorian Planning Authority) and gazetted into the Melton Planning Scheme in 2010 and have been amended multiple times. Despite these minor updates, a complete review of the PSP and DCP remained outstanding.

In October 2019 a team was created to review the Toolern PSP and DCP documents. The review is now complete, and it has recommended that:

- The Toolern DCP be changed to incorporate new infrastructure projects, delete redundant infrastructure projects, incorporate new land areas for infrastructure projects, incorporate new land acquisition values for infrastructure projects, incorporate new construction costs for infrastructure projects, and the incorporation of functional layout plans / road cross-sections / project cost sheets;
- The Toolern PSP be refreshed to ensure it is up to date; and
- Changes to ordinance within the Melton Planning Scheme to give effect to the changes to the Toolern PSP and DCP documents.

The review of the Toolern PSP and DCP documents found that eleven important transport projects identified in the approved Paynes Road and Rockbank Precinct Structure Plans are missing from the Toolern DCP (three intersection projects, three road projects, and five bridge projects), and three transport projects (one intersection project and two bridge projects) are missing from the *Cobblebank Metropolitan Activity Centre Urban Design Framework* that was adopted by Council in December 2019.

The review of the Toolern PSP and DCP documents has found that transport, and community and recreation projects identified for Council to deliver were not informed by a concept design or detailed cost assessment. The review has prepared concept designs of the infrastructure to be delivered and has had those projects costed. The review has found a gap of approximately \$234 million between the levies currently being collected, and the amount that Council will need to fund land costs and construct the infrastructure. This amendment seeks to recover some of the funding gap.

Amendment C232 to the Melton Planning Scheme, proposes to implement the recommendations of the Toolern PSP and DCP Review by making changes to the Toolern PSP and DCP documents, and associated changes to the ordinance in the Melton Planning Scheme.

Council will seek authorisation from the Minister of Planning to prepare and exhibit Amendment C232 to the Melton Planning Scheme.

MINUTES OF THE MEETING OF COUNCIL

15 AUGUST 2022

2. Background/Issues

In the City of Melton Precinct Structure Plans (PSPs) are prepared to guide development in areas subject to the Urban Growth Zone. Development Contribution Plans (DCPs) are prepared to identify transport and community infrastructure projects that are required to service the growing community and identifies the amount of money to be collected from the DCP area to acquire land and construct the required infrastructure.

PSP Guidelines prepared by the Victoria Planning Authority state that PSP and DCP documents should be reviewed at least every five years to monitor development.

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Toolern PSP and DCP Review

In October 2019 a team was created to undertake a review of the Toolern PSP and DCP documents, and associated planning scheme ordinance.

The review has been summarised in a planning report (**Attachment 1**). The review has identified improvements that should be made to the Toolern PSP and DCP documents. The review identified the following changes to the documents:

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- The *Cobblebank Metropolitan Activity Centre Urban Design Framework* was adopted by Council in December 2019, which identified several transport projects that should be added to the Toolern DCP. These projects are not currently identified in the Toolern DCP and therefore no money is being collected for these projects in the Toolern DCP.
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- Developers have reported to Council that the transport project costs have been significantly underestimated, as project cost sheets had not been prepared for transport projects.
- Melbourne Water have reviewed the Drainage Services Schemes operating in the Toolern PSP area and require changes to the amount of land required for drainage.

MINUTES OF THE MEETING OF COUNCIL

15 AUGUST 2022

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- Increase the projected population from 55,000 to 68,000 people.

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MINUTES OF THE MEETING OF COUNCIL15 AUGUST 2022

- Add the missing projects from the Rockbank PSP along Paynes Road to the Toolern PSP / DCP (three intersection projects, three road projects, and two bridge projects).
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- Delete two rail line pedestrian underpasses and two pedestrian bridges over the Toolern Creek, as they are no longer required.

Council officers undertook a review of the *Cobblebank Metropolitan Activity Centre Urban Design Framework, December 2019* and the *Cobblebank Employment and Mixed-Use Urban Design Framework, December 2019* to identify projects that should be added to the Toolern PSP and DCP:

- Add three transport projects from the *Cobblebank Metropolitan Activity Centre Urban Design Framework* to the Toolern PSP / DCP (two bridge projects and one intersection project).

Council engaged Cardno to review the transport infrastructure items identified in the Toolern PSP and DCP. Cardno prepared Functional Layout Plans for the road network, bridge designs, new road cross-sections, and project cost sheets. This report can be found on the Toolern Review webpage on Council's website. They have recommended the following changes to the Toolern PSP and DCP:

- Incorporate the Functional Layout Plans and Road Cross-Sections into the Toolern DCP. These plans have identified additional land is required to deliver the transport network.
- Incorporate the bridge designs prepared by Cardno into the Toolern DCP.
- Incorporate the transport project cost sheets prepared by Cardno (roads and intersections), and Currie and Brown (bridges) into the Toolern DCP. These project cost sheets result in changes to most of the transport projects in the Toolern DCP.
- Update the names and descriptions of transport infrastructure to be consistent with the naming and description conventions used in contemporary PSPs and DCPs.

Land Valuations

Council engaged Charter Keck Cramer to undertake land valuations for infrastructure identified in the Toolern DCP. This report can be found on the Toolern Review webpage on Council's website. The land valuations have been incorporated into the revised Toolern DCP.

Drainage Infrastructure

Melbourne Water has provided Council changes to be made to the Drainage Service Schemes:

- Change the location and sizes of drainage assets in the Toolern PSP and DCP to reflect the location of assets in Melbourne Water's revised Drainage Service Schemes. This increases the overall amount of land required for drainage in the Toolern PSP area.
- Add a stormwater asset table to the Toolern PSP that identifies the purpose and size of each drainage asset.

MINUTES OF THE MEETING OF COUNCIL15 AUGUST 2022*Paynes Road PSP*

Council officers are recommending that the Toolern PSP and DCP be amended to remove the Paynes Road PSP area from the Toolern DCP, as money is now being collected through the Paynes Road DCP.

Additional Changes

The amendment to the Toolern PSP and DCP documents also includes:

- Update the references to Melton Shire to Melton City.
- Removal of obsolete planning controls.
- Update the references to State Government departments / agencies to reflect their current names e.g. the Growth Areas Authority is now the Victorian Planning Authority.
- Update references to State Government and Council plans and strategies to reflect current editions e.g. Melbourne 2030 is now Plan Melbourne 2017-2050.
- Update terms to be consistent with Plan Melbourne 2017-2050 e.g. the Toolern Major Activity Centre is now the Cobblebank Metropolitan Activity Centre.
- Add new suburb / locality names that were introduced in 2017. The Toolern PSP area covers four new suburbs – Cobblebank, Strathtulloh, Thornhill Park (part) and Weir Views.

Planning Scheme Amendment C232

Council officers have prepared documents for planning scheme amendment C232 to the Melton Planning Scheme. The documents have addressed the matters raised in the previous section of this report.

A planning report has been prepared (**Attachment 1**) which documents how the review was undertaken and summarises the proposed changes to the Toolern PSP and DCP documents. An explanatory report (**Attachment 2**) has been prepared which outlines the strategic justification for the amendment.

The amendment seeks to make the following changes to the Melton Planning Scheme:

- *Schedule 3 to Clause 37.07 Urban Growth Zone*

The proposed changes (**Attachment 3**) include the:

- Application of the ordinance template as specified by the Minister for Planning in Ministerial Direction – the Form and Content of Planning Schemes.
- Update of references to the Metropolitan Activity Centre.
- Update of references to State Government Departments and Agencies to reflect their current names.
- Exemption of non-government schools from requiring a planning permit to use land identified as a non-government school in the PSP (this is standard practice in contemporary PSPs).
- Introduce a new provision that a permit is required to construct or carry out works associated with a non-government school.
- Increase the shop floor cap area in the Metropolitan Activity Centre from 30,000 sqm to 70,000 sqm to be consistent with the *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- Change the requirement for a dwelling in a Commercial 1 Zone to remove the permit exemption for a dwelling with a ground floor frontage greater than two metres.

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- Insert a new application requirement for residential subdivision that all applications must include a table that sets out the amount of land allocated to proposed uses and expected population, dwelling and employment yields.
- Insert a new application for requirement for all subdivision that creates or changes access to a primary or secondary arterial road must be accompanied by a Traffic Impact Assessment Report.
- Insert new guidance on land and home sales signs.
- Amend the guidance on the display of promotions signs to include community uses rather than just education uses.
- *Schedule 3 to Clause 45.06 Development Contributions Plan*
The proposed changes (**Attachment 4**) include:
 - Application of the ordinance template as specified by the Minister for Planning in Ministerial Direction – the Form and Content of Planning Schemes.
 - Update of references to State Government Departments and Agencies to reflect their current names.
 - Exempt non-government schools and housing provided by or on the behalf of the Department of Health and Human Services from paying Development Infrastructure Levies as required by the *Ministerial Direction – the Form and Content of Planning Schemes*.
 - Updates to the Development Infrastructure Levies payable for the four charge areas.
- *Schedule to Clause 66.04 Referral of Permit Applications Under Local Provisions*
The proposed changes (**Appendix 5**) relocate the referral provisions for land within the Metropolitan Activity Centre, within 500 metres of the former Melton Landfill, and within 440 metres of Technochem Australia to the relevant State Government Departments and Agencies. This content is currently found in Schedule 3 to Clause 37.07 Urban Growth Zone.
- *Schedule to Clause 72.04 Incorporated Documents*
Amend the schedule (**Appendix 6**) to incorporate the *Toolern Precinct Structure Plan, July 2011 (Amended June 2020)* and *Toolern Development Contributions Plan, July 2011 (Amended June 2022)*.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

3. A fast growing, innovative and well-planned City

3.1 A City of 20-minute neighbourhoods.

4. Financial Considerations

The Toolern Development Contributions Plan is collecting money to acquire land and construct identified transport, and community and recreation infrastructure projects located within the Toolern PSP area.

The current Development Infrastructure Levy specified in Schedule 3 to Clause 37.07 Development Contributions Plan is collecting approximately \$374.8 million (June 2021 dollars) for land acquisition and construction.

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The updated land acquisition costs and construction costs attributable to the Toolern PSP area total approximately \$609.4 million, resulting in a gap of approximately \$234.6 million. The proposed amendment seeks to ensure that some of the \$234.6 million gap can be recovered through an amended Development Infrastructure Levy.

Council officer time and resources are involved in the preparation, public exhibition, and adoption of an amendment.

Council is required to pay the statutory fees associated with the amendment process including the cost of an independent planning panel where costs will be incurred for the panel hearing, Council legal representation and Council's expert witnesses (planning expert, economic expert, community infrastructure expert – ASR Research, and transport expert – Cardno).

The costs associated with planning scheme amendments are covered by the recurrent budget of City Design and Strategy.

5. Consultation/Public Submissions

Planning scheme amendments are subject to an exhibition process in accordance with the *Planning and Environment Act 1987*. This includes direct notification to affected landowners, notification to government agencies and prescribed Ministers, a notice placed in the local newspaper, and a notice placed in the Government Gazette.

Council staff will be available to meet with landowners during the consultation period. Any submissions received during the exhibition period will be assessed by Council officers who will seek to work with submitters to resolve issues where appropriate.

Once the exhibition period closes, a further report will be provided to Council summarising any submissions made to Amendment C232, the changes made to the amendment as a result of exhibition and recommending whether a planning panel is required.

6. Risk Analysis

If Council chooses not to seek authorisation to prepare a planning scheme amendment, it will expose Council to shortfalls in the funding for essential infrastructure required to service the development occurring in the Toolern PSP area.

7. Options

Council can resolve to:

- 1) Adopt the findings of the *Toolern Precinct Structure Plan and Development Contributions Plan Review (Appendices 1 to 6)* and seek authorisation to prepare and exhibit a planning scheme amendment in accordance with the *Planning and Environment Act 1987*, and authorise the Chief Executive Officer to negotiate and resolve any issues; or
- 2) Not adopt the findings of the *Toolern Precinct Structure Plan and Development Contributions Plan Review (Appendices 1 to 6)* and not proceed with the planning scheme amendment.

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LIST OF APPENDICES

1. Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report, June 2022
2. Amendment C232 Explanatory Report, Undated
3. Amendment C232 Schedule 3 to Clause 37.07 Urban Growth Zone, Undated
4. Amendment C232 Schedule 3 to Clause 45.06 Development Contributions Plan, Undated
5. Amendment C232 Schedule to Clause 66.04 Referral of Permit Applications Under Local Provisions, Undated
6. Amendment C232 Schedule to Clause 72.04 Documents Incorporated in this Planning Scheme, Undated

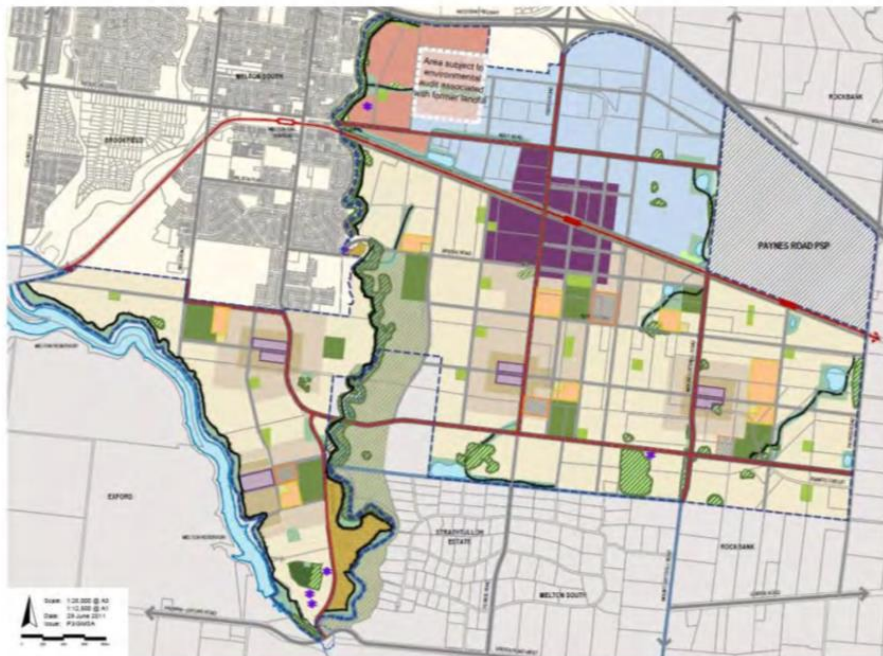
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Appendix 1 Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report, June 2022

Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report



Melton City Council
June 2022

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Appendix 1 Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report, June 2022

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Introduction

A Precinct Structure Plan (PSP) is a strategic plan that manages the development of new greenfield communities by allocating its future urban structure and determining the infrastructure required for its support. The delivery of this infrastructure is committed to in an associated Development Contributions Plan (DCP), which enables the collection of contributions from development proponents within the PSP area.

PSP guidelines prepared by the Victorian Planning Authority (VPA) state that PSP and DCP documents should be reviewed at least every five years to monitor development.

The Toolern PSP and DCP were gazetted into the Melton Planning Scheme in 2010 and have been amended many times, see Table 1 below. Parts of the PSP have changed, however, a complete review of the PSP and DCP in its entirety remained outstanding. This review seeks to understand how development of the Toolern PSP area has been progressing and whether changes are required in the strategic direction of the PSP and the levy rates within the DCP to improve its effectiveness.

Table 1. Summary of amendments to the Toolern PSP and DCP documents

Date	Amendment No.	Description
October 2010	C084 (Part 1)	Incorporated into Planning Scheme Incorporate the Toolern PSP (including the Toolern Native Vegetation Precinct Plan) and the DCP into the Melton Planning Scheme
November 2011	C084 (Part 2)	Inclusion of land centred on Abey Road Inclusion of land at Abey Road that was excluded from C084 (Part 1). Inclusion of an amenity buffer for an existing land use (Technochem Facility)
December 2015	C161	Paynes Road PSP removed Separate the Paynes Road Precinct Structure Plan from the Toolern Precinct Structure Plan. This amendment permitted the Paynes Road PSP to be used as a residential use, rather than an employment use.
February 2019	C172	Paynes Road Railway Station added Paynes Road railway station added to the Toolern PSP area

Based on the findings of this review, a Planning Scheme Amendment will be required to implement the recommendations.

The review of the Toolern PSP and DCP documents has recommended that:

- The Toolern DCP be changed to incorporate new infrastructure projects required to service the rapidly growing community, delete redundant infrastructure projects, new land areas for infrastructure projects, new land acquisition values for infrastructure projects, new construction costs for infrastructure projects, and the incorporation of functional layout plans / road cross-sections / project cost sheets.
- The Toolern PSP be refreshed to ensure it is up to date. The changes to the PSP have aimed to be light handed and includes the removal of references to redundant state plans and strategies, and changes to names of state government departments and agencies to reflect their current names.

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Toolern PSP

The Toolern PSP is located within the municipality of Melton and covers an area of approximately 2,200 hectares, making it one of the largest PSP areas in the State. The future urban structure was allocated based on a forecasted population of 55,000 residents who would be accommodated in around 24,000 dwellings, which include detached, semi-detached, townhouse and apartment developments. This information helped inform the identification of community and recreation infrastructure, employment areas and transport connectivity to service the future population.

The northern portion of the PSP area is identified as an employment and mixed-use precinct, with a focus on the provision of employment land. Adjacent to this precinct is the Cobblebank (Toolern) Metropolitan Activity Centre. This higher order activity centre is planned to be a catalyst for health, justice, educational, and professional services to meet demands of the wider surrounding region.

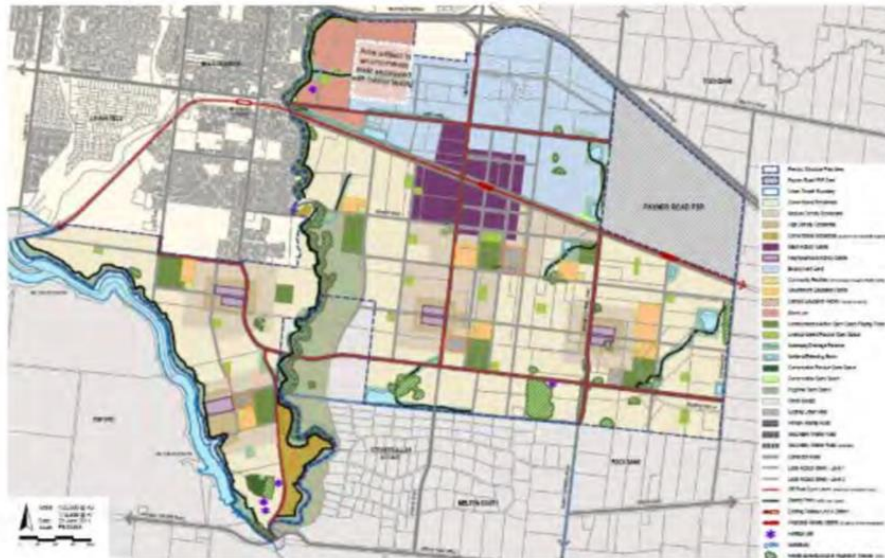


Figure 1. Future urban structure of the Toolern PSP area.

Toolern DCP

The Toolern DCP was prepared in conjunction with the PSP to support the delivery of infrastructure identified to service the future communities. The PSP helped identify the types and number of infrastructure items required, which are categorised into community and recreation infrastructure projects and transport infrastructure projects. The responsibility of delivering DCP infrastructure lies with Council, unless otherwise agreed to through a Section 173 agreement in which a developer may provide 'land-in-kind' or 'works-in-kind' instead of paying the DCP levy.

The DCP is a strategic planning policy tool to collect funds for the delivery of this infrastructure. There are two types of funding being collected:

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- Development Infrastructure Levy (DIL) – the DIL is a contribution towards major infrastructure to be delivered in the PSP area. The DIL is paid by the developer at the time of subdivision. The following works, services and facilities can be funded from a DIL:
 - Acquisition of land for roads, public transport corridors, drainage, public open space, and community facilities.
 - Construction of roads, including bicycle and pedestrian paths, and traffic management and control devices (this includes the construction of bridges and intersections).
 - Basic improvements to public open space, including earthworks, landscaping, fencing, seating, and playground equipment.
 - Drainage works.
 - Buildings and works associated with the construction of maternal and child health centres, childcare centres, kindergartens, or any centre that provides these facilities in combination.
- Community Infrastructure Levy (CIL) – the CIL is collected from future homeowners to contribute towards community facilities. The CIL has a maximum cap stipulated in the *Planning and Environment Act 1987*, which was \$900 per dwelling at the time of the PSP preparation (the CIL has an indexed value of \$1,225 in June 2021). The CIL pays for the construction of all other buildings or facilities used for community or social purposes. In the Toolern DCP the CIL is paying for the following infrastructure:
 - Community rooms in the six multipurpose community centres; and
 - Pavilions associated with the eight active open space reserves.

The Toolern DCP is currently collecting levies for infrastructure in five charge areas, see Figure 2 and Table 2.

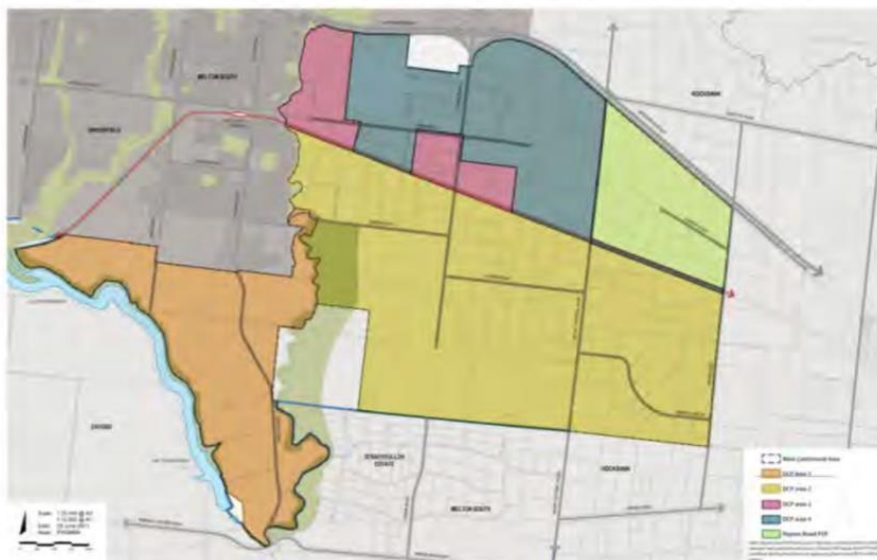


Figure 2. Toolern PSP Charge Areas

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Table 2. Toolern PSP Charge areas

Charge Area	Community Infrastructure	Development Infrastructure
1 - Residential Area Land west of the Toolern Creek	<ul style="list-style-type: none"> Recreation Infrastructure located in Areas 1 and 2 Community Centres in Area 1 Land purchase for the library, indoor recreation centre, and plaza in the Metropolitan Activity Centre 	<ul style="list-style-type: none"> Contributions towards all transport projects in Areas 1, 2, 3, and 4
2 - Residential Area Land east of the Toolern Creek and south of the rail line	<ul style="list-style-type: none"> Recreation Infrastructure located in Areas 1 and 2 Community Centres in Area 2 Land purchase for the library, indoor recreation centre, and plaza in the Metropolitan Activity Centre 	<ul style="list-style-type: none"> Contributions towards all transport projects in Areas 1, 2, 3, and 4
3 - Residential Area Mixed-use land north of the rail line. Section of the Metro Activity Centre north of the rail line	<ul style="list-style-type: none"> Recreation Infrastructure located in Hub 6 in Area 2 Community Centre in Hub 6 in Area 2 Land purchase for the library, indoor recreation centre, and plaza in the Metropolitan Activity Centre 	<ul style="list-style-type: none"> Contributions towards all transport projects in Areas 1, 2, 3, and 4
4 - Industrial Area Industrial land north of the rail line	<ul style="list-style-type: none"> Not applicable 	<ul style="list-style-type: none"> Contributions towards all transport projects (except the shared path in the regional park) in Areas 1, 2, 3, and 4
5 - Residential Area Paynes Road PSP area	<ul style="list-style-type: none"> Collecting money for the development of infrastructure in the Paynes Road PSP Area through the Paynes Road DCP 	<ul style="list-style-type: none"> Contributions towards all transport projects in Areas 1, 2, 3, and 4 When the Paynes Road PSP was created it did not include a DCP Development infrastructure levies were to be collected through the Toolern DCP until the Paynes Road DCP was created The Paynes Road DCP has now been created It is proposed through this review that the Paynes Road PSP area be removed from the Toolern DCP, as money is now being collected through the Paynes Road DCP rather than the Toolern DCP

The review has identified that the transport, and community and recreation project costs have been significantly under costed which is resulting in developers being poorly reimbursed for works-in-kind projects, and Council collecting insufficient money to build the required infrastructure.

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Context

Since the gazettal of the Toolern PSP and DCP in 2010, several changes have occurred in the PSP area, guidance in the preparation of PSPs and DCPs, and the metropolitan strategic plan, *Plan Melbourne*. These have had consequences for the PSP area and have informed the scope of the review. The timeline below provides an overview of the major changes to the PSP area and policy influencing its development

Table 3. Changes to Toolern PSP context - 2005 to present

Year	Event	Implications
2005 November	Urban Growth Boundary extended to include the Toolern PSP area	<ul style="list-style-type: none"> Work commences shortly thereafter on the preparation of the Toolern PSP
2009 October	PSP Guidelines introduced by the Growth Areas Authority (now the Victorian Planning Authority)	<ul style="list-style-type: none"> Toolern PSP preparation is used as a pilot study for the new guidelines
2010 August	Urban Growth Boundary (UGB) extended to include all land between Melton Township and Caroline Springs	<ul style="list-style-type: none"> Melton Township and the Toolern PSP area is no longer a satellite city The change to the UGB creates connectivity issues for Toolern PSP to the new adjoining Rockbank PSP area to the east
2010 November	Toolern PSP and DCP gazetted into Melton Planning Scheme (C84-1)	<ul style="list-style-type: none"> Development is now permitted in the Toolern PSP area subject to it being generally in accordance with the PSP
2010 November	Toolern PSP and DCP updated (C84-2)	<ul style="list-style-type: none"> The PSP and DCP is updated to include reference to an amenity setback buffer area surrounding Technochem (a business on Abey Road)
2011	Work commences on the Atherstone residential estate	<ul style="list-style-type: none"> Atherstone is the major residential estate in the Toolern PSP area, occupying approximately one quarter of the available residential land
2012	<i>West Growth Corridor Plan</i> released by the Growth Areas Authority	<ul style="list-style-type: none"> Identified the Toolern Town Centre as a Principal Town Centre Identified two future train stations in the Toolern PSP area at Ferris Road (Cobblebank) and Paynes Road (Thornhill Park) Changed the land in the Paynes Road PSP area from employment to residential, which set the scene for the Paynes Road PSP
2012	<i>Toolern Town Centre Urban Design Framework</i> adopted	<ul style="list-style-type: none"> The UDF was prepared to identify the location of the proposed Melton Hospital and health precinct, justice precinct, and Council assets
2013 August	Applied zones updated in Schedule 3 to Clause 37.07 Urban Growth Zone (C148)	<ul style="list-style-type: none"> In 2013 the State Government replaced the commercial and residential zones in the Melton Planning Scheme with a suite of new zones The applied zones referenced in Schedule 3 to Clause 37.07 were updated to reflect the new suite of zones
2014 April	<i>Melton Retail and Activity Centre Strategy</i> adopted by Council	<ul style="list-style-type: none"> Identifies the Cobblebank (Toolern) Metropolitan Activity Centre as the highest order activity centre in the City of Melton Identifies the remaining town centres in the Toolern PSP as Neighbourhood Activity Centres
2014 May	The Melbourne metropolitan planning strategy released – <i>Plan Melbourne</i>	<ul style="list-style-type: none"> The Cobblebank (Toolern) major activity centres is identified as a Principal Activity Centre, which encourages intensified growth within the centre
2014 October	Toolern Park PSP and DCP is approved (C122)	<ul style="list-style-type: none"> The Toolern Park PSP fills a small area that was excised from the Toolern PSP area
2014	Melbourne Water commences the review of all Drainage Service Schemes in the Toolern PSP area	<ul style="list-style-type: none"> The size and location of drainage assets within the PSP area is updated. It is recommended that the area encumbered by drainage be increased
2015	Western Business Accelerator and Centre of Excellence (BACE) opens	<ul style="list-style-type: none"> Provides support for businesses in the City of Melton and starts employment activity in the future Cobblebank Metropolitan Activity Centre

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Year	Event	Implications
2016 March	Paynes Road PSP is gazetted into the Melton Planning Scheme (C161)	<ul style="list-style-type: none"> The Paynes Road PSP area is removed from the Toolern PSP area Land is converted from an employment use to a residential use, implications for DCP funding as a DCP was not prepared for the PSP
2016 November	Rockbank PSP is gazetted into the Melton Planning Scheme (C145)	<ul style="list-style-type: none"> Land directly east of the Toolern PSP. Includes Paynes Road upgrade projects that are apportioned to the Toolern PSP area
2017	A new metropolitan strategy for Melbourne is released - <i>Plan Melbourne 2017-2050</i>	<ul style="list-style-type: none"> The Cobblebank (Toolern) Activity Centre is upgraded from a Principal to a Metropolitan Activity Centre (higher order centre with a much wider catchment)
2017 August	11 new suburbs created in the City of Melton	<ul style="list-style-type: none"> The Toolern PSP area was broken into four new suburbs – Weir Views, Cobblebank, Strathtulloh and Thornhill Park, which enables community and recreation infrastructure to be renamed to reflect the suburb it is located within
2018 July	Infrastructure Contributions Plans introduced into Planning system	<ul style="list-style-type: none"> Introduction of standardised functional layout plan designs and benchmark costing sheets for ICP infrastructure items to fast-track development process with more adequate levy rates
2018 October	<i>Western Rail Plan</i> project announced	<ul style="list-style-type: none"> The project will electrify the rail line to Melton and provide separated train tracks to Ballarat. Includes a new train station in Thornhill Park
2019 February	Paynes Road Railway Station added to Toolern PSP	<ul style="list-style-type: none"> Proposed new station identified along the current Melton Rail Line in Thornhill Park
2019 December	<p>Cobblebank Metropolitan Activity Centre (CMAC) <i>Urban Design Framework</i> (UDF) adopted by Council</p> <p>Cobblebank Employment and Mixed-Use (CEMU) UDF adopted by Council</p> <p>Cobblebank Station opened</p>	<ul style="list-style-type: none"> CMAC UDF prepared to replace the Toolern Town Centre UDF 2012. This update was required to reflect the new status of the town centre as a Metropolitan Activity Centre CEMU UDF prepared to provide guidance on development in the Mixed-Use and Employment areas located to the north of the Melton rail corridor The opening of the station in 2019 was delivered as part of the Ballarat Line Upgrade project. This project also created a second track to Melton, which has facilitated the ability of trains being able to run in both directions all day
2020 January	Review of Toolern PSP and DCP commences	<ul style="list-style-type: none"> Primary focus is on reducing the significant funding shortfall identified for transport, and community and recreation infrastructure
2020 December	Paynes Road DCP finalised	<ul style="list-style-type: none"> Paynes Road DCP is prepared which separates the PSP area from the Toolern DCP. Identifies project costs for road, intersection and bridge projects along Mt Cottrell Road and apportiones these works to the Toolern DCP
2021 August	Minister for Planning applies the Public Acquisition Overlay to the Melton Hospital site (GC190)	<ul style="list-style-type: none"> Located within CMAC

In May 2022 there were 71 active planning permits associated with subdivisions in the residential and employment areas in the Toolern PSP area.

In May 2022 there were 25 named residential estates in the Toolern PSP area, and three named industrial estates. Four of the residential estates with planning permits are yet to be named.

Planning permits that permit staged subdivision currently cover approximately 60% of the Toolern PSP area (see Table 4).

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Table 4. Percentage of each charge area subject to subdivision planning permits

Charge Area	Approx. Area % Subject to Subdivision Planning Permits
1	87%
2	77%
3	3%
4	6%

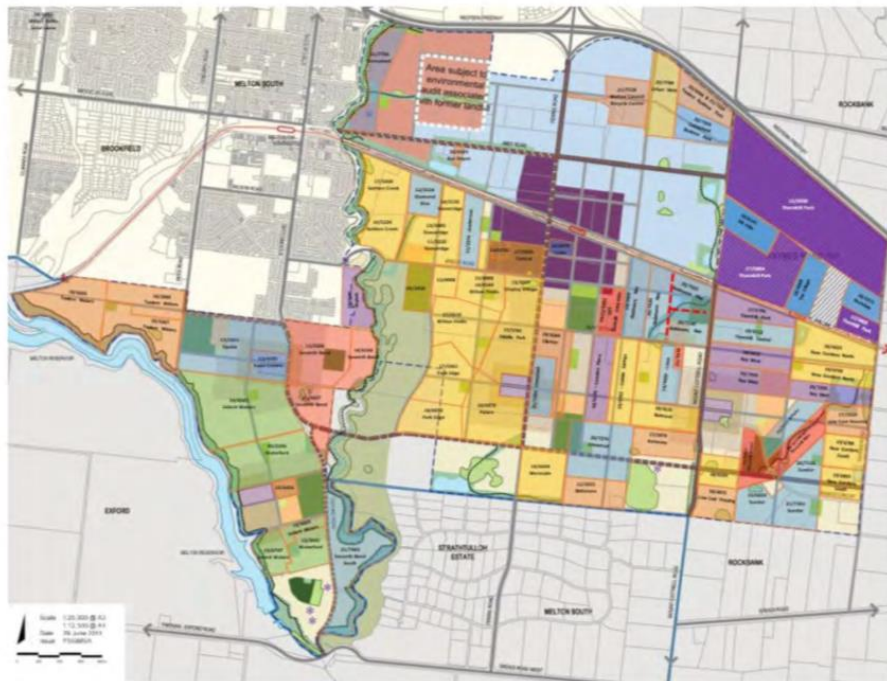


Figure 3. Estate Boundaries and Subdivision / Development Planning Permit Applications

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Overarching Issues

As evident from the timeline, development within the municipality of Melton, and particularly the Toolern PSP area, has occurred at a rapid pace. This has resulted in a majority of the PSP area being committed to a development proposal and a funding arrangement for the delivery of DCP infrastructure.

Below is a summary of some of the issues that have been identified in the Toolern PSP area, which has resulted in the need for this review.

Funding Shortfalls

It has been identified that there are significant shortfalls in the funding arrangements to deliver transport, and community and recreation infrastructure. This is due to the absence of project cost sheets for any of these projects.

The shortfalls for transport infrastructure are due to the following problems with the preparation and administration of the Toolern DCP:

- Functional Layout Plans were not prepared for the transport system, which has resulted in inadequate land being reserved for transport projects.
- Functional Layout Plans were not prepared for the transport system, which has resulted in uncertainty on how the transport system will look and perform once it is delivered.
- The absence of Functional Layout Plans resulted in inadequate money being collected to construct the interim road and intersection works.
- Project cost sheets were not prepared for transport projects.
- Bridge designs were not prepared for the 14 bridges located within the Toolern PSP area and project cost sheets were not prepared for them, which has resulted in ambiguity on what the bridges will look like and inadequate money being collected for their construction.
- The Paynes Road and Rockbank PSPs have identified new transport projects within the Toolern PSP area and have apportioned some of the construction costs for these projects to the Toolern DCP. These projects are not shown in the Toolern PSP or DCP documents, and the Toolern DCP is not currently collecting money for the construction of these projects.
- The *Cobblebank Metropolitan Activity Centre Urban Design Framework* has identified two bridge projects and one intersection project that are required to facilitate safe and efficient traffic movements to, and through, the Metropolitan Activity Centre. These projects are not shown in the Toolern PSP or DCP documents, and the Toolern DCP is not currently collecting money for the construction of these projects.

The shortfalls for community and recreation infrastructure are due to the following problems with the preparation of the Toolern DCP:

- Community Centre, Active Recreation Reserve and Pavilion designs were not prepared.
- Project cost sheets were not prepared for community and recreation infrastructure.

The infrastructure construction shortfalls can be identified through a comparison of projects in the Toolern PSP against similar sized projects in more contemporary Development Contribution Plans and Infrastructure Contributions Plans. For example:

- Active Recreation Reserve 01 (AR01) in the Toolern PSP has identified the cost of constructing a 9.83 Ha reserve as \$3,827,633 in \$2021/2022. The cost attributed to the construction a 10 Ha active recreation reserve in the Kororoit / Plumpton / Mt Atkinson ICPs is identified as \$11,020,402 in

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\$2021/2022. This illustrates that the Toolern DCP is currently collecting only 35% of the construction costs needed. This results in a construction shortfall of approximately \$7.2 million.

- Intersection 22 (IT22) in the Toolern PSP is a secondary arterial road intersection with a connector road. The Toolern DCP is currently collecting \$1,353,545 for the construction of this intersection (\$2021/2022). The VPA benchmark costs for a similar project is \$4,169,574 in \$2021/2022. This illustrates that the Toolern DCP is only collecting 32% of the construction costs needed. This results in a shortfall of approximately \$2.8 million.

Shortfalls such as the exemplified above are replicated across many of the transport projects, and recreation projects.

Population Estimate

The Toolern DCP assumed that the conventional density areas would be delivered at a residential density of 10 to 15 dwellings per net developable hectare. This is well below the density targets identified in more contemporary PSPs, which identify a minimum development rate of 16.5 dwellings per hectare.

It is noted that conventional density residential development in the Toolern PSP is achieving a density closer to 16.5 dwellings per hectare, which is resulting in a much greater population than originally forecast. Compounding this problem is the Toolern PSP assumed an unusually small household size, which has resulted in the population of the Toolern PSP area being significantly underestimated.

Development Services Scheme

Melbourne Water have undertaken a review of the Development Services Schemes (DSS) which apply to the Toolern PSP area. The PSP currently identifies three water catchment areas that drain to the Werribee River, the Toolern Creek, and the Kororoit Creek. The DSS review has broken the three catchments into eight DSS areas, and has identified that the drainage assets identified in the current PSP are insufficient and has created a new drainage plan that changes the size, location and function of most of the assets currently identified in the Toolern PSP.

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Scope of the Review

In scope

The intent of this review is to understand the effectiveness of the existing PSP and DCP and will seek to refresh the documents without rewriting existing objectives, requirements, and guidelines. This review seeks to ensure the contents are up to date, accurate and errors are corrected by including the following scope:

- Review of text and plans to identify obvious errors and issues that need clarification.
- Update the PSP to include reference to any new State and Council documents such as Plan Melbourne, City of Melton Retail and Activity Centres Strategy etc. relevant to the Toolern PSP.
- Incorporate the outputs of the Melbourne Water Drainage Services Scheme Review.
- Remove obsolete references to the Paynes Road PSP area.
- Changes to existing DCP projects and potential new DCP projects as a result of the preparation of the Paynes Road PSP, Rockbank PSP and Toolern Park PSP.
- Prepare Functional Layout Plans for the transport network based on the Functional Layout Plans in the Victorian Planning Authority's *Benchmark Infrastructure Report*, April 2019.
- Prepare cost sheets for transport projects based on the cost sheets in the Victorian Planning Authority's *Benchmark Infrastructure Report*, April 2019.
- Review costs and land use budgets for all DCP projects.
- Review development infrastructure levy (DIL) rate as a result of any changes to the project costs and/or scope.
- Incorporate the recommendations from the *Cobblebank Metropolitan Activity Centre Urban Design Framework* (UDF).
- Appraisal of density targets and actual density provision in developed areas and areas subject to a proposed or approved development plan. Conduct an audit of community and recreation infrastructure to determine supply / demand.
- Prepare cost sheets for community and recreation projects based on the cost sheets in the Victorian Planning Authority's *Benchmark Infrastructure Report*, April 2019.
- Investigate whether Heritage Overlay Schedule 74 - Parklea should be retained as the homestead has burnt down.
- Delete the heritage asset shown on Mount Cottrell Road as this place is not identified in the Schedule to the Heritage Overlay.
- Update the PSP and DCP to show the revised location of school sites in conjunction with the intentions of Catholic Education.
- A Planning Scheme Amendment to implement the final report's recommendations.

Out of Scope

The review is primarily a refresh of the existing PSP and DCP, with updates to infrastructure project needs in accordance with population growth demand, and changes to levy rates to adequately collect contributions to deliver required infrastructure. Therefore, the following aspects were outside the scope of review:

- No significant change to the location of active open space, activity centres, and passive open space area. These are significant changes that would have a broader impact on the PSP area.
- Changes to the content of the Paynes Road PSP or Toolern Park PSP.
- A review of the Community Infrastructure Levy (CIL) is not within scope of the project and the existing rate of \$900 per dwelling will remain (this will be indexed to \$1,225 (June 2021 dollars)), despite the Minister updating the maximum levy rate to \$1,150 per dwelling. The distinction between the Development Infrastructure Levy and CIL will remain.

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- The State Government's new Development Contributions System (i.e. the standardised Infrastructure Contributions Plan) will not be included, as they do not apply retrospectively to existing DCPs.
- The *Native Vegetation Precinct Plan* will not be included as the site is not subject to the Melbourne Strategic Assessment area.

Given the size and complexity of this review representatives from the Victorian Planning Authority (VPA) and the Department of Environment, Land, Water and Planning (DELWP) formed part of the Project Control Group which provided advice on the review at key stages.

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Methodology

The approach adopted to undertake this review was informed by the scope, which required detailed understanding of transport infrastructure delivery needs, and whether sufficient community and recreation infrastructure was allocated to service the projected population.

Table 5 summarises the specialists engaged to conduct reviews, and the departments consulted.

Table 5. Contributions from Consultants and Council Departments in undertaking the review.

Consultant/Department	Nature of Role	Implications for PSP/DCP
Transport Infrastructure Review		
<ul style="list-style-type: none"> Cardno (and sub-consultant Currie and Brown) 	<ul style="list-style-type: none"> Prepared Functional Layout Plans (FLPs) Prepared project cost sheets associated with the FLPs Prepared new road cross-sections Prepared a table that identifies the land areas for transport on a property specific basis 	<ul style="list-style-type: none"> FLPs created to be added to the DCP Project costs sheets to be added to the DCP Add new cross-sections to the PSP Alter land areas associated with transport projects Informed changes to DIL rates for DCP transport projects
<ul style="list-style-type: none"> Council Engineers VicRoads Department of Transport VPA DELWP 	<ul style="list-style-type: none"> Reviewed and approved Cardno's FLPs Reviewed and approved Cardno's project cost sheets Reviewed and approved proposed changes to the DCP transport projects 	
Community and Recreation Infrastructure Review		
<ul style="list-style-type: none"> ASR Research (and sub-consultants HEDE Architects and Quality Cost Control) 	<ul style="list-style-type: none"> Reviewed the population projection of the Toolern PSP area Reviewed the DCP community and recreation infrastructure needs Provided recommendations on changes to number and type of community centres to cater for childcare and kindergarten needs Prepared community centre concept designs and associated project cost sheets 	<ul style="list-style-type: none"> Identified that the number of dwellings should increase from 24,000 to 25,000 Identified that the population will increase from 55,000 people to 68,000 people Informed which Community Hubs should have Level 1 or 2 centre designs Informed changes to DIL rates for DCP community and recreation projects
<ul style="list-style-type: none"> Victorian School Building Authority Catholic Education Office of Melbourne 	<ul style="list-style-type: none"> Provided advice on the location and size of schools in the PSP area 	<ul style="list-style-type: none"> Identified minor changes to the size and location of some schools
<ul style="list-style-type: none"> Council Community Planners Council Recreation Planners Council Early Childhood Service Unit VPA DELWP 	<ul style="list-style-type: none"> Reviewed and approved the revised population projections Reviewed and approved the proposed changes to community centre designs and costs Reviewed and approved the change in size to active open space reserves Reviewed and approved the changes to active open space and pavilion construction costs 	
Heritage Review		
<ul style="list-style-type: none"> Extent Heritage 	<ul style="list-style-type: none"> Assessed whether Parklea (HO74) should be retained on the Heritage Overlay, and recommended controls to be included in the PSP 	<ul style="list-style-type: none"> Remove Parklea (HO74) from the Heritage Overlay Add requirements and guidelines in PSP specific to Parklea
Development Services Scheme (DSS) Review		
<ul style="list-style-type: none"> Melbourne Water 	<ul style="list-style-type: none"> Provided new boundaries for DSS areas 	<ul style="list-style-type: none"> New integrated water management plan created for the PSP, which revises the DSS boundaries, and the

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Consultant/Department	Nature of Role	Implications for PSP/DCP
	<ul style="list-style-type: none"> Recommended changes to the size and location of stormwater assets throughout the PSP area Created a stormwater asset table to be included in the PSP 	<ul style="list-style-type: none"> location and size of stormwater assets Stormwater asset table created to be incorporated into the PSP
<ul style="list-style-type: none"> Council Engineers 	<ul style="list-style-type: none"> Reviewed the changed stormwater assets 	
Land Valuations		
<ul style="list-style-type: none"> Charter Keck Cramer 	<ul style="list-style-type: none"> Prepared new land valuations taking into consideration the changes to land areas required for drainage, transport, and community and recreation infrastructure 	<ul style="list-style-type: none"> Identified new land valuations to be incorporated into the Toolern DCP Informed changes to DIL rates for infrastructure projects
<ul style="list-style-type: none"> Council Finance Services Unit 	<ul style="list-style-type: none"> Reviewed the land valuations 	
Development Contribution Levy Rates		
<ul style="list-style-type: none"> Council Major Development Planners Council Finance Services Unit 	<ul style="list-style-type: none"> Assisted with updates on permits issued within the Toolern PSP area Provided information about DIL and CIL funds collected to date Provided information on projects delivered, are under construction, or are about to commence construction Provided information about Section 173 agreements 	<ul style="list-style-type: none"> Information was used to determine whether the existing project costs should be retained in the PSP (for constructed projects), or whether new project costs should be prepared

A special project unit was created in Council to undertake this work, the Toolern Review Team. In addition to managing these consultant / internal relations to support the project, the team undertook review of the PSP and DCP contents to identify errors, updates, and inconsistencies for corrections.

In the early stages of the review, Council sent out letters to all landowners and stakeholders to notify them of the review and for their feedback on any perceived issues or matters to be taken into consideration. Stakeholders were made aware of the scope of review and the issue identified in the significant DCP levy shortfall, which was the primary concern of the review.

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Recommended Changes

General Terms

A review was undertaken of the Toolern PSP and DCP documents to check the accuracy of terminology within the document and to identify errors and contradictions.

General changes have been recommended to update names of authorities, correct errors and fix contradictory statements / figures. The terms requiring updates can generally be categorised into the areas identified below in Table 6.

Table 6. Examples of updated terms and references

Type	Examples
Municipal reference	<ul style="list-style-type: none"> Melton Shire Council replaced with Melton City Council Shire of Melton replaced with the City of Melton
Changes to governance structure of State Government Departments	<ul style="list-style-type: none"> Department of Sustainability and Environment replaced with Department of Environment, Land, Water and Planning Department of Education and Early Childhood Development replaced with Department of Education and Training Growth Areas Authority replaced with the Victorian Planning Authority
Updated State Strategic document titles	<ul style="list-style-type: none"> State Planning Policy Framework replaced by Planning Policy Framework Victorian Transport Plan replaced with updated Western Rail Plan
Removal of abbreviations	<ul style="list-style-type: none"> Fwy replaced with Freeway Rd replaced with Road
Removal of obsolete planning controls	<ul style="list-style-type: none"> HO106 is not subject to the heritage overlay and therefore reference to this should be deleted from the document
References to Paynes Road PSP	<ul style="list-style-type: none"> When the Paynes Road PSP was created it did not include a DCP Development infrastructure levies were to be collected through the Toolern DCP until the Paynes Road DCP was created The Paynes Road DCP has now been created It is proposed through this review that the Paynes Road PSP area be removed from the Toolern DCP, as money is now being collected through the Paynes Road DCP rather than the Toolern DCP
References to new suburb names	<ul style="list-style-type: none"> In 2017 the Toolern PSP area was broken into a series of suburbs. The PSP and DCP documents have been amended to make references to the new suburbs where appropriate
References to State Government infrastructure	<ul style="list-style-type: none"> Health Precinct updated to Melton Hospital Toolern Regional Park updated to the Toolern Creek Regional Park Government schools have been identified by the names provided by the Department of Education and Training e.g. Toolern Waters P-6
Grammatical corrections	<ul style="list-style-type: none"> Guideline changed to guidelines Changes arising from amendments and development since the PSP was gazetted. i.e. Amendment C84 will rezone all land to UGZ. Delete 'will' and change 'rezone' to 'rezoned'. Similarly, reference clauses have been updated and capitalised
Updated terms for consistency with Plan Melbourne 2017-2050	<ul style="list-style-type: none"> Principal Activity Centres redefined as National Employment and Innovation Clusters Cobblebank Major Activity Centre identified as a Metropolitan Activity Centre Node replaced with Precinct
Updates associated with CMAC and CEMU UDF	<ul style="list-style-type: none"> Proposed Toolern Railway Station and Bus Interchange replaced with approved Cobblebank Railway Station and Bus Interchange Replace specifications such as supermarket, department store with retail, as well as including updated floor area figures

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Guidelines and Requirements

Contemporary PSPs include objectives, requirements, and guidelines:

- Objectives outline what outcomes should guide the development of the PSP area.
- Requirements identify outcomes that must be met to implement the PSP's vision and objectives.
- Guidelines identify outcomes that should be met to implement the PSP's vision and objectives.

The Toolern PSP currently contains objectives and design guidelines but does not make specific reference to requirements. When reading the guidelines many of the guidelines contain the phrase *must be met*, which implies the guideline is a requirement.

The *design guidelines* in the PSP are proposed to be amended to become *design requirements and guidelines*. Design guidelines which 'must be met' will become requirements, and design guidelines that 'should be met' will remain as guidelines.

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Review of State Government Strategies and Plans

A review was undertaken to identify outdated references to State Government Strategies and Plans.

References have been updated for the following outdated plans and strategies:

- *Growth Area Framework Plans* replaced with *Growth Corridor Plans, GAA, 2011*
- *Melbourne 2030* replaced with *Plan Melbourne 2017-2050, DELWP, 2017*

The following new strategies and plans have been referenced in the documents:

- *Cobblebank Employment and Mixed-Use Urban Design Framework*, Melton City Council, 2019
- *Cobblebank Metropolitan Activity Centre Urban Design Framework*, Melton City Council, 2019
- *Melbourne Industrial and Commercial Land Use Plan*, DELWP, 2020

The following outdated strategies remain referenced as there is no equivalent strategy to replace it, and these strategies were used to inform the development of the Toolern PSP and DCP documents:

- *Meeting Our Transport Challenges*, State of Victoria, 2006
- *Victorian Transport Plan*, Department of Infrastructure, 2008

It is noted that the Victorian Planning Authority have released *Precinct Structure Planning Guidelines: New Communities in Victoria*, Victorian Planning Authority, October 2021. These guidelines apply to the development of new Precinct Structure Plans, and therefore are not entirely relevant to the review of the *Toolern Precinct Structure Plan* or the *Toolern Development Contributions Plan*.

It is noted that the *Toolern Precinct Structure Plan* demonstrates general compliance with *Plan Melbourne 2017-2020* and the *Precinct Structure Planning Guidelines: New Communities in Victoria*:

- The Toolern PSP creates 20-minute neighbourhoods.
- The Toolern PSP contains a hierarchy of activity centres (Metropolitan Activity Centre and Neighbourhood Activity Centres).
- The Toolern PSP contains employment areas and seeks to provide one job per household.
- The Toolern PSP identifies transport, and community and recreation infrastructure to service the needs of the growing community.
- The Toolern PSP identifies land for drainage to reduce the risk of flooding.
- The Toolern PSP identifies the retention of native vegetation and heritage places.
- The Toolern PSP provides a diversity of housing options through the identification of high-density, medium-density and conventional-density areas.
- The Toolern PSP identifies active transport and public transport to reduce reliance on private motor vehicles.
- The Toolern PSP creates a network of local parks and active open space reserves, including the identification of the future Toolern Creek Regional Park.
- The Toolern PSP includes a requirement for integrated water management plans to make better use of water, including the provision of recycled water.
- The Toolern PSP identifies land for local schools and community infrastructure, and includes regional infrastructure within the Metropolitan Activity Centre (public health, tertiary education, a civic precinct, and a justice precinct).

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DCP Errors

Errors were identified in the PSP and DCP tables. The tables in the PSP and DCP contained incorrect figures due to the use of incorrect formulas in the original tables. The problems associated with the formula included rounding errors, missing values, wrong percentages, and numbers being shown as a negative number when it should have been a positive number. As some of the errors affected land percentages and infrastructure areas, some of the errors affected levy charges.

The review has identified community and recreation infrastructure land area contradictions within the PSP and DCP documents. For example, Table 8 in the Toolern PSP identifies the Government Primary School in Community Hub 4 as being 4.5 Ha in size, whereas Table 6 in the Toolern DCP identifies it as being 3.5 Ha in size.

The *Land Use Budget Table* in the Toolern DCP separated some sites into multiple lots to reflect subdivision requests that had been lodged with Council at the time of the amendment. The following subdivisions did not occur and therefore the following properties will be consolidated into a single lot:

- Combine properties 35A and 35B into a single property – Property 35;
- Combine properties 37A and 37B into a single property – Property 37;
- Combine properties 49A and 49B into a single property – Property 49;
- Combine properties 54A and 54B into a single property – Property 54;
- Combine properties 59A, 59B and 59C into a single property – Property 59;
- Combine properties 63A and 63B into a single property – Property 63;
- Combine properties 69A and 69B into a single property – Property 69;
- Combine properties 77A and 77B into a single property – Property 77;
- Combine properties 85A and 85B into a single property – Property 85;
- Combine properties 118A, 118B and 118C into a single property – Property 118; and
- Combine properties 123A and 123B into a single property – Property 123.

Project Names and Descriptions in the PSP and DCP

All project names and descriptions in the Toolern PSP and DCP documents have been updated to reflect contemporary project name and descriptions found in contemporary PSPs. **Appendix 1** provides a comparison of the project names and descriptions.

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Urban Design Frameworks

In 2019, Melton City Council adopted the *Cobblebank Metropolitan Activity Centre (CMAC) Urban Design Framework (UDF)* and the *Cobblebank Employment and Mixed-Use (CEMU) UDF*.

Both UDFs are detailed planning and design documents that set a long-term integrated design vision that guide the future use and development in the two major employment areas within the Toolern PSP area.

Cobblebank Metropolitan Activity Centre Urban Design Framework

The *CMAC UDF* replaced the Toolern Town Centre UDF 2012. The *CMAC UDF* covers approximately 100 hectares of land that is intersected by Ferris Road and the Melbourne – Ballarat Railway Line.

The activity centre in Cobblebank is designated as an emerging Metropolitan Activity Centre in the State Government's metropolitan planning strategy, *Plan Melbourne 2017-2050*.

Metropolitan Activity Centres are higher order centres that provide a diverse range of jobs, activities and housing for regional catchments that are well serviced by public transport. Metropolitan Activity Centres also play a major service delivery role, through government, health, justice, and education services as well as retail and commercial opportunities.

Development in CMAC:

- 2015 Melton City Council opened the Western Business Accelerator and Centre of Excellence (BACE).
- December 2019 the Cobblebank Railway Station is opened as part of the Ballarat Line Upgrade project, which also delivered a duplicated rail line to Melton. This project included the delivery of a signalised intersection at Ferris Road for the railway station (IT14).
- December 2019 a new bus route is established that connects Melton Railway Station to Cobblebank Railway Station.
- May 2021 Cobblebank Village Shopping Centre opened next to the Cobblebank Railway Station.
- July 2021 the State Government identified land required for the future Melton Hospital.
- November 2021 Cobblebank Stadium (CI02) opened – a six indoor court stadium.
- 2022 the State Government acquired the land for the future Melton Hospital.
- 2022 work commenced on the Catholic Secondary School in Cobblebank, opening in 2023.
- 2022 work commenced on the extension of Bridge Road to Melton Hospital and the construction of a signalised intersection at Ferris Road (IT15).
- 2022 the State Government provided a grant to Melton City Council through the Growing Suburbs Fund to construct a community services hub which will house 70 community service organisations in a three-storey building.

The *CMAC UDF* has identified the following land uses are to be provided:

- A new civic precinct on the west side of Ferris Road:
 - A new higher order civic centre containing a Level 3 Community Centre (CI01)
 - Western BACE
 - Cobblebank Stadium (CI02)
 - Show Oval
- A health precinct that contains public and private hospitals
- A legal and justice precinct that contains law courts and emergency services (police, fire, and ambulance)
- Two tertiary education precincts
- A retail precinct centred on the railway station that can accommodate 70,000 sqm of floor space
- A commercial precinct that can accommodate 25,000 sqm of floor space

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- A large format (big box) retail precinct
- A residential precinct
- Areas where residential and commercial uses are permitted above ground floor uses



Figure 4. CMAC UDF Land Use Framework Plan

The *CMAC UDF* has recommended several changes be made to the Toolern PSP and DCP documents:

- The Indoor Recreation Centre and the Civic Facility should be relocated from the east side of Ferris Road, to the west side. This makes use of land that is already owned by Council and means land does not need to be acquired for these facilities.
- A new intersection should be included on Ferris Road to provide access to the railway station, the commercial precinct, and the northern tertiary education precinct.
- A new road over rail overpass is required at Ferris Road to ease traffic congestion when the boom gates are down and to ensure ambulances are not waiting for boom gates to lift.
- A new road over rail overpass is required at East Road to ease traffic congestion when the boom gates are down and to ensure ambulances are not waiting for boom gates to lift.
- Minor changes to road cross-sections.

Cobblebank Employment and Mixed-Use Urban Design Framework

The *CEMU UDF* area is approximately 490 hectares in size and is bound by the Western Freeway to the north, Mount Cottrell Road to the east, the Melbourne – Ballarat Railway Line to the south, and the Toolern Creek to the west.

The *CEMU* area provides land for future light industry, warehousing, big box retail and office to facilitate local job creation. The *CEMU* area also provide an opportunity for a mixed-use precinct towards the Toolern Creek.



Figure 5. CEMU UDF Land Use Framework Plan

The *CEMU UDF* has recommended some minor changes to road cross sections in the Toolern PSP.

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[Heritage Overlay Review](#)[Heritage Overlay – Schedule 106](#)

When the Toolern PSP was being prepared, Amendment C84 was under consideration. Amendment C84 sought to include a house in the heritage overlay, which would have been Schedule 106 to the Heritage Overlay. On this basis, the house was identified as a heritage site in the Toolern PSP maps on property 58.

Following the gazettal of the Toolern PSP, the planning panel for Amendment C84 recommended that the house subject to Schedule 106 should not be included in the Heritage Overlay. On this basis, it is recommended that the house on property 58 should no longer be identified as a heritage place in the Toolern PSP and DCP maps.

[Heritage Overlay – Schedule 74 – Parklea](#)

Parklea is identified in the Heritage Overlay at Schedule 74 (HO74). In 2018, a fire destroyed the house at HO74.

Council engaged Extent Heritage to review the site and they recommended that the place should be removed from the Heritage Overlay.

Extent Heritage recommended that the PSP should require some on-site interpretation of the removed place, and interpretation of the remaining heritage fabric (Toolern Creek ford, cobbled driveway, driveway plantings and water tank) most of which can be retained in the Toolern Creek waterway reservation.

More information on the review of HO74 can be found in *Toolern Precinct Structure Plan Review – Parklea (HO74) Recommendations Report, Extent Heritage, April 2020*.

The site will continue to be identified on the plans as a heritage place as there are two heritage guidelines proposed in the Toolern PSP to:

- Provide on-site interpretation of the house that was destroyed by fire; and
- Provide on-site interpretation of the heritage fabric to be retained in the Toolern Creek waterway reservation (the Toolern Creek ford, the cobbled driveway, and driveway plantings).

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Community and Recreation Infrastructure Review

ASR Research were engaged to undertake the following tasks:

- Review the population projections for the Toolern PSP area
- Review whether the community infrastructure being provided in the Toolern PSP and DCP is adequate having consideration for the level of development that has already been approved
- Apply the standard community facility, and sports and recreation designs included in the VPA's Benchmarking Infrastructure Costings to the PSP community infrastructure projects
- Prepare cost estimates based on the designs prepared in order to inform the review of the Toolern PSP and DCP
- Provide recommendations / options on how any changes to community infrastructure provision could be addressed through the PSP and DCP

Revised Population Projection

ASR Research undertook a review of the density of housing being delivered in the Toolern PSP area and has advised that housing is being delivered at a rate denser than the PSP assumed. ASR Research have found that the number of dwellings is expected to increase from 24,000 to 25,030.

ASR Research reviewed the number of people per dwelling. They found that the PSP had assumed that each dwelling would contain 2.3 people, which is well below the assumed household rate of 2.8 people used in contemporary PSPs. ASR Research have recommended that the Toolern PSP should assume an average household size of 2.7 people, which increases the overall population from 55,000 to 68,000.

More information on the revised population projections can be found in *Toolern Precinct Structure Plan Review – Community Infrastructure Recommendations Report, ASR Research, January 2021*

Infrastructure Implications

The Department of Education and Training (DET) and Melbourne Archdiocese of Catholic Schools have recommended that no additional schools are required to service the increased population, and have recommended some minor changes to the size and location of schools to cater for the revised population.

ASR Research has recommended that no additional community and recreation infrastructure is required to service the increased population, and it has recommended that some changes be made to the infrastructure projects identified in the PSP area to make it work harder.

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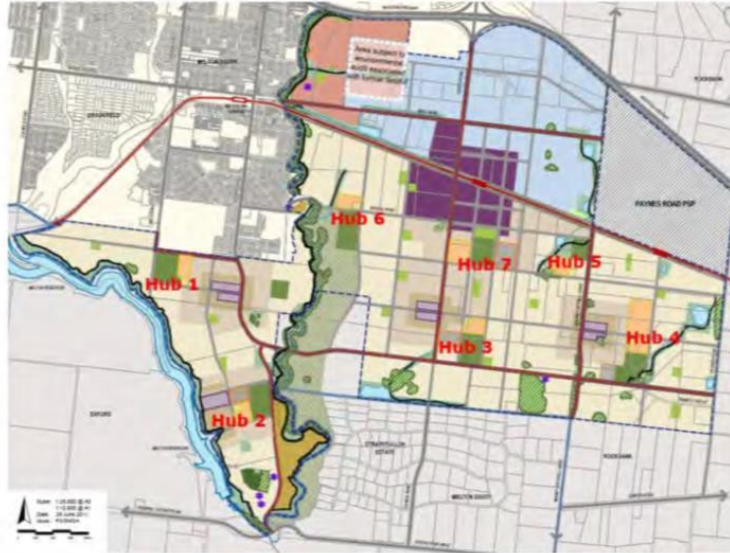


Figure 6. Community Hub Locations

ASR Research have recommended the following changes to community and recreation infrastructure to cater for the increased demand:

Community Hub 1 – Weir Views North

- No changes recommended

Community Hub 2 – Weir Views South

- Upgrade the multi-purpose community centre to a Level 2 Community Centre, and increase the size of land by 0.2 Ha from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space reserve by 0.2 Ha from 9.16 Ha to 8.96 Ha
- Increase the size of the non-government primary school from 2.55 Ha to 3.00 Ha (this reflects the area of the school that opened in 2022)

Community Hub 3 – Strathtulloh

- Relocate the non-government primary school to Community Hub 7 (Cobblebank Central)

Community Hub 4 – Thornhill Park

- The secondary school and specialist school, which is identified on a site 10.5 Ha in size, should be shown as a consolidated polygon

Community Hub 5 – Cobblebank East

- Decrease the government primary school from 3.7 Ha to 3.5 Ha
- Upgrade the multi-purpose community centre to a Level 2 Community Centre, and increase the size of land from 0.8 Ha to 1.0 Ha

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Community Hub 6 – Bridge Road

- No changes recommended

Community Hub 7 – Cobblebank Central

- Increase the size of the non-government school site from 5.98 Ha to 9.93 Ha (land identified for a school on Properties 33 and 34 should be deleted). The land formerly identified as a non-government school on Properties 33 and 34 should be used for active open space (0.29 Ha)

Metropolitan Activity Centre

- Relocate the Indoor Recreation Centre, and the Level 3 Community Centre / Civic Centre from land on the east side of Ferris Road to the west side of Ferris Road. This results in a reduction in the Development Infrastructure Levy to purchase the land, as the land on the west side of Ferris Road is land already owned by Council

More information on the community and recreation infrastructure revisions can be found in *Toolern Precinct Structure Plan Review – Community Infrastructure Recommendations Report, ASR Research, January 2021*

Education Infrastructure

The following education infrastructure has been constructed in the Toolern PSP area:

- Strathulloh Government Primary School on Bridge Road in Community Hub 6 (opened in 2022)
- St Lawrence of Brindisi Catholic Primary School in Community Hub 2 in Weir Views (opened in 2022)

The following education infrastructure is currently under construction in the Toolern PSP area:

- Catholic Regional College – Cobblebank campus - a secondary school located in Community Hub 7 in Cobblebank. This school is opening in 2023

Money was allocated in the 2018-19 State Budget to buy land for the Cobblebank Government Secondary School located in Community Hub 7. The land for this school has not yet been acquired by the State Government.

Planning work undertaken by the Melbourne Archdiocese Catholic Schools has strategically justified the need for three Catholic Primary School sites and one Catholic Secondary School in the Toolern PSP area.

Community Centre Projects

ASR Research identified that 24 kindergarten rooms will be required to service the proposed population of 68,000 people. Kindergarten rooms are provided in Level One and Level Two Community Centres. Six Level One and Level Two Community Centres are currently identified in the Toolern PSP area. Council has already built a four-room community centre in Bridge Road (Community Hub 6)

The VPA Benchmark Designs provide three kindergarten rooms in Level 1 and Level 2 Community Centres, which if built, would result in a shortfall of five kindergarten rooms.

Council engaged HEDE Architects to create concept designs and project cost sheets for Level One and Level Two Community Centres with four kindergarten rooms.

The HEDE Level One Community Centre is 256 sqm larger than the VPA benchmark design centre and can be located comfortably on a site that is 0.8 Ha in area.

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The HEDE Level Two Community Centre is 261 sqm larger than the VPA benchmark design centre and can be comfortably accommodated on a site that is 1.0 Ha in area.

Several options were explored to accommodate the extra children in the Toolern PSP area:

1. Build an additional Level One Community Centre (Level One Centres would use the VPA's benchmark designs and costs), and use the HEDE designs for the two Level Two Community Centres
2. Upgrade the five remaining community centres to be four kindergarten room centres using the HEDE designs and costs
3. Use the VPA's benchmark designs and costs, resulting in a shortage of five kindergarten rooms

Table 7 provides a cost comparison of the three options explored for kindergarten room provision.

Table 7. Kindergarten room provision options

Current DCP \$2020/2021	Option 1 Build an additional centre	Option 2 HEDE designs for the five new centres	Option 3 VPA benchmark designs
\$36,834,295	\$55,832,481	\$48,805,837	\$47,014,790
Difference between current and new	\$18,998,185	\$11,971,542	\$10,180,494
Increase in cost between current and new	52%	33%	28%

This amendment uses Option 2 which will result in an increase in the Development Infrastructure Levy to fund the increase in kindergarten rooms. This ensures that an adequate number of kindergarten rooms have been provided to service the community, whilst minimising the additional costs to the Toolern DCP.

The Community Infrastructure Levy will continue to pay for the community rooms in the community centres.

More information on the Community Centre Designs and costs can be found in *Toolern Precinct Structure Plan Review – Community Infrastructure Recommendations Report, ASR Research, January 2021*

Active Recreation Projects

The VPA Benchmark Infrastructure Report, Cardno, April 2019 provides benchmark designs and costs for the construction of active open space and pavilions.

Active Open Space Construction

Table 8 illustrates which of the VPA benchmark designs and costs have been applied to each of the active open space projects in the Toolern PSP area.

Table 8. Active Open Space Reserve size

Hub	Size in the Toolern PSP	VPA Benchmark Design
Hub 1 – Weir Views North	9.83 Ha	8-10 Ha
Weir Views East	4 Ha	5-6 Ha
Hub 2 – Weir Views South	9.16 Ha	8-10 Ha
Hub 3 – Strathtulloh	8.45 Ha	8-10 Ha
Hub 4 – Thornhill Park	8.48 Ha	8-10 Ha
Hub 5 – Cobblebank East	4.56 Ha	5-6 Ha
Hub 6 – Bridge Road	11 Ha	8-10 Ha
Hub 7 – Cobblebank Central	7.9 Ha	Constructed

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Table 9 identifies how much money is currently being collected to construct each active open space reserve, and how much money is likely to be needed to construct each reserve using the VPA's benchmark designs and costs.

Table 9. Active Open Space construction costs

Hub	DCP Value \$2020/2021	VPA Benchmark Cost	Difference
Hub 1 – Weir Views North	\$2,639,749	\$7,714,281	-\$5,074,532
Weir Views East	\$3,214,792	\$8,536,422	-\$5,321,630
Hub 2 – Weir Views South	\$3,214,792	\$11,020,402	-\$7,805,610
Hub 3 – Strathtulloh	\$5,754,874	\$11,020,402	-\$5,265,528
Hub 4 – Thornhill Park	\$3,771,070	\$11,020,402	-\$7,249,332
Hub 5 – Cobblebank East	\$3,214,792	\$8,536,422	-\$5,321,630
Hub 6 – Bridge Road	\$3,771,070	\$3,771,070 (constructed)	-
Hub 7 – Cobblebank Central	\$3,214,792	\$11,020,402	-\$7,805,610
TOTAL	\$28,795,749	\$72,639,803	-\$43,843,872

It is noted that 30% of construction cost for Hub 1 – Weir Views North is apportioned to existing development in Melton South.

It is recommended that the Development Infrastructure Levy be increased to cover the increased costs of constructing active open space reserves.

Pavilion Construction

Table 10 identifies how much money is currently being collected to construct each pavilion, and how much money is likely to be needed to construct each pavilion using the VPA's benchmark designs and costs.

Table 10. Pavilion construction costs

Hub	DCP Value \$2020/2021	VPA Benchmark Cost	Difference
Hub 1 – Weir Views North	\$1,111,286	\$1,762,413	-\$651,127
Weir Views East	\$1,587,551	\$1,762,413	-\$174,862
Hub 2 – Weir Views South	\$1,587,551	\$1,762,413	-\$174,862
Hub 3 – Strathtulloh	\$2,381,327	\$3,524,826	-\$1,143,499
Hub 4 – Thornhill Park	\$1,587,551	\$1,762,413	-\$174,862
Hub 5 – Cobblebank East	\$1,587,551	\$1,762,413	-\$174,862
Hub 6 – Bridge Road	\$1,587,551	\$1,587,551 (constructed)	-
Hub 7 – Cobblebank Central	\$1,587,551	\$1,762,413	-\$174,862
TOTAL	\$13,017,919	\$15,686,855	-\$2,668,936

It is proposed that all the pavilions use the VPA's pavilion design for two playing fields, except for Hub 3 – Strathtulloh which will construct two two-playing field pavilions to service four playing fields.

It is noted that 30% of the construction cost Hub 1 – Weir Views North is apportioned to existing development in Melton South.

The pavilions are funded through the Community Infrastructure Levy. It is recommended that the new pavilion costs be included in the updated Toolern DCP.

Constructed and Committed Projects

Nine community and recreation projects have been constructed already. For these projects the current construction cost in the Toolern DCP are being retained and indexed to \$2021/2022.

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Table 11 identifies all the community and recreation projects that have been constructed in the Toolern PSP area.

Table 11. Community and recreation infrastructure that has been constructed

Project ID	Project Description	Project Status
CI02	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.	Constructed
CI18A	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)	Constructed
CI18B	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)	Constructed
CI19A	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 contribution (60%)	Constructed
CI19B	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 contribution (40%)	Constructed
CI20	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component	Constructed
AR15A	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 2 Contribution (60%)	Constructed
AR15B	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 3 Contribution (40%)	Constructed
AR16	Bridge Road Sports Reserve Pavilion Construction of a pavilion in Community Hub 1 , including all building works, landscaping, and related infrastructure	Constructed

Two of the community and recreation projects have been relocated to land that Council already owns, and therefore the land no longer needs to be acquired. Table 12 identifies the two projects where the land no longer needs to be acquired.

Table 12. Community and recreation infrastructure where land has already been acquired

Project ID	Project Description	Project Status
CI01	Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	Land owned by Council
CI02	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.	Land owned by Council

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Transport Infrastructure Review

When contemporary PSPs are developed, Functional Layout Plans (FLPs) are developed to ensure that the road network is well designed, and enough land is reserved for the future needs of the community. The FLPs are used to produce project cost sheets that ensure enough money is being collected to build the transport network.

When the Toolern PSP was developed, it did not include FLPs or project cost sheets.

Council engaged Cardno to undertake the following tasks as part of the *Transport Infrastructure Review*:

- Review the additional transport projects identified in the *Cobblebank Metropolitan Activity Centre Urban Design Framework*
- Prepare Functional Layout Plans (FLPs) for all transport projects based on the VPA's benchmark designs
- Provide revised land takes for the transport projects based on the new FLPs
- Prepare cost sheets for all transport projects based on the VPA's benchmark designs
- Provide recommendations to update the Toolern PSP and DCP documents

Projects to be Removed

Table 13 identifies transport projects to be removed from the Toolern PSP and DCP documents. They have been agreed to be removed by Council, the VPA, the Department of Transport and VicRoads.

Table 13. Transport projects to be removed from the Toolern DCP

Project to be Deleted	Reason for Deletion
RD09 – Paynes Road – Toolern PSP southern boundary to Greigs Road	Located in the Rockbank South PSP area. To be included in the future Rockbank South Infrastructure Contributions Plan (ICP)
RD10 – Mount Cottrell Road – Toolern PSP southern boundary to Greigs Road	Located in the Rockbank South PSP area. To be included in the future Rockbank South ICP
IT08 – Paynes Road and Greigs Road Intersection	Located in the Rockbank South PSP area. To be included in the future Rockbank South ICP
IT09 – Mount Cottrell Road and Greigs Road Intersection	Located in the Rockbank South PSP area. To be included in the future Rockbank South ICP
BD09 – Railway Pedestrian Underpass	Replaced by the future East Road Rail Overpass (BD16)
BD11 – Railway Pedestrian Underpass	To be constructed as part of the Thornhill Park (Paynes Road) Train Station project
BD12 – Toolern Creek Pedestrian Bridge	An adequate number of bridges are shown over the Toolern Creek
BD13 – Toolern Creek Pedestrian Bridge	An adequate number of bridges are shown over the Toolern Creek

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New Projects

Missing projects from the Rockbank PSP and DCP

In 2010 the Urban Growth Boundary was changed, which brought land to the east and south of the Toolern PSP into the Urban Growth Boundary – Rockbank and Rockbank South Precinct Structure Plan areas.

In 2016 the Rockbank PSP and DCP were approved by Amendment C145 to the Melton Planning Scheme.

The Rockbank PSP and DCP include transport projects that urbanise Paynes Road, which lies on the boundary of the two PSPs. The Rockbank PSP and DCP included FLPs and project cost sheets for four intersection projects, three road projects, and two bridge projects and proposed that 50% of the project construction costs be borne by developers in the Rockbank PSP area, with the remainder of the construction costs to be recovered by the Paynes Road and Toolern PSPs.

One of the Paynes Road intersections is already included in the Toolern PSP and DCP – IT07. It is proposed that the design of IT07 be updated to the design and cost currently incorporated into the Rockbank PSP.

Table 14 identifies the transport projects to be added to the Toolern DCP from the Rockbank DCP.

Table 14. Transport projects to be added from the Rockbank PSP

Project ID	Project Description
RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).
RD23	Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07) Construction of a 2-lane arterial road (interim standard).
RD24	Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).
IT07	Intersection: Exford Road and Paynes Road Construction of signalised 4-way intersection (interim standard).
IT30	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).
IT31	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).
IT32	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).
BD17	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).
BD18	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).

It is proposed that all of the new transport projects will be apportioned 50% to the Toolern PSP area and 50% to the Rockbank PSP area, except for BD17 and BD18 which be apportioned 25% to the Toolern PSP area, 25% to the Paynes Road PSP area and 50% to the Rockbank PSP areas.

The Toolern DCP will be updated to include the designs and costs (indexed to \$2021/2022) that are currently in the Rockbank DCP.

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Missing projects from the Paynes Road PSP

In 2016 the Paynes Road PSP was approved by Amendment C161 to the Melton Planning Scheme. The Paynes Road PSP excised an industrial area from the Toolern PSP area and changed this to a residential land use.

The Paynes Road PSP added three new transport projects to the section of Mount Cottrell Road located between the Western Freeway and the Melbourne – Ballarat Rail Line. Table 15 identifies the transport projects to be added to the Toolern DCP from the Paynes Road PSP.

Table 15. Transport projects to be added from the Paynes Road PSP

Project ID	Project Description
BD19	Mount Cottrell Road Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)
BD20	Mount Cottrell Road Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor (ultimate standard).
BD21	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).

It is noted that BD19 and BD20 will be a primary arterial road, which is owned by VicRoads and the construction of these projects will be handled by the State Government, and therefore BD19 and BD20 are land purchase projects only.

As the section of Mount Cottrell Road between the Western Freeway and the Melbourne - Ballarat Rail Line is on the border of the Toolern and Paynes Road PSPs the construction cost of transport projects in this section (RD12, IT10 and IT19) will be shared by the two PSP areas (50% each).

The Toolern DCP will be updated to include the designs and costs (indexed to \$2021/2022) that are currently in the Paynes Road DCP.

Missing projects from the Cobblebank Metropolitan Activity Centre Urban Design Framework

In 2019 Council adopted the Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF).

The CMAC UDF identifies three new transport projects that should be added to the Toolern DCP to ensure the transport system can accommodate the planned civic, retail, health, education and justice precincts which include Tertiary education campuses, the Melton Hospital, and a new law court precinct. These projects are identified in Table 16.

Table 16. Transport projects to be added from the CMAC UDF

Project ID	Project Description
IT29	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).
BD15	Ferris Road Rail Overpass Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne - Ballarat rail corridor (interim standard).
BD16	East Road Rail Overpass Construction of a rail-road grade separation at the intersection of East Road and the Melbourne - Ballarat rail corridor (interim standard).

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The new intersection on Ferris Road (IT29) is required to provide controlled access to the future tertiary education campus located on the north side of the Melbourne - Ballarat Rail Line, as well as the northern section of the Cobblebank Railway Station.

The new overpasses at Ferris Road and East Road are to provide access to the Metropolitan Activity Centre which will contain the Melton Hospital, a legal and emergency services precinct, a civic precinct, tertiary education, and substantial retail facilities. These at-grade level crossings will create traffic congestion in the Metropolitan Activity Centre if they are not removed.

Changes to the Southern East-West Arterial Road

The Toolern PSP currently identifies the segment of the East – West Arterial Road located between Mount Cottrell Road and Paynes Road (RD08) as a primary arterial road.

The VPA, the Department of Transport, VicRoads and Council have agreed that this segment of road should be changed to a secondary arterial road. As some planning permits have been issued for land abutting this road and subdivision layouts have been approved which show the road as a primary arterial road within a 45-metre road cross-section, the PSP and DCP will continue to reserve a 45-metre road cross-section.

Constructed and Committed Projects

Some of the transport projects have been constructed already, are under construction, or are committed projects where the construction value has been agreed to already. For these projects, the current construction cost in the Toolern DCP is being retained and indexed to \$2021/2022. Table 17 identifies the transport projects that have been constructed or are committed projects.

Table 17. Transport projects that have already been constructed or committed for construction

Project ID	Project Description	Project Status
RD01	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).	Constructed
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m (ultimate).	Constructed
RD17	Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Construction of a 2-lane arterial road (interim layout).	Part Constructed Part Committed
RD18	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 19m to 38m (ultimate).	Constructed
IT14	Intersection: Ferris Road and Hollingsworth Drive Construction of signalised T-intersection (interim standard).	Constructed
IT15	Intersection: Ferris Road and Bridge Road Construction of signalised 4-way intersection (interim standard).	Committed
IT16	Intersection: Ferris Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	Constructed
IT19	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).	Constructed
IT24	Intersection: Exford Road and Connector Road Construction of signalised T-intersection (interim standard).	Constructed
IT26	Intersection: Mount Cottrell Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	Constructed
IT28	Intersection: Ferris Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	Committed
BD01	Abey Road Bridge Construction of an arterial road bridge over the Toolern Creek.	Constructed

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Project ID	Project Description	Project Status
BD02	Bridge Road Bridge Construction of a connector road bridge over the Toolern Creek.	Constructed
TR01	Toolern Creek Regional Park Trail Concrete Shared Path including pavement, drainage, and landscaping (3 metres wide, length 3,250 metres)	Constructed

Table 18 identifies transport projects where the land has already been acquired.

Table 18. Transport projects where land has already been acquired

Project ID	Project Description	Project Status
RD20	Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.	Land acquired
PT01	Bus Interchange Purchase land to provide for Local Bus Interchange (1 Hectare)	Land acquired

Functional Layout Plans

In May 2021, Cardno issued Council with a set of Functional Layout Plans, which have been reviewed and approved by Council, the Victorian Planning Authority, the Department of Transport, VicRoads, and DELWP.

The FLPs have been designed to connect to transport projects that have already been designed or constructed in the Toolern and Paynes Road PSP areas.

When preparing the FLPs, Cardno were instructed to use the road cross-sections in contemporary PSPs and this has resulted in many of the road projects requiring less land than the PSP currently requires (Table 19).

Table 19. Revised road widths

Project ID	Road Type (Current)	Road Type (Proposed)	Current Width	Revised Width	Comment
RD01	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD02	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD03	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD04	Secondary	Secondary	31m	34m	Contemporary secondary arterial width
RD05	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD06	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD07	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD08	Primary	Secondary	45m	45m	Permits have approved for a road 45m in width
RD09					Deleted - located in the Rockbank South PSP
RD10					Deleted - located in the Rockbank South PSP
RD11	Primary	Primary	45m	41m	Contemporary primary arterial width
RD12	Primary	Primary	45m	41m	Contemporary primary arterial width
RD13					Missing project - number skipped
RD14	Primary	Primary	45m	45m	Cross-section modified to include pedestrian paths on both sides of the road
RD15	Primary	Primary	45m	41.8m	Cross-section modified to utilise the existing centre verge
RD16	Secondary	Secondary	38m	38m	Road width maintained to provide drainage on the eastern side of the road
RD17	Secondary	Secondary	38m	38m	Road width maintained to provide drainage on the eastern side of the road
RD18	Secondary	Secondary	38m	40m	Existing road width
RD19	Primary	Primary	45m	45m	Cross-section modified to include pedestrian paths on both sides of the road

The new FLPs include land take measurements, which will be used to modify the area required for transport purposes in the PSP and DCP tables.

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Land Valuations

Council engaged Charter Keck Cramer to undertake land valuations for all land being acquired by Council for transport projects (road, intersections, bridges and the bus interchange), community facility projects, and active recreation projects.

The land valuations can be found in the report *Land Acquisition Assessment – Toolern Development Contributions Plan Land Assessment*, Charter Keck Cramer, May 2022.

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Development Services Scheme Review

In 2014, Melbourne Water started reviewing some of the Development Services Schemes (DSS) in the Toolern PSP area.

In the current PSP, the *Integrated Water Management Plan* at *Plan 14* identifies four water catchment areas. The Melbourne Water DSS review has broken these four water catchment areas into eight DSS areas.

The Melbourne Water review has also made changes to the size, location and function of many of the stormwater assets located in the eight DSS areas.

Plan 14 – Integrated Water Management Plan in the Toolern PSP will be replaced with a new plan (figure 7) that shows the new DSS areas and the revised polygons which identify the location of each stormwater asset.

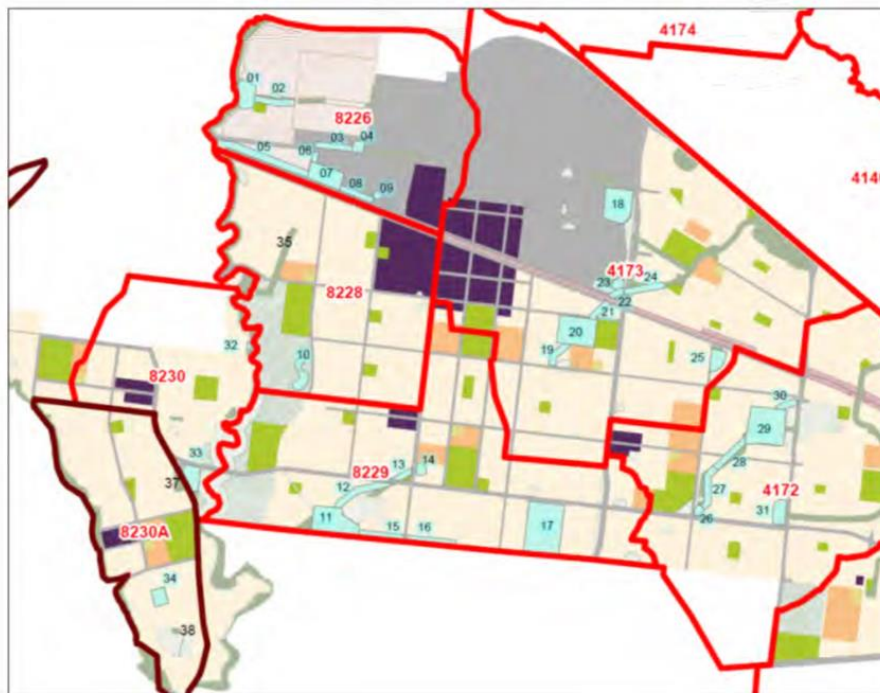


Figure 7. Stormwater Asset Plan

Melbourne Water have proposed that the extent of land require for drainage and waterway purpose increases from 136.71 Ha to 145.82 Ha, which is an increase of 9.11 Ha. It is noted that the retarding basin on properties 58 and 60 are counted as conservation open space (Lignum swamp) instead of a waterway in Tables 1 and 2 in the Toolern PSP and DCP.

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Melbourne Water has also prepared a stormwater asset table which will be incorporated into the PSP (Table 20). This table identifies the name and function of each asset, identifies which DSS it is in, identifies its size, and identifies whether Melbourne Water or Council will be responsible for the asset once it is constructed.

Table 20. Stormwater Asset Plan

Stormwater Asset ID	Type	Waterway corridor width (m)	Required land area (ha)	Property Number	Development Services Scheme	Responsibility
1	Wetland	N/A	3.17	86 and 87	Abey Road	Melbourne Water
2	Waterway	50	1.86	88	Abey Road	Melbourne Water
3	Waterway	50	1.66	90 and 91	Abey Road	Melbourne Water
4	Sediment pond	N/A	0.92	95	Abey Road	Melbourne Water
5	Waterway	60	5.29	101, 102 and 103	Abey Road	Melbourne Water
6	Waterway	50	0.44	104A, 104B and 104C	Abey Road	Melbourne Water
7	Retarding basin, wetland	N/A	4.43	104A, 104B, 104E, 105 and 106	Abey Road	Melbourne Water
8	Waterway	50	1.45	107 and 108	Abey Road	Melton City
9	Sediment pond	N/A	0.40	109	Abey Road	Melton City
10	Wetland	N/A	2.20	27	Ferris Road	Melbourne Water
11	Retarding basin, wetland	N/A	8.00	29	Melton South	Melbourne Water
12	Waterway	60	3.00	29	Melton South	Melbourne Water
13	Waterway	60	0.90	29	Melton South	Melbourne Water
14	Sediment pond	N/A	0.80	29	Melton South	Melbourne Water
15	Waterway	60	2.28	29	Melton South	Melbourne Water
16	Waterway	60	2.33	59A	Melton South	Melbourne Water
17	Retarding basin	N/A	11.98	58 and 60	Melton South	Melton City
18	Retarding basin, wetland	N/A	6.51	124	Shogaki Drive	Melbourne Water
19	Waterway	60	1.44	37	Shogaki Drive	Melbourne Water
20	Retarding basin, wetland	N/A	7.68	37, 38, 39, 40 and 41	Shogaki Drive	Melbourne Water
21	Waterway	60	1.12	38	Shogaki Drive	Melbourne Water
22	Waterway	60	0.96	124	Shogaki Drive	Melbourne Water
23	Sediment pond	N/A	0.78	124	Shogaki Drive	Melton City
25	Retarding basin, wetland	N/A	2.00	66	Shogaki Drive	Melton City
26	Sediment pond	N/A	0.58	72 and 73	Iramoo Circuit	Melbourne Water
27	Waterway	60	2.24	72 and 73	Iramoo Circuit	Melbourne Water
28	Waterway	60	2.00	72	Iramoo Circuit	Melbourne Water
29	Retarding basin, wetland	N/A	10.00	67, 68 and 74	Iramoo Circuit	Melbourne Water
30	Waterway	60	0.98	67	Iramoo Circuit	Melbourne Water
31	Retarding basin, wetland	N/A	2.20	75 and 76	Iramoo Circuit	Melton City
32	Bioretention system	N/A	0.24	3	Exford Road	Melton City
33	Wetland	N/A	2.48	7	Exford Road	Melbourne Water
34	Wetland	N/A	1.37	10	Waterford	Melbourne Water
35	Waterway	40	4.18	16, 17, 18, 19 and 25	Ferris Road	Melbourne Water
37	Retarding basin, wetland	N/A	1.21	8	Waterford	Melton City
38	Retarding basin, wetland	N/A	0.35	147	Waterford	Melton City

* Stormwater Asset ID 24 has been deleted as it is in the Paynes Road Precinct Structure Plan area

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Development Infrastructure Levy

Table 21 shows how much Development Infrastructure Levy (DIL) is currently being collected for each of the four charge areas in the Toolern DCP. The DIL has been indexed to \$2021/2022.

Table 21. Current Toolern DCP DIL rates indexed to \$2021/2022

Infrastructure Category	Charge Area 1 DIL \$2021/2022	Charge Area 2 DIL \$2021/2022	Charge Area 3 DIL \$2021/2022	Charge Area 4 DIL \$2021/2022
Transport	\$122,8230	\$122,830	\$122,830	\$122,830
Community and Recreation	\$146,730	\$155,668	\$135,885	\$1,570
Plan Preparation	\$976	\$976	\$976	\$976
TOTAL	\$270,536	\$279,474	\$259,691	\$124,616

Table 22 shows the proposed changes to DIL rates for each of the four charge areas. The DIL has been influenced by changes to the net developable area, new land values (based on indexation provided by Council's finance department), the removal of some projects, the addition of new infrastructure projects, and revised construction costs for infrastructure.

Table 22. Proposed new Toolern DCP DIL rates

Infrastructure Category	Charge Area 1 DIL \$2021/2022	Charge Area 2 DIL \$2021/2022	Charge Area 3 DIL \$2021/2022	Charge Area 4 DIL \$2021/2022
Transport	\$236,974	\$236,974	\$236,974	\$236,203
Community and Recreation	\$211,985	\$214,410	\$141,951	\$1,756
Plan Preparation	\$1,092	\$1,092	\$1,092	\$1,092
TOTAL	\$450,050	\$452,476	\$380,016	\$239,051

Tables 23, 24 and 25 have provided comparisons of the proposed new DIL rates for the Toolern DCP with the DIL rates in contemporary PSPs in the City of Melton.

Table 23. Comparison of transport DIL rates in contemporary DCPs

Development Contributions Plan	DIL Rate \$2021/2022 Transport
Diggers Rest DCP	\$107,120
Paynes Road DCP	\$183,123
Rockbank North DCP	\$203,460
Toolern DCP	\$236,974
Rockbank DCP	\$258,594

Table 24. Comparison of community and recreation DIL rates in contemporary DCPs

Development Contributions Plan	DIL Rate \$2021/2022 Community and Recreation
Toolern DCP – Charge Area 4	\$1,756
Toolern DCP – Charge Area 3	\$141,951
Diggers Rest DCP	\$153,832
Rockbank North DCP	\$207,186
Toolern DCP – Charge Area 1	\$211,985
Toolern DCP – Charge Area 2	\$214,410
Rockbank DCP	\$221,250
Paynes Road DCP	\$249,640

Table 25 provides a comparison of the overall DIL being collected in contemporary DCPs in the City of Melton (a combination of the transport DIL, the community and recreation DIL, and the cost of preparing the PSP DIL).

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Table 25. Comparison of DIL rates in contemporary DCPs

Development Contributions Plan	Transport DIL	Community and Recreation DIL	Plan Preparation DIL	Total DIL
Toolern DCP – Charge Area 4	\$236,203	\$1,756	\$1,092	\$239,051
Diggers Rest DCP	\$107,120	\$153,832	-	\$260,952
Toolern DCP – Charge Area 3	\$236,974	\$141,951	\$1,092	\$380,016
Rockbank North DCP	\$203,460	\$207,186	-	\$410,646
Paynes Road DCP	\$182,856	\$249,640	\$266	\$432,763
Toolern DCP – Charge Area 1	\$236,974	\$211,985	\$1,092	\$450,050
Toolern DCP – Charge Area 2	\$236,974	\$214,410	\$1,092	\$452,476
Rockbank DCP	\$258,594	\$221,250	-	\$479,844

The new combined DIL rates proposed in the Toolern DCP are similar to the rates being paid by developers in other PSP areas in the City of Melton with DCPs.

Comparisons have not been provided for Melton North and Taylors Hill West DCPs as development is nearing completion in these PSP areas.

A comparison has not been provided against the Toolern Park DCP as this DCP is only collecting money for one transport project, and three community and recreation projects.

Comparisons have not been provided against the Kororoit, Plumpton and Mt Atkinson PSP areas, as these are subject to Infrastructure Contributions Plans which use a different methodology for land acquisition which results in DIL amounts that are not directly comparable to the Toolern DCP context.

Table 26. Comparison of DIL rates for the Toolern DCP

Development Contributions Plan	Total DIL (Current \$2021)	Total DIL (Proposed)	Difference
Toolern DCP – Charge Area 1	\$270,534	\$450,050	\$179,516
Toolern DCP – Charge Area 2	\$279,474	\$452,476	\$173,002
Toolern DCP – Charge Area 3	\$259,691	\$380,016	\$120,325
Toolern DCP – Charge Area 4	\$124,617	\$239,051	\$114,434

Whilst the changes to the DIL rate are large, they are required to ensure adequate money is being collected to construct the infrastructure required to service the Toolern PSP development area.

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Community Infrastructure Levy

The Toolern PSP is currently collecting \$1,225 (\$900 indexed to \$2021/2022) per dwelling via the Community Infrastructure Levy (CIL) to construct community rooms in Level 1 and Community Centres and Pavilions in the Toolern PSP.

It is estimated that there will be 25,030 dwellings in the Toolern PSP area. Council is therefore expecting to collect approximately \$30.7 million through the CIL.

Council will need to deliver the infrastructure identified in Table 27 through the CIL.

Table 27. CIL analysis

Infrastructure to be Delivered by CIL	Infrastructure Value \$2021/2022	CIL Per Dwelling \$2021/2022
Community Meeting Rooms		
Hub 1	\$506,393	\$20.23
Hub 2	\$1,389,726	\$55.52
Hub 3	\$723,419	\$28.90
Hub 4	\$723,419	\$28.90
Hub 5	\$1,389,726	\$55.52
Hub 6	\$1,936,154	\$77.35
Subtotal	\$6,668,837	\$266.43
Pavilions		
AR02	\$1,233,689	\$49.29
AR04	\$1,762,413	\$70.41
AR06	\$1,762,413	\$70.41
AR08	\$3,524,826	\$140.82
AR10	\$1,762,413	\$70.41
AR12	\$1,762,413	\$70.41
AR14	\$1,762,413	\$70.41
AR16	\$1,611,363	\$64.38
Subtotal	\$15,181,943	\$606.55
TOTAL	\$21,857,781	\$872.98

It is estimated that there will be \$8.8 million of CIL that would have been collected and will not have been spent when the Toolern DCP area is fully constructed.

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Planning Scheme Ordinance

Schedule 3 to the Urban Growth Zone

The content of the schedule has been placed into the new template for the schedule to the Urban Growth Zone to be consistent with *The Form and Content of Planning Schemes Ministerial Direction (Minister for Planning, 19 January 2022)*.

The following changes are proposed to text in Schedule 3 to the Urban Growth Zone

General changes

- References to the *Major Activity Centre* have been updated to a *Metropolitan Activity Centre* to be consistent with *Plan Melbourne* and the *Cobblebank Metropolitan Activity Centre UDF*.
- References to the *Growth Areas Authority* updated to the *Victorian Planning Authority*.
- References to the *Roads Authority* updated to the *Road Management Authority*.

Section 2.3 Special provisions – Use of land

- Identify non-government schools as uses that do not require a planning permit if they are located on land identified as a Potential Non-Government School in the Toolern PSP Future Urban Structure. This change has been requested by Catholic Education Melbourne. This change is consistent with the approach taken to non-government schools in the City of Melton.
- The shop floor area cap in the Cobblebank Metropolitan Activity Centre is increased from 30,000 sqm to 70,000 sqm. This change is required to provide consistency between the planning scheme ordinance and the floor area identified in the Toolern PSP and the *Cobblebank Metropolitan Activity Centre UDF*.
- Delete the permit requirements for a dwelling in the Commercial 1 Zone that stated that 'no permit is required to construct a dwelling with a ground floor frontage greater than two metres.' This is inconsistent with the Cobblebank Metropolitan Activity Centre UDF, which encourages dwellings to be constructed at upper levels.

Section 2.5 Specific provisions – Buildings and works for a school

- Introduction of a new provision that *a permit is required to construct or carry out works associated with a primary school or secondary school on land shown as a Potential Non-Government School unless exempt under Clauses 62.02-1 and 62.02-2*. This provision is used in other schedules to the Urban Growth Zone in the Melton Planning Scheme.

Section 3.0 Application requirements

- Insert a new application requirement for residential subdivision that all applications must include '*a table setting out the amount of land allocated to the proposed uses and expected population, dwelling and employment yields*.' This is a standard application requirement in other schedules to the Urban Growth Zone in the Melton Planning Scheme.

Section 6.1 Land and home sales signs

- Insertion of new guidance on land and home sales signs that are used in other schedules to the Urban Growth Zone in the Melton Planning Scheme:
 - *A permit may be granted to display a sign promoting the sale of land or homes on the land (or on adjoining land in the same ownership) with an area greater than 10 square metres.*
 - *If the sign does not meet all the provisions listed above, it must comply with the provisions of Clause 52.05.*

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Section 6.2 Education promotion signs

- This section is to be updated to broaden the display of promotion signs to include community uses rather than just education uses. This includes community facilities, potential government schools, potential non-government schools and credited open space. This is a standard signage provision in other schedules to the Urban Growth Zone in the Melton Planning Scheme.

Schedule 3 to the Development Contributions Plan Overlay

It is proposed that all the Development Infrastructure Levy rates be updated to reflect the new rates identified through the introduction of new infrastructure projects, the deletion of identified infrastructure projects, and the revised infrastructure costs recommended by Cardno and ASR Research.

General changes

- References to the *Department of Sustainability and Environment* updated to the *Department of Environment, Land, Water and Planning*

Section 4.0 Non-government schools

- This section has been deleted. This section requires non-government schools to pay Development Infrastructure Levies (DIL). This is inconsistent from the approach taken to non-government schools in other schedules to the Development Contributions Plan Overlay in the Melton Planning Scheme, where non-government schools are considered encumbered land and therefore are exempt from paying DIL.

Section 5.0 Land or development excluded from development contributions plan

- Two new land uses are proposed to be made exempt from paying the development contributions plan levies. These changes have been made as these uses are exempt from paying levies in other schedules to the Development Contributions Plan Overlay in the Melton Planning Scheme:
 - *Use and development for a non-government school.*
 - *Use and development associated with a dwelling that is existing or approved at the approval date of this provision.*

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Appendix 1 – Changes to Project Names and Project Descriptions

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
Road Projects		
RD01	Rees Road: Coburns Road to East West Arterial. Re-construct existing 2-lane road to provide 2-lane carriageway of secondary arterial road (38 metre road reserve, length 180 metres) *Interim layout* Purchase of land to increase reserve width from 20m to 38m for 180 metres (ultimate).	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).
RD02	East West Arterial: Rees Road to Exford Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 970 metres) *Interim layout* Purchase of land to increase reserve width from 0m to 38m for 970 metres (ultimate).	East West Arterial: Rees Road (IT01) to Exford Road (IT02) Construction of a 2-lane arterial road (interim standard) Purchase of land to increase reserve width from 0m to 34m (ultimate).
RD03	East West Arterial: Exford Road Section. Re-construct existing 2-lane road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 900 metres) *Interim layout* Purchase land to increase reserve width from 20m to 38m for 900 metres (ultimate).	Exford Road: East West Arterial (IT02) to Exford Road (IT03) Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).
RD04	Exford Road: East West Arterial to Greigs Road. Re-construct existing pavement to provide 2-lane carriageway of undivided secondary arterial road (31 metre road reserve, length 2,310 metres) *Interim layout* Purchase land to increase reserve width from 20m to 31m for 2,310 metres (ultimate).	Exford Road: Exford Road (IT03) to Greigs Road (IT04) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).
RD05	East West Arterial: Exford Road to Toolern Creek. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 400 metres) *Interim layout* Purchase land to increase reserve width from 0m to 38m for 400 metres (ultimate).	Exford Road: Exford Road (IT03) to Toolern Creek (BD03) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).
RD06	East West Arterial: Toolern Creek to Ferris Road. Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,680 metres) *Interim layout* Purchase land to increase reserve from 0m to 38m for 1,680 metres (ultimate).	Exford Road: Toolern Creek (BD03) to Ferris Road (IT05) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve from 0m to 34m (ultimate).
RD07	East West Arterial: Ferris Road to Mount Cottrell Road. Construct new 2-lane carriageway of divided secondary arterial road. (38 metre road reserve, length 1,600 metres) *Interim layout* Purchase land to increase reserve width from 0m to 38m for 1,600 metres (ultimate).	Exford Road: Ferris Road (IT05) to Mount Cottrell Road (IT06) Construction of a 2-lane arterial road. (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).
RD08	East West Arterial: Mount Cottrell Road to Paynes Road. Construct new 2-lane carriageway of primary arterial road. (45 metre road reserve, length 1,650 metres) *Interim layout* Purchase land to increase reserve width to 0m to 45m for 1,650 metres (ultimate).	Exford Road: Mount Cottrell Road (IT06) to Paynes Road (IT07) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate).
RD09	Paynes Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 725 metres).	Deleted – this project is in the Rockbank South PSP area
RD10	Mount Cottrell Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 1,045 metres).	Deleted – this project is in the Rockbank South PSP area
RD11	Mount Cottrell Road: Melbourne Ballarat Rail Line to East West Arterial to UGB southern boundary. Upgrade existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 2,190 metres) *Interim layout* Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 2,190 metres (ultimate).	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout).

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
	reserve, length 1,680 metres) *Interim layout* Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate).	Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m (ultimate).
RD13	This project number was skipped in the Toolern DCP	Skipped Project - There is no RD13 in the Toolern DCP
RD14	Shogaki Drive: Ferris Road to Mount Cottrell Road (Western Half). Upgrade existing 2-lane sealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). *Interim layout*. Purchase land to increase reserve width from 40m to 45m for 800 metres (ultimate).	Shogaki Drive: Ferris Road (IT13) to Industrial Connector Road (IT12) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 40m to 45m (ultimate).
RD15	Ferris Road: Western Freeway to Shogaki Drive. Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (45 metre road reserve, length 940 metres). Purchase land to increase reserve width from 34m to 45m for 940 metres (ultimate).	Ferris Road: Western Freeway to Shogaki Drive (IT13) Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout). Purchase land to increase reserve width from 34m to 45m (ultimate).
RD16	Ferris Road: Abey Road to Melbourne Ballarat Rail Line. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 620 metres) *Interim layout* Purchase land to increase reserve width from 34m to 38m for 620 metres (ultimate).	Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 34m to 38m (ultimate).
RD17	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres) *Interim layout*	Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Construction of a 2-lane arterial road (interim layout).
RD18	Abey Road: Toolern Creek to Ferris Road. Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres) *Interim layout* Purchase land to increase reserve width from 19m to 38m for 270 metres east of Toolern Creek (ultimate).	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 19m to 38m (ultimate).
RD19	Shogaki Drive: Ferris Road to Mount Cottrell Road (Eastern Half). Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres) *Interim layout* Purchase land to increase reserve width from 0m to 45m for 800 metres (ultimate).	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 45m (ultimate).
RD20	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only. Area = 0.50 hectares (ultimate).	Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.
RD21	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial. Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30). Area = 3.45 hectares (ultimate).	Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).
Intersection Projects		
IT01	Rees Road and East West Arterial: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes. Additional contingency fee of 30% added to construction cost. Additional design and project management fee of 10% added to construction cost.	Intersection: Rees Road and East West Arterial Construction of signalised 4-way intersection (interim standard).
IT02	East West Arterial and Exford Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.	Intersection: East West Arterial and Exford Road Construction of signalised T-intersection (interim standard).
IT03	East West Arterial and Exford Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.	Intersection: Exford Road and Exford Road Construction of signalised T-intersection (interim standard).
IT04	Exford Road and Greigs Road: Intersection. *Interim layout* Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	Intersection: Exford Road and Greigs Road Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
IT05	East West Arterial and Ferris Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes. Purchase of 0.304 hectares of additional required land.	Intersection: Exford Road and Ferris Road Purchase of land and construction of signalised 4-way intersection (interim standard).
IT06	East West Arterial and Mount Cottrell Road: Intersection. *Interim layout*. Construction of signalised 4-way intersection and slip lanes. Purchase of 0.342 hectares of additional required land.	Intersection: Exford Road and Mount Cottrell Road Purchase of land and construction of signalised 4-way intersection (interim standard).
IT07	East West Arterial and Paynes Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.	Intersection: Exford Road and Paynes Road Construction of signalised 4-way intersection (interim standard).
IT08	Paynes Road and Greigs Road: Intersection. Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	Deleted – this project is in the Rockbank South PSP area
IT09	Mount Cottrell Road and Greigs Road: Intersection. Intersection upgrade - construction of roundabout.	Deleted – this project is in the Rockbank South PSP area
IT10	Mount Cottrell Road and Shogaki Drive: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes. Purchase of 0.301 hectares of additional required land.	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).
IT11	This project number was skipped in the Toolern DCP	Skipped Project - There is no IT11 in the Toolern DCP
IT12	Shogaki Drive and Collector Street: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.	Intersection: Shogaki Drive and Industrial Connector Road Construction of signalised 4-way intersection (interim standard).
IT13	Ferris Road and Shogaki Drive: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes. Purchase of 0.47 hectares of additional required land.	Intersection: Ferris Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).
IT14	Ferris Road and MAC Northern Collector Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.	Intersection: Ferris Road and Hollingsworth Drive Construction of signalised T-intersection (interim standard).
IT15	Ferris Road and Bridge Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.	Intersection: Ferris Road and Bridge Road Construction of signalised 4-way intersection (interim standard).
IT16	Abey Road and Industrial Connector Road: Intersection. *Interim layout* Construction of a signalised T-intersection and slip lanes.	Intersection: Abey Road and Industrial Connector Road Construction of a signalised T-intersection (interim standard).
IT17	Abey Road and Bundy Drive: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.	Intersection: Abey Road and Bundy Drive Construction of signalised T-intersection (interim standard).
IT18	Ferris Road and Shakamaker Drive: Intersection. **Ultimate layout** Construction of signalised 4-way intersection and slip lanes.	Intersection: Ferris Road and Shakamaker Drive Construction of signalised 4-way intersection (ultimate standard).
IT19	Mount Cottrell Road and Murray Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).
IT20	Mount Cottrell Road and Southern Connector Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.	Intersection: Mount Cottrell Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).
IT21	East West Arterial and Eastern North-South Connector Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.	Intersection: Exford Road and Eastern North-South Connector Road Construction of signalised 4-way intersection (interim standard).
IT22	East West Arterial and Central North-South Connector Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.	Intersection: Exford Road and Central North-South Connector Road Construction of signalised 4-way intersection (interim standard).
IT23	East West Arterial and Western North-South Connector Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.	Intersection: Exford Road and Western North-South Connector Road Construction of signalised T-intersection (interim standard).
IT24	Exford Road and Connector Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.	Intersection: Exford Road and Connector Road Construction of signalised T-intersection (interim standard).

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Item 12.6 Amendment C232melt to the Melton Planning Scheme - Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
IT25	Mount Cottrell Road and Bridge Road: Intersection. *Interim layout* Construction of signalised T-intersection and slip lanes.	Intersection: Mount Cottrell Road and Bridge Road Construction of signalised T-intersection (interim standard).
IT26	Mount Cottrell Road and Alfred Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.	Intersection: Mount Cottrell Road and Alfred Road Construction of signalised 4-way intersection (interim standard).
IT27	Ferris Road and Alfred Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.	Intersection: Ferris Road and Alfred Road Construction of signalised 4-way intersection (interim standard).
IT28	Ferris Road and Southern Connector Road: Intersection. *Interim layout* Construction of signalised 4-way intersection and slip lanes.	Intersection: Ferris Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).
Bridge Projects		
BD01	Abey Road Bridge. 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 61 metres).	Abey Road Bridge Construction of an arterial road bridge over the Toolern Creek.
BD02	Bridge Road Bridge. 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres).	Bridge Road Bridge Construction of a connector road bridge over the Toolern Creek.
BD03	East West Arterial Bridge. 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres).	Exford Road Bridge Construction of an arterial road bridge over the Toolern Creek.
BD04	Shared Use Pedestrian Bridge (No. 1). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Shared Use Pedestrian Bridge 1: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.
BD05	Shared Use Pedestrian Bridge (No.2). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Shared Use Pedestrian Bridge 2: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.
BD06	Shared Use Pedestrian Bridge (No. 3). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Shared Use Pedestrian Bridge 3: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.
BD07	Pedestrian Underpass 1: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Pedestrian Underpass 1: Melbourne Ballarat Railway Construction of a pedestrian underpass.
BD08	Pedestrian Underpass 2: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Pedestrian Underpass 2: Melbourne Ballarat Railway Construction of a pedestrian underpass.
BD09	Pedestrian Underpass 3: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Deleted – replaced by BD16 (see Appendix 2)
BD10	Pedestrian Underpass 4: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Pedestrian Underpass 4: Melbourne Ballarat Railway Construction of a pedestrian underpass.
BD11	Pedestrian Underpass 5: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Deleted – will be constructed as part of the Paynes Road Railway Station project
BD12	Shared Use Pedestrian Bridge (No. 4). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Deleted – an adequate number of bridges have been provided over the Toolern Creek
BD13	Shared Use Pedestrian Bridge (No. 5). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Deleted – an adequate number of bridges have been provided over the Toolern Creek
BD14	Shared Use Pedestrian Bridge (No. 6). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Shared Use Pedestrian Bridge 4: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.
Public Transport Projects		
PT01	Purchase land to provide for Local Bus Interchange (1 hectare).	Bus Interchange Purchase land to provide for Local Bus Interchange (1 Hectare)
Trail Projects		

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TR01	Concrete Shared Path including pavement, drainage and landscaping (3 metres wide, length 3,250 metres): Regional Park linkages.	Toolern Creek Regional Park Trail Concrete Shared Path including pavement, drainage and landscaping (3 metres wide, length 3,250 metres)
Community Facility Projects		
CI01	Purchase land to provide Library located in Major Activity Centre (4 hectares).	Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.
CI02	Purchase of land to provide Aquatic / Leisure Centre (Level 3), located in Major Activity Centre (2.5 hectares).	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.
CI03	Early Learning Facility within Government Primary School (Community Hub 1). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.	Weir Views North Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 1 - early childhood rooms component - including kindergarten and maternal health.
CI04	Multipurpose Community Centre (Community Hub 1). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	Weir Views North Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 1 - community rooms component.
CI05	Multipurpose Community Centre (Community Hub 1). Construction of the community room components of the multipurpose community centre.	Deleted – Council no longer provides childcare rooms in Early Childhood Centres
CI06	Early Learning Facility within Government Primary School (Community Hub 2). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.	Weir Views South Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 2 - early childhood rooms component - including kindergarten and maternal health.
CI07	Multipurpose Community Centre (Community Hub 2). Purchase of land (0.85 hectares) and construction of the childcare components of the multipurpose community centre.	Weir Views South Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 2 - community rooms component.
CI08	Multipurpose Community Centre (Community Hub 2). Construction of the community room components of the multipurpose community centre.	Deleted – Council no longer provides childcare rooms in Early Childhood Centres
CI09	Early Learning Facility within Government Primary School (Community Hub 3). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.	Strathulloh Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 3 - early childhood rooms component - including kindergarten and maternal health.
CI10	Multipurpose Community Centre (Community Hub 3). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	Strathulloh Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 3 - community rooms component.
CI11	Multipurpose Community Centre (Community Hub 3). Construction of the community room components of the multipurpose community centre.	Deleted – Council no longer provides childcare rooms in Early Childhood Centres
CI12	Early Learning Facility within Government Primary School (Community Hub 4). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.	Thornhill Park Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 4 - early childhood rooms component - including kindergarten and maternal health.

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CI13	Multipurpose Community Centre (Community Hub 4). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	Thornhill Park Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 4 - community rooms component.
CI14	Multipurpose Community Centre (Community Hub 4). Construction of the community room components of the multipurpose community centre.	Deleted – Council no longer provides childcare rooms in Early Childhood Centres
CI15	Early Learning Facility within Government Primary School (Community Hub 5). Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.	Cobblebank East Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 5 - early childhood rooms component - including kindergarten and maternal health.
CI16	Multipurpose Community Centre (Community Hub 5). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	Cobblebank East Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 5 - community rooms component.
CI17	Multipurpose Community Centre (Community Hub 5). Construction of the community room components of the multipurpose community centre.	Deleted – Council no longer provides childcare rooms in Early Childhood Centres
CI18A	Early Learning Facility within Government Primary School (Community Hub 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. Area 2 contribution.	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)
CI18B	Early Learning Facility within Government Primary School (Community Hub 6). Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. Area 3 contribution.	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)
CI19A	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 2 contribution (60%).	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 contribution (60%)
CI19B	Multipurpose Community Centre (Community Hub 6). Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 3 contribution (40%)	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 contribution (40%)
CI20	Multipurpose Community Centre (Community Hub 6). Construction of the community room components of the multipurpose community centre.	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component
Active Recreation Projects		
AR01	Playing Fields 1 (Hub 1). Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts.	Weir Views North Sports Reserve Construction of a sports reserve in Community Hub 1 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure

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AR02	Pavilion 1 (Hub 1). Construction of pavilion to serve Playing Fields 1.	Weir Views North Sports Reserve Pavilion Construction of a pavilion in Community Hub 1 , including all building works, landscaping, and related infrastructure
AR03	Playing Fields 2. Active open space reserve. Construction of 2 soccer pitches.	Weir Views East Sports Reserve Construction of a sports reserve incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ
AR04	Pavilion 2. Construction of pavilion to serve Playing Fields 2.	Weir Views East Sports Reserve Pavilion Construction of a pavilion, including all building works, landscaping, and related infrastructure
AR05	Playing Fields 3 (Hub 2). Active open space reserve. Construction of 2 football/ cricket ovals.	Weir Views South Sports Reserve Construction of a sports reserve in Community Hub 2 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ
AR06	Pavilion 3 (Hub 2). Construction of pavilion to serve Playing Fields 3.	Weir Views South Sports Reserve Construction of a pavilion in Community Hub 2 , including all building works, landscaping, and related infrastructure
AR07	Playing Fields 4 (Hub 3). Active open space reserve. Construction of 4 soccer pitches.	Strathtulloh Sports Reserve Construction of a sports reserve in Community Hub 3 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ
AR08	Pavilion 4 (Hub 3). Construction of pavilion to serve Playing Fields 4.	Strathtulloh Sports Reserve Pavilion Construction of a pavilion in Community Hub 3 , including all building works, landscaping, and related infrastructure
AR09	Playing Fields 5 (Hub 4). Active open space reserve. Construction of 2 football/ cricket ovals and 4 tennis courts.	Thornhill Park Sports Reserve Construction of a sports reserve in Community Hub 4 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure
AR10	Pavilion 5 (Hub 4). Construction of pavilion to serve Playing Fields 5.	Thornhill Park Sports Reserve Pavilion Construction of a pavilion in Community Hub 4 , including all building works, landscaping, and related infrastructure
AR11	Playing Fields 6 (Hub 5). Active open space reserve. Construction of 2 soccer pitches.	Cobblebank East Sports Reserve Construction of a sports reserve in Community Hub 5 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ

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AR12	Pavilion 6 (Hub 5). Construction of pavilion to serve Playing Fields 6.	Cobblebank East Sports Reserve Pavilion Construction of a pavilion in Community Hub 5 , including all building works, landscaping, and related infrastructure
AR13	Playing Fields 7 (Hub 7). Active open space reserve. Construction of 2 football/ cricket ovals.	Cobblebank Central Sports Reserve Construction of a sports reserve in Community Hub 7 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ
AR14	Pavilion 7 (Hub 7). Construction of pavilion to serve active playing fields 7.	Cobblebank Central Sports Reserve Pavilion Construction of a pavilion in Community Hub 7 , including all building works, landscaping, and related infrastructure
AR15A	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/ cricket ovals and 4 tennis courts. Area 2 contribution (60%).	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 2 Contribution (60%)
AR15B	Playing Fields 8 (Hub 6). Active open space reserve. Construction of 2 football/ cricket ovals and 4 tennis courts. Area 3 contribution (40%).	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 3 Contribution (40%)
AR16	Pavilion 8 (Hub 6). Construction of pavilion to serve active playing fields 8.	Bridge Road Sports Reserve Pavilion Construction of a pavilion in Community Hub 1 , including all building works, landscaping, and related infrastructure
OS01	Purchase of 9.83 hectares of land for active open space required for AR01 and AR02.	Weir Views North Sports Reserve Purchase of 9.83 hectares of land for active open space for AR01 and AR02
OS02	Purchase of 4.00 hectares of land for active open space required for AR03 and AR04.	Weir Views East Sports Reserve Purchase of 4.00 hectares of land for active open space for AR03 and AR04
OS03	Purchase of 9.16 hectares of land for active open space required for AR05 and AR06.	Weir Views South Sports Reserve Purchase of 8.96 hectares of land for active open space for AR05 and AR06
OS04	Purchase of 8.45 hectares of land for active open space required for AR07 and AR08.	Strathtulloh Sports Reserve Purchase of 8.62 hectares of land for active open space for AR07 and AR08
OS05	Purchase of 8.48 hectares of land for active open space required for AR09 and AR10.	Thornhill Park Sports Reserve Purchase of 8.69 hectares of land for active open space for AR09 and AR10
OS06	Purchase of 4.56 hectares of land for active open space required for AR11 and AR12.	Cobblebank East Sports Reserve Purchase of 4.56 hectares of land for active open space for AR11 and AR12

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
OS07	Purchase of 7.90 hectares of land for active open space required for AR13 and AR14. Area 2 contribution (60%).	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 2 Contributions (60%)
OS08	Purchase of 7.90 hectares of land for active open space required for AR13 and AR14. Area 3 contribution (40%).	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 3 Contributions (40%)
OS09	Purchase of land (1.0ha) for Major Activity Centre Public Open Space	Cobblebank MAC Open Space Purchase of 1.0 hectare for Metropolitan Activity Centre Public Open Space
Government Schools		
	Community Hub 1 Government Primary School	Community Hub 1 Proposed Government Primary School (Toolern Waters P-6)
	Community Hub 2 Government Primary School	Community Hub 2 Proposed Government Primary School (Weir Views P-6)
	Community Hub 3 Government Primary School	Community Hub 3 Proposed Government Primary School (Strathtulloh Safari P-6)
	Community Hub 4 Government Primary School	Community Hub 4 Proposed Government Primary School (Thornhill Park P-6)
	Community Hub 4 Government Secondary School	Community Hub 4 Proposed Government Secondary School (Thornhill Park 7-12)
	Community Hub 4 Government Special Needs School	Community Hub 4 Proposed Government Specialist School (Thornhill Park Specialist School)
	Community Hub 5 Government Primary School	Community Hub 5 Proposed Government Primary School (Cobblebank P-6)
	Community Hub 6 Government Primary School	Community Hub 6 Government Primary School (Strathtulloh P-6)
	Community Hub 7 Government Secondary School	Community Hub 7 Proposed Government Secondary School (Cobblebank 7-12)
Structure Planning		
PL01	Preparation of Precinct Structure Plan and Development Contributions Plan.	Plan Preparation Preparation of Precinct Structure Plan and Development Contributions Plan.

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Appendix 2 – New Projects

Project ID No.	New Project Name and Project Description	New Project Inclusion Rationale
New Road Projects		
RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
RD23	Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07) Construction of a 2-lane arterial road (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
RD24	Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
New Intersection Projects		
IT29	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).	The Cobblebank Metropolitan Activity Centre Urban Design Framework recommends the inclusion of this project. This intersection is required to facilitate access to the future tertiary education facilities located north of the railway line.
IT30	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
IT31	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
IT32	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
New Bridge Projects		
BD15	Ferris Road Rail Overpass Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne - Ballarat rail corridor (interim standard).	The Cobblebank Metropolitan Activity Centre Urban Design Framework recommends the inclusion of this project. This overpass is required to facilitate access to the Metropolitan Activity Centre and the future public hospital.
BD16	East Road Rail Overpass Construction of a rail-road grade separation at the intersection of East Road and the Melbourne - Ballarat rail corridor (interim standard).	The Cobblebank Metropolitan Activity Centre Urban Design Framework recommends the inclusion of this project. This overpass is required to facilitate access to the Metropolitan Activity Centre and the future public hospital.
BD17	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern and Paynes Road DCPs.
BD18	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD18).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern and Paynes Road DCPs.

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Project ID No.	New Project Name and Project Description	New Project Inclusion Rationale
BD19	Mount Cottrell Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)	Missing project from the Paynes Road DCP. Land located within the Toolern PSP area.
BD20	Mount Cottrell Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor (ultimate standard).	Missing project from the Paynes Road DCP. Land located within the Toolern PSP area.
BD21	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	Missing project from the Paynes Road DCP. The Paynes Road DCP apportions 75% of the construction cost of this project to the Toolern DCP.

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Appendix 3 – Project Apportionments

Project ID No.	Project Name and Description	Apportionments
Road Projects		
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m (ultimate).	This project is on the boundary of the Paynes Road PSP. <ul style="list-style-type: none"> 50% of the construction cost apportioned to the Paynes Road DCP 50% of the construction cost apportioned to the Toolern DCP
RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> 50% of the construction cost apportioned to the Rockbank DCP 50% of the construction cost apportioned to the Toolern DCP
RD23	Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07) Construction of a 2-lane arterial road (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> 50% of the construction cost apportioned to the Rockbank DCP 50% of the construction cost apportioned to the Toolern DCP
RD24	Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> 50% of the construction cost apportioned to the Rockbank DCP 50% of the construction cost apportioned to the Toolern DCP
Intersection Projects		
IT07	Intersection: Exford Road and Paynes Road Construction of signalised 4-way intersection (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> 50% of the construction cost apportioned to the Rockbank DCP 50% of the construction cost apportioned to the Toolern DCP
IT10	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	This project is on the boundary of the Paynes Road PSP. <ul style="list-style-type: none"> 50% of the construction cost apportioned to the Paynes Road DCP 50% of the construction cost apportioned to the Toolern DCP
IT19	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).	This project is on the boundary of the Paynes Road PSP. <ul style="list-style-type: none"> 50% of the construction cost apportioned to the Paynes Road DCP 50% of the construction cost apportioned to the Toolern DCP
IT30	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> 50% of the construction cost apportioned to the Rockbank DCP 50% of the construction cost apportioned to the Toolern DCP
IT31	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> 50% of the construction cost apportioned to the Rockbank DCP 50% of the construction cost apportioned to the Toolern DCP
IT32	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).	This project is on the boundary of the Rockbank and Rockbank South PSPs. <ul style="list-style-type: none"> 75% of the construction cost apportioned to the Rockbank DCP and the Rockbank South ICP 25% of the construction cost apportioned to the Toolern DCP
Bridge Projects		
BD17	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).	This project is on the boundary of the Rockbank and Paynes Road PSPs. <ul style="list-style-type: none"> 75% of the construction cost apportioned to Rockbank and Paynes Road DCPs 25% of the construction cost apportioned to the Toolern DCP

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Project ID No.	Project Name and Description	Apportionments
BD18	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).	This project is on the boundary of the Rockbank and Paynes Road PSPs. <ul style="list-style-type: none"> 75% of the construction cost apportioned to Rockbank and Paynes Road DCPs 25% of the construction cost apportioned to the Toolern DCP
BD21	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	This project is on the boundary of the Paynes Road PSP. <ul style="list-style-type: none"> 25% of the construction cost apportioned to the Paynes Road DCP 75% of the construction cost apportioned to the Toolern DCP
Community Facility Projects		
CI01	Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	This facility has been relocated to land already owned by Council. Land is no longer required to be acquired for this facility.
CI02	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.	This facility has been relocated to land already owned by Council. Land is no longer required to be acquired for this facility.
CI03	Weir Views North Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 1 - early childhood rooms component - including kindergarten and maternal health.	The catchment of this facility includes established houses in Melton South. <ul style="list-style-type: none"> 70% of the construction cost apportioned to the Toolern DCP 30% apportioned to existing development in Melton South
CI04	Weir Views North Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 1 - community rooms component.	The catchment of this facility includes established houses in Melton South. <ul style="list-style-type: none"> 70% of the construction cost apportioned to the Toolern DCP 30% apportioned to existing development in Melton South
Active Recreation Projects		
AR01	Weir Views North Sports Reserve Construction of a sports reserve in Community Hub 1 incorporating: <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure 	The catchment of this facility includes established houses in Melton South. <ul style="list-style-type: none"> 70% of the construction cost apportioned to the Toolern DCP 30% apportioned to existing development in Melton South
AR02	Weir Views North Sports Reserve Pavilion Construction of a pavilion in Community Hub 1 , including all building works, landscaping, and related infrastructure	The catchment of this facility includes established houses in Melton South. <ul style="list-style-type: none"> 70% of the construction cost apportioned to the Toolern DCP 30% apportioned to existing development in Melton South
OS01	Weir Views North Sports Reserve Purchase of 9.83 hectares of land for active open space for AR01 and AR02	The catchment of this facility includes established houses in Melton South. <ul style="list-style-type: none"> 70% of the construction cost apportioned to the Toolern DCP 30% apportioned to existing development in Melton South

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Appendix 4 – Status of Projects

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
Road Projects		
RD01	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).	Land partially acquired Road partially constructed (83.5%)
RD02	East West Arterial: Rees Road (IT01) to Exford Road (IT02) Construction of a 2-lane arterial road (interim standard) Purchase of land to increase reserve width from 0m to 34m (ultimate).	Land acquired
RD03	Exford Road: East West Arterial (IT02) to Exford Road (IT03) Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	Land partially acquired Road partially constructed
RD04	Exford Road: Exford Road (IT03) to Greigs Road (IT04) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	Land partially acquired Road partially constructed
RD05	Exford Road: Exford Road (IT03) to Toolern Creek (BD03) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	Land partially acquired
RD06	Exford Road: Toolern Creek (BD03) to Ferris Road (IT05) Construction of a 2-lane arterial road (interim layout). Create road reserve 34m (ultimate).	Not commenced To be constructed by Lendlease Council owns the land
RD07	Exford Road: Ferris Road (IT05) to Mount Cottrell Road (IT06) Construction of a 2-lane arterial road, (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	Not commenced
RD08	Exford Road: Mount Cottrell Road (IT06) to Paynes Road (IT07) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate).	Not commenced
RD09	Deleted – this project is in the Rockbank South PSP area	Deleted – this project is in the Rockbank South PSP area
RD10	Deleted – this project is in the Rockbank South PSP area	Deleted – this project is in the Rockbank South PSP area
RD11	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	Land partially acquired Road partially constructed
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m (ultimate).	Constructed
RD13	Skipped Project - There is no RD13 in the Toolern DCP	Skipped Project - There is no RD13 in the Toolern DCP
RD14	Shogaki Drive: Ferris Road (IT13) to Industrial Connector Road (IT12) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 40m to 45m (ultimate).	Not commenced

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
RD15	Ferris Road: Western Freeway to Shogaki Drive (IT13) Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout). Purchase land to increase reserve width from 34m to 45m (ultimate).	Not commenced
RD16	Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 34m to 38m (ultimate).	Not commenced
RD17	Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Construction of a 2-lane arterial road (interim layout).	Partially constructed Partially committed
RD18	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 19m to 38m (ultimate).	Constructed
RD19	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 45m (ultimate).	Not commenced
RD20	Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.	Land acquired
RD21	Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).	Land owned by Council
RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).	Not commenced
RD23	Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07) Construction of a 2-lane arterial road (interim standard).	Not commenced
RD24	Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).	Not commenced
Intersection Projects		
IT01	Intersection: Rees Road and East West Arterial Construction of signalised 4-way intersection (interim standard).	Not commenced
IT02	Intersection: East West Arterial and Exford Road Construction of signalised T-intersection (interim standard).	Not commenced
IT03	Intersection: Exford Road and Exford Road Construction of signalised T-intersection (interim standard).	Not commenced
IT04	Intersection: Exford Road and Greigs Road Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	Not commenced
IT05	Intersection: Exford Road and Ferris Road Purchase of land and construction of signalised 4-way intersection (interim standard).	Not commenced To be constructed by Lendlease
IT06	Intersection: Exford Road and Mount Cottrell Road Purchase of land and construction of signalised 4-way intersection (interim standard).	Not commenced
IT07	Intersection: Exford Road and Paynes Road Construction of signalised 4-way intersection (interim standard).	Not commenced
IT08	Deleted – this project is in the Rockbank South PSP area	Project deleted as it is in the Rockbank South PSP area
IT09	Deleted – this project is in the Rockbank South PSP area	Project deleted as it is in the Rockbank South PSP area

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
IT10	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	Partially constructed
IT11	Skipped Project - There is no IT11 in the Toolern DCP	This project was skipped in the Toolern DCP
IT12	Intersection: Shogaki Drive and Industrial Connector Road Construction of signalised 4-way intersection (interim standard).	Not commenced
IT13	Intersection: Ferris Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	Not commenced
IT14	Intersection: Ferris Road and Hollingsworth Drive Construction of signalised T-intersection (interim standard).	Constructed
IT15	Intersection: Ferris Road and Bridge Road Construction of signalised 4-way intersection (interim standard).	Committed project Part of Bridge Road extension
IT16	Intersection: Abey Road and Industrial Connector Road Construction of a signalised T-intersection (interim standard).	Not commenced
IT17	Intersection: Abey Road and Bundy Drive Construction of signalised T-intersection (interim standard).	Not commenced
IT18	Intersection: Ferris Road and Shakamaker Drive Construction of signalised 4-way intersection (ultimate standard).	Not commenced
IT19	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).	Constructed
IT20	Intersection: Mount Cottrell Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	Not commenced
IT21	Intersection: Exford Road and Eastern North-South Connector Road Construction of signalised 4-way intersection (interim standard).	Not commenced
IT22	Intersection: Exford Road and Central North-South Connector Road Construction of signalised 4-way intersection (interim standard).	Not commenced
IT23	Intersection: Exford Road and Western North-South Connector Road Construction of signalised T-intersection (interim standard).	Not commenced To be constructed by Lendlease
IT24	Intersection: Exford Road and Connector Road Construction of signalised T-intersection (interim standard).	Constructed
IT25	Intersection: Mount Cottrell Road and Bridge Road Construction of signalised T-intersection (interim standard).	Not commenced
IT26	Intersection: Mount Cottrell Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	Constructed
IT27	Intersection: Ferris Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	Constructed
IT28	Intersection: Ferris Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	Committed To be constructed by Lendlease
IT29	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).	Not commenced
IT30	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).	Not commenced

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
IT31	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).	Not commenced
IT32	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).	Not commenced
Bridge Projects		
BD01	Abey Road Bridge Construction of an arterial road bridge over the Toolern Creek.	Constructed
BD02	Bridge Road Bridge Construction of a connector road bridge over the Toolern Creek.	Constructed
BD03	Exford Road Bridge Construction of an arterial road bridge over the Toolern Creek.	Not commenced
BD04	Shared Use Pedestrian Bridge 1: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	Not commenced
BD05	Shared Use Pedestrian Bridge 2: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	Not commenced
BD06	Shared Use Pedestrian Bridge 3: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	Not commenced
BD07	Pedestrian Underpass 1: Melbourne Ballarat Railway Construction of a pedestrian underpass.	Not commenced
BD08	Pedestrian Underpass 2: Melbourne Ballarat Railway Construction of a pedestrian underpass.	Not commenced
BD09	Deleted – replaced by BD16 (see Appendix 2)	Project deleted as it has been replaced by BD16
BD10	Pedestrian Underpass 4: Melbourne Ballarat Railway Construction of a pedestrian underpass.	Not commenced
BD11	Deleted – will be constructed as part of the Paynes Road Railway Station project	Project deleted as this underpass will be included in the Paynes Road Station construction project
BD12	Deleted – an adequate number of bridges have been provided over the Toolern Creek	Project deleted as this underpass will be included in the Paynes Road Station construction project
BD13	Deleted – an adequate number of bridges have been provided over the Toolern Creek	Project deleted as this underpass will be included in the Paynes Road Station construction project
BD14	Shared Use Pedestrian Bridge 4: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	Not commenced
BD15	Ferris Road Rail Overpass Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne - Ballarat rail corridor (interim standard).	Not commenced
BD16	East Road Rail Overpass Construction of a rail-road grade separation at the intersection of East Road and the Melbourne - Ballarat rail corridor (interim standard).	Not commenced
BD17	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).	Not commenced

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
BD18	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).	Not commenced
BD19	Mount Cottrell Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)	Not commenced
BD20	Mount Cottrell Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor (ultimate standard).	Not commenced
BD21	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	Not commenced
Public Transport Projects		
PT01	Bus Interchange Purchase land to provide for Local Bus Interchange (1 Hectare)	Land acquired
Trail Projects		
TR01	Toolern Creek Regional Park Trail Concrete Shared Path including pavement, drainage and landscaping (3 metres wide, length 3,250 metres)	Constructed
Community Facility Projects		
CI01	Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	Land acquired
CI02	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.	Land acquired Facility constructed
CI03	Weir Views North Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 1 - early childhood rooms component - including kindergarten and maternal health.	S173 Agreement to purchase land
CI04	Weir Views North Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 1 - community rooms component.	Not commenced
CI05	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres
CI06	Weir Views South Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 2 - early childhood rooms component - including kindergarten and maternal health.	Not commenced
CI07	Weir Views South Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 2 - community rooms component.	Not commenced
CI08	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
CI09	Strathtulloh Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 3 - early childhood rooms component - including kindergarten and maternal health.	Not commenced
CI10	Strathtulloh Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 3 - community rooms component.	Not commenced
CI11	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres
CI12	Thornhill Park Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 4 - early childhood rooms component - including kindergarten and maternal health.	Not commenced
CI13	Thornhill Park Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 4 - community rooms component.	Not commenced
CI14	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres
CI15	Cobblebank East Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 5 - early childhood rooms component - including kindergarten and maternal health.	Not commenced
CI16	Cobblebank East Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 5 - community rooms component.	Not commenced
CI17	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres
CI18A	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)	Constructed
CI18B	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)	Constructed
CI19A	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 contribution (60%)	Constructed
CI19B	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 contribution (40%)	Constructed
CI20	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component	Constructed
Active Recreation Projects		
AR01	Weir Views North Sports Reserve Construction of a sports reserve in Community Hub 1 incorporating:	Not commenced

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
	<ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure 	
AR02	Weir Views North Sports Reserve Pavilion Construction of a pavilion in Community Hub 1 , including all building works, landscaping, and related infrastructure	Not commenced
AR03	Weir Views East Sports Reserve Construction of a sports reserve incorporating: <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ 	Not commenced
AR04	Weir Views East Sports Reserve Pavilion Construction of a pavilion, including all building works, landscaping, and related infrastructure	Not commenced
AR05	Weir Views South Sports Reserve Construction of a sports reserve in Community Hub 2 incorporating: <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ 	Not commenced
AR06	Weir Views South Sports Reserve Construction of a pavilion in Community Hub 2 , including all building works, landscaping, and related infrastructure	Not commenced
AR07	Strathtulloh Sports Reserve Construction of a sports reserve in Community Hub 3 incorporating: <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ 	Not commenced
AR08	Strathtulloh Sports Reserve Pavilion Construction of a pavilion in Community Hub 3 , including all building works, landscaping, and related infrastructure	Not commenced
AR09	Thornhill Park Sports Reserve Construction of a sports reserve in Community Hub 4 incorporating: <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure 	Not commenced
AR10	Thornhill Park Sports Reserve Pavilion Construction of a pavilion in Community Hub 4 , including all building works, landscaping, and related infrastructure	Not commenced
AR11	Cobblebank East Sports Reserve Construction of a sports reserve in Community Hub 5 incorporating: <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ 	Not commenced
AR12	Cobblebank East Sports Reserve Pavilion Construction of a pavilion in Community Hub 5 , including all building works, landscaping, and related infrastructure	Not commenced
AR13	Cobblebank Central Sports Reserve Construction of a sports reserve in Community Hub 7 incorporating: <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ 	Not commenced

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Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
AR14	Cobblebank Central Sports Reserve Pavilion Construction of a pavilion in Community Hub 7 , including all building works, landscaping, and related infrastructure	Not commenced
AR15A	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 2 Contribution (60%)	Constructed
AR15B	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 3 Contribution (40%)	Constructed
AR16	Bridge Road Sports Reserve Pavilion Construction of a pavilion in Community Hub 1 , including all building works, landscaping, and related infrastructure	Constructed
OS01	Weir Views North Sports Reserve Purchase of 9.83 hectares of land for active open space for AR01 and AR02	S173 Agreement to purchase land
OS02	Weir Views East Sports Reserve Purchase of 4.00 hectares of land for active open space for AR03 and AR04	S173 Agreement to purchase land
OS03	Weir Views South Sports Reserve Purchase of 8.96 hectares of land for active open space for AR05 and AR06	Not acquired
OS04	Strathtulloh Sports Reserve Purchase of 8.62 hectares of land for active open space for AR07 and AR08	Not acquired
OS05	Thornhill Park Sports Reserve Purchase of 8.69 hectares of land for active open space for AR09 and AR10	Not acquired
OS06	Cobblebank East Sports Reserve Purchase of 4.56 hectares of land for active open space for AR11 and AR12	Not acquired
OS07	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 2 Contributions (60%)	Not acquired
OS08	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 3 Contributions (40%)	Not acquired
OS09	Cobblebank MAC Open Space Purchase of 1.0 hectare for Metropolitan Activity Centre Public Open Space	Not acquired
Structure Planning		
PL01	Plan Preparation Preparation of Precinct Structure Plan and Development Contributions Plan.	Plan prepared

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Appendix 5 – Deleted Project Values

The following transport, and community and recreation projects were identified as requiring land acquisition.

The land for these projects is not required to be purchased as Council already owns this land, and therefore it is not required to be acquired by the DCP.

This results in a \$12.6 million saving to the Toolern DCP.

Community and Recreation Projects

Project ID No.	Project Name and Description	Construction Amount Saved from the DCP \$2021/2022
CI01	Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	\$4,500,000
CI02	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.	\$8,100,000
Total Saving to DCP		\$12,600,000

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The following transport projects have been deleted from the Toolern DCP, which has reduced the cost of the new projects being added to the Toolern DCP:

Project ID No.	Project Name and Description	Construction Amount Saved from the DCP \$2021/2022
RD09	Paynes Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 725 metres).	\$1,842,205
RD10	Mount Cottrell Road: Toolern Boundary to Greigs Road. Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 1,045 metres).	\$2,655,316
IT08	Paynes Road and Greigs Road: Intersection. Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	\$516,979
IT09	Mount Cottrell Road and Greigs Road: Intersection. Intersection upgrade - construction of roundabout.	\$516,979
BD09	Pedestrian Underpass 3: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, end walls, concrete path, drainage, and lighting.	\$2,973,499
BD11	Pedestrian Underpass 5: Melbourne Ballarat Railway. Construction, including 3-metre wide, 50-metre long box culverts, end walls, concrete path, drainage, and lighting.	\$2,973,499
BD12	Shared Use Pedestrian Bridge (No. 4). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	\$1,384,668
BD13	Shared Use Pedestrian Bridge (No. 5). Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	\$1,384,668
Total Saving to DCP		\$14,257,813

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Item 12.6 Toolern Development Contributions Plan Review

Appendix 1 Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report, June 2022

The following existing transport projects have been apportioned to the Paynes Road DCP, which has reduced the cost of the projects:

Project ID No.	Project Name and Description	Construction Amount Saved from the DCP \$2021/2022
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	\$3,959,120 (construction component)
IT10	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	\$666,771 (construction component)
IT19	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).	\$535,778
Total Saving to DCP		\$5,161,669

The following existing transport project has been apportioned to the Rockbank DCP, which has reduced the cost of the project:

Project ID No.	Project Name and Description	Construction Amount Saved from the DCP \$2021/2022
IT07	Intersection: Exford Road and Paynes Road Construction of signalised 4-way intersection (interim standard).	\$2,809,888
Total Saving to DCP		\$2,809,888

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Item 12.6 Toolern Development Contributions Plan Review

Appendix 1 Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report, June 2022

The following new transport projects have been apportioned to the Paynes Road and Rockbank DCPs, which has reduced the cost of the projects:

Project ID No.	Project Name and Description	Construction Amount Saved from the DCP \$2021/2022
RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).	\$699,345
RD23	Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07) Construction of a 2-lane arterial road (interim standard).	\$895,730
RD24	Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).	\$474,078
IT30	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).	\$1,936,132
IT31	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).	\$1,675,114
IT32	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).	\$2,621,582
BD17	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).	\$11,157,454
BD18	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD18).	\$471,052
BD21	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	\$131,250
Total Saving to DCP		\$20,061,738

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Appendix 1 Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report, June 2022

Appendix 6 – New Project Values

The following projects are projects that were missing from the Rockbank DCP:

Project ID No.	Project Name and Description	Construction Amount Apportioned to Toolern DCP \$2021/2022	Construction Amount Apportioned to External DCP \$2021/2022
RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).	\$699,345	\$699,345
RD23	Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07) Construction of a 2-lane arterial road (interim standard).	\$895,730	\$895,730
RD24	Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).	\$474,078	\$474,078
IT30	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).	\$1,936,132	\$1,936,132
IT31	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).	\$1,675,114	\$1,675,114
IT32	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).	\$873,861	\$2,621,582
BD17	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).	\$3,719,151	\$11,157,454
BD18	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).	\$157,017	\$471,052
Total		\$10,430,428	\$19,930,487

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The following projects are projects that were missing from the Paynes Road DCP:

Project ID No.	Project Name and Description	Construction Amount Apportioned to Toolern DCP \$2021/2022	Construction Amount Apportioned to External DCP \$2021/2022
BD19	Mount Cottrell Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)		Land project only – no external apportionment
BD20	Mount Cottrell Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor (ultimate standard).		Land project only – no external apportionment
BD21	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	\$393,750	\$131,250
Total		\$393,750	\$131,250

The following projects are projects that were recommended to be added from the *Cobblebank Metropolitan Activity Centre Urban Design Framework*:

Project ID No.	Project Name and Description	Construction Value Added to the DCP \$2021/2022
IT29	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).	\$4,773,543
BD15	Ferris Road Rail Overpass Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne - Ballarat rail corridor (interim standard).	\$15,075,483
BD16	East Road Rail Overpass Construction of a rail-road grade separation at the intersection of East Road and the Melbourne - Ballarat rail corridor (interim standard).	\$13,833,445
Total		\$33,682,471

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Appendix 1 Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report, June 2022

[Appendix 7 – Constructed Projects](#)

The following projects have been constructed (or the land acquired). The project values have been frozen at the value that is currently in the DCP, and then indexed to \$2021/2022.

If these projects were costed today, it is anticipated that their values would be expected to be significantly higher, as demonstrated in the increase in construction values of similar projects that have had new project cost sheets prepared.

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Bridge 01 – Abey Road Bridge



Project ID No.	Project Name and Description
BD01	Abey Road Bridge Construction of an arterial road bridge over the Toolern Creek.

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Bridge 02 – Bridge Road Bridge



Project ID No.	Project Name and Description
BD02	Bridge Road Bridge Construction of an arterial road bridge over the Toolern Creek.

Road 01 – Rees Road: PSP Boundary to East-West Arterial Road



Project ID No.	Project Name and Description
RD01	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout).

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Road 12 – Mount Cottrell Road: Western Freeway to Railway Line



Project ID No.	Project Name and Description
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout).

Road 17 – Ferris Road: Rail Line to Exford Road



Project ID No.	Project Name and Description
RD17	Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Construction of a 2-lane arterial road (interim layout).

Road 18 – Abey Road: Toolern Creek to Ferris Road



Project ID No.	Project Name and Description
RD18	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout).

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Intersection 14 - Ferris Road and Hollingsworth Drive



Project ID No.	Project Name and Description
IT14	Intersection: Ferris Road and Hollingsworth Drive Construction of signalised T-intersection (interim standard).

Intersection 19 – Mount Cottrell Road and Baxterpark Drive



Project ID No.	Project Name and Description
IT19	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).

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Intersection 24 – Exford Road and Elpis Road



Project ID No.	Project Name and Description
IT24	Intersection: Exford Road and Elpis Road Construction of signalised T-intersection (interim standard).

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Intersection 26 – Mt Cottrell Road and Alfred Road



Project ID No.	Project Name and Description
IT26	Intersection: Mount Cottrell Road and Alfred Road Construction of signalised 4-way intersection (interim standard).

Intersection 27 – Ferris Road and Alfred Road



Project ID No.	Project Name and Description
IT27	Intersection: Ferris Road and Alfred Road Construction of signalised 4-way intersection (interim standard).

Public Transport 01 – Bus Interchange (located at Cobblebank Railway Station)



Project ID No.	Project Name and Description
PT01	Bus Interchange Purchase land to provide for Local Bus Interchange (1 Hectare)

Community Infrastructure 02 – Cobblebank Stadium



Project ID No.	Project Name and Description
CI02	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.

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Community Infrastructure 18, 19 and 20 – Bridge Road Children's and Community Centre



Project ID No.	Project Name and Description
CI18A	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)
CI18B	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)
CI19A	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 contribution (60%)
CI19B	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 contribution (40%)
CI20	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component

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Active Recreation 15 and 16 – Bridge Road Sports Reserve



Project ID No.	Project Name and Description
AR15A	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 2 Contribution (60%)
AR15B	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 3 Contribution (40%)
AR16	Bridge Road Sports Reserve Pavilion Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure

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Trail 01 – Regional Park Trail



Project ID No.	Project Name and Description
TR01	Toolern Creek Regional Park Trail Concrete Shared Path including pavement, drainage, and landscaping (3 metres wide, length 3,250 metres)

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Appendix 2 Amendment C232 Explanatory Report, Undated

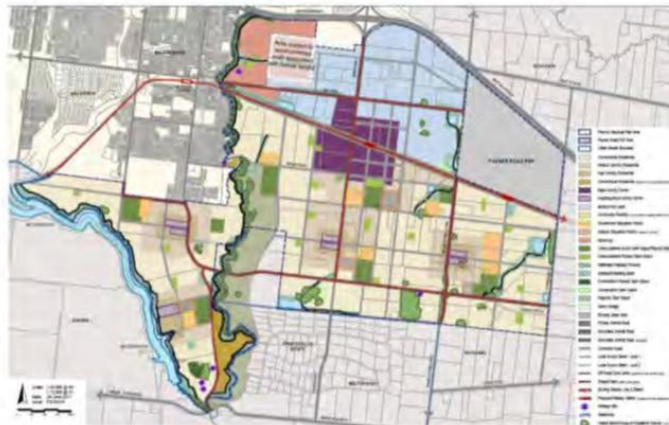
*Planning and Environment Act 1987***MELTON PLANNING SCHEME****AMENDMENT C232****EXPLANATORY REPORT****Who is the planning authority?**

This amendment has been prepared by the Melton City Council, which is the planning authority for this amendment.

The amendment has been made at the request of Melton City Council.

Land affected by the amendment

The amendment applies to land in the City of Melton, which is subject to Clause 37.07 Urban Growth Zone, Schedule 3 Toolern Precinct Structure Plan, and Clause 45.06 Development Contributions Plan Overlay, Schedule 3 Toolern Development Contributions Plan.

**What the amendment does**

The amendment proposes to implement the recommendations of the *Toolern Development Contributions Plan and Precinct Structure Plan Review, June 2022* by amending various provisions of the Melton Planning Scheme.

Specifically, the amendment:

- Amends the *Toolern Precinct Structure Plan, July 2011 (amended February 2019)* and the *Toolern Development Contributions Plan, July 2011 (amended June 2020)* to reflect the recommendations of the *Toolern Development Contributions Plan and Precinct Structure Plan Review, June 2022*.
- Amends Schedule 3 to Clause 37.07 Urban Growth Zone to reflect the changes to the *Toolern Precinct Structure Plan*;
- Amends Schedule to Clause 43.01 Heritage Overlay to delete Schedule 74;
- Amends Schedule 3 to Clause 45.06 Development Contributions Plan to reflect the changes to the *Toolern Development Contributions Plan*;

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- Amends Schedule to Clause 66.04 Referral of Permit Applications Under Local Provisions to reflect the changes to the *Toolern Precinct Structure Plan* (July 2011, Amended June 2022); and
- Amend the Schedule to Clause 72.04 by inserting the following documents:
 - *Toolern Precinct Structure Plan* (July 2011, Amended July 2022); and
 - *Toolern Development Contributions Plan* (July 2011, Amended July 2022).

Strategic assessment of the amendment**Why is the amendment required?**

The *Toolern Precinct Structure Plan* (including *Toolern Native Vegetation Precinct Plan*), July 2011 (amended February 2019) (PSP) and *Development Contributions Plan* (DCP), July 2011 (amended June 2020) were prepared by the Growth Areas Authority (now Victorian Planning Authority) and incorporated into the Melton Planning Scheme via Amendment C84, gazetted on 24 November 2011. The PSP provides direction for growth within the precinct and reflects the strategic direction of *Melbourne 2030* (replaced by *Plan Melbourne 2017-2050*).

The PSP anticipated the development of 24,000 dwellings and a population of 55,000 people. To service this new population, the PSP identifies a Major Activity Centre (replaced by a Metropolitan Activity Centre), four Neighbourhood Activity Centres, a regional employment and industrial precinct, roads, education and community facilities, public recreation areas, a regional park on the Toolern Creek, and conservation areas.

The DCP enables monetary contributions towards transport, and community and recreation infrastructure in the incorporated document *Toolern Development Contributions Plan, July 2011* (amended June 2020).

Council has been monitoring the implementation of the PSP and DCP since their approval (via Amendment C84). There has been significant progress within the precinct area, necessitating a review of the *Toolern Development Contributions Plan* and the *Toolern Precinct Structure Plan*.

The review has been informed by:

- State and Local Planning Policy Frameworks within the Melton Planning Scheme; and
- Other reviews, audits and papers commissioned by Melton City Council.

The review identified the following key issues, which are addressed in this amendment:

- The *Rockbank PSP* and *DCP* was approved in 2016. The *Rockbank DCP* includes new transport construction projects along Paynes Road (shared boundary with the Toolern PSP area) that are 50% apportioned to the Toolern DCP. These projects are not currently included in the Toolern DCP and therefore no money is currently being collected for these projects from the Toolern DCP.
- The *Paynes Road PSP* was approved in 2016. The *Paynes Road PSP* includes new transport construction projects along Mount Cottrell Road (shared boundary with the Toolern PSP area) that are 50% apportioned to the Toolern DCP. These projects are not currently included in the Toolern DCP and therefore no money is currently being collected for these projects from the Toolern DCP.
- The Toolern (Cobblebank) Major Activity Centre was elevated to a Metropolitan Activity Centre in 2017 (*Plan Melbourne 2017-2050*).
- The *Cobblebank Metropolitan Activity Centre Urban Design Framework* was adopted by Council in December 2019, which identified several transport projects that should be added to the Toolern DCP.
- The number of dwellings being delivered and the household size in the PSP area have been higher than forecast, resulting in increased demand for community and recreation infrastructure.
- Developers and Council have encountered difficulties in delivering transport projects as Functional Layout Plans had not been prepared for the transport network, which has resulted in the Toolern PSP and DCP providing insufficient land for transport projects.

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- Developers have reported to Council that the transport project costs have been significantly underestimated, as project cost sheets had not been prepared for transport projects.
- Melbourne Water have reviewed the Drainage Services Schemes operating in the Toolern PSP area and require changes to the amount of land required for drainage.

The review recommended the following changes to the Toolern DCP and PSP documents:

Demographics

ASR Research were engaged by Melton City Council to undertake a review of the demographics of the Toolern PSP area. ASR Research considered planning approvals and found that residential densities have been higher than forecast, which has resulted in more dwellings being provided in the PSP than originally forecast. ASR Research also found that the Toolern PSP significantly underestimated the overall average household size for dwellings in the Toolern PSP area.

ASR Research made the following recommendations in their report - *Toolern Precinct Structure Plan Review – Community Infrastructure – Recommendations Report, January 2021*:

- Increase the number of dwellings in the Toolern PSP from 24,000 to 25,000.
- Increase the household size from 2.3 to 2.7 people.
- Increase the projected population from 55,000 to 68,000 people.
- Increase the size of community centres in the Toolern PSP area to accommodate increased population (increase the number of early childhood rooms required in each of the six planned community centres from three rooms to four rooms).

Community and Recreation Infrastructure

ASR Research were engaged by Melton City Council to undertake a review of the community infrastructure identified in the Toolern PSP area. ASR Research made the following recommendations in their report - *Toolern Precinct Structure Plan Review – Community Infrastructure – Recommendations Report, January 2021*:

- Incorporate the community centre designs and project cost sheets prepared by *HEDE Architects* into the Toolern DCP. This results in changes to the construction costs for most community centres.
- Adopt the VPA's Benchmark Infrastructure Costs for the construction of Active Open Space Reserves and incorporate these into the Toolern DCP.
- Relocate the non-government primary school shown in Community Hub 3 to Community Hub 7, at the request of the Melbourne Archdiocese Catholic Schools.
- Increase the size of the non-government primary school in Community Hub 2 to 3.0 Ha, at the request of the Melbourne Archdiocese Catholic Schools.
- Decrease the size of the active open space reserve in Community Hub 2 by 0.2 Ha and increase the size of the community centre in Community Hub 2 by 0.2 Ha.
- Decrease the size of the Government primary school in Community Hub 5 by 0.2 Ha (at the request of the Victorian School Building Authority) and increase the size of the community centre in Community Hub 5 by 0.2 Ha.
- Relocate the indoor recreation centre and the civic centre from land on the east side of Ferris Road to the west side of Ferris Road to sites owned by Melton City Council.
- Update the names and descriptions of community and recreation infrastructure to be consistent with naming and description conventions used in contemporary PSPs and DCPs.

Charter Keck Cramer were engaged by Melton City Council to undertake land valuations for infrastructure identified in the Toolern DCP. The land valuations are found in their report – *Land Valuations for the Toolern Precinct Structure Plan Area, May 2022*:

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- Update land values prepared by *Charter Keck Cramer* into the Toolern DCP.

Transport Infrastructure

Melton City Council undertook a review of the *Rockbank Precinct Structure Plan, August 2016* and *Development Contributions Plan, August 2016*, and the *Paynes Road Precinct Structure Plan, February 2016* and *Development Contributions Plan, December 2020*. The review revealed projects that were apportioned to the Toolern DCP, and were not listed as projects in the Toolern DCP:

- Add the missing projects from the *Rockbank PSP* along Paynes Road to the Toolern PSP / DCP (three intersection projects, three road projects, and two bridge projects).
- Add the missing projects from the *Paynes Road PSP* along Mount Cottrell Road to the Toolern PSP / DCP (three bridge projects).

Melton City Council held a workshop with State Government Agencies that identified a number of projects that should be deleted from the Toolern PSP and DCP:

- Delete two road projects and two intersection projects from the Toolern PSP / DCP as they are in the future Rockbank South PSP area.
- Delete two rail line pedestrian underpasses and two pedestrian bridges over the Toolern Creek, as they are no longer required.

Melton City Council undertook a review of the *Cobblebank Metropolitan Activity Centre Urban Design Framework, December 2019* and the *Cobblebank Employment and Mixed-Use Urban Design Framework, December 2019* to identify projects that should be added to the Toolern PSP and DCP:

- Add the missing projects from the *Cobblebank Metropolitan Activity Centre Urban Design Framework* to the Toolern PSP / DCP (two bridge projects and one intersection project).

Cardno was engaged by Melton City Council to review the transport infrastructure items identified in the Toolern PSP and DCP. Cardno prepared Functional Layout Plans for the road network, bridge designs, new road cross-sections, and project cost sheets. Cardno prepared the report - *Recommended Changes to Toolern PSP and DCP Documents, March 2022*:

- Incorporate the Functional Layout Plans (FLPs) prepared by Cardno into the Toolern DCP. The FLPs have identified additional land is required to deliver the transport network.
- Incorporate the bridge designs prepared by Cardno into the Toolern DCP.
- Incorporate the transport project cost sheets prepared by Cardno, and Currie and Brown into the Toolern DCP. These project cost sheets result in changes to most of the transport projects in the DCP.

Charter Keck Cramer were engaged by Melton City Council to undertake land valuations for infrastructure identified in the Toolern DCP. The land valuations are found in their report – *Land Valuations for the Toolern Precinct Structure Plan Area, May 2022*:

- Update land values prepared by Charter Keck Cramer into the Toolern DCP.

Melton City Council has prepared a planning report that summarises additional changes to be made to the Toolern PSP and DCP documents, *Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report, June 2022*:

- Index the values of transport infrastructure, and community and recreation infrastructure that has been delivered to \$2021.
- Update the names and descriptions of transport infrastructure to be consistent with naming and description conventions used in contemporary PSPs and DCPs.

Drainage Infrastructure

Melbourne Water has provided Council changes to be made to the Drainage Service Schemes:

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- Change the location and sizes of drainage assets in the Toolern PSP and DCP to reflect the location of assets in Melbourne Water's revised Drainage Service Schemes. This increases the amount of land required for drainage in the Toolern PSP area.
- Add a stormwater asset table to the Toolern PSP that identifies the purpose and size of each asset.

Heritage Overlay Schedule 74 – Parklea

Extent Heritage were engaged by Melton City Council to review the site subject to Schedule 74 of the Heritage Overlay, as the house identified in the Statement of Significance burnt down in 2014. The following recommendations have been taken from their *Recommendations Report, April 2020*:

- Remove Schedule 74 to the Heritage Overlay as the house burnt down in 2014.
- Add a guideline to the Toolern PSP requiring on-site interpretation of the removed place and remaining extant fabric within the Toolern Creek reserve (Toolern Creek ford, cobbled driveway, and driveway plantings).

Paynes Road PSP

- Remove the Paynes Road PSP area from the Toolern DCP as money is now being collected from through the Paynes Road DCP.

The amendment proposes to update the incorporated *Toolern Precinct Structure Plan, July 2011* (amended February 2019) to:

- Update references to State Government departments / agencies to reflect their current names e.g. Growth Areas Authority is now the Victorian Planning Authority.
- Update references to Melton Shire to Melton City.
- Remove obsolete planning controls.
- Update references to State Government and Council plans and strategies to reflect current editions such as *Plan Melbourne 2017-2050*.
- Update terms to be consistent with *Plan Melbourne 2017-2050* e.g. Toolern Major Activity Centre is now the Cobblebank Metropolitan Activity Centre.
- Add new suburb names that were introduced in 2017. The Toolern PSP area covers four new suburbs – Cobblebank, Strathulloh, Thornhill Park and Weir Views.
- Add projects that are apportioned to the Toolern DCP from the Rockbank DCP and the Paynes Road DCP.
- Add missing projects from the *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- Delete redundant transport projects.
- Update land areas associated with changes to drainage, transport, and community and recreation infrastructure.

The amendment proposes to update the incorporated *Toolern Development Contributions Plan, July 2011* (amended June 2020) to:

- Update references to State Government Strategies and department / agency to reflect their current names e.g. Growth Areas Authority is now the Victorian Planning Authority.
- Update references to Melton Shire to Melton City.
- Remove obsolete planning controls.
- Update references to State Government and Council plans and strategies to reflect current editions such as *Plan Melbourne 2017-2050*.

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- Update the documents to reference State Government and Council plans and strategies to reflect current editions such as *Plan Melbourne 2017-2050*.
- Update terms to be consistent with *Plan Melbourne 2017-2050* e.g. Toolern Major Activity Centre is now the Cobblebank Metropolitan Activity Centre.
- Add new suburb names that were introduced in 2017. The Toolern PSP area covers four new suburbs – Cobblebank, Strathulloh, Thornhill Park and Weir Views.
- Add projects that are apportioned to the Toolern DCP from the Rockbank DCP and the Paynes Road DCP.
- Add missing projects from the *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- Delete redundant transport projects.
- Update land areas associated with changes to drainage, transport, and community and recreation infrastructure.
- Update infrastructure project costs.

The amendment proposes to update Schedule 3 to Clause 37.07 Urban Growth Zone to:

- Apply the ordinance as specified by the Minister for Planning in *Ministerial Direction – the Form and Content of Planning Schemes*.
- Update references to the Metropolitan Activity Centre.
- Update references to State Government departments and authorities to reflect their current names.
- Exempt non-government schools from requiring a planning permit to use land identified as a non-government school in the PSP.
- Introduce a new provision that a permit is required to construct or carry out works associated with a non-government school.
- Increase the shop floor cap area in the Metropolitan Activity Centre from 30,000 sqm to 70,000 sqm to be consistent with the *Cobblebank Metropolitan Activity Centre UDF*.
- Change the requirement for a dwelling in a Commercial 1 Zone to remove the permit exemption for a dwelling with a ground floor frontage greater than two metres.
- Insert a new application requirement for residential subdivision that all applications must include a table that sets out the amount of land allocated to the proposed uses and expected population, dwelling and employment yields.
- Insert a new application requirement for all subdivision that all applications that create or change access to a primary or secondary arterial road must be accompanied by a Traffic Impact Assessment Report.
- Insert new guidance on land and home sales signs.
- Amend the guidance on the display of promotion signs to include community uses rather than just education uses.

The amendment updates Schedule 3 to Clause 45.06 Development Contributions Plan to:

- Apply the ordinance as specified by the Minister for Planning in *Ministerial Direction – the Form and Content of Planning Schemes*.
- Update references to State Government departments and authorities to reflect their current names.
- Exempt non-government schools and housing provided by or on the behalf of the Department of Health and Human Services from paying Development Infrastructure Levies as required by *Ministerial Direction – the Form and Content of Planning Schemes*.

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- Update the Development Infrastructure Levies payable for the four charge areas.

The amendment updates the Schedule to Clause 66.04 Referral of Permit Applications Under Local Provisions to:

- Apply the ordinance as specified by the Minister for Planning in *Ministerial Direction – the Form and Content of Planning Schemes*:
 - Relocate the referral provisions of an application on land shown as a Metropolitan Activity Centre to the Victorian Planning Authority from Schedule 3 to Clause 37.07 Urban Growth Zone.
 - Relocate the referral provisions of an application for residential subdivision or development within 500 metres of the former Melton Landfill to the Environment Protection Authority from Schedule 3 to Clause 37.07 Urban Growth Zone.
 - Relocate the referral provisions of a sensitive use within 440 metres of the Technochem Australia to the Environment Protection Authority and WorkSafe Victoria from Schedule 3 to Clause 37.07 Urban Growth Zone.

The amendment updates the Schedule to Clause 72.04 Incorporated Documents to:

- Reference the updated *Toolern Precinct Structure Plan, July 2011 (Amended February 2019)* to *Toolern Precinct Structure Plan, July 2011 (Amended June 2022)*.
- Reference the updated *Toolern Development Contributions Plan, July 2011 (Amended June 2020)* to *Toolern Precinct Structure Plan, July 2011 (Amended June 2022)*.

How does the amendment implement the objectives of planning in Victoria?

The amendment will facilitate the implementation of an updated PSP and DCP that will:

- Ensure landowners are properly compensated for land required to deliver required transport, and community and recreation infrastructure.
- Ensure adequate money is being collected to build required transport, and community and recreation infrastructure.

The amendment implements the following objectives of planning in Victoria, set out in Section 4(1) of the *Planning and Environment Act 1987* to:

- Provide for the fair, orderly, economic and sustainable use, and development of land.
- Ensure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- Protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.
- Facilitate development in accordance with the objectives of planning in Victoria.

The amendment implements these objectives by:

- Providing a fair and reasonable basis between existing development and new development according to the share of usage of the infrastructure project.
- Providing a lawful and equitable method to collect contributions.
- Providing certainty as to the required development contributions for residential, retail, commercial and industrial development.
- Aiding the orderly and timely provision of necessary social and physical infrastructure throughout the municipality.

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The amendment implements Part 3B of the *Planning and Environment Act 1987* by enabling a Development Infrastructure Levy and Community Infrastructure Levy for land development in the municipality.

How does the amendment address any environmental, social and economic effects?*Environmental effects*

Areas that have been identified for conservation purposes in the *Toolern Native Vegetation Precinct Plan, July 2011 (amended February 2019)* will be retained.

Areas that have been identified for open space in the *Toolern Precinct Structure Plan, July 2011 (amended February 2019)* will be retained.

This amendment proposes to:

- Make minor changes to the size of two active open space reserves.
- Increase the size of the community centre at Community Hub 2 by 0.2 Ha, thereby reducing the size of the active open space reserve by 0.2 Ha.
- Increase the size of the active open space reserve for Community Hub 7 (land formerly identified as a non-government school) by 0.29 Ha.
- Make changes to the size and location of land identified for stormwater and drainage purposes. The changes to this land are in accordance with the revisions made by Melbourne Water to the Drainage Service Schemes in the Toolern PSP area and are required to ensure flood risk is managed appropriately.

Economic effects

This amendment proposes to amend the *Toolern DCP, July 2011 (amended June 2020)* to ensure adequate funds are being collected to acquire land and construct basic and essential infrastructure required to facilitate development within the Toolern PSP areas and to provide services for the growing community.

This amendment proposes to:

- Include transport projects from the Paynes Road and Rockbank PSPs and DCPs that are apportioned to the Toolern DCP ensuring adequate funds are being collected to construct transport projects along Paynes Road and Mount Cottrell Road.
- Include transport projects from the *Cobblebank Metropolitan Activity Centre Urban Design Framework* ensuring adequate funds are being collected to construct transport projects to service development in the Metropolitan Activity Centre.
- Amend land areas set aside for transport projects, and community and recreation projects to ensure sufficient land is being reserved to construct essential infrastructure, and landowners are adequately compensated for land required for this purpose.
- Remove redundant transport projects from the Toolern DCP.
- Provide Functional Layout Plans and designs for bridges, community centres and active open space reserves to provide clarity and transparency to landowners, developers, the community, and state government departments and agencies on infrastructure to be provided within the Toolern PSP area.
- Provides project cost sheets for all infrastructure based on the Victorian Planning Authority's *Benchmark Infrastructure Report, April 2019*. This will provide clarity and transparency to landowners, developers, the community, and state government departments and agencies on the cost of constructing the infrastructure identified in the Toolern DCP.

Social effects

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This amendment provides net community benefit in respect to the delivery of infrastructure for early childhood, in response to the projected increase in population and state government policy. It increases the size of all community centres in the Toolern PSP area to ensure adequate early childhood rooms are provided to service the needs of three and four-year old kindergarten needs in line with state government policy.

This amendment will improve the content within the Toolern PSP, make adequate provision of funds within the DCP, and strengthen statutory planning controls, which in turn will improved the facilitation of development within the precinct to accommodate the growing population and provide services and amenities for the growing community.

Does the amendment address relevant bushfire risk?

The majority of the Toolern PSP area is identified as a bushfire prone area particularly those areas that are not developed. Council is required to assess certain development applications against the provision under Clause 13.02-1 (Bushfire Planning) of the Melton Planning Scheme and be satisfied that those proposals adequately address this policy.

The CFA were consulted on the proposed changes to the Toolern PSP, DCP and statutory controls, and they have not requested any changes to the proposed controls.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment has been drafted in accordance with the *Ministerial Direction – Form and Content of Planning Schemes*.

The amendment also complies with the following relevant Ministerial Directions:

Direction No. 1 – Potentially Contaminated Land

This amendment does not change the location of sensitive uses currently identified in the Toolern PSP.

The Toolern PSP and Schedule 3 to Clause 37.07 Urban Growth Zone, identify a former landfill site which is subject to an Environmental Audit Overlay. An application for residential subdivision and development within 500 metres of the former landfill must be referred to the EPA.

This amendment proposes to improve the readability of the PSP by showing the extent of the landfill and its 500-metre buffer.

Direction No. 9 – Metropolitan Planning Strategy

This amendment will facilitate the development of land within the Urban Growth Boundary of Metropolitan Melbourne.

The amendment changes the designation of the Major Activity Centre to a Metropolitan Activity Centre to be consistent with the centre's designation in *Plan Melbourne 2017-2050*.

The changes to the Toolern DCP and PSP will appropriate infrastructure is provided for the growing community, and sufficient funds are being collected to acquire the land and construct the infrastructure.

The amendment implements the following directives by enabling a range of infrastructure investments that will support sustainable population growth, while improving the City's environmental, social and economic well-being:

- Direction 1.1 Create a city structure that strengthens Melbourne's competitiveness for jobs and investment.*
- Direction 2.2 Deliver more housing closer to jobs and public transport.*
- Direction 3.3 Improve local travel options to support 20-minute neighbourhoods.*
- Direction 4.1 Create more great public spaces across Melbourne.*
- Direction 5.1 Create more 20-minute neighbourhoods.*
- Direction 5.2 Create neighbourhoods that support safe communities and healthy lifestyles.*

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*Direction 5.3 Deliver social infrastructure that support strong communities.**Direction 5.4 Deliver local parks and green neighbourhoods in collaboration with communities.*Direction No. 11 – Strategic Assessment of Amendments

This direction seeks to ensure a comprehensive strategic evaluation of a planning scheme amendment. Council has undertaken a thorough review and examination of the Toolern PSP, DCP and statutory controls and has determined that updates are required to ensure the documents reflect the requirements for delivering timely access to services to support a quality and affordable lifestyle.

The review was informed by a range of studies:

- Review of community infrastructure by ASR Research.
- Review of transport infrastructure by Cardno.
- Review of Schedule 74 to the Heritage Overlay by Extent Heritage.
- Land valuations undertaken by Charter Keck Cramer.

Direction No. 12 – Urban Growth Areas

This direction applies to the preparation of a planning scheme amendment that provides for changes to an incorporated precinct structure plan or proposes changes to provisions in a schedule to the Urban Growth Zone.

The Toolern PSP and DCP were developed in accordance with the PSP Guidelines prepared by the Growth Areas Authority (now Victorian Planning Authority) in 2009.

The review of the Toolern DCP and PSP documents identified some significant gaps in the way that the Toolern DCP was developed and implemented (absence of functional layout plans, bridge designs, designs of community centres / pavilions / active open space reserves, and project cost sheets). The monitoring and review requirement means that Council is able to adjust to changing circumstances including the need to increase the Development Infrastructure Levy to ensure adequate funds are collected to deliver the infrastructure to service the rapidly growing population.

Contemporary PSPs include Functional Layout Plans (FLPs) to identify how much land is required for transport infrastructure (demonstrating how the transport network will operate in its interim and ultimate states) and inform the development of project cost sheets.

FLPs and project cost sheets were not required when the Toolern PSP was developed. Council have now prepared these as part of the review recommendations, revealing the shortfall in required for transport projects and insufficient funds to acquire land for, or construct, transport infrastructure.

This amendment includes FLPs and project cost sheets for transport infrastructure to ensure adequate land is being reserved for transport infrastructure, and adequate funds are being collected for land acquisition and the construction of transport infrastructure.

In contemporary PSPs preliminary designs and project cost sheets are prepared for community centres, pavilions, and active open space. These designs and cost sheets ensure adequate funds are being collected to fund the construction of the community and recreation infrastructure.

Preliminary designs and project cost sheets were not required when the Toolern PSP was developed, Council have now prepared these as part of the review recommendations, revealing the shortfall in funds required to deliver community and recreation infrastructure.

This amendment has prepared preliminary designs and project cost sheets for community centres, pavilions, and active open space. This will ensure adequate funds are being collected to construct community and recreation infrastructure.

Direction No. 19 – Preparation and Content of Amendments that may significantly impact the environment, amenity and human health

Council has sought the written views of the Environment Protection Authority (EPA) to inform the basis of amendments to the Toolern PSP and its statutory controls. The views of EPA were provided on 22 April 2022.

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The EPA provided support for changes to the Toolern PSP that mitigate risks related to environment and human health, specifically in relation to ensuring adequate separation distances from existing and proposed industry and the management of potentially contaminated plan. Suggested changes made by the EPA in relation to the identification of the referral areas associated with the former landfill site and Technochem Australia has been incorporated into the Toolern PSP.

Direction No. 20 – Major Hazards Facilities

This amendment does not change the location of sensitive uses currently identified in the Toolern PSP.

The Toolern PSP identifies that any planning permit application for a sensitive use north of the railway line and within 440 metres of land at 41-53 Abey Road (Technochem Australia) must be referred to the EPA. Schedule 3 to Clause 37.07 Urban Growth Zone, requires an application for a sensitive use on land north of the railway line and within 440 metres of land at 41-53 Abey Road (Technochem Australia) to be referred to the EPA and WorkSafe Victoria.

This amendment proposes an amendment to the relevant maps in the PSP to show the 440-metre buffer.

Preparation and Content of Development Contributions Plans

This amendment proposes to change Schedule 3 to Clause 45.06 Development Contributions Plan to exempt non-government schools and housing provided by or on the behalf of the Department of Health and Human Services from paying the development infrastructure levy or a community infrastructure levy.

The transport infrastructure projects identified to be added to the Toolern DCP are works and facilities that are appropriate for funding through a development infrastructure levy.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment represents an integrated decision-making process that balances the various objective of the relevant State planning policies as follows:

- *Clause 11.01-R Settlement:* This amendment proposes to change the name of the Major Activity Centre to a Metropolitan Activity Centre to be consistent with *Plan Melbourne 2017-2050*.
- *Clauses 11.02 Managing Growth and 11.03 Planning for Places:* This amendment proposes changes to the Toolern PSP and DCP documents to ensure adequate funds can be collected to acquire land and construct essential infrastructure required to service the growth of the precinct.
- *Clause 12.01 Biodiversity:* No changes are proposed to the native vegetation management identified in the Toolern PSP and Native Vegetation Precinct Plan, and therefore retains its commitment to the protection of biodiversity.
- *Clause 13.02 Bushfire:* This amendment is within a bushfire prone area. Council is required to implement the requirements of Clause 13.02 should any applications be submitted for subdivision or development.
- *Clause 16.01 Residential Subdivision:* This amendment maintains areas identified for the delivery of residential development. The proposed amendment to Schedule 3 of Clause 37.07 Urban Growth Zone will require all residential development in Commercial 1 Zone areas to require a permit if its ground floor frontage exceeds two metres. This will encourage a diversity of housing within the Metropolitan Activity Centre and Neighbourhood Activity Centres.
- *Clause 17.01 Employment:* This amendment includes the Toolern (Cobblebank) Employment Precinct and the future Toolern (Cobblebank) Metropolitan Activity Centre, which are identified as significant employment areas in the *Melbourne Industrial and Commercial Land Use Plan, April 2020*. These employment areas are significant to the municipality and the broader western region of Melbourne. There are no changes to these employment precincts to facilitate growth in employment in these areas.

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- *Clause 17.02 Commercial:* This amendment proposes to increase the retail floor cap in the Cobblebank Metropolitan Activity Centre from 30,000 square metres to 70,000 square metres to be consistent with the approved *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- *Clause 18 Transport:* This amendment proposed to add transport projects to the Toolern DCP to ensure that adequate transport infrastructure is delivered to service the growth of the community. The amendment proposes to add transport projects from the Paynes Road and Rockbank PSPs, and the *Cobblebank Metropolitan Activity Centre Urban Design Framework*. The amendment proposes to change the land areas and project costs for most transport projects to ensure adequate funds are being collected to acquire the land and construct the projects identified in the Toolern PSP and DCP.
- *Clause 19 Infrastructure:* This amendment proposes minor changes to the size of some community and recreation infrastructure to give effect to state policy that requires the provision of kindergarten services to three- and four-year olds.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment is consistent with the Municipal Strategic Statement.

Municipal Strategic Statement

- *21.06 Activity centres and Retail Provision:* This amendment proposes a change to the designation of the Major Activity Centre to a Metropolitan Activity Centre and identifies it as an area suitable for transit-oriented development. This amendment proposes to increase the retail floor cap in the Cobblebank Metropolitan Activity Centre from 30,000 square metres to 70,000 square metres to be consistent with the approved *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- *Clause 21.09 Economic Development:* This amendment proposes to facilitate development within the Toolern PSP area to encourage economic development and maximise economic opportunities within the Toolern (Cobblebank) Metropolitan Activity Centre. It will deliver services and amenities required for the growing community, which will support economic growth.
- *Clause 21.10 Transport:* This amendment proposes to add transport projects to the Toolern DCP to ensure that appropriate transport infrastructure is delivered to service the growth of the community. The amendment proposes to add transport projects from the Paynes Road and Rockbank PSPs, and the *Cobblebank Metropolitan Activity Centre Urban Design Framework*. The amendment proposes changes to the land areas and project costs for most transport projects to ensure adequate money is being collected to acquire the land and construct the projects identified in the Toolern PSP and DCP.
- *Clause 21.11 Infrastructure:* This amendment includes controls that seek the protection of the Werribee River and Melton Reservoir, which forms the westernmost boundary of this PSP. The Melton Reservoir is used for irrigation purposes within the City of Wyndham. Feedback was sought from utility service providers and they requested changes to the location of utilities shown in Plan 14 Integrated Water Management and Plan 18 Utilities in the Toolern PSP.

Local Planning Policies

No changes are required to give effect to local planning policies contained within the Melton Planning Scheme.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes appropriate use of the Victorian Planning Provisions by applying:

- The Urban Growth Zone to manage development in a PSP area and an amended Schedule 3 to Clause 37.07 Urban Growth Zone.
- The Development Contributions Plan Overlay to collect funds for development of essential infrastructure to service the growth of the precinct and an amended Schedule 3 to Clause 45.06 Development Contributions Plan.

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How does the amendment address the views of any relevant agency?

This amendment has been prepared in consultation with agencies including Ambulance Victoria, Australian Pipelines Association (APA), AusNet Services, Catholic Education Melbourne, Country Fire Authority (CFA), Department of Environment Land Water and Planning (DELWP), Department of Education and Training (DET) / Victorian School Building Authority (VSBA), Department of Health and Human Services (DHHS), Department of Jobs Precincts and Regions (DJPR), Department of Transport (DoT), Downer Group, Department of Premier and Cabinet (DPC), Environment Protection Authority (EPA), Greater Western Water, Heritage Victoria, Homes for Victoria, Jemena, Level Crossing Removal Authority, Melbourne Airport, Melbourne Water, Parks Victoria, Powercor, Public Transport Victoria, State Emergency Services (SES), Sport and Recreation Victoria, Southern Rural Water, VicRoads, Victorian Planning Authority (VPA), Victoria Police, and the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

This amendment will not impact the anticipated transport network and services envisaged by the current incorporated Toolern PSP.

This amendment updates the Toolern DCP to include transport projects from the Paynes Road and Rockbank PSPs, and the *Cobblebank Metropolitan Activity Centre Urban Design Framework*.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment will have minimal impact on the resource and administrative costs of the responsible authority. The incorporation of the revised Toolern PSP and DCP in the Melton Planning Scheme will facilitate the efficient planning of the area.

The proposed changes to the Toolern DCP will increase the amount of development infrastructure levy collected to ensure that adequate money is collected to fund the acquisition of land and construct basic and essential transport, and community and recreation infrastructure to service the growth of the precinct. Council have the administrative and business infrastructure to manage the collection of funds from the Toolern DCP.

Where you may inspect this amendment

The amendment can be inspected free of charge at the Melton City Council website at www.melton.vic.gov.au/planningschemeamendments

The amendment is available for public inspection, free of charge, during office hours at the following places:

Melton Civic Centre
232 High Street
Melton VIC 3337

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

Submissions

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by **insert submissions due date**.

A submission must be sent to:

Manager City Design and Strategy
Melton City Council

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PO Box 21
Melton VIC 3337

Alternatively, via email to citysupport@melton.vic.gov.au

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: [insert directions hearing date](#)
- panel hearing: [insert panel hearing date](#)

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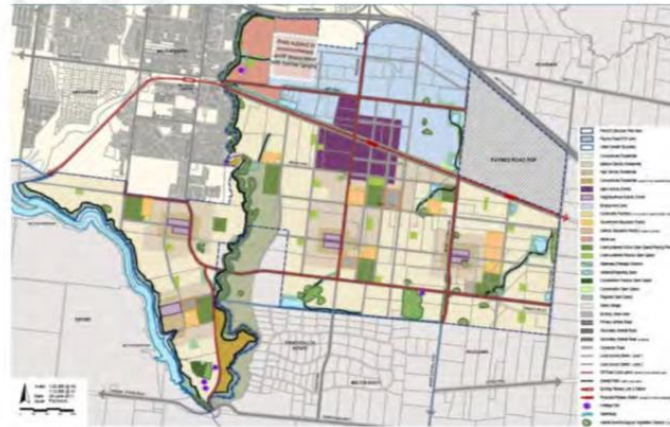
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MELTON PLANNING SCHEME

04/10/2018
C232**SCHEDULE 3 TO CLAUSE 37.07 URBAN GROWTH ZONE**Shown on the planning scheme map as **UGZ3****TOOLERN PRECINCT STRUCTURE PLAN****1.0****The Plan**30/07/2018
C232Plan 1 shows the future urban structure proposed in the *Toolern Precinct Structure Plan, June 2022*. It is a reproduction of Plan 5 in the *Toolern Precinct Structure Plan, June 2022*.**Plan 1 to Schedule 3 to Clause 37.07****2.0****Use and development**30/07/2018
C232**2.1****The Land**30/07/2018
C232

The use and development provisions specified in this schedule apply to land as shown within the 'precinct boundary' on Plan 2 of this schedule and shown as UGZ3 on the planning scheme maps. This schedule must be read in conjunction with the incorporated *Toolern Precinct Structure Plan, June 2022*.

Plan 2 to Schedule 3 to Clause 37.07

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MELTON PLANNING SCHEME

**Note:**

If land shown on Plan 2 is not zoned UGZ, the provisions of this zone do not apply.

2.219/01/2022
C232**Applied zone provisions**

The provisions of the following zones in this scheme apply to the use and subdivision of land, construction of a building, and construction and carrying out of works, by reference to Plan 2 of this schedule:

Table 1 allocates the land use / development shown on Plan 2 of this schedule with a corresponding zone from this scheme.

When the use / development in the left column is carried out or proposed generally in accordance with the incorporated Toolern Precinct Structure Plan, June 2022, the use, subdivision, construction of a building and construction and carrying out works provisions of the corresponding zone in the right column apply.

A reference to a planning scheme zone in an applied zone must be read as if it were a reference to an applied zone under this schedule.

For example: The Commercial 2 Zone specifies 'Shop' as a Section 1 Use with the condition 'The site must adjoin, or have access to, a road in a Transport Zone'. In this instance the condition should be read as 'The site must adjoin, or have access to, a road in a Transport Zone or an applied Transport Zone in the Urban Growth Zone schedule applying to the land'.

Table 1: Applied zone provisions

Land shown on plan 2 of this schedule Business 1	Applied zone provisions Clause 34.01 – Commercial 1 Zone
Land shown on plan 2 of this schedule Business 2	Applied zone provisions Clause 34.01 – Commercial 1 Zone
Land shown on plan 2 of this schedule Business 3	Applied zone provisions Clause 34.02 – Commercial 2 Zone

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MELTON PLANNING SCHEME

Land shown on plan 2 of this schedule Business 4	Applied zone provisions Clause 34.02 – Commercial 2 Zone
Land shown on plan 2 of this schedule Mixed Use	Applied zone provisions Clause 32.04 – Mixed Use Zone
Land shown on plan 2 of this schedule Regional Park	Applied zone provisions Clause 36.02 – Public Park and Recreation Zone
Land shown on plan 2 of this schedule Residential	Applied zone provisions Clause 32.08 – General Residential Zone
Land shown on plan 2 of this schedule Rural Conservation	Applied zone provisions Clause 35.06 – Rural Conservation Zone
Land shown on plan 2 of this schedule Public Use	Applied zone provisions Clause 36.01 – Public Use Zone – Schedule 1
Land shown on plan 2 of this schedule Public Conservation and Resource	Applied zone provisions Clause 36.03 – Public Conservation and Resource Zone
Land shown on plan 1 of this schedule Primary Arterial Road	Applied zone provisions Clause 36.04 – Transport 2 Zone

2.3

30/07/2018
C232

Specific provisions – Use of land

Section 1 - Permit not required

Use	Condition
Dwelling where the applied zone is Commercial 1 Zone (west of Ferris Road, north of Bridge Road, and south of the Ballarat Railway Line)	No permit is required to a construct a dwelling with a ground floor frontage greater than two metres.
Dwelling Commercial 1 Zone (east of Ferris Road, and north of the Ballarat Railway Line)	No permit is required to a construct a dwelling with a ground floor frontage greater than two metres.
Office where the applied zone is General Residential Zone	A permit may be granted to use land for an office if the leasable floor area of the office does not exceed 100 square metres. On land where the applies zone is General Residential Zone in the Toolern Precinct Structure Plan, June 2022. The leasable floor must not exceed 100 square metres.
Primary school Secondary School	On land shown as 'Potential Non-Government School' in the incorporated Toolern Precinct Structure Plan, June 2022.

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MELTON PLANNING SCHEME

**Shop where the applied zone is
Commercial 1 Zone**

A permit is required to use land for a shop if the combined leasable floor space for all shops exceeds the following areas (square metres) for the relevant centre as described in the *Toolern Precinct Structure Plan*:

On land where the applied zone is Commercial 1 Zone, the combined floor area for all shops must not exceed:

- 70,000 square metres for land shown as Toolern Major Metropolitan Activity Centre in the *Toolern Precinct Structure Plan, June 2022*.
- 4,000 square metres for land shown as Exford Road Neighbourhood Activity Centre (north) in the *Toolern Precinct Structure Plan, June 2022*.
- 4,000 square metres for land shown as Exford Road Neighbourhood Activity Centre (south) in the *Toolern Precinct Structure Plan, June 2022*.
- 4,000 square metres for land shown as Ferris Road Neighbourhood Activity Centre in the *Toolern Precinct Structure Plan, June 2022*.

Any use listed in Clause 62.01

Must meet requirements of Clause 62.01.

Section 2 - Permit required

Use	Condition
Major sports and recreation facility where the applied zone is Commercial 1 Zone (west of Ferris Road, north of Bridge Road, and south of the Ballarat Railway Line)	<u>On land where the applied zone is Commercial 1 Zone west of Ferris Road, north of Bridge Road, and south of the Ballarat Railway Line in the <i>Toolern Precinct Structure Plan, June 2022</i>.</u>
Shop where the applied zone is Commercial 1 Zone (east of Ferris Road, and north of the Ballarat Railway Line)	<p>A permit is required to use land for a shop if the leasable floor area exceeds 100 square metres.</p> <p><u>On land where the applied zone is Commercial 1 Zone east of Ferris Road and north of the Ballarat Railway Line in the <i>Toolern Precinct Structure Plan, June 2022</i>.</u></p> <p><u>The leasable floor area must not exceed 100 square metres.</u></p>
Supermarket where the applied zone is Commercial 2 Zone	<p><u>On land where the applied zone is Commercial 2 Zone in the <i>Toolern Precinct Structure Plan, June 2022</i>.</u></p> <p>The leasable floor area must not exceed 1,800 square metres.</p> <p>The site must adjoin, or have access to, a road in a Transport Zone 2.</p>

Any other use not in Section 1 or 3 in the Table of uses in the applicable applied zone

Section 3 - Prohibited

Use	Condition
<u>Any other use in Section 3 in the Table of uses of the applicable applied zone</u>	

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Appendix 3 Amendment C232 Schedule 3 to Clause 37.07 Urban Growth Zone, Undated

MELTON PLANNING SCHEME

2.4 Specific provisions - Subdivision

30/07/2018
C232**Metropolitan and Neighbourhood Activity Centres and Employment Land**

If the land is shown as in or adjoining a Business 1, Business 2, Business 3 or Business 4 area on Plan 2, a permit must not be granted to ~~use or~~ subdivide land, ~~or to construct a building or construct and carry out works~~ until an Urban Design Framework for the activity centre or employment land has been prepared to the satisfaction of the responsible authority.

A permit may be granted to subdivide land ~~or to construct a building or construct and carry out works~~ prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.

The responsible authority may allow an Urban Design Framework to be prepared in stages. The Urban Design Framework may be amended to the satisfaction of the responsible authority.

Toolern Creek Park Western Interface

Except with the consent of the Responsible Authority, a permit must not be granted to ~~use or~~ subdivide land, ~~or construct a building and carry out works~~ within land located adjacent to the west of the Toolern Creek Park (shown as 'Toolern Creek Regional Park - western interface' on Plan 7 'Image & Character' of the *Toolern Precinct Structure Plan, June 2022*) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.

A permit may be granted to subdivide land ~~or to construct a building or construct and carry out works~~ prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.

Exford Road Conservation Area

Except with the consent of the Responsible Authority, a permit must not be granted to ~~use or~~ subdivide land, ~~or construct a building and carry out works~~ within shown as the Exford Road Conservation Area (on Plan 7 'Image & Character' of the *Toolern Precinct Structure Plan, June 2022*) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.

A permit may be granted to subdivide land ~~or to construct a building or construct and carry out works~~ prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.

North West Mixed Use Precinct Urban Design Framework

Except with the consent of the Responsible Authority, a permit must not be granted to ~~use or~~ subdivide land, ~~or construct a building and carry out works~~ within land shown as the North West Mixed Use Precinct Urban Design Framework Area (on Plan 7 'Image & Character' of the *Toolern Precinct Structure Plan, June 2022*) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.

A permit may be granted to subdivide land ~~or to construct a building or construct and carry out works~~ prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.

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MELTON PLANNING SCHEME

2.5 Specific provisions - Buildings and works

30/07/2018
C232

Dwellings on a lot less than 300 square metres

A permit is not required to construct or extend one dwelling on a lot ~~with an area~~ less than 300 square metres where a site is identified as a lot to be assessed against the *Small Lot Housing Code* via a restriction on title, and it complies with the *Small Lot Housing Code* (Victoria Planning Authority, November 2019) incorporated pursuant to Clause 72.04 of the Melton Planning Scheme.

~~A permit is not required to construct a fence within 3 metres of a street provided that the Front Fence Height Standard in Table A2 to Clause 54.06-2 is met.~~

Buildings and works for a school

~~A permit is required to construct or carry out works associated with a Primary school or a Secondary school on land shown as a Potential Non-Government School unless exempt under Clause 62.02-1 and 62.02-2.~~

Metropolitan and Neighbourhood Activity Centres and Employment Land

If the land is shown as in or adjoining a Business 1, Business 2, Business 3 or Business 4 area on Plan 2, a permit must not be granted to ~~use or subdivide land, or to~~ construct a building or construct and carry out works until an Urban Design Framework for the activity centre or employment land has been prepared to the satisfaction of the responsible authority.

A permit may be granted to ~~subdivide land or to~~ construct a building or construct and carry out works prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.

The responsible authority may allow an Urban Design Framework to be prepared in stages. The Urban Design Framework may be amended to the satisfaction of the responsible authority.

Toolern Creek Park Western Interface

Except with the consent of the Responsible Authority, a permit must not be granted to ~~use or subdivide land, or~~ construct a building and carry out works within land located adjacent to the west of the Toolern Creek Park (shown as 'Toolern Creek Regional Park - western interface' on Plan 7 'Image & Character' of the *Toolern Precinct Structure Plan, June 2022*) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.

A permit may be granted to ~~subdivide land or to~~ construct a building or construct and carry out works prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.

Exford Road Conservation Area

Except with the consent of the Responsible Authority, a permit must not be granted to ~~use or subdivide land, or~~ construct a building and carry out works within shown as the Exford Road Conservation Area (on Plan 7 'Image & Character' of the *Toolern Precinct Structure Plan, June 2022*) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.

A permit may be granted to ~~subdivide land or to~~ construct a building or construct and carry out works prior to the approval of an Urban Design Framework if, in the opinion of the

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responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.

North West Mixed Use Precinct Urban Design Framework

Except with the consent of the Responsible Authority, a permit must not be granted to ~~use or subdivide land, or~~ construct a building and carry out works within land shown as the North West Mixed Use Precinct Urban Design Framework Area (on Plan 7 'Image & Character' of the *Toolern Precinct Structure Plan, June 2022*) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.

A permit may be granted to ~~subdivide land or to~~ construct a building or construct and carry out works prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.

2.6 Specific provisions – Resolution of doubt

~~If any doubt arises as to whether a provision specified in this schedule applies to land, a permit may be granted for any use or development if the responsible authority is satisfied that the use or development is generally in accordance with the incorporated *Toolern Precinct Structure Plan*.~~

2.6 Specific provisions – Urban Design Frameworks**Metropolitan and Neighbourhood Activity Centres and Employment Land**

~~If the land is shown as in or adjoining a Business 1, Business 2, Business 3 or Business 4 area on Plan 2, a permit must not be granted to use or subdivide land, or to construct a building or construct and carry out works until an Urban Design Framework for the activity centre or employment land has been prepared to the satisfaction of the responsible authority.~~

~~A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.~~

~~The responsible authority may allow an Urban Design Framework to be prepared in stages. The Urban Design Framework may be amended to the satisfaction of the responsible authority.~~

Toolern Creek Park Western Interface

~~Except with the consent of the Responsible Authority, a permit must not be granted to use or subdivide land, or construct a building and carry out works within land located adjacent to the west of the Toolern Creek Park (shown as 'Toolern Creek Regional Park – western interface' on Plan 7 'Image & Character' of the *Toolern Precinct Structure Plan, June 2022*) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.~~

~~A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.~~

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Exford Road Conservation Area

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A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.

North West Mixed Use Precinct Urban Design Framework

Except with the consent of the Responsible Authority, a permit must not be granted to use or subdivide land, or construct a building and carry out works within land shown as the North West Mixed Use Precinct Urban Design Framework Area (on Plan 7 'Image & Character' of the *Toolern Precinct Structure Plan, June 2022*) until an Urban Design Framework has been prepared to the satisfaction of the Responsible Authority.

A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit is consistent with the requirements for the Urban Design Framework for the relevant locality set out in the incorporated *Toolern Precinct Structure Plan, June 2022*.

2.8**Specific provisions – Referral of applications**

An application on land shown as 'Major Metropolitan Activity Centre' in Map Plan 1 to this schedule must be referred in accordance with Section 55 of the *Planning and Environment Act 1987* to the Growth Areas *Victorian* Planning Authority.

Unless a reduced distance is accepted by the Responsible Authority and Environment Protection Authority (EPA) based on the findings of a satisfactory environmental audit report, an application for residential subdivision and development of land within 500m of the former 22.18 hectares Melton landfill site on Ferris Road must be referred in accordance with Section 55 of the *Planning and Environment Act 1987* to the EPA.

An application for a sensitive use on land that is north of the railway line and within 440m of the boundary of the Technochem Australia Pty Ltd site at 41–53 Abey Road must be referred in accordance with Section 55 of the *Planning and Environment Act 1987* to the EPA and WorkSafe Victoria.

3.0**Application requirements**30/07/2018
C232

The following application requirements apply to an application for a permit under Clause 37.07, in addition to those specified in Clause 37.07 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority. If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

Subdivision – Residential development

In addition to the requirements of Clause 56.01, the site analysis and design response must show or address the following to the satisfaction of the responsible authority:

- A table setting out the amount of land allocated to the proposed uses and expected population, dwelling and employment yields.

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- A hydrogeological assessment of the groundwater conditions on the site and the potential impacts on the proposed development including any measures required to mitigate the impacts of groundwater conditions on the development and the impact of the development on groundwater.
- A preliminary site assessment of the potential for contaminated land as a result of previous land uses, carried out by a suitably qualified person.
- A Transport Impact Assessment Report to the satisfaction of the relevant Roads Authority (be it VicRoads or Council) Head, Transport for Victoria and / or the responsible authority.
- An application for a residential subdivision of 10 lots or more must be accompanied by Subdivision and Housing Design Guidelines, prepared to the satisfaction of the responsible authority.

Subdivision – General

- An application that proposes to create or change access to a primary or secondary arterial road must be accompanied by a Traffic Impact Assessment Report (TIAR). The TIAR, including functional layout plans and a feasibility / concept road safety audit, must be to the satisfaction of the Head, Transport for Victoria, or the Melton City Council, as required.

Public Infrastructure Plan All Subdivision

An application for subdivision and/or use and development of land must be accompanied by a Public Infrastructure Plan which addresses the following:

- What land may be affected or required for the provision of infrastructure works;
- The provision, staging and timing of any stormwater drainage works;
- The provision, staging and timing of roadworks internal and external to the land consistent with any relevant traffic report or assessment;
- The landscaping of any land;
- What, if any, infrastructure set out in the Development Contributions Plan applying to the land is sought to be provided as 'works in lieu' subject to the consent of Melton City Council;
- The provision of public open space and land for any community facilities; and
- Any other matter relevant to the provisions of public infrastructure required by the responsible authority.

Kangaroo Management Plan Subdivision-land that does not abut a linear corridor or intended to be in public ownership

An application for the subdivision of land that does not abut a linear corridor in or intended to be in public ownership must be accompanied by an Eastern Grey Kangaroo Management Plan that includes:

- Strategies (i.e. Staging) to avoid land locking Eastern Grey Kangaroos; and where this is not practicable
- Management solutions and actions to respond to their containment in an area with no reasonable likelihood of their continued safe existence.

The plan must be to the satisfaction of the Department of Environment, Land, Water and Planning.

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4.0 Conditions and requirements for permits30/07/2018
C232**Condition – General requirements**

~~A planning permit must include a condition or conditions which ensure that any requirements or conditions set out in the Toolern Precinct Structure Plan and the Toolern Native Vegetation Precinct Plan are implemented as part of the planning permit or the plans endorsed under the planning permit.~~

Condition – First stage of development

Prior to the issue of a Statement of Compliance for the first stage of a development, the owner must, if required by the Responsible Authority, enter into an agreement, or agreements, under Section 173 of the Act which specifies the infrastructure required to be provided as part of the development. The agreement must give effect to the approved Public Infrastructure Plan.

Condition – Subdivision permits that allow the creation a lot of less than 300 square metres

Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:

- Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the Responsible Authority. The plan must identify the lots that will include a restriction on title allowing the use of the provisions of the *Small Lot Housing Code (Victorian Planning Authority, November 2019)* incorporated pursuant to Clause 72.04 of the Melton Planning Scheme; and
- The plan of subdivision submitted for certification must identify whether type A or type B of the *Small Lot Housing Code (Victorian Planning Authority, November 2019)* applies to each lot to the satisfaction of the Responsible Authority

Condition – Subdivision permits requiring an Eastern Grey Kangaroo Management Plan

Any permit granted for subdivision must contain the following condition if an Eastern Grey Kangaroo Management Plan was required to be submitted with the permit application:

- The subdivision must implement the Eastern Grey Kangaroo Management Plan by either:
 - Proceeding in the order of stages as shown on the plan; and where this is not practicable
 - Implementing the management solutions and actions of the Plan.

Condition – Salvage and Translocation

Salvage and translocation of threatened flora ~~and fauna~~ species and ecological communities must be undertaken in the carrying out of development to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning.

Condition – All buildings, subdivision and associated works applications within 100 metres of the Toolern Creek, on land subject to the Precinct Structure Plan (Growling Grass Frog Conservation Management Plan)

Any permit granted for buildings, subdivision and associated works must contain the following conditions:

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- Prior to the commencement of works a Growling Grass Frog conservation management plan must be prepared to the satisfaction of the Department of Environment, Land, Water and Planning and submitted to and approved by the responsible authority.
- The Growling Grass Frog conservation management plan must be implemented to the satisfaction of the responsible authority.

Condition – All buildings, subdivision and works applications (Golden Sun Moth) on land identified as Properties 2573-2675 Western Highway, Rockbank

- Prior to the commencement of works a targeted survey for the Golden Sun Moth must be prepared to the satisfaction of the Department of Environment, Land, Water and Planning.
- Prior to the issue of a Statement of Compliance in respect of any plan of subdivision within which Golden Sun Moth native habitat has been identified:
 - Offsets for removal of Golden Sun Moth native habitat within the area of that plan of subdivision must be provided or agreed to the satisfaction of the Department of Environment, Land, Water and Planning

Condition – Subdivision or buildings and works permits where land is required for community facilities, public open space and road widening

A permit for subdivision or buildings and works, where land is required for community facilities, must include the following condition:

- Land required for community facilities, as set out in the *Toolern Precinct Structure Plan, June 2022* or the *Toolern Development Contributions Plan, June 2022* must be transferred to or vested in Council at no cost to Council unless the land is funded by the *Toolern Development Contributions Plan, June 2022*

A permit for subdivision or buildings and works, where land is required public open space, must include the following condition:

- Land required for public open space as a local or district park as set out in the *Toolern Precinct Structure Plan, June 2022* or the *Toolern Development Contributions Plan, June 2022* must be transferred to or vested in Council at no cost to Council unless funded by the *Toolern Development Contributions Plan, June 2022*.

A permit for subdivision or buildings and works, where land is required for road widening, must include the following condition:

- Land required for road widening including right of way flaring for the ultimate design of any intersection with an existing or proposed arterial road must be referred to or vested in Council or relevant roads authority ~~VieRoads~~ at no cost to the acquiring agency unless funded by the *Toolern Development Contributions Plan, June 2022*.

A permit for subdivision or buildings and works, where land is required for community facilities, public open space or road widening, must include the following condition:

- Land required for a community facility, road or public open space must be shown on a Plan of Certification as a reserve in favour of Melton City Council or another relevant authority person or body.

5.0**Exemption from notice and review**30/07/2018
C232

An application for a convenience shop or office in the General Residential Zone is not exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

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MELTON PLANNING SCHEME

6.0 Decision guidelines

30/07/2018
C232**Sensitive Use on land shown as Mixed Use, Business 2, Business 3 or Business 4 on Plan 2**

~~Before deciding on an application to use land for a sensitive use on land shown as Mixed Use, Business 2, Business 3 or Business 4 on Plan 2, in addition to the decision guidelines in Clause 65 and Clause 37.07-14, the responsible authority must consider, as appropriate:~~

~~The following decision guidelines apply to an application for a permit under Clause 37.07, in addition to those specified in Clause 37.07 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:~~

- ~~• The General Practice Note on Potentially Contaminated Land June 2005 (DSE);~~
- ~~• Planning Practice Note 30: Potentially Contaminated Land, July 2021~~
- The status of any remediation being carried out at the former Melton landfill site on Ferris Road.
- The views of the EPA and WorkSafe Victoria if the land is north of the railway line and within 440m of 41-53 Abey Road, Melton (measured from the boundary of 41-53 Abey Road Melton).

7.0

Signs04/10/2018
C232

Sign requirements are at Clause 52.05. All land located within Toolern Precinct Structure Plan, June 2022 area is in category specified in its applied zone at Clause 2.2 of this schedule. If there is no applied zone the land is in Category 2.

Business Identification Signage in the General Residential Zone

~~A permit may be granted for a business identification sign of no more 2 square metres on land where the applied zone is General Residential Zone provided:~~

- ~~• The application for a permit is lodged concurrently with an application for buildings and works for an office on the same land;~~
- ~~• The sign is not illuminated~~
- ~~• No fittings or wiring are visible from adjacent streets or properties.~~

Land and home sales signs

Despite the provisions of Clause 52.05, signs promoting the sale of land or homes on the land (or on adjoining land in the same ownership) may be displayed without a permit provided:

- The advertisement area for each sign does not exceed 10 square metres.
- Only one sign is displayed per road frontage. Where the property has a road frontage of more than 150 metres multiple signs may be erected provided there is a minimum of 150 metres distance between each sign, with a total of not more than 4 signs per frontage.
- The sign is not animated, scrolling, electronic or internally illuminated sign.
- The sign is not displayed longer than 21 days after the sale (not settlement) of the last lot.
- The sign is setback a minimum of 750mm from the property boundary.

A permit may be granted to display a sign promoting the sale of land or homes on the land (or on adjoining land in the same ownership) with an area greater than 10 square metres.

If the sign does not meet all the provisions listed above, it must comply with the provisions of Clause 52.05.

Education / community promotion signs

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MELTON PLANNING SCHEME

Despite the provisions of Clause 52.05, a permit may be granted, for a period of not more than 5 years, to display an advertising sign that promotes ~~an~~ community facility or education centre on the land identified as ~~'education facility', 'community facilities' or~~ 'unencumbered active open space / playing fields' on Map 1 to this schedule community facilities, potential government school, potential non-government school and credited open space on Plan 1 to this schedule.

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Appendix 4 Amendment C232 Schedule 3 to Clause 45.06 Development Contributions Plan, Undated

SCHEDULE 3 TO THE DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as DCPO3.

TOOLERN PRECINCT STRUCTURE PLAN DEVELOPMENT CONTRIBUTIONS PLAN**1.0 Area covered by this development contributions plan**

Land to the south and east of Melton Township within the DCPO3 area.

[Image]

2.0 Summary of costs in June 2021 dollars

Facility	Total cost \$	Time of provision	Actual cost contribution attributable to Development Infrastructure Levy (DIL) \$	Proportion of DIL cost attributable to total development %
Roads	\$121,328,898	As required	\$115,300,625	95%
Intersections	\$176,986,625	As required	\$163,853,313	93%
Bridges	\$92,736,963	As required	\$80,724,908	87%
Public Transport	\$3,300,000	As required	\$3,300,000	100%
Unencumbered Land for Active Open Space	\$120,800,000	As required	\$114,905,000	95%
Community Facilities	\$71,187,221	As required	\$61,102,539	86%
Outdoor Active Recreation	\$91,713,154	As required	\$72,696,366	79%
Off-road pedestrian and cycle trails	\$916,463	As required	\$916,463	100%
Structure Planning	\$1,678,504	As required	\$1,678,504	100%
TOTAL	\$680,647,827	-	\$614,477,717	

3.0 Summary of contributions for Charge Areas in June 2021 dollars**Summary of contributions for Charge Area 1 in June 2021 dollars**

Facility	Levies payable by the development (\$)	
	Development Infrastructure Levy (DIL) All development	Community Infrastructure Levy (CIL) Residential
Roads	\$74,989	\$-
Intersections	\$106,566	\$-
Bridges	\$52,502	\$-
Public Transport	\$2,146	\$-

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Unencumbered Land for Active Open Space	\$86,339	\$-
Community Facilities	\$63,266	\$900 per dwelling
Outdoor Active Recreation	\$62,381	\$900 per dwelling
Off-road pedestrian and cycle trails	\$770	\$-
Structure Planning	\$1,092	\$-
TOTAL	\$450,050 Per net developable hectare	\$900 per dwelling

Summary of contributions for Charge Area 2 in June 2021 dollars

Facility	Levies payable by the development (\$)	
	Development Infrastructure Levy (DIL) All development	Community Infrastructure Levy (CIL) Residential
Roads	\$74,989	\$-
Intersections	\$106,566	\$-
Bridges	\$52,502	\$-
Public Transport	\$2,146	\$-
Unencumbered Land for Active Open Space	\$100,548	\$-
Community Facilities	\$48,592	\$900 per dwelling
Outdoor Active Recreation	\$65,270	\$900 per dwelling
Off-road pedestrian and cycle trails	\$770	\$-
Structure Planning	\$1,092	\$-
TOTAL	\$452,476 Per net developable hectare	\$900 per dwelling

Summary of contributions for Charge Area 3 in June 2021 dollars

Facility	Levies payable by the development (\$)	
	Development Infrastructure Levy (DIL) All development	Community Infrastructure Levy (CIL) Residential
Roads	\$74,989	\$-
Intersections	\$106,566	\$-
Bridges	\$50,502	\$-

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Item 12.6 Toolern Development Contributions Plan Review

Appendix 4 Amendment C232 Schedule 3 to Clause 45.06 Development Contributions Plan, Undated

Public Transport	\$2,146	\$-
Unencumbered Land for Active Open Space	\$89,867	\$-
Community Facilities	\$34,168	\$900 per dwelling
Outdoor Active Recreation	\$17,915	\$900 per dwelling
Off-road pedestrian and cycle trails	\$770	\$-
Structure Planning	\$1,092	\$-
TOTAL	\$380,016 Per net developable hectare	\$900 per dwelling

Summary of contributions for Charge Area 4 in June 2021 dollars

Facility	Levies payable by the development (\$)	
	Development Infrastructure Levy (DIL) All development	Community Infrastructure Levy (CIL) Residential
Roads	\$74,989	\$-
Intersections	\$106,566	\$-
Bridges	\$50,502	\$-
Public Transport	\$2,146	\$-
Unencumbered Land for Active Open Space	\$1,756	\$-
Community Facilities	\$-	\$900 per dwelling
Outdoor Active Recreation	\$-	\$900 per dwelling
Off-road pedestrian and cycle trails	\$-	\$-
Structure Planning	\$1,092	\$-
TOTAL	\$239,051 Per net developable hectare	\$900 per dwelling

The capital cost for each infrastructure item will be adjusted by applying the Building Price Index, as published in the latest edition of Rawlinsons Australian Construction Handbook on 1 July each year.

The land values for each infrastructure item, where applicable, will be adjusted on 1 July each year following site specific land valuations undertaken by a registered valuer.

The offset costs for the removal of native vegetation which form a component of the cost of particular infrastructure items within the Toolern Precinct Structure Plan Development Contributions Plan will be adjusted in accordance with any Offset Plan prepared to the satisfaction of the Department of Environment, Land, Water and Planning, and approved by the Responsible Authority.

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Appendix 4 Amendment C232 Schedule 3 to Clause 45.06 Development Contributions Plan, Undated

4.0 Land or development excluded from development contributions plan

Land required for the following (as set out in the Toolern Precinct Structure Plan) is exempt from the provisions of this overlay:

- 6 and 4 lane arterial roads, railway reservations, community facilities, government schools.
- Use and development for a non-government school.
- Housing provided by or on behalf of the Department of Health and Human Services.
- Melbourne Water drainage reserves and retarding basins.
- Heritage and conservation areas.
- Open space (active and passive).
- Melton landfill, Ferris Road (21.82 ha) as shown in Section 2.3.10 of the Toolern Precinct Structure Plan.
- Use and development associated with a dwelling that is existing or approved at the approval date of this provision.

Note: This schedule sets out a summary of the costs and contributions prescribed in the development contributions plan incorporated document. Refer to the incorporated development contributions plan for full details.

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Appendix 5 Amendment C232 Schedule to Clause 66.04 Referral of Permit Applications Under Local Provisions, Undated

MELTON PLANNING SCHEME

25/05/2017

SCHEDULE TO CLAUSE 66.04 REFERRAL OF PERMIT APPLICATIONS UNDER LOCAL PROVISIONS

1.0

Referral of permit applications under local provisions

25/05/2017

Clause	Kind of application	Referral authority	Referral authority type
Schedule 3 to Clause 37.07 (UGZ)	An application on land shown as 'Metropolitan Activity Centre' on Plan 5 in the incorporated Toolern Precinct Structure Plan.	Victorian Planning Authority	Recommending authority
Schedule 3 to Clause 37.07 (UGZ)	An application for residential subdivision and development of land within 500 metres of the former 22.18 Melton Landfill site at 80-90 Abey Road and 2-26 Ferris Road, Cobblebank (unless a reduced distance is accepted by the Responsible Authority and Environment Protection Authority based on findings of a satisfactory environmental audit report)	Environment Protection Authority	Recommending authority
Schedule 3 to Clause 37.07 (UGZ)	An application for a sensitive use on land north of the Ballarat Railway Line and within 440 metres of Technochem Australia at 41-53 Abey Road, Cobblebank	Environment Protection Authority and WorkSafe Victoria	Recommending authority

MELTON PLANNING SCHEME

30/07/2018

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0

Incorporated documents

30/07/2018 C232	Name of document	Introduced by:
	Toolern Precinct Structure Plan (including Toolern Native Vegetation Precinct Plan), July 2011 (Amended February 2019 <u>June 2022</u>)	C172melt <u>C232melt</u>
	Toolern Development Contributions Plan, July 2011 (Amended June 2020 <u>June 2022</u>)	C226melt <u>C232melt</u>

Planning and Environment Act 1987

MELTON PLANNING SCHEME

AMENDMENT C232MELT

EXPLANATORY REPORT

Overview

The amendment proposes to update the Toolern Development Contributions Plan and the Toolern Precinct Structure Plan, and revise Schedule 3 to the Urban Growth Zone, Schedule 3 to the Development Contributions Plan Overlay and other operational provisions to facilitate the delivery of infrastructure within the Toolern precinct.

Specifically, Schedule 3 to the Development Contributions Plan Overlay proposes to introduce revised charges to the Development Infrastructure Levy (DIL), which is paid by developers, and the Community Infrastructure Levy (CIL), which is paid by new homeowners.

Where you may inspect this amendment

The amendment can be inspected free of charge at the Melton City Council website at www.conversations.melton.vic.gov.au/AmendmentC232melt

And

The amendment is available for public inspection, free of charge, during office hours at the following places:

Melton Civic Centre

232 High Street
Melton VIC 3337

Caroline Springs Library and Learning Hub

193-201 Caroline Springs Boulevard
Caroline Springs VIC 3023

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Submissions

Any person may make a submission to the planning authority about the amendment. Submissions about the amendment must be received by **Thursday 16 May 2024**.

A submission must be sent to:

Manager City Strategy
Melton City Council
PO Box 21
Melton VIC 3337

Alternatively, via email to citysupport@melton.vic.gov.au or on Council's consultation website www.conversations.melton.vic.gov.au/AmendmentC232melt

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: in the week commencing 22 July 2024
- panel hearing: in the week commencing 26 August 2024

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Details of the amendment

Who is the planning authority?

This amendment has been prepared by the Melton City Council, which is the planning authority for this amendment.

The amendment has been made at the request of Melton City Council.

Land affected by the amendment

The amendment applies to land covered by the Urban Growth Zone, Schedule 3 Toolern Precinct Structure Plan, and Development Contributions Plan Overlay, Schedule 3 Toolern Development Contributions Plan.

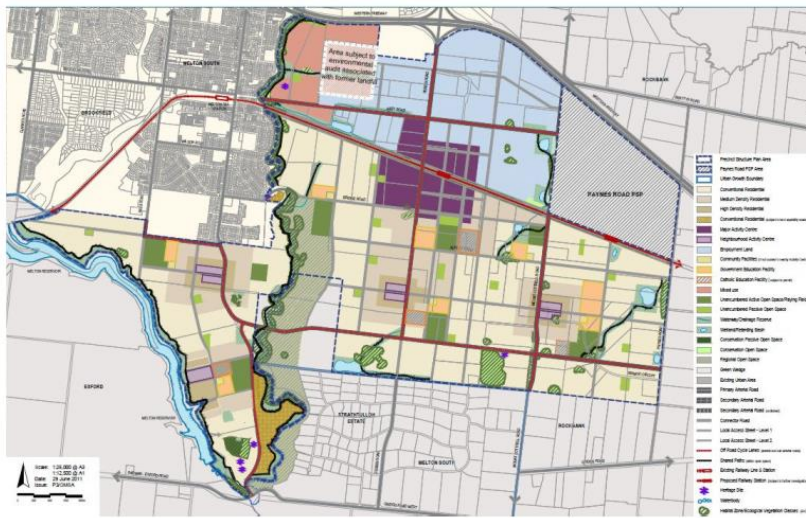


Figure 1: Toolern Precinct Structure Plan area

What the amendment does

The amendment proposes to implement the recommendations of the *Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh, February 2024* by updating the *Toolern Precinct Structure Plan, July 2011 (amended February 2019)* and the *Toolern Development Contributions Plan, July 2011 (amended December 2023)*.

Specifically, the amendment will amend Schedule 3 to Clause 45.06 Development Contributions Plan to introduce revised charges in the Development Infrastructure Levy (DIL), which is to be paid by developers, and the Community Infrastructure Levy (CIL), which is paid by the new homeowners.

The proposed changes to the Development Infrastructure Levy (DIL) amounts are shown in the table below:

Charge Area	Existing DIL (Indexed to \$21/22)	Proposed DIL (\$21/22)	Change to DIL (\$21/22)
Charge Area 1	\$270,536	\$439,563	\$169,029
Charge Area 2	\$279,474	\$441,988	\$162,514
Charge Area 3	\$259,691	\$369,583	\$109,838
Charge Area 4	\$124,616	\$228,563	\$103,946

The proposed changes to the Community Infrastructure Levy (CIL) amounts payable by each dwelling is shown in the table below:

Current CIL	Proposed CIL	Change to CIL
\$900 per dwelling	\$873 per dwelling	-\$27 per dwelling

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The amendment will make other consequential changes to the Melton Planning Scheme, including specifically, the following:

- Amend Schedule 3 to Clause 37.07 Urban Growth Zone to make non-government schools a Section One Use, increase the shop floor area in Cobblebank Metropolitan Activity Centre where no permit is required, making a dwelling with a frontage of more than two metres in a Commercial 1 Zone a Section 2 Use, and adding a buildings and works provision for non-government schools. Changes have been made to ensure the schedule is consistent with the *Form and Content of Planning Schemes Ministerial Direction (Minister for Planning, 19 January 2022)*.
- Amend the Schedule to Clause 43.01 Heritage Overlay to remove an individual place (HO74) 148-200 Abey Road, Cobblebank as it burnt down in 2014.
- Delete HO74 from 148-200 Abey Road, Cobblebank and amends Planning Scheme Map 8HO.
- Amend the Schedule to Clause 66.04 Referral of Permit Applications Under Local Provisions to move referral provisions from Schedule 3 to Clause 37.07 Urban Growth Zone to this provision. Changes have been made to this provision to ensure the schedule is consistent with the *Form and Content of Planning Schemes Ministerial Direction (Minister for Planning, 19 January 2022)*.
- Amend the Schedule to Clause 72.04 Incorporated Documents by inserting the following documents:
 - *Toolern Precinct Structure Plan (including Native Vegetation Precinct Plan)*, July 2011 (Amended June 2022); and
 - *Toolern Development Contributions Plan*, July 2011 (Amended June 2022).

Strategic assessment of the amendment

Why is the amendment required?

The *Toolern Precinct Structure Plan (including Toolern Native Vegetation Precinct Plan)*, July 2011 (amended February 2019) (PSP) and *Development Contributions Plan (DCP)*, July 2011 (amended December 2023) were prepared by the Growth Areas Authority (now Victorian Planning Authority) and incorporated into the Melton Planning Scheme via Amendment C84 (Part 1), gazetted on 11 November 2010, and updated on 24 November 2011 (C84 Part 2). The PSP provides direction for growth within the precinct and reflects the strategic direction of *Melbourne 2030* (replaced by *Plan Melbourne 2017-2050*).

The PSP anticipated the development of 24,000 dwellings and a population of 55,000 people. To service this new population, the PSP identifies a Major Activity Centre (replaced by a Metropolitan Activity Centre), four Neighbourhood Activity Centres, a regional employment and industrial precinct, roads, education and community facilities, public recreation areas, a regional park on the Toolern Creek, and conservation areas.

The *Toolern Development Contributions Plan*, July 2011 (amended December 2023) (DCP) establishes the monetary contributions required for transport, and community and recreation infrastructure to facilitate growth within the PSP area.

There has been significant development within the precinct area since the implementation of the PSP and DCP in the planning scheme in November 2010.

The Toolern Development Contributions Plan at Clause 3.1.7 states the DCP should be reviewed every five years (or more if required). Council commenced the review of the *Toolern Development Contributions Plan* and the *Toolern Precinct Structure Plan* in 2021.

The review found an approximate \$223.2 million (\$21/22) funding shortfall for both the Development Infrastructure Levy (DIL) and Community Infrastructure Levy (CIL), which this amendment seeks to address. The proposed revised DIL and CIL rates will allow Council to recover approximately 79% of this funding shortfall, resulting in a reduced shortfall in funding of approximately \$46.9 million (\$21/22).

The changes to the DIL and CIL cannot be applied retrospectively to areas where the DIL and CIL have been collected.

The review has been informed by:

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- The Planning Policy Framework within the Melton Planning Scheme; and
- Other reviews, audits and papers commissioned by Melton City Council, which are background documents to this amendment.

The review identified the following key issues, which are addressed in this amendment:

- The *Rockbank PSP* and *DCP* was approved in 2016. The *Rockbank DCP* includes new transport construction projects along Paynes Road (shared boundary with the Toolern PSP area) that are 50% apportioned to the *Toolern DCP*. When the *Rockbank DCP* was created it did not amend the *Toolern DCP* to include these projects, and therefore the money intended to be collected for these projects from the *Toolern DCP* cannot be collected. This amendment seeks to amend the *Toolern DCP* so the money apportioned to these projects can be collected.
- The *Paynes Road PSP* was approved in 2016. The *Paynes Road PSP* includes new transport construction projects along Mount Cottrell Road (shared boundary with the Toolern PSP area) that are 50% apportioned to the *Toolern DCP*. When the *Paynes Road DCP* was created it did not amend the *Toolern DCP* to include these projects, and therefore the money intended to be collected for these projects from the *Toolern DCP* cannot be collected. This amendment seeks to amend the *Toolern DCP* so the money apportioned to these projects can be collected.
- The Toolern (Cobblebank) Major Activity Centre was elevated to a Metropolitan Activity Centre in 2017 (*Plan Melbourne 2017-2050*).
- The *Cobblebank Metropolitan Activity Centre Urban Design Framework* was adopted by Council in December 2019, which identified several transport projects that should be added to the Toolern DCP.
- The number of dwellings being delivered and the household size in the PSP area have been higher than forecast, resulting in increased demand for community and recreation infrastructure.
- Developers and the council have encountered difficulties in delivering transport projects as Functional Layout Plans had not been prepared for the transport network, which has resulted in the Toolern PSP and DCP providing insufficient land for transport projects.
- Developers have reported to the council that the transport project costs have been significantly underestimated, as project cost sheets had not been prepared for transport projects.
- Melbourne Water has requested the Council make revisions to the size and location of drainage assets within the precinct to cater for growth and protect development from flooding. The council accepts this position and has determined more land is required to facilitate the drainage infrastructure.

The review recommended the following changes to the Toolern DCP and PSP documents:

Demographics

ASR Research were engaged by Melton City Council to undertake a review of the demographics of the Toolern PSP area. ASR Research considered planning approvals and found that residential densities have been higher than forecast, which has resulted in more dwellings being provided in the PSP than originally forecast. ASR Research also found that the Toolern PSP significantly underestimated the overall average household size for dwellings in the Toolern PSP area.

ASR Research made the following recommendations in their report - *Toolern Precinct Structure Plan Review – Community Infrastructure – Recommendations Report, January 2021*:

- Increase the number of dwellings in the Toolern PSP from 24,000 to 25,000.
- Increase the household size from 2.3 to 2.7 people.
- Increase the projected population from 55,000 to 68,000 people.
- Increase the size of community centres in the Toolern PSP area to accommodate increased population (increase the number of early childhood rooms required in each of the six planned community centres from three rooms to four rooms).

Community and Recreation Infrastructure

ASR Research were engaged by Melton City Council to undertake a review of the community infrastructure identified in the Toolern PSP area. ASR Research made the following recommendations in their report - *Toolern Precinct Structure Plan Review – Community Infrastructure – Recommendations Report, January 2021*:

- Incorporate the community centre designs and project cost sheets prepared by *HEDE Architects* into the Toolern DCP. This results in changes to the construction costs for most community centres.
- Adopt the VPA's Benchmark Infrastructure Costs for the construction of Active Open Space Reserves and Pavilions and incorporate these into the Toolern DCP.
- Relocate the non-government primary school shown in Community Hub 3 to Community Hub 7, at the request of the Melbourne Archdiocese Catholic Schools.
- Increase the size of the non-government primary school in Community Hub 2 to 3.0 Ha, at the request of the Melbourne Archdiocese Catholic Schools.
- Decrease the size of the active open space reserve in Community Hub 2 by 0.2 Ha and increase the size of the community centre in Community Hub 2 by 0.2 Ha.
- Decrease the size of the Government primary school in Community Hub 5 by 0.2 Ha (at the request of the Victorian School Building Authority) and increase the size of the community centre in Community Hub 5 by 0.2 Ha.
- Relocate the indoor recreation centre and the civic centre from land on the east side of Ferris Road to the west side of Ferris Road to sites owned by Melton City Council.
- Update the names and descriptions of community and recreation infrastructure to be consistent with naming and description conventions used in contemporary PSPs and DCPs.

Charter Keck Cramer were engaged by Melton City Council to undertake land valuations for community and recreation infrastructure identified in the Toolern DCP. The land valuations are found in their report – *Land Valuations for the Toolern Precinct Structure Plan Area, May 2022*:

- Update land values prepared by *Charter Keck Cramer* into the Toolern DCP.

Transport Infrastructure

Melton City Council undertook a review of the *Rockbank Precinct Structure Plan, August 2016* and *Development Contributions Plan, August 2016 (amended December 2023)*, and the *Paynes Road Precinct Structure Plan, February 2016* and *Development Contributions Plan, December 2020*. The review revealed projects that were apportioned to the Toolern DCP, and were not listed as projects in the Toolern DCP:

- Add the missing projects from the *Rockbank PSP* along Paynes Road to the Toolern PSP / DCP (three intersection projects, three road projects, and two bridge projects).
- Add the missing projects from the *Paynes Road PSP* along Mount Cottrell Road to the Toolern PSP / DCP (three bridge projects).

Melton City Council held a workshop with State Government Agencies that identified several projects that should be deleted from the Toolern PSP and DCP:

- Delete two road projects and two intersection projects from the Toolern PSP / DCP as they are in the future Rockbank South PSP area.
- Delete two rail line pedestrian underpasses and two pedestrian bridges over the Toolern Creek, as they are no longer required.

Melton City Council undertook a review of the *Cobblebank Metropolitan Activity Centre Urban Design Framework, December 2019* and the *Cobblebank Employment and Mixed-Use Urban Design Framework, December 2019* to identify projects that should be added to the Toolern PSP and DCP:

- Add the missing projects from the *Cobblebank Metropolitan Activity Centre Urban Design Framework* to the Toolern PSP / DCP (two bridge projects and one intersection project).

Cardno was engaged by Melton City Council to review the transport infrastructure items identified in the Toolern PSP and DCP. Cardno prepared Functional Layout Plans for the road network, bridge designs, new road cross-sections, and project cost sheets. Cardno prepared the report - *Recommended Changes to Toolern PSP and DCP Documents, March 2022*:

- Incorporate the Functional Layout Plans (FLPs) prepared by Cardno into the Toolern DCP. The FLPs have identified additional land is required to deliver the transport network.
- Incorporate the bridge designs prepared by Cardno into the Toolern DCP.
- Incorporate the transport project cost sheets prepared by Cardno, and Currie and Brown into the Toolern DCP. These project cost sheets result in changes to most of the transport projects in the DCP.

Charter Keck Cramer were engaged by Melton City Council to undertake land valuations for transport infrastructure identified in the Toolern DCP. The land valuations are found in their report – *Land Valuations for the Toolern Precinct Structure Plan Area, May 2022*:

- Update land values prepared by Charter Keck Cramer into the Toolern DCP.

Melton City Council has prepared a planning report that summarises additional changes to be made to the Toolern PSP and DCP documents, *Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report, February 2024*:

- Index the values of transport infrastructure, and community and recreation infrastructure that has been delivered to \$2021/2022.
- Update the names and descriptions of transport infrastructure to be consistent with naming and description conventions used in contemporary PSPs and DCPs.

Drainage Infrastructure

Melbourne Water has requested changes to the size and location of drainage assets to ensure new development is adequately catered for and protected from flooding. Council accepts this position and has determined more land is required for drainage:

- Changes have been made to the size and location of drainage assets in the Future Urban Structure.
- A stormwater asset table has been made to the Toolern PSP that identifies the purpose and size of each asset.

Heritage Overlay – Parklea (HO74)

Extent Heritage were engaged by Melton City Council to review the site known as Parklea identified in the Clause 43.01 Heritage Overlay Schedule, as the house identified in the Statement of Significance burnt down in 2014. The following recommendations have been taken from their *Recommendations Report, April 2020*:

- Remove HO74 to the Heritage Overlay as the house burnt down in 2014.
- Add a guideline to the Toolern PSP requiring on-site interpretation of the removed place and remaining extant fabric within the Toolern Creek reserve (Toolern Creek ford, cobbled driveway, and driveway plantings).

Toolern Precinct Structure Plan

The amendment proposes to update the incorporated *Toolern Precinct Structure Plan, July 2011 (amended February 2019)* to:

- Update references to State Government departments / agencies to reflect their current names e.g. Growth Areas Authority is now the Victorian Planning Authority.
- Update references from Melton Shire to Melton City.
- Update references to Clause 52.01 Public Open Space Contributions and Subdivision to Clause 53.01 Public Open Space Contributions and Subdivision.
- Update references to State Government and Council plans and strategies to reflect current editions such as *Plan Melbourne 2017-2050*.

- Update terms to be consistent with *Plan Melbourne 2017-2050* e.g. Toolern Major Activity Centre is now the Cobblebank Metropolitan Activity Centre.
- Add new suburb names that were introduced in 2017. The Toolern PSP area covers four new suburbs – Cobblebank, Strathulloh, Thornhill Park and Weir Views.
- Add projects that are apportioned to the Toolern DCP from the Rockbank DCP and the Paynes Road DCP.
- Add missing projects from the *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- Delete redundant transport projects.
- Update land areas associated with changes to drainage, transport, and community and recreation infrastructure.

Toolern Development Contributions Plan

The amendment proposes to update the incorporated *Toolern Development Contributions Plan, July 2011 (amended December 2023)* to:

- Remove the Paynes Road PSP area from the Toolern DCP as money is now being collected through the Paynes Road DCP.
- Update references to State Government Strategies and department / agency to reflect their current names e.g. Growth Areas Authority is now the Victorian Planning Authority.
- Update references from Melton Shire to Melton City.
- Update references to Clause 52.01 Public Open Space Contributions and Subdivision to Clause 53.01 Public Open Space Contributions and Subdivision.
- Update references to State Government and Council plans and strategies to reflect current editions such as *Plan Melbourne 2017-2050*.
- Update the documents to reference State Government and Council plans and strategies to reflect current editions such as *Plan Melbourne 2017-2050*.
- Update terms to be consistent with *Plan Melbourne 2017-2050* e.g. Toolern Major Activity Centre is now the Cobblebank Metropolitan Activity Centre.
- Add new suburb names that were introduced in 2017. The Toolern PSP area covers four new suburbs – Cobblebank, Strathulloh, Thornhill Park and Weir Views.
- Add projects that are apportioned to the Toolern DCP from the Rockbank DCP and the Paynes Road DCP.
- Add missing projects from the *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- Delete redundant transport projects.
- Update land areas associated with changes to drainage, transport, and community and recreation infrastructure.
- Update infrastructure project costs.
- Where a project has been constructed, or is under construction, Council has retained the construction value of the project in the DCP and has indexed the value to 1 July 2021 dollars to moderate the increase to the construction costs in the DCP against increases to the Development Infrastructure Levy.

Ordinance Revisions

The amendment proposes to update Schedule 3 to Clause 37.07 Urban Growth Zone to:

- Update references to the Metropolitan Activity Centre.
- Update references to State Government departments and authorities to reflect their current names.
- Exempt non-government schools from requiring a planning permit to use land identified as a non-government school in the PSP.

- Introduce a new provision that a permit is required to construct or carry out works associated with a non-government school.
- Increase the shop floor area in the Metropolitan Activity Centre from 30,000 sqm to 70,000 sqm to be consistent with the *Cobblebank Metropolitan Activity Centre UDF*.
- Change the requirement for a dwelling in a Commercial 1 Zone to remove the permit exemption for a dwelling with a ground floor frontage greater than two metres.
- Insert a new application requirement for residential subdivision that all applications must include a table that sets out the amount of land allocated to the proposed uses and expected population, dwelling and employment yields.
- Insert a new application requirement for all subdivision that all applications that create or change access to a primary or secondary arterial road must be accompanied by a Traffic Impact Assessment Report.
- Insert new guidance on land and home sales signs.
- Amend the guidance on the display of promotion signs to include community uses rather than just education uses.

The amendment updates Schedule 3 to Clause 45.06 Development Contributions Plan to:

- Update references to State Government departments and authorities to reflect their current names.
- Exempt non-government schools and housing provided by or on the behalf of the Department of Health and Human Services from paying Development Infrastructure Levies as required by *Ministerial Direction – the Form and Content of Planning Schemes*.
- Remove the Paynes Road Precinct Structure Plan area from the Toolern Development Contributions Plan as money is now being collected via the *Paynes Road Development Contributions Plan*.
- Update the Development Infrastructure Levies payable for the four charge areas.

The proposed changes to the Development Infrastructure Levy (DIL) amounts are shown in the table below:

Charge Area	Existing DIL (Indexed to \$21/22)	Proposed DIL (\$21/22)	Change to DIL (\$21/22)
Charge Area 1	\$270,536	\$439,563	\$169,029
Charge Area 2	\$279,474	\$441,988	\$162,514
Charge Area 3	\$259,691	\$369,583	\$109,838
Charge Area 4	\$124,616	\$228,563	\$103,946

- Update the Community Infrastructure Levy (CIL) amounts payable by each dwelling.

The proposed change to the CIL is shown in the table below:

Current CIL	Proposed CIL	Change to CIL
\$900 per dwelling	\$873 per dwelling	-\$27 per dwelling

- The proposed changes will not be applied retrospectively where the DIL and CIL has already been collected. DIL has been collected from approximately 21% of the Toolern DCP area.
- It is estimated that there is a difference of \$223.2 million (\$21/22) between the amount of money being collected through the existing DIL and CIL, and what is needed to construct the infrastructure identified in the updated DIL and CIL. The change to the DIL and CIL rates will allow Council to recover approximately 79% of this money, resulting in a reduced shortfall in funding of \$46.9 million (\$21/22).

The amendment updates the Schedule to Clause 66.04 Referral of Permit Applications Under Local Provisions to:

- Apply the ordinance as specified by the Minister for Planning in *Ministerial Direction – the Form and Content of Planning Schemes*:

- Relocate the referral provisions of an application on land shown as a Metropolitan Activity Centre to the Victorian Planning Authority from Schedule 3 to Clause 37.07 Urban Growth Zone.
- Relocate the referral provisions of an application for residential subdivision or development within 500 metres of the former Melton Landfill to the Environment Protection Authority from Schedule 3 to Clause 37.07 Urban Growth Zone.
- Relocate the referral provisions of a sensitive use within 440 metres of the Technochem Australia to the Environment Protection Authority and WorkSafe Victoria from Schedule 3 to Clause 37.07 Urban Growth Zone.

The amendment updates the Schedule to Clause 72.04 Incorporated Documents to:

- Reference the updated *Toolern Precinct Structure Plan, July 2011 (Amended February 2019)* to *Toolern Precinct Structure Plan (including Native Vegetation Precinct Plan), July 2011 (Amended June 2022)*.
- Reference the updated *Toolern Development Contributions Plan, July 2011 (Amended December 2023)* to *Toolern Development Contributions Plan, July 2011 (Amended June 2022)*.

How does the amendment implement the objectives of planning in Victoria?

The amendment will facilitate the implementation of an updated PSP and DCP that will:

- Ensure landowners are properly compensated for land required to deliver required transport, and community and recreation infrastructure.
- Ensure adequate money is being collected to build required transport, and community and recreation infrastructure.

The amendment implements the following objectives of planning in Victoria, set out in Section 4(1) of the *Planning and Environment Act 1987* to:

- a) Provide for the fair, orderly, economic, and sustainable use, and development of land.
- c) Ensure a pleasant, efficient, and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- e) Protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.
- f) Facilitate development in accordance with the objectives of planning in Victoria.

The amendment implements these objectives by:

- Providing a fair and reasonable basis between existing development and new development according to the share of usage of the infrastructure project.
- Providing a lawful and equitable method to collect contributions.
- Providing certainty as to the required development contributions for residential, retail, commercial and industrial development.
- Aiding the orderly and timely provision of necessary social and physical infrastructure throughout the municipality.

The amendment implements Part 3B of the *Planning and Environment Act 1987* by enabling a Development Infrastructure Levy and Community Infrastructure Levy for land development in the municipality.

How does the amendment address any environmental, social and economic effects?

Environmental effects

Areas that have been identified for conservation purposes in the *Toolern Native Vegetation Precinct Plan, July 2011 (amended February 2019)* will be retained.

Areas that have been identified for open space in the *Toolern Precinct Structure Plan, July 2011 (amended February 2019)* will be retained.

This amendment proposes to:

- Make minor changes to the size of two active open space reserves.
- Increase the size of the community centre at Community Hub 2 by 0.2 Ha, thereby reducing the size of the active open space reserve by 0.2 Ha.
- Increase the size of the active open space reserve for Community Hub 7 (land formerly identified as a non-government school) by 0.29 Ha.
- Make changes to the size and location of land identified for stormwater and drainage purposes. The changes to this land are in accordance with the revisions made by Melbourne Water to the Drainage Service Schemes in the Toolern PSP area and are required to ensure flood risk is managed appropriately.

Economic effects

This amendment proposes to amend the *Toolern Development Contributions Plan, July 2011 (amended December 2023)* to ensure adequate funds are being collected to acquire land and construct basic and essential infrastructure required to facilitate development within the Toolern PSP areas and to provide services for the growing community.

This amendment proposes to:

- Include transport projects from the Paynes Road and Rockbank PSPs and DCPs that are apportioned to the Toolern DCP ensuring adequate funds are being collected to construct transport projects along Paynes Road and Mount Cottrell Road.
- Include transport projects from the *Cobblebank Metropolitan Activity Centre Urban Design Framework* ensuring adequate funds are being collected to construct transport projects to service development in the Metropolitan Activity Centre.
- Amend land areas set aside for transport projects, and community and recreation projects to ensure sufficient land is being reserved to construct essential infrastructure, and landowners are adequately compensated for land required for this purpose.
- Remove redundant transport projects from the Toolern DCP.
- Provide Functional Layout Plans and designs for bridges, community centres and active open space reserves to provide clarity and transparency to landowners, developers, the community, and state government departments and agencies on infrastructure to be provided within the Toolern PSP area.
- Provides project cost sheets for all infrastructure based on the Victorian Planning Authority's *Benchmark Infrastructure Report, April 2019*. This will provide clarity and transparency to landowners, developers, the community, and state government departments and agencies on the cost of constructing the infrastructure identified in the Toolern DCP.

Housing Affordability

The amendment proposes increases to the Development Infrastructure Levy (DIL), which land developers will need to recover, noting that there are many costs that are borne by developers which are passed to future homeowners including land purchase and holding, planning, construction, marketing and sales, fees payable to the State Government (such as the Growth Areas Infrastructure Charge), and utility provider fees and charges.

Given the large number of costs that developers encounter when providing land for new housing, it is difficult to quantify what the changes to the DIL will mean for individual house lots in the Toolern PSP area.

The proposed increase in the DIL will likely result in similar house prices in the Toolern PSP area compared to other PSP areas in the City of Melton.

Social effects

This amendment provides net community benefit in respect to the delivery of infrastructure for early childhood, in response to the projected increase in population and state government policy. It increases the size of all community centres in the Toolern PSP area to ensure adequate early

childhood rooms are provided to service the needs of three and four-year old kindergarten needs in line with state government policy.

This amendment will improve the content within the Toolern PSP, make adequate provision of funds within the DCP, and strengthen statutory planning controls, which in turn will improve the facilitation of development within the precinct to accommodate the growing population and provide services and amenities for the growing community.

Does the amendment address relevant bushfire risk?

The majority of the Toolern PSP area is identified as a bushfire prone area particularly those areas that are not developed.

The council is required to assess certain development applications against the provision under Clause 13.02-1 (Bushfire Planning) of the Melton Planning Scheme and be satisfied that those proposals adequately address this policy.

The CFA were consulted on the proposed changes to the Toolern PSP, DCP and statutory controls, and they have not requested any changes to the proposed controls.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment has been generally drafted in accordance with the *Ministerial Direction – Form and Content of Planning Schemes*. Schedule 3 to the Clause 45.06 Development Contributions Plan Overlay has used non-standard tables as Council has been reporting on non-standard facility items in this DCP area for 13-years and it is now difficult to change reporting conventions for this DCP.

The amendment also complies with the following relevant Ministerial Directions:

Direction No. 1 – Potentially Contaminated Land

This amendment does not change the location of sensitive uses currently identified in the Toolern PSP.

The Toolern PSP and Schedule 3 to Clause 37.07 Urban Growth Zone, identify a former landfill site which is subject to an Environmental Audit Overlay. An application for residential subdivision and development within 500 metres of the former landfill must be referred to the EPA.

This amendment proposes to improve the readability of the PSP by showing the extent of the landfill and its 500-metre buffer.

Direction No. 9 – Metropolitan Planning Strategy

This amendment will facilitate the development of land within the Urban Growth Boundary of Metropolitan Melbourne.

The amendment changes the designation of the Major Activity Centre to a Metropolitan Activity Centre to be consistent with the centre's designation in *Plan Melbourne 2017-2050*.

The changes to the Toolern DCP and PSP will appropriate infrastructure is provided for the growing community, and sufficient funds are being collected to acquire the land and construct the infrastructure.

The amendment implements the following directives by enabling a range of infrastructure investments that will support sustainable population growth, while improving the City's environmental, social and economic well-being:

Direction 1.1 Create a city structure that strengthens Melbourne's competitiveness for jobs and investment.

Direction 2.2 Deliver more housing closer to jobs and public transport.

Direction 3.3 Improve local travel options to support 20-minute neighbourhoods.

Direction 4.1 Create more great public spaces across Melbourne.

Direction 5.1 Create more 20-minute neighbourhoods.

Direction 5.2 Create neighbourhoods that support safe communities and healthy lifestyles.

Direction 5.3 Deliver social infrastructure that support strong communities.

Direction 5.4 Deliver local parks and green neighbourhoods in collaboration with communities.

Direction No. 11 – Strategic Assessment of Amendments

This direction seeks to ensure a comprehensive strategic evaluation of a planning scheme amendment. Council has undertaken a thorough review and examination of the Toolern PSP, DCP and statutory controls and has determined that updates are required to ensure the documents reflect the requirements for delivering timely access to services to support a quality and affordable lifestyle.

The review was informed by a range of studies:

- Review of community infrastructure by ASR Research.
- Review of transport infrastructure by Cardno.
- Review of an individual place identified in the Heritage Overlay (HO74) by Extent Heritage.
- Land valuations undertaken by Charter Keck Cramer.

Direction No. 12 – Urban Growth Areas

This direction applies to the preparation of a planning scheme amendment that provides for changes to an incorporated precinct structure plan or proposes changes to provisions in a schedule to the Urban Growth Zone.

The Toolern PSP and DCP were developed in accordance with the PSP Guidelines prepared by the Growth Areas Authority (now Victorian Planning Authority) in 2009.

The review of the Toolern DCP and PSP documents identified some significant gaps in the way that the Toolern DCP was developed and implemented (absence of functional layout plans, bridge designs, designs of community centres / pavilions / active open space reserves, and project cost sheets). The monitoring and review requirement means that Council is able to adjust to changing circumstances including the need to increase the Development Infrastructure Levy to ensure adequate funds are collected to deliver the infrastructure to service the rapidly growing population.

Contemporary PSPs include Functional Layout Plans (FLPs) to identify how much land is required for transport infrastructure (demonstrating how the transport network will operate in its interim and ultimate states) and inform the development of project cost sheets.

FLPs and project cost sheets were not required when the Toolern PSP was developed. Council have now prepared these as part of the review recommendations, revealing the shortfall in required for transport projects and insufficient funds to acquire land for, or construct, transport infrastructure.

This amendment includes FLPs and project cost sheets for transport infrastructure to ensure adequate land is being reserved for transport infrastructure, and adequate funds are being collected for land acquisition and the construction of transport infrastructure.

In contemporary PSPs preliminary designs and project cost sheets are prepared for community centres, pavilions, and active open space. These designs and cost sheets ensure adequate funds are being collected to fund the construction of the community and recreation infrastructure.

Preliminary designs and project cost sheets were not required when the Toolern PSP was developed, Council have now prepared these as part of the review recommendations, revealing the shortfall in funds required to deliver community and recreation infrastructure.

This amendment has prepared preliminary designs and project cost sheets for community centres, pavilions, and active open space. This will ensure adequate funds are being collected to construct community and recreation infrastructure.

Direction No. 19 – Preparation and Content of Amendments that may significantly impact the environment, amenity and human health

Council has sought the written views of the Environment Protection Authority (EPA) to inform the basis of amendments to the Toolern PSP and its statutory controls. The views of EPA were provided on 22 April 2022.

The EPA provided support for changes to the Toolern PSP that mitigate risks related to environment and human health, specifically in relation to ensuring adequate separation distances from existing and proposed industry and the management of potentially contaminated plan. Suggested changes made

by the EPA in relation to the identification of the referral areas associated with the former landfill site and Technochem Australia has been incorporated into the Toolern PSP.

Direction No. 20 – Major Hazards Facilities

This amendment does not change the location of sensitive uses currently identified in the Toolern PSP.

The Toolern PSP identifies that any planning permit application for a sensitive use north of the railway line and within 440 metres of land at 41-53 Abey Road (Technochem Australia) must be referred to the EPA. Schedule 3 to Clause 37.07 Urban Growth Zone, requires an application for a sensitive use on land north of the railway line and within 440 metres of land at 41-53 Abey Road (Technochem Australia) to be referred to the EPA and WorkSafe Victoria.

This amendment proposes an amendment to the relevant maps in the PSP to show the 440-metre buffer.

Preparation and Content of Development Contributions Plans

This amendment proposes to change Schedule 3 to Clause 45.06 Development Contributions Plan to exempt non-government schools and housing provided by or on the behalf of the Department of Health and Human Services from paying the development infrastructure levy or a community infrastructure levy.

The transport infrastructure projects identified to be added to the Toolern DCP are works and facilities that are appropriate for funding through a development infrastructure levy.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The proposed amendment is consistent with the following clauses of the Planning Policy Framework and will assist in achieving objectives of the clauses:

- *Clause 11.01-1R Settlement – Metropolitan Melbourne:* This amendment proposes to change the name of the Major Activity Centre to a Metropolitan Activity Centre to be consistent with *Plan Melbourne 2017-2050*.
- *Clauses 11.02 Managing Growth and 11.03 Planning for Places:* This amendment proposes changes to the Toolern PSP and DCP documents to ensure adequate funds can be collected to acquire land and construct essential infrastructure required to service the growth of the precinct.
- *Clause 12.01-2S Biodiversity:* No changes are proposed to the native vegetation management identified in the Toolern PSP and Native Vegetation Precinct Plan, and therefore retains its commitment to the protection of biodiversity.
- *Clause 13.02-1S Bushfire Planning:* This amendment is within a bushfire prone area. Council is required to implement the requirements of Clause 13.02 should any applications be submitted for subdivision or development.
- *Clause 16.01-1R Housing supply – Metropolitan Melbourne:* This amendment maintains areas identified for the delivery of residential development. The proposed amendment to Schedule 3 of Clause 37.07 Urban Growth Zone will require all residential development in Commercial 1 Zone areas to require a permit if its ground floor frontage exceeds two metres. This will encourage a diversity of housing within the Metropolitan Activity Centre and Neighbourhood Activity Centres.
- *Clause 16.01-2S Housing affordability:* This amendment supports a wide diversity of housing styles and sizes that are located close to jobs, transport, and services. The Toolern PSP identifies land suitable for high, medium, and conventional densities. The increase in the Development Infrastructure Levy will not result in significant increases in housing prices.
- *Clause 17.01-1R Diversified economy – Metropolitan Melbourne:* This amendment includes the Toolern (Cobblebank) Employment Precinct and the future Toolern (Cobblebank) Metropolitan Activity Centre, which are identified as significant employment areas in the *Melbourne Industrial and Commercial Land Use Plan, April 2020*. These employment areas are significant to the municipality and the broader western region of Melbourne. There are no changes to these employment precincts to facilitate growth in employment in these areas. The regionally significant industrial precinct, the Metropolitan Activity Centre, and the four Neighbourhood Activity Centres, will provide 22,000 jobs.

- *Clause 17.02-1S Business:* This amendment proposes to increase the retail floor area in the Cobblebank Metropolitan Activity Centre from 30,000 square metres to 70,000 square metres to be consistent with the approved *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- *Clause 17.03-3R Regionally significant industrial land - Metropolitan Melbourne – Western Metro Region:* This amendment includes land identified in the *Melbourne Industrial and Commercial Land Use Plan, April 2020* as within a regionally significant industrial precinct. This land will contribute to growth as a freight, logistics and manufacturing precinct servicing the City of Melton and surrounding municipalities.
- *Clause 18.01-1S Land use and transport integration:* This amendment supports the efficient, coordinated, and reliable movement of people and goods, including walking and cycling networks and reducing reliance on private motor vehicles.
- *Clause 18.01-1L Land use and transport planning:* The amendment is consistent with the policy intention to support transit-oriented development around the Cobblebank Railway Station.
- *Clause 18.01-2S Transport system:* This amendment proposes to add transport projects to the Toolern DCP to ensure that adequate transport infrastructure is delivered to service the growth of the community. The amendment proposes to include road, intersection and bridge projects from the Paynes Road and Rockbank PSPs, and the *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- *Clause 18.02-1S Walking, Clause 18.02-2R Cycling – Metropolitan Melbourne, and Clause 18.02-3R Principal Public Transport Network:* The amendment includes walking and cycling networks to facilitate sustainable transport and has been planned to support development around the Cobblebank Train Station which is in the heart of the Cobblebank Metropolitan Activity Centre.
- *Clause 19.02-1L Health facilities:* This amendment is consistent with the local policy that supports the development of a public hospital in the Cobblebank Metropolitan Activity Centre.
- *Clause 19.03-1S Development and infrastructure contributions plans:* This amendment proposes changes to the Toolern DCP to ensure infrastructure can be delivered in a timely manner. Changes broadly include removing redundant infrastructure, adding new transport infrastructure projects, and revises the cost of infrastructure to ensure infrastructure is properly funded.
- *Clause 19.02-6R Open space – Metropolitan Melbourne:* The amendment seeks to establish the Toolern Creek Regional Park within the Toolern PSP area.
- *Clause 19.03-3S Integrated water management:* Changes are proposed to the size and location of drainage assets within the Toolern PSP to cater for future growth, minimise flooding risk, and provide an urban environment that is more resilient to the effects of climate change.

How does the amendment support or implement the Municipal Planning Strategy?

The amendment is consistent with the Municipal Planning Strategy.

- *Clause 02.03-1 Settlement – Activity Centres:* The amendment proposes a change to the designation of the Major Activity Centre to a Metropolitan Activity Centre and identifies it as an area suitable for transit-oriented development. This amendment proposes to increase the retail floor area in the Cobblebank Metropolitan Activity Centre from 30,000 square metres to 70,000 square metres to be consistent with the approved *Cobblebank Metropolitan Activity Centre Urban Design Framework*. The Cobblebank Metropolitan Activity Centre is identified as the largest activity centre in the City of Melton, which will generate and support the most significant retail, employment and business services and, civic, education and health facilities.
- *Clause 02.03-6 Housing:* The amendment encourages development that provides a range of housing choice and diversity to meet the needs of a growing and changing community and demand for different housing types.
- *Clause 02.03-7 Economic Development:* This amendment proposes to facilitate development within the Toolern PSP area to encourage economic development and maximise economic opportunities within the Toolern (Cobblebank) Metropolitan Activity Centre. It will deliver services and amenities required for the growing community, which will support economic growth.

- *Clause 02.03-8 Transport:* This amendment proposes to add transport projects to the Toolern DCP to ensure that appropriate transport infrastructure is delivered to service the growth of the community. The amendment proposes to add transport projects from the Paynes Road and Rockbank PSPs, and the *Cobblebank Metropolitan Activity Centre Urban Design Framework*. The amendment proposes changes to the land areas and project costs for most transport projects to ensure adequate money is being collected to acquire the land and construct the projects identified in the Toolern PSP and DCP.
- *Clause 02.03-9 Infrastructure:* This amendment includes controls that protect the Werribee River and Melton Reservoir, which form the westernmost boundary of this PSP. The Melton Reservoir is used for irrigation purposes within the City of Wyndham.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes appropriate use of the Victorian Planning Provisions by applying:

- The Urban Growth Zone to manage development in a PSP area. This amendment proposes to amend Schedule 3 to Clause 37.07 Urban Growth Zone to reflect changes identified in the explanatory report.
- The Development Contributions Plan Overlay to collect funds for development of essential infrastructure to service the growth of the precinct. This amendment proposes to amend Schedule 3 to Clause 45.06 Development Contributions Plan to reflect changes identified in this explanatory report.

How does the amendment address the views of any relevant agency?

This amendment has been prepared in consultation with the following agencies:

- Ambulance Victoria
- Australian Pipelines Association (APA)
- AusNet Services
- Catholic Education Melbourne
- Country Fire Authority (CFA)
- Department of Transport and Planning (DTP)
- Department of Education (DE)
- Department of Energy, Environment and Climate Action (DEECA)
- Department of Health (DH)
- Department of Jobs, Skills, Industry and Regions (DJSIR)
- Department of Premier and Cabinet (DPC)
- Downer Group
- Environment Protection Authority (EPA)
- Greater Western Water
- Heritage Victoria
- Homes Victoria
- Jemena
- Level Crossing Removal Authority (LXRA)
- Melbourne Airport
- Melbourne Water
- Parks Victoria
- Powercor

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- Public Transport Victoria (PTV)
- State Emergency Services (SES)
- Sport and Recreation Victoria (SRV)
- Southern Rural Water
- VicRoads
- Victorian Planning Authority (VPA)
- Victoria Police
- Victorian School Building Authority (VSBA), and
- Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation.

Council received have informed the development of this amendment.

Does the amendment address relevant requirements of the *Transport Integration Act 2010*?

This amendment updates the Toolern DCP to include transport projects from the Paynes Road and Rockbank PSPs, and the *Cobblebank Metropolitan Activity Centre Urban Design Framework*.

The amendment includes Functional Layout Plans for transport projects and provides cost sheets for all transport projects to provide greater certainty for the infrastructure to be delivered and associated costs.

Projects which have been identified as no longer being required (by the council, the Victorian Planning Authority, the Department of Transport and VicRoads) have been removed from the Toolern PSP and DCP documents.

The proposed transport projects will ensure the transport network runs more efficiently.

The transport system will meet the following transport system objectives in Division 2 of the *Transport Integration Act 2010*:

- Providing an interconnected road system that responds to the likely level of use generated by the PSP area.
- Enabling efficient access to existing and planned employment and services, the existing Cobblebank Railway Station, the planned Thornhill Park Station, and future extensions to bus services.
- Ensuring the road network minimises impacts to the site's topography, native vegetation, and water flow regimes.
- Designing the function and scale of roads to match the expected travel demand.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment will have minimal impact on the resource and administrative costs of the Responsible Authority. The incorporation of the revised Toolern PSP and DCP in the Melton Planning Scheme will facilitate the efficient planning of the area.

The proposed changes to the Toolern DCP will increase the amount of development infrastructure levy collected to ensure that adequate money is collected to fund the acquisition of land and construct basic and essential transport, and community and recreation infrastructure to service the growth of the precinct. The council have the administrative and business infrastructure to manage the collection of funds from the Toolern DCP.

Submissions that have not requested a change to Amendment C232melt

Submissions to be referred to the Planning Panel for consideration

MINUTES OF THE MEETING OF COUNCIL

24 JUNE 2024

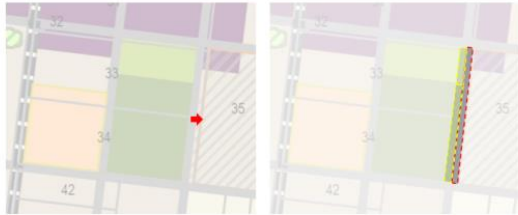
Item 12.6 Amendment C232melt to the Melton Planning Scheme - Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh

Appendix 3 Amendment C232melt Submission Response Table (undated)


No.	Submission	Matters in Submission	Response to Submission
2	Landowner / Resident Weir Views	Supports the amendment.	Noted. No change to the amendment required. Submission to be referred to the Planning Panel for consideration.
3	Country Fire Authority PO Box 50 Melton VIC 3337	The CFA supports the amendment in its current form.	Noted. No change to the amendment required. Submission to be referred to the Planning Panel for consideration.
8	Work Safe Victoria PO Box 279 Geelong VIC 3220	1. Work Safe Victoria supports the amendment in its current form. 2. The business at 41-53 Abey Road Cobblebank (Technochem) is a dangerous goods site storing quantities of Schedule 14 materials below the Major Hazards threshold	Noted. No change to the amendment required. Submission to be referred to the Planning Panel for consideration.
10	Landowner / Resident Weir Views	Supports the amendment for the following reasons: 1. Provides 20-minute neighbourhoods. 2. Increases the size of community centres to cater for the increased population forecast in the Toolern PSP area. 3. Includes road projects on Rees Road which will facilitate access to the Melton Railway Station.	1. Noted. 2. Noted. 3. Noted. The Toolern PSP and DCP upgrades a section of Rees Road to facilitate access to Melton Township and the Melton Railway Station (RD01 and IT01 in the Toolern DCP). No change to the amendment required. Submission to be referred to the Planning Panel for consideration.

Resolved submissions

**Submissions and submission responses to be referred to the
Planning Panel for consideration**

No.	Submission	Matters in Submission	Response to Submission
4	Melton City Council Property and Investment Coordinator	<p>The land use budget has been changed to remove the non-government school on properties 33 and 34 and replacing the non-government school with active open space.</p> <p>The plans in the PSP and DCP still show the non-government school on properties 33 and 34.</p> <p>The plans in the PSP and DCP should be updated to remove the non-government school from properties 33 and 34.</p>	<p>Agreed.</p> <p>The plans in the PSP and DCP should be updated to move the local road currently shown one house lot west of the boundary to property 35 to the boundary of property 35.</p>  <p>The road should be shown on the western boundary of property 35 (land outlined in red above), and the land currently shown as a local road near the western boundary of property 35 will be shown as open space (land outlined in yellow above)</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> Update all plans in the Toolern PSP and DCP to remove the non-government school from properties 33 and 34. Replace the school with a local road and open space. <p>Submission resolved. Submission to be referred to the Planning Panel for consideration.</p>

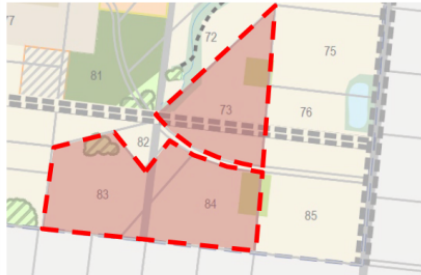
No.	Submission	Matters in Submission	Response to Submission
7	Melton City Council Senior Developer Contributions Accountant	<ol style="list-style-type: none">1. The proposed DIL in the Explanatory Report for Charge Area 3 has the incorrect number. It should be \$369,529 not \$369,583.2. Projects CI04, CI07, CI10, CI13 and CI16 in Tables 3, 4, 5 and 6 of the Toolern DCP should be identified as 'community' infrastructure rather than 'development' infrastructure.	<ol style="list-style-type: none">1. Agreed. The Explanatory Report has the incorrect DIL for Charge Area 3. This should be amended.2. Agreed. <p><i>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</i></p> <ul style="list-style-type: none">• <i>Update the Explanatory Report to include the correct Development Infrastructure Levy rate for Charge Area 3. The DIL should be \$369,529 not \$369,583.</i>• <i>Projects CI04, CI07, CI10, CI13 and CI16 should be identified as 'community' infrastructure not 'development' infrastructure in Tables 3, 4, 5 and 6 in the Toolern DCP.</i> <p><i>Submission resolved. Submission to be referred to the Planning Panel for consideration.</i></p>

No.	Submission	Matters in Submission	Response to Submission
14	Landowner / Resident Thornhill Park	<ol style="list-style-type: none"> What is the project code for the Thornhill Park Station? What is the status of the Thornhill Park Station? 	<ol style="list-style-type: none"> Project codes are given to infrastructure where Council is either the acquiring authority for land and / or will be constructing infrastructure. Projects where the State Government is acquiring the land and / or constructing infrastructure is not provided a project code in the DCP. For example, government schools are not provided with project codes in PSPs. Sometimes land acquisition for road / intersection / bridge projects are provided with a project code, as Council acquires the land to build the interim infrastructure on that land before the State Government takes ownership of the road / intersection / bridge asset. The Victorian government will be acquiring the land and constructing the railway station in Thornhill Park. The subdivisions in the three residential estates adjoining the future station are reserving the land for its acquisition by the Victorian government (current lots identified with white lines and proposed lots identified with blue lines):  As Council is not acquiring the land or constructing the station it has not been given a project code. This is the case for the Cobblebank Railway Station in this PSP, and the Mt Atkinson Railway Station in the Mt Atkinson PSP. The Thornhill Park Station will be delivered by the Victorian government. At this stage the Victorian government have not provided any timelines on when the station will be constructed. <p><i>The submitter has advised Council that the above response has resolved their submission.</i> <i>Submission resolved. Submission to be referred to the Planning Panel for consideration.</i></p>



No.	Submission	Matters in Submission	Response to Submission
34	Melbourne Water	<p>Melbourne Water supports the amendment subject to the following changes:</p> <ol style="list-style-type: none"> Melbourne Water supports the updates to the size and location of drainage assets within the PSP, however there are some assets which require change. Asset 14 on plan 14 in the Toolern PSP needs its polygon changed to accord with the shape file provided to Council on 17 June 2021. Assets 22 and 23 are not consistent with the shape file provided to Council on 17 June 2021. Page 12 of the Planning Report states 'The DSS Review has broken the three catchments into eight DSS area'. This should be changed to The DSS Review has broken the three catchments into seven eight DSS area'. <p>The following should be noted:</p> <ol style="list-style-type: none"> Melbourne Water acknowledges that the scope of the PSP update is confined to key matters such as drainage and development contributions, and there is limited / nil scope for any environmental updates. Although Melbourne Water supports the amendment, it is recognised there are delivery risks in relation to gaps in knowledge of Cultural Values, natural wetland eco-hydrology and groundwater interactions for the PSP area. These issues and risks have been highlighted through existing stages of development of the Toolern PSP. The stormwater asset information implemented by Council in this update of the Toolern PSP was provided by Melbourne Water in 2020/21. Melbourne Water notes that urban development has progressed within the Toolern PSP since the time the PSP was gazetted (2010), and since Melbourne Water provided its updates in 2020/21, and there are developments/proposals that are not entirely consistent with the PSP land areas for stormwater assets. Melbourne Water will continue working with all stakeholders to support the delivery of safe and suitable drainage outcomes that support the PSP while working towards optimum social, cultural, and ecological outcomes. 	<ol style="list-style-type: none"> Noted Council will amend the polygon to be consistent with the advice provided to Council on 17 June 2021 for Asset 17. The advice on 17 June 2021 was the polygon would be applied to the conservation area (see red dashed line in the image to the right). <div data-bbox="1288 375 1601 534" data-label="Image"> </div> Council will amend the polygon to be consistent with advice provided to Council on 17 June 2021 for Assets 22 and 23 – see purple polygons below. <div data-bbox="1288 606 1668 742" data-label="Image"> </div> Plan 14 Integrated Water Management Plan shows eight catchment areas in the Toolern PSP. There are seven named strategy areas, and one catchment in the north-west which is unnamed. Recommend no change to the planning report. Noted. It is acknowledged that if the Toolern PSP was prepared today it would have been informed by an Aboriginal Cultural Heritage Impact Assessment and a Cultural Values Assessment. Given that a significant proportion of the PSP has been permitted it is not possible to make significant changes to the Toolern PSP. Noted. PSPs / DCPs and Urban Growth Zone Schedules are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as 'being generally in accordance'. The PSP system allows subdivision layouts that are approved in planning permits to differ from the Future Urban Structure shown in the PSP that governs the development of the area. The example provided by the submitter is a good example of this in practice. In many instances the developers of properties have come to an agreement with Council and Melbourne Water to develop an alternative spatial arrangement of drainage assets on their property to facilitate an improved drainage outcome. It is recommended that the Future Urban Structure and Property Specific Land Use Budgets remain unchanged. Noted. <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> Update Plan 14 in the Toolern PSP to show a revised polygon for Asset 17. The extent of the polygon will be reduced to only apply to the conservation area. Update all plans in the Toolern PSP and DCP to show an amended layout for Assets 22 and 23. <p>Melbourne Water have confirmed that the above changes resolve their submission.</p> <p>Submission to be referred to the Planning Panel for consideration.</p>

Unresolved submissions

Submissions need to be referred to the Planning Panel

No.	Submission	Matters in Submission	Response to Submission
1	Growland Level 9, 360 Collins Street, Melbourne VIC 3000	<p>Developing properties 73, 83 and 84 in the Toolern PSP. The change to the DIL results in an increase of \$6.1 million for their sites alone (\$21/22).</p>  <ol style="list-style-type: none"> Concerned about the quanta of the increase in the DIL and is not proportional to the increased density of the PSP, which is purported to be the substantial reason for the increase of the DIL. Concerned that the increased price is largely due to the inadequate functional layout, and it is not fair or equitable to transfer this cost to developers. As the shortfall is due to poor planning by the VPA a portion of the infrastructure projects should be funded by GAIC. Estimated that the change to the DIL will result in an increase of \$10,000 per lot to homebuyers which erodes housing affordability. The changes to the national construction code requiring seven star housing targets will add a further \$15,000 per lot. Concerned that the changes to community centre costs are required to accommodate the revised population of the Toolern PSP area. Growland questions whether additional facilities are required to support the revised population. Concerned that the Mount Cottrell Freeway Interchange is being added to the DCP and it should be paid for by GAIC. Support the inclusion of RD22, RD23 and RD24 on Paynes Road as DCP items. Concerned about the number of bridges in the Toolern DCP. In total the revised DCP has 19 bridge projects which is a large number for developers to fund. Growland believes all bridges over the Melton Rail Line should be funded by the state government. Support the active recreation projects as shown in the plans. Higher density should be permitted in the Toolern PSP area to allow more efficient and affordable housing product to be delivered. Highlighted that the Toolern PSP consists of fragmented land holdings, and the absence of services (sewer and drainage) is holding back development. Concerned the increase to the DIL will place a further handbrake on development. Council should lobby Melbourne Water and Greater Western Water to create appropriate easements to unlock development that is currently stalled due to a lack of capacity in the sewer and drainage network. Assistance is required to improve approval timeframes for planning, landscaping, and engineering to reduce costs and the flow of DIL to purchasers. Council should acquire land for community facilities and open space early. 	<ol style="list-style-type: none"> This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> The projects being funded by the DCP are local projects and are ineligible for GAIC funding. The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas. The work by ASR Research revealed that the VPA had assumed there would be 2.3 people per household. ASR Research have recommended that Council should assume a household size of 2.7 people (which is still less than the usual 2.8 or 3.1 people per household used in contemporary PSPs). This has increased the projected population by 13,000 people. <p>Using Council's and VPA's provision ratios for community centres an additional community centre would be triggered, which would have resulted in land acquisition and construction costs.</p> <p>Council explored three options to meet the increased community need:</p> <ul style="list-style-type: none"> Council builds an additional centre - \$19 million increase to DCP Council builds slightly larger centres - \$12 million increase to DCP Council builds ICP benchmark design community centres that are too small - \$10 million increase to DCP <p>Council adopted the second option which saves \$7 million to the DCP and still meets the local community's needs.</p> <ol style="list-style-type: none"> The Mount Cottrell Freeway Interchange is identified as a land acquisition only project in the DCP. The construction of this bridge will be funded by the State Government. Noted.

No.	Submission	Matters in Submission	Response to Submission
			<p>7. There are 17 bridge projects identified in the revised Toolern DCP, two of which are land acquisition projects only. Two of the 'bridges' are interim upgrades to level crossings to facilitate pedestrian crossings.</p> <p>8. Noted.</p> <p>9. There is some flexibility to increase housing densities in areas identified as medium and high density areas in the Toolern DCP.</p> <p>10. Noted. Council will continue to advocate to Greater Western Water to resolve the sewerage problems in the eastern half of the Toolern PSP.</p> <p><u>Iramoo Circuit DSS</u></p> <p>Properties 75, 83 and 84 are in the Iramoo Circuit Development Service Scheme (DSS) area.</p> <p>Melton City Council and Melbourne Water acknowledge development has proceeded in an out-of-sequence manner, affecting the drainage staging and outfall works in the Iramoo Circuit DSS area in the eastern part of the Toolern PSP area.</p> <p>The Iramoo Circuit DSS requires stormwater to outfall to the Kororoit Creek through the Melton East PSP area.</p> <p>Significant drainage assets are required to convey stormwater to the Kororoit Creek and affects development in the Toolern and Rockbank PSP areas.</p> <p>The Melton East PSP is currently under preparation and is expected to provide some certainty on the outfall requirements to service the Iramoo Circuit DSS area, the proposed drainage works will enable a free draining outfall to Kororoit Creek.</p> <p>Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater.</p> <p>This is an implementation problem that this amendment cannot resolve.</p> <p>11. Noted. This is an implementation matter.</p> <p>12. Noted. This is an implementation matter.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>


No.	Submission	Matters in Submission	Response to Submission
5	Landowner / Resident Weir Views	<p>Plan 5 – Future Urban Structure</p> <ol style="list-style-type: none"> Plan 5 (image on the right below) should be consistent with the current Seventh Bend developer master plan (image on left below): <ol style="list-style-type: none"> North-south shared use path on the west side of the Toolern Creek is missing from the plan A large park is missing beside the creek A pedestrian / cyclist bridge is missing over the Toolern Creek providing access to the sports precinct and schools in the Atherstone Estate  <p>Seventh Bend Masterplan</p> <ol style="list-style-type: none"> Plan 5 should be consistent with the <i>Toolern Creek Regional Park Strategic Directions Plan</i>: <ol style="list-style-type: none"> Missing an active open space reserve Missing the existing north-south shared user path on the eastern side of the Toolern Creek The plan makes a section of Exford Road redundant and replaces it with conventional density residential zone. Could this 6,000 sqm land be used for active open space or a neighbourhood activity centre? Does this plan cater for east-west links to integrate with the Parwan Precinct Structure Plan area? <p>Plan 9 – Employment and Activity Centres</p> <ol style="list-style-type: none"> The changes to Plan 9 change the kind of employment and decreases land for employment. Melton City Council must reserve land for local and diverse job opportunities. Council should consult impacted employers such as Westcon Concrete, Boral and RCPA to ensure jobs are retained. 	<p>Plan 5 – Future Urban Structure</p> <ol style="list-style-type: none"> Plan 5 in the Toolern PSP has been guiding the development of the Seventh Bend estate in Weir Views since 2010. Amendment C232 is only making some changes to the drainage assets shown in the Seventh Bend estate at the request of Melbourne Water. There will always be differences between plans in a PSP and a masterplan prepared by a developer. Masterplans will show more detail than is possible in a PSP. <ol style="list-style-type: none"> The north-south path is shown on Plan 5 (black dashed line). The path is also shown on Cross-Section 1 on page 40 of the amended PSP. The large park on the masterplan is an area where the Toolern Creek bulges out. The land will form part of the creek corridor. Four pedestrian bridges over the Toolern Creek are missing from Plan 5 but are shown on other plans in the PSP and DCP (BD04, BD05, BD06 and BD14 on Plan 5 in the Toolern DCP). It is recommended that Plan 5 show the four pedestrian bridges over the Toolern Creek. A section of the Toolern Creek Regional Park is in the Toolern Park PSP area. It is recommended that the plans in the Toolern PSP and DCP documents be amended to identify the Toolern Park PSP area. <ol style="list-style-type: none"> The missing active open space is in the Toolern Park PSP area and is therefore not required to be shown in the Toolern PSP as it is being delivered by another PSP. The north-south shared use path in the Toolern Creek Regional Park has been delivered and is not required to be shown on the plans. A small section of Exford Road is made redundant by the proposed realignment of Exford Road at Intersection 3 in the Toolern DCP (land shown in yellow below). The land is approximately 4,000 sqm in area. Given its size and location it unsuitable for active open space or a retail centre. The land located on the east side of Exford Road has been developed as a retarding basin.  <ol style="list-style-type: none"> The Parwan and Parwan Employment PSPs are in the Shire of Moorabool and is located approximately seven kilometres west of the Toolern PSP area. These PSP areas have been designed to have strong connections to the existing township of Bacchus Marsh. <p>The <i>Bacchus Marsh Urban Growth Framework</i> that has informed the boundaries of these PSP areas has not identified a need for a new road and bridge to connect these precincts to the Toolern PSP area.</p> <p>It would be cost prohibitive to construct a road bridge over the Melton Reservoir and a seven kilometre road to connect residents in the Toolern PSP area to the two PSP areas in Parwan.</p> <p>Residents in the Toolern PSP area will be able to connect to the two PSP areas in Parwan via the Western Freeway and the Exford Road.</p> <p>Plan 9 – Employment and Activity Centres</p> <ol style="list-style-type: none"> Amendment C232 only makes minor changes to the amount of employment land shown in Plans 5 (Future Urban Structure) and 9 (Employment and Activity Centres). The changes relate to the size and location of drainage reserves within the employment area.


No.	Submission	Matters in Submission	Response to Submission
			<p>The size and extent of the employment land is consistent with the Toolern PSP that was amended by Amendment C161melt which removed the Paynes Road PSP area, and the <i>Cobblebank Employment and Mixed Use Urban Design Framework</i> and the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework</i>.</p> <p>The businesses in the Cobblebank employment area were involved in the development of the original Toolern PSP (Amendment C84melt), the amendment of the Toolern PSP (Amendment C161melt), the development of the two Urban Design Frameworks, and have been notified of Amendment C232melt.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none">• Update all plans in the Toolern PSP and DCP to show the four pedestrian bridges proposed over the Toolern Creek. These are bridges BD04, BD05, BD06 and BD14 on Plan 5 in the Toolern DCP.• Update all plans in the Toolern PSP and DCP to identify the Toolern Park PSP area. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
6	Landowner / Resident Thornhill Park	<ol style="list-style-type: none">Residents in Thornhill Park were promised by the developer that an interchange would be delivered at the Western Freeway.The interchange has not yet been delivered and residents feel isolated and disconnected. The absence of the interchange makes it hard for access to work, schools, shops, and visiting family and friends.The estate they live in has no shopping centre or entertainment.Can the amendment fix the interchange?	<ol style="list-style-type: none">The submitter lives in the Thornhill Park estate in the Toolern PSP area. Council understands that the developer has made commitments to prospective landowners that an interchange to the Western freeway would be delivered at Mount Cottrell Road in a timely manner. This interchange is the responsibility of the Victorian government to deliver and is not funded through the Toolern DCP. Council is currently advocating to the Victorian government to construct this interchange.Noted.A supermarket has recently opened in the Thornhill Park estate north of the railway line. Supermarkets are also available at Ferris Road and Bridge Road in Cobblebank (1.5 kilometres west of the submitter).As the Mount Cottrell / Western Freeway interchange is the responsibility of the Victorian government to deliver, this amendment cannot collect money for its construction. Council will continue to advocate to the Victorian government to construct this interchange. <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>


No.	Submission	Matters in Submission	Response to Submission
9	Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC)	<ol style="list-style-type: none"> WWCHAC regards best practice for any PSP as undertaking an Aboriginal Cultural Heritage Impact Assessment (ACHIA) and a Cultural Values Assessment (CVA) to identify Aboriginal cultural values associated with wider landscapes and devise protective measures to promote the management and preservation of Aboriginal cultural heritage, including tangible and intangible Aboriginal cultural heritage. However, it does not appear that a ACHIA and CVA have been completed for this PSP. WWCHAC has developed strong relationships with many LGAs throughout the Wurundjeri RAP area. It is recommended that Melton City Council consider the efforts of other LGAs in protecting Aboriginal cultural heritage. This may include contacting bodies such as Whittlesea City Council to further discuss their efforts in Aboriginal cultural heritage, which are regarded as best practice by WWCHAC, and how a similar approach could be integrated into the Melton PSP. In accordance with s.61 the Aboriginal Heritage Act 2006, WWCHAC advocate for any developer to devise protective measures for Aboriginal cultural heritage, typically through either avoidance or minimisation of harm to registered Aboriginal Places. This has been achieved via a variety of methods, including exploration of alternative construction methods, or the rearrangement of development plans to incorporate open space at the locations of Aboriginal cultural heritage and places. The Melton PSP should provide developers with the scope to protect cultural heritage and allow flexibility in changes to the PSP should Aboriginal cultural heritage and cultural values be identified. The Elders have identified that HO129 is likely to be a location of Aboriginal cultural heritage significance. It is known the Staughton family developed strong relationships with Wurundjeri Woi-wurrung people during their occupation of the Exford Estate. The Elders encourage the inclusion of HO129 into the Heritage Overlay and advise that Melton City Council consider the importance of both HO129 and HO130 to the Wurundjeri Woi-wurrung community. A concern has also been raised regarding whether Aboriginal burials may be present in the vicinity of these places. Further consultation around these matters is welcomed with the Cultural Heritage Unit which manages compliance with the Aboriginal Heritage Act 2006, and the Research Unit which investigates and documents Wurundjeri Woi-wurrung cultural values. Please note we have long wait times for meetings at the moment, so securing a booking with the Cultural Heritage Unit and Research Unit soon is recommended. 	<ol style="list-style-type: none"> It is acknowledged that the creation of ACHIA's and CVA's is now standard practice when preparing contemporary PSPs. Unfortunately it was not common practice for PSPs developed in 2010 to be informed by an ACHIA or CVA. Given a significant percentage of the Toolern PSP has now been permitted or has planning permits under active consideration it is difficult to undertake an ACHIA or CVA now. This amendment is largely a tidy up of the Toolern Development Contributions Plan and a refresh of the Toolern Precinct Structure Plan. If Council was preparing the Toolern PSP today it would be underpinned by a more thorough examination of Aboriginal cultural values and would include improved guidance on Aboriginal cultural value management. Council faced a challenge if we rewrote the PSP, we would have an administrative challenge in having many planning permits that would be non-compliant with the new rules, and it would introduce ambiguity on whether estates that have been constructed are in compliance with the former or new PSP which would create compliance and enforcement challenges. Noted. Council through the development of the Kororoit, Plumpton and Melton East PSPs have requested the Victorian Planning Authority to provide improved guidance on Aboriginal cultural heritage in the PSP and have a high regard to Aboriginal cultural heritage when preparing the Future Urban Structure. This has included walking on country with Aboriginal Elders to determine the location of bridges over the Kororoit Creek. Noted. Council has largely resisted adding new requirements or guidelines in the Toolern PSP given this is a refresh amendment and not a rewrite of the PSP. We have added three new heritage guidelines to the PSP, one of which relates to Aboriginal cultural heritage: <i>Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and / or with high Aboriginal cultural heritage values including those on Plans 4 and 12, should liaise with the designated Registered Aboriginal Party to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.</i> Noted. HO129 and HO130 were added to the Heritage Overlay by Amendment C198melt that was gazetted on 1 September 2021. We will note that any review of Statements of Significance for places on the Heritage Overlay in the City of Melton should take into consideration the strong relationship between the former owners of the site, the Staughton family, and the Wurundjeri Woi-wurrung people. Council can add notes on the Victorian Heritage Database for these two sites to reference the strong relationship between the Staughton family and the Wurundjeri Woi-wurrung people during the occupation of the Exford estate. Noted. <i>Council to add notes to the Victorian Heritage Database for HO129 and HO130 identifying the strong relationship between the Staughton Family and the Wurundjeri Woi-wurrung people during the occupation of the Exford Estate.</i> <i>No change to the amendment recommended.</i> <i>Submission not resolved. Refer the submission to the Planning Panel.</i>

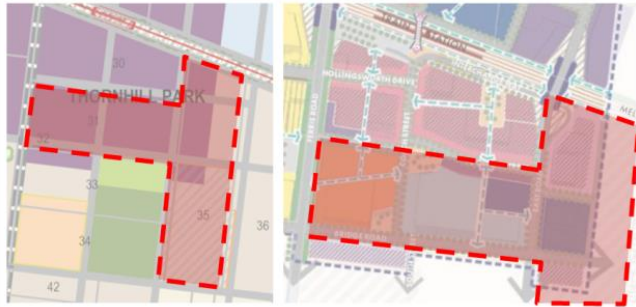
No.	Submission	Matters in Submission	Response to Submission
11	Environment Protection Authority	<ol style="list-style-type: none"> 1. EPA understands the planning scheme amendment is policy neutral. 2. EPA supports the identification of the EPA in the schedule to Clause 66.04 as a Recommending Referral Authority. 3. EPA would prefer the referral mechanism to be identified by a Buffer Area Overlay, which is consistent with the contemporary approach to buffer identification and referral mechanisms. 	<ol style="list-style-type: none"> 1. Noted. Agreed the changes to the Toolern PSP are largely policy neutral. 2. Noted. 3. The buffer areas are identified in Sections 2.3.9 (TechnoChem site) and 2.3.10 (Former Melton Landfill) of the Toolern PSP, and on Plan 4 (Precinct Features) in the Toolern PSP. <p>The buffer areas are also identified in the following sections of the <i>Cobblebank Employment and Mixed Use Urban Design Framework</i> (CEMU UDF):</p> <ul style="list-style-type: none"> • Section 2.5.1 Buffer Assessment (page 16) • Section 2.5.2 500-Metre Referral Buffer for the Former Melton Landfill site (page 16) • Section 2.5.7 Land Use Requirements refer to Requirements 2 and 3 (page 20) • Figure 7 – Buffers applied to existing land uses as of February 2018 (page 21). <p>The planning panel convened to consider the Toolern PSP (Amendment C84) considered submissions regarding the former Melton landfill site (Amendment C84 Part 1) and the Technochem site (Amendment C84 Part 2), and great consideration was given at that time to incorporate the appropriate controls in the Toolern PSP and its accompanying ordinance at Schedule 3 of Clause 37.07 (which is now being moved to the Schedule of Clause 66.04).</p> <p>Given this is refresh of the Toolern PSP and its controls, Council does not intend to apply the Buffer Area Overlay to TechnoChem or the former Melton Landfill. Council rather intends to continue with the current controls exhibited as part of Amendment C232melt.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
12	Insight Planning Consultants for Miravor	<p>Insight Planning Consultants have written this submission for Miravor which are developing properties 36, 40 and 41 in the Toolern DCP.</p>  <p>1. Miravor supports the progression and approval of the amendment, however there are some concerns that they would like to see addressed.</p> <p><u>Indexation of proposed Levy Rate</u></p> <p>2. The exhibited version of the amendment provides the Development Infrastructure Levy (DIL) in 2021/2022 dollars.</p> <p>Without knowing the 2023/2024 dollars it is difficult to determine what the full impact of the increased rate will have on the development contribution liability for the sites.</p> <p>Request that the levy rates in the DCP and DCPO3 be amended to reflect the indexed rate at the time of approval (i.e. 2024/2025).</p> <p><u>Infrastructure Projects</u></p> <p>3. Request Bridge 16 (BD16 - East Road Rail Overpass) be removed from the DCP.</p> <p>BD16 is not essential infrastructure for the precinct and should not be included in the DCP. There are other bridges across the rail line near this bridge (Ferris Road and Mount Cottrell Road) that can be used in lieu of this bridge.</p> <p>BD16 adds \$13,833,445 million of costs to the DCP, which equates to \$17,403 per NDHA to the DIL for this project, which is an unnecessary increase in contributions.</p> <p>4. The increase in the levy rate will need to be passed on to future homeowners as increased land costs, at a time there is an affordability and housing supply crisis. Council and the State Government should be doing more to minimise the cost of developing land to facilitate increased supply.</p> <p>GAIC should be used to deliver BD16 rather than passing this cost onto developers and future homeowners.</p> <p><u>Land Uses</u></p> <p>5. The review does not reflect the development that has been approved and / or constructed on the ground to date.</p>	<p>1. Noted.</p> <p><u>Indexation of proposed Levy Rate</u></p> <p>2. Noted. The land valuations and project cost sheets were prepared and sent to the Minister for Planning to seek authorisation to prepare the amendment. The documentation was prepared in the 2021/2022 financial year.</p> <p>The draft amendment documentation was submitted to the Minister for Planning on 22 August 2022. Council received authorisation to prepare the amendment on 8 December 2023.</p> <p>To update the Development Infrastructure Levy to 2023/2024 Council would have needed to have land revalued, which would have further delayed the exhibition of Amendment C232melt.</p> <p>Given the delay in receiving authorisation, Council has elected to exhibit the amendment in a timely manner with 2021/2022 dollars.</p> <p>Council is open to a planning panel recommendation that the levy rates in Schedule 3 to the Development Contributions Plan Overlay being indexed at the time of approval.</p> <p><u>Infrastructure Projects</u></p> <p>3. Bridge 16 is in the Cobblebank Metropolitan Activity Centre and is proposed to facilitate north-south movement of cars, freight, buses, pedestrians, and cyclists across the railway line that bisects this centre.</p> <p>The Growth Areas Authority prepared the <i>Toolern Town Centre Urban Design Urban Design Framework</i> in 2012, and this was superseded by work undertaken by Council in the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework</i> (CMAC UDF) in 2018.</p> <p>Both Urban Design Frameworks identified the Metropolitan Activity Centre will be the home of a public hospital, a private hospital, law courts, the Melton Civic Centre, tertiary education, and the City of Melton's highest order retail centre. These uses generate large numbers of vehicle, cyclist, and pedestrian movements.</p> <p>Both Urban Design Frameworks identify BD16 (East Road Rail Overpass) is needed to distribute vehicle movements and to facilitate pedestrian and cyclist movements.</p> <p>Council has had the bridge designed and costed by Cardno (now known as Stantec).</p> <p>The CMAC UDF has recommended that the Toolern DCP be amended to include this bridge.</p> <p>4. Noted. The increases to infrastructure project values will result in an increase to the DIL, which in turn may be passed on to future homeowners in the Toolern PSP area.</p> <p>Council has removed some infrastructure items from the existing DCP to help defray the cost of adding new infrastructure items to the Toolern DCP.</p> <p>Both Urban Design Frameworks identify East Road will be a connector road, and therefore BD16 is not eligible for GAIC funding.</p> <p><u>Land Uses</u></p> <p>5. PSPs / DCPs and Urban Growth Zone Schedules are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as 'being generally in accordance'.</p> <p>The PSP system allows subdivision layouts that are approved in planning permits to differ from the Future Urban Structure shown in the PSP that governs the development of the area.</p> <p>The example provided by the submitter is a good example of this in practice.</p> <p>In this instance the owners of land on properties 37, 38, 39, 40 and 41 have presented to Council through their planning permit processes an alternative spatial arrangement of land uses on their properties to facilitate an improved drainage outcome that benefits all parties.</p> <p>This revised spatial arrangement is reflected in their planning permits – PA2020/7020 (Property 37), PA2020/7025 (Properties 38 and 39), and PA2020/7140 (Properties 40 and 41).</p>

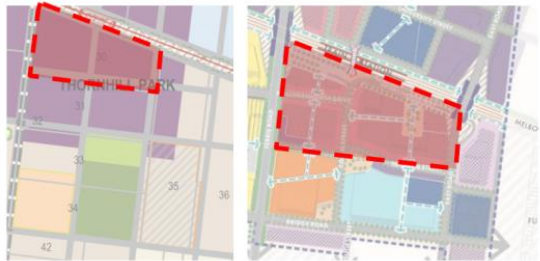
No.	Submission	Matters in Submission	Response to Submission
		<p>Properties 40 and 41 have adopted a different spatial arrangement of land uses than that shown in the Toolern PSP Future Urban Structure (planning permit PA2020/7140). See the spatial arrangement approved in PA2020/7140 compared to the FUS in the images below:</p>  <p>FIGURE 3: EXTRACT OF PLAN 6 (TOOLERN PSP) FIGURE 4: ENDORSED PLAN PA2020/7140</p> <p>The land uses approved on properties 40 and 41 differ from that shown in the PSP. There is an opportunity for Council to amend the PSP to reflect what has been delivered to date.</p> <p>Request the future urban structure be changed to reflect the spatial arrangement approved by PA2020/7140 and request the land use budget tables be amended to reflect the land use configuration approved under the planning permit.</p>	<p>Planning permits have been created that facilitate the revised spatial arrangement of land uses, and Section 173 Agreements are being prepared for the sites to reflect the revised spatial arrangement.</p> <p>Given that a planning solution has been found to deal with the planning permits, Section 173 Agreements, and the financial contributions to be paid by the respective landowners, Council would be reluctant to change the Future Urban Structure and the land use budgets as this could result in unintended consequences that make the delivery of these planning permits more complex.</p> <p>It is recommended that the Future Urban Structure and Property Specific Land Use Budgets remain unchanged.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>


No.	Submission	Matters in Submission	Response to Submission
13	Victorian Health Building Authority	<p>1. The Victorian Health Building Authority are planning to build the Melton Hospital in the Toolern PSP area. The Amendment will not have significant consequences on the health infrastructure portfolio.</p> <p>2. Request Plan 1 in Schedule 3 to Clause 45.06 Development Contributions Plan Overlay be amended to illustrate property boundaries to show the reflected locations of applied zones and delineate where future road infrastructure is intended.</p> <p>3. References in Schedule 3 to Clause 45.06 Development Contributions Plan Overlay to the 'Department of Health and Human Services' should be updated to 'the Department of Health and / or the Department of Families, Fairness and Housing' (see proposed wording below).</p> <p><i>4.0 Land or development excluded from development contributions plan</i></p> <p><i>Land required for the following (as set out in the incorporated Toolern Precinct Structure Plan) is exempt from the provisions of this overlay:</i></p> <p><i>Housing provided by or on behalf of the Department of Health and Human Services Department of Health and / or the Department of Families, Fairness and Housing.</i></p> <p>4. The Community Facilities definition in the glossary of the Toolern DCP (page 105) should be expanded to refer to Ambulance Victoria Stations and Mental Health Facilities (see proposed wording below).</p> <p><i>Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs, and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services, Ambulance Victoria Stations, mental health facilities); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).</i></p> <p>5. The Community Facilities definition in the glossary of the Toolern PSP (page 110) should be expanded to refer to Ambulance Victoria Stations and Mental Health Facilities (see wording above).</p> <p>6. The Toolern PSP incorporated document in Table 8 references the Department of Health and Human Services, this should be updated to the Department of Health.</p>	<p>1. Noted. No change required.</p> <p>2. Plan 1 in the Schedule 3 to Clause 45.06 Development Contributions Plan Overlay show property boundaries.</p> <p>The property boundaries are the 147 properties that existed when the Toolern PSP and DCP was prepared in 2010.</p> <p>This plan is used by developers and planners to identify what charge area a property is in when the Development Infrastructure Levy (DIL) is to be paid.</p> <p>Since the PSP has been prepared the 147 properties have become approximately 8,300 properties. If these properties were shown the plan would become difficult to read, and it would fail to serve its purpose in clearly identifying the land for which the DIL is payable on.</p> <p>Plans 1 and 2 in Schedule 3 to Clause 37.07 Urban Growth Zone are used to identify the applied zones and identify the potential location of future roads.</p> <p>3. Agreed.</p> <p>4. Agreed.</p> <p>5. Agreed.</p> <p>6. Agreed.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> • Update references to 'Department of Health and Human Services' to 'Department of Health and / or Department of Families, Fairness and Housing' in Schedule 3 to Clause 45.06 Development Contributions Plan Overlay. • Add 'Ambulance Victoria Stations and Mental Health Facilities' to the Community Facilities definition in the glossary of the Toolern PSP (p.110) and DCP (p.105). • Update references to 'Department of Health and Human Services' to 'Department of Health' in Table 8 of the Toolern PSP Incorporated Document. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>


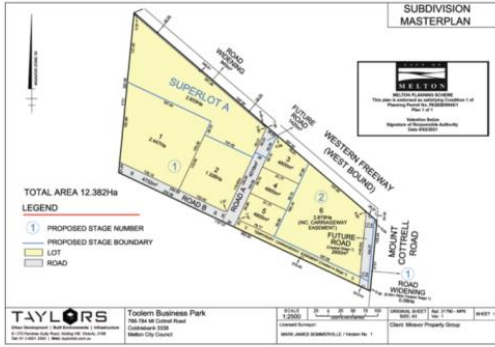
No.	Submission	Matters in Submission	Response to Submission
15	Egis Group for Swarna Estate	<p>The Egis Group are representing Mount Cottrell Project Management Pty Ltd who are developing the Swarna Estate at 1152-1154 Mount Cottrell Road, Strathulloh (properties 55 and 57 in the PSP).</p>  <p>A planning permit was issued for their land (PA2020/7274/1) in 2021 and engineering design is well advanced for the Functional Layout Plans for the estate.</p> <ol style="list-style-type: none"> The Swarna Estate is affected by water quality allowance shortfall. In essence, there is nowhere for stormwater generated by the residential estate to outfall too. Melbourne Water have advised developers in the Melton South Drainage scheme should provide treatment on their site, until the shortfall can be met. Melton City Council have rejected proposals provided by the developer to date. The planning consultant / developer are escalating this matter with both authorities. This is delaying housing development in this part of the PSP. This development is in Charge Area 2 where the existing DIL is being increased by 58.15% using the \$21/22 listed in the amendment. It is noted that these rates will be indexed to \$24/25 if this amendment is approved. The submitter objects to the quantum of the proposed increases to the DIL rates under proposed Schedule 3 to Clause 45.06 Development Contributions Plan Overlay. Developers and landowners were extensively involved in the process leading up to the PSP being approved in 2010 and have since made financial decisions to invest / dispose / develop land based on the documents that were approved in 2010. The submitter recognises that PSP and DCP documents should be reviewed every five years, however the quantum of this increase is objected to. The Victorian Housing Statement has set an ambitious target of building 800,000 new homes by 2034. Estates like Swarna are needed to create new homes. Housing affordability is in crisis. The cost of developing land in this area has increased by 20-30% in the past 12 months. The proposed increase to DIL in this amendment will kill development and create a further burden to the delivery of housing in Victoria. 	<ol style="list-style-type: none"> Noted. It is acknowledged that there is a problem in finding a location for storm water to outfall to in this part of the Toolern PSP. <u>Melton South DSS</u> Properties 55 and 57 are in the Melton South Development Service Scheme (DSS) area. Melton City Council and Melbourne Water acknowledge there is a drainage outfall problem in the Melton South DSS area which is delaying subdivision in this part of the Toolern PSP area. The Melton South DSS requires stormwater to outfall to the Toolern Creek to the west. The ultimate drainage outfall for the Melton South DSS has not occurred in sequence. An alternate interim drainage solution for development will be required to continue in the southern part of the Toolern PSP. Significant drainage assets are required to convey stormwater to the Toolern Creek through multiple residential estates. Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater. This is an implementation problem that this amendment cannot resolve. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres. Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared. The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area. This amendment is required to ensure that the infrastructure identified for delivery in the Toolern DCP, Rockbank DCP and Paynes Road DCP can be delivered in a timely manner and can be constructed at a scale that meets the needs of the surrounding residential and business communities. <p>No change to the amendment recommended. Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
16	Insight Planning Consultants for the Roman Catholic Trust Corporation	<p>Insight Planning Consultants have written this submission for the Roman Catholic Trust Corporation which are own properties 31 and 35 in the Toolern DCP.</p>  <p>Extract from Toolern PSP Extract from CMAC UDF</p> <p><u>Indexation of proposed Levy Rate</u></p> <ol style="list-style-type: none"> The exhibited version of the amendment provides the Development Infrastructure Levy (DIL) in 2021/2022 dollars. Without knowing the 2023/2024 dollars it is difficult to determine what the full impact of the increased rate will have on the development contribution liability for the sites. Request that the levy rates in the DCP and DCPO3 be amended to reflect the indexed rate at the time of approval (i.e. 2024/2025). <p><u>Infrastructure Projects</u></p> <ol style="list-style-type: none"> Request Bridge 16 (BD16 - East Road Rail Overpass) be removed from the DCP. BD16 is not essential infrastructure for the precinct and should not be included in the DCP. There are other bridges across the rail line near this bridge (Ferris Road and Mount Cottrell Road) that can be used in lieu of this bridge. BD16 adds \$13,833,445 million of costs to the DCP, which equates to \$17,403 per NDHA to the DIL for this project, which is an unnecessary increase in contributions. Confirmation is required that BD16 includes only the cost of the construction of the bridge and not the land. The increase in the levy rate will need to be passed on to future homeowners as increased land costs, at a time there is an affordability and housing supply crisis. Council and the State Government should be doing more to minimise the cost of developing land to facilitate increased supply. GAIC should be used to deliver BD16 rather than passing this cost onto developers and future homeowners. <p><u>Land Uses</u></p> <ol style="list-style-type: none"> Submitter supports the changes to amount of land shown as non-government school and active open space on properties 33, 34 and 35, and supports the consolidation of properties 35A and 35B into a single property. This more accurately reflect the current land use and development of the land. 	<p><u>Indexation of proposed Levy Rate</u></p> <ol style="list-style-type: none"> Noted. The land valuations and project cost sheets were prepared and sent to the Minister for Planning to seek authorisation to prepare the amendment. The documentation was prepared in the 2021/2022 financial year. The draft amendment documentation was submitted to the Minister for Planning on 22 August 2022. Council received authorisation to prepare the amendment on 8 December 2023. To update the Development Infrastructure Levy to 2023/2024 Council would have needed to have land revalued, which would have further delayed the exhibition of Amendment C232melt. Given the delay in receiving authorisation, Council has elected to exhibit the amendment in a timely manner with 2021/2022 dollars. Council is open to a planning panel recommendation that the levy rates in Schedule 3 to the Development Contributions Plan Overlay being indexed at the time of approval. <p><u>Infrastructure Projects</u></p> <ol style="list-style-type: none"> Bridge 16 is in the Cobblebank Metropolitan Activity Centre and is proposed to facilitate north-south movement of cars, freight, buses, pedestrians, and cyclists across the railway line that bisects this centre. The Growth Areas Authority prepared the <i>Toolern Town Centre Urban Design Urban Design Framework</i> in 2012, and this was superseded by work undertaken by Council in the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework</i> (CMAC UDF) in 2018. Both Urban Design Frameworks identified the Metropolitan Activity Centre will be the home of a public hospital, a private hospital, law courts, the Melton Civic Centre, tertiary education, and the City of Melton's highest order retail centre. These uses generate large numbers of vehicle, cyclist, and pedestrian movements. Both Urban Design Frameworks identify BD16 (East Road Rail Overpass) is needed to distribute vehicle movements and to facilitate pedestrian and cyclist movements. Council has had the bridge designed and costed by Cardno (now known as Stantec). The CMAC UDF has recommended that the Toolern DCP be amended to include this bridge. Land acquisition is not proposed for the bridge as it is a connector road. Noted. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas. Council has removed some infrastructure items from the existing DCP to help defray the cost of adding new infrastructure items to the Toolern DCP. Both Urban Design Frameworks identify East Road will be a connector road, and therefore BD16 is not eligible for GAIC funding. <p><u>Land Uses</u></p> <ol style="list-style-type: none"> Noted. No change required. <p><u>Justice Precinct</u></p> <ol style="list-style-type: none"> Council consulted with Court Services Victoria located in the Department of Justice and Regulation in the preparation of the CMAC UDF, and they advised that they required a Level 3 Court in the Cobblebank Metropolitan Activity Centre, which would require four hectares of land as the court would be co-located with emergency services. It is Council's understanding that Court Services Victoria still intend to establish a Level 3 Court in the Cobblebank Metropolitan Activity Centre, however there are no timeframes associated with the land acquisition or construction of this facility. It is recommended that the justice facility land allocation be removed from property 123 in the Toolern DCP (two hectares) and relocated to Property 31 and increased to four hectares to accord with the CMAC UDF.

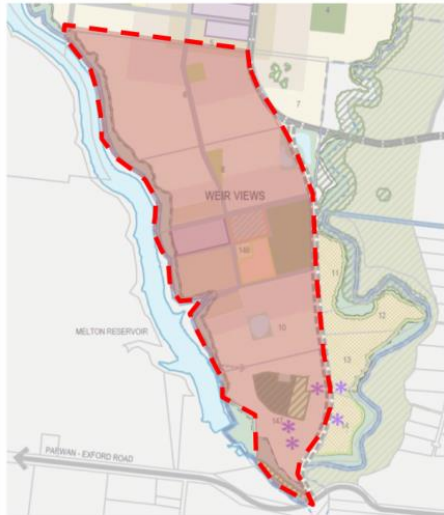
No.	Submission	Matters in Submission	Response to Submission
		<p><i>Justice Precinct</i></p> <p>5. The Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF) shows a four Hectare (Ha) justice centre on properties 31 and 123 in the Toolern PSP. The property specific land use budget only identifies this land use on property 123 (2 Ha).</p> <p>The submitter requests information on whether the Victorian government still intend to acquire land from property 31 for justice purposes, and if so, the time associated with acquisition and confirmation of the size of the land area.</p> <p>The submitter notes that justice facilities in Sunshine are accommodated on a 1.5 Ha site and Frankston is located on a 1.2 Ha site.</p> <p><i>Tertiary Education Precinct</i></p> <p>6. Part of property 108 is shown as being required for tertiary education. There has been no interest expressed from education providers to date to use this site for this purpose. The submitter requests the PSP and UDF offer greater flexibility for alternative land uses in this location if the land is not required for tertiary education.</p> <p><i>Urban Design Framework</i></p> <p>7. The CMAC UDF contains a requirement for a review to occur every five years. Based on the approval in 2019, it is an appropriate time for the UDF to be reviewed prior to the approval of the amendment.</p>	<p>It is noted that PSPs / DCPs / Urban Growth Zone Schedules and Urban Design Frameworks (UDFs) are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as being 'generally in accordance'.</p> <p>The PSP and UDF allow a permit application to be considered for alternate land uses and the permit application will be determined on its merit.</p> <p>If the Department of Justice indicates in the future that they have no interest in developing justice and emergency facilities on part or all the site, there is flexibility to allow alternative land uses and development on the land currently nominated as a justice facility in the UDF. Documentation would need to be provided to Council that demonstrates there are no parties interested in acquiring or developing the land for a justice or emergency service purpose.</p> <p><i>Tertiary Education Precinct</i></p> <p>6. The co-location of tertiary education facilities next to public and private hospitals is best practice for hospital delivery in Victoria. In the western region Victoria University has campuses located next to the Footscray Hospital, and the Sunshine Hospital (located atop a multi-storey car park).</p> <p>Given that the public and private hospitals have been built yet, there has been little interest from tertiary education providers to establish a tertiary education campus on property 108.</p> <p>Once the hospitals have been constructed and there is still no interest in the establishment of a tertiary education campus next to the hospitals, or a campus is established elsewhere in the activity centre, Council will hold conversations with the landowner on whether an alternative use can be considered for the site.</p> <p>It is noted that PSPs / DCPs / Urban Growth Zone Schedules and Urban Design Frameworks (UDFs) are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as being 'generally in accordance'.</p> <p>The PSP and UDF allow a permit application to be considered for alternate land uses and the permit application will be determined on its merit.</p> <p>If no tertiary education provider can be found for the tertiary education site when the hospitals are constructed, there is flexibility to allow alternative land uses and development on the land currently nominated as a tertiary education facility in the UDF. Documentation would need to be provided to Council that demonstrates there are no parties interested in acquiring the land.</p> <p><i>Urban Design Framework</i></p> <p>7. Council has recently prepared a review of the Melton Planning Scheme which was considered by Council at its Ordinary Meeting on the 27th of May 2024.</p> <p>The planning scheme review has considered the competing demands for strategic work to keep the Melton Planning Scheme up to date.</p> <p>The planning scheme review has found the refresh of the two Urban Design Frameworks is needed, however given the absence of some key strategies and plans, this refresh has been given a low priority and is currently unscheduled in the strategic planning work plan.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> • Delete the justice facility from property 123 in the property specific land use budget table in the Toolern PSP and DCP. • Identify the justice facility on property 31 in the property specific land use budget table in the Toolern PSP and DCP. Increase the land allocation to 4 Ha to accord with the Cobblebank Metropolitan Activity Centre Urban Design Framework. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
17	Insight Planning Consultants for Australian Unity Funds Management	<p>Insight Planning Consultants have written this submission for Australian Unity Funds Management Limited who own 2 Coach Street in Cobblebank, which is identified as part of property 30 in the Toolern DCP.</p>  <p>Extract from Toolern PSP</p> <p>Extract from CMAC UDF</p> <ol style="list-style-type: none"> Australian Unity Funds Management own land that is bounded by the Coles Supermarket to its west, the Cobblebank Railway Station to the north, and the Melton Hospital site to the south. The landowner's development intention is to develop a mixed-use precinct that includes retail, a private hospital, allied medical services and residential care uses. <p><u>Development Contribution Exemption</u></p> <ol style="list-style-type: none"> Request the development of a private hospital be exempt from paying development contributions under Clause 45.06 Development Contributions Plan Overlay. <p>The submitter notes that Government Schools and Non-Government Schools are exempted from paying Development Contributions in Clause 45.06, as is the Melton Hospital through the Specific Controls Overlay.</p> <p><u>Indexation of proposed Levy Rate</u></p> <ol style="list-style-type: none"> The exhibited version of the amendment provides the Development Infrastructure Levy (DIL) in 2021/2022 dollars. <p>Without knowing the 2023/2024 dollars it is difficult to determine what the full impact of the increased rate will have on the development contribution liability for the sites.</p> <p>Request that the levy rates in the DCP and DCPO3 be amended to reflect the indexed rate at the time of approval (i.e. 2024/2025).</p> <p><u>Infrastructure Projects</u></p> <ol style="list-style-type: none"> Request Bridge 16 (BD16 - East Road Rail Overpass) be removed from the DCP. <p>BD16 is not essential infrastructure for the precinct and should not be included in the DCP. There are other bridges across the rail line near this bridge (Ferris Road and Mount Cottrell Road) that can be used in lieu of this bridge.</p> <p>BD16 adds \$13,833,445 million of costs to the DCP, which equates to \$17,403 per NDHA to the DIL for this project, which is an unnecessary increase in contributions.</p> <ol style="list-style-type: none"> The increase in the levy rate will need to be passed on to future homeowners as increased land costs, at a time there is an affordability and housing supply crisis. Council and the State Government should be doing more to minimise the cost of developing land to facilitate increased supply. <p>GAIC should be used to deliver BD16 rather than passing this cost onto developers and future homeowners.</p>	<ol style="list-style-type: none"> Noted. <p><u>Development Contributions Exemption</u></p> <ol style="list-style-type: none"> It is standard practice in Development Contribution Plans for few uses to be provided with an exemption to pay development contributions under Clause 45.06 Development Contributions Plan Overlay. <p>Exemptions have been provided for government schools and non-government schools, which is consistent with the <i>Development Contributions Guidelines (amended March 2007)</i> prepared by the Victorian government, which provides the following exemptions:</p> <p><i>The following types of new development are not subject to the requirements of a DCP:</i></p> <ul style="list-style-type: none"> Development that is being undertaken by or on behalf of the Ministers for Conservation, Forests and Lands, Health and Education or their current equivalents (refer to Page 266, Victoria Government Gazette, 10 February 1988). This means that public schools and hospitals are exempt. <p>A council also has discretion to exempt any new types of land use or development from the payment of development contribution levies. For example, on the basis that they provide a community service, a council may exempt:</p> <ul style="list-style-type: none"> Private schools and hospitals. <p>It is recommended that an exemption not be identified in Schedule 3 to Clause 45.06 for a private hospital, as it is more equitable for a wide variety of land developers to pay the Development Infrastructure Levy.</p> <p><u>Indexation of proposed Levy Rate</u></p> <ol style="list-style-type: none"> Noted. The land valuations and project cost sheets were prepared and sent to the Minister for Planning to seek authorisation to prepare the amendment. The documentation was prepared in the 2021/2022 financial year. <p>The draft amendment documentation was submitted to the Minister for Planning on 22 August 2022. Council received authorisation to prepare the amendment on 8 December 2023.</p> <p>To update the Development Infrastructure Levy to 2023/2024 Council would have needed to have land revalued, which would have further delayed the exhibition of Amendment C232melt.</p> <p>Given the delay in receiving authorisation, Council has elected to exhibit the amendment in a timely manner with 2021/2022 dollars.</p> <p>Council is open to a planning panel recommendation that the levy rates in Schedule 3 to the Development Contributions Plan Overlay being indexed at the time of approval.</p> <p><u>Infrastructure Projects</u></p> <ol style="list-style-type: none"> Bridge 16 is in the Cobblebank Metropolitan Activity Centre and is proposed to facilitate north-south movement of cars, freight, buses, pedestrians, and cyclists across the railway line that bisects this centre. <p>The Growth Areas Authority prepared the <i>Toolern Town Centre Urban Design Urban Design Framework</i> in 2012, and this was superseded by work undertaken by Council in the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF)</i> in 2018.</p> <p>Both Urban Design Frameworks identified the Metropolitan Activity Centre will be the home of a public hospital, a private hospital, law courts, the Melton Civic Centre, tertiary education, and the City of Melton's highest order retail centre. These uses generate large numbers of vehicle, cyclist and pedestrian movements.</p> <p>Both Urban Design Frameworks identify BD16 (East Road Rail Overpass) is needed to distribute vehicle movements and to facilitate pedestrian and cyclist movements.</p> <p>Council has had the bridge designed and costed by Cardno (now known as Stantec).</p> <p>The CMAC UDF has recommended that the Toolern DCP be amended to include this bridge.</p>


No.	Submission	Matters in Submission	Response to Submission
		<p>6. In the Bridge Designs at Appendix 2 of the exhibited Toolern DCP Bridge 15 (page 101) and Bridge 16 (page 102) appear to be incorrectly labelled.</p> <p><u>Land Uses</u></p> <p>7. The development of the Cobblebank Metropolitan Activity Centre plays a key role in providing amenity and services to the whole community.</p> <p>Key components in the road network should be included in the DCP.</p> <p>8. Interchange Way which is identified as an Urban Core Street C in the CMAC UDF should be included in the DCP (see image below). This road provides a bus link from the existing bus interchanges to the external road network that services the broader community.</p> <p>9. Road identified as Urban Core Street A in the CMAC UDF should be included in the DCP (see image below). This road provides a connection into the town centre from the external road network, and benefits from multiple landowners in the town centre. Funding for this should be shared by those directly benefit from its delivery. The submitter should not carry the burden of the street delivery to the benefit of others.</p>  <p>Figure 17. Street Type Hierarchy Plan</p>	<p>5. Noted. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas</p> <p>Council has removed some infrastructure items from the existing DCP to help defray the cost of adding new infrastructure items to the Toolern DCP.</p> <p>Both Urban Design Frameworks identify East Road will be a connector road, and therefore BD16 is not eligible for GAIC funding.</p> <p>6. Agreed. The bridge design on page 101 is the Ferris Road Bridge (BD15) and the bridge design on page 102 is the East Road Bridge (BD16).</p> <p>It is recommended that the DCP be amended to correct the titles of these projects.</p> <p>The title of the bridge on page 101 should be amended to read 'Bridge Type 15 – East Ferris Road'</p> <p>The title of the bridge on page 102 should be amended to read 'Bridge Type 16 – Ferris East Road'</p> <p><u>Land Uses</u></p> <p>7. It is standard practice for the land acquisition of arterial roads, and the construction of the interim layout of arterial roads to be included in a DCP in PSP areas. It is, however, unusual for connector roads and streets to be funded by a DCP.</p> <p>Section 1.4.2 of the Toolern DCP identifies the following items are not included in the DCP:</p> <p><i>All internal streets and connector streets, and associated traffic management measures (including streets on the edge of the Toolern Precinct Structure Plan).</i></p> <p>8. Figure 16 in the CMAC UDF identifies Interchange Way as an Urban Core Street, which is an internal street in the Cobblebank Metropolitan Activity Centre. It is reasonable for this street to be delivered by the landowner / developer as part of their subdivision works as it provides access to their development. It would be unusual for this to be included in a DCP.</p> <p>9. Figure 16 identifies the Urban Core Street A streets as internal streets in the Cobblebank Metropolitan Activity Centre. It is reasonable for this street to be delivered by the landowner / developer as part of their subdivision works as it provides access to their development. It would be unusual for this to be included in a DCP.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> Correct the titles of BD15 and BD16 in Appendix 2 of the Toolern DCP. The bridge design on page 101 should be 'Bridge Type 15 - Ferris Road'. The bridge design on page 102 should be 'Bridge Type 16 - East Road'. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
18	Insight Planning Consultants for Miravor	<p>Insight Planning Consultants have written this submission for Miravor who are developing property 126 in the Toolern DCP.</p>  <ol style="list-style-type: none"> Miravor supports the progression and approval of the amendment, however there are some concerns that they would like to see addressed. <u>Indexation of proposed Levy Rate</u> The exhibited version of the amendment provides the Development Infrastructure Levy (DIL) in 2021/2022 dollars. Without knowing the 2023/2024 dollars it is difficult to determine what the full impact of the increased rate will have on the development contribution liability for the sites. Request that the levy rates in the DCP and DCPO3 be amended to reflect the indexed rate at the time of approval (i.e. 2024/2025). <u>Infrastructure Projects</u> RD12 is shown in the Toolern DCP as requiring an increase in land allocation from 0.08 Ha to 0.13 Ha of land, which is inconsistent with the approved permit for the site (PA2020/6946) which identifies 0.08 Ha of land for the widening. Request the existing land take for RD12 be retained in the DCP. The amendment introduces a new transport project BD19 (Mount Cottrell Road Freeway Interchange) which identifies land required for the interchange. The FLP for BD19 shows 3,203 sqm of land is required for this interchange. This land has not been identified in the approved permit for the site (PA2020/6946). If the land is required for the interchange a Public Acquisition Overlay will need to be applied to this land. Table 3 in the Toolern DCP attributes a land acquisition value of \$750,000. The submitter identifies that the land value should be \$3.78 million. If land is required for BD19 the land acquisition should be funded through GAIC. Request BD19 be deleted from property 126 in the Toolern DCP. <u>Clerical Errors</u> The FLP for BD19 in Appendix 1 in the Toolern DCP (page 81) identifies Property 126 as being outside of the Toolern DCP is incorrect. The plan should be corrected to state this is property 126 in the Toolern DCP. 	<ol style="list-style-type: none"> Noted. <u>Indexation of proposed Levy Rate</u> 2. Noted. The land valuations and project cost sheets were prepared and sent to the Minister for Planning to seek authorisation to prepare the amendment. The documentation was prepared in the 2021/2022 financial year. The draft amendment documentation was submitted to the Minister for Planning on 22 August 2022. Council received authorisation to prepare the amendment on 8 December 2023. To update the Development Infrastructure Levy to 2023/2024 Council would have needed to have land revalued, which would have further delayed the exhibition of Amendment C232melt. Given the delay in receiving authorisation, Council has elected to exhibit the amendment in a timely manner with 2021/2022 dollars. Council is open to a planning panel recommendation that the levy rates in Schedule 3 to the Development Contributions Plan Overlay being indexed at the time of approval. <u>Infrastructure Projects</u> 3. Council has approved a subdivision layout for property 126 in the Toolern DCP through planning permit PA2020/6946 (see endorsed plan below):  <p>The subdivision layout for PA2020/6946 was referred to Transport for Victoria (now Department of Transport and Planning) who did not request any changes to the subdivision layout to accommodate the future freeway interchange.</p> <p>PSPs / DCPs and Urban Growth Zone Schedules are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as 'being generally in accordance'.</p> <p>The PSP system allows subdivision layouts that are approved in planning permits to differ from the Functional Layout Plans (FLPs) shown in the DCP that governs the development of the area.</p> <p>The FLP prepared for RD12 and BD19 (Mount Cottrell Road Freeway Interchange) was based on a FLP prepared for the Paynes Road PSP, and has consequently been used for the design of the upgrade of Mount Cottrell Road (see pages 81 and 113 in the Toolern DCP)</p> <p>Council has approved a subdivision outcome that differs from the FLP that has been prepared and is proposed to be incorporated into the Toolern DCP. This is to be expected as a FLP identifies land that is reasonably expected to deliver an optimal road design outcome and is used to determine land acquisition and construction costs to be incorporated into the DCP.</p>



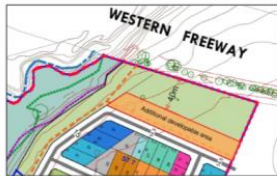
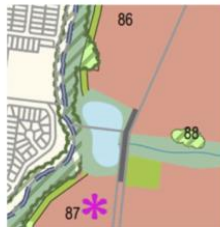
No.	Submission	Matters in Submission	Response to Submission
			<p>It is recommended that the Functional Layout Plans and Property Specific Land Use Budgets remain unchanged.</p> <p>Discussions have been held with the Department of Transport and Planning (Transport) who have indicated that the land is needed for the freeway interchange. It is therefore recommended that a Public Acquisition Overlay should be applied to the land required for BD19 through a separate planning scheme amendment initiated by the Department of Transport and Planning.</p> <p><u>Clerical Errors</u></p> <p>4. Agreed. The FLP on page 81 for BD19 should be amended to correctly identify property 126. The plan currently shows this property incorrectly as being located outside of the PSP.</p> <p>Amend Table 2 Property Specific Land Use Budget to match the FLP on Page 81. The land take for RD12 is identified as 1,277 sqm and the land take for BD19 is identified as 3,203 sqm which equates to 0.45 Ha (4,480 sqm).</p> <p><i>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</i></p> <ul style="list-style-type: none">• <i>Correct the FLP for BD19 on Page 81 of the Toolern DCP. The FLP currently incorrectly identifies property 123 as being outside of the Toolern PSP area.</i>• <i>Amend Table 2 Property Specific Land Use Budget to include 0.45 Ha of land for 'arterial roads and bridges' for Property 126.</i> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>

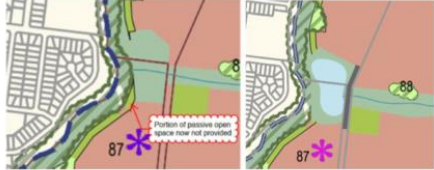


No.	Submission	Matters in Submission	Response to Submission
19	Marshal for Exford Waters Estate	<p>Marshal have written this submission for the Exford Waters Estate, which is located on properties 6, 8, 10, 146 and 147 in the Toolern DCP, and is subject to Charge Area 1 in the Toolern DCP.</p>  <p>1. The Charge Area 1 rates are increasing by 62.5% in \$21/22. Exford Waters has 66.81 Ha (NDA) to develop, which is estimated to be burdened by \$11.3 million in additional DCP charges.</p> <p>2. The submitter has estimated that over 68% of Charge Area 1 has been developed and paid at historical low DCP rates.</p> <p>3. Council has identified that the revised DCP costs have identified an approximate \$232 million shortfall in funding. The changes to the DCP and DIL is proposed to help reduce this shortfall in funding.</p> <p>4. It is unfair that the remaining landowners in Charge Area 1 need to make up the shortfall in funding.</p> <p><u>New Projects being Incorporated into the Toolern DCP</u></p> <p>5. The Paynes Road PSP and Rockbank PSP include projects that should be 50% apportioned to the Toolern DCP. The submitter notes that the Paynes Road and Rockbank PSPs were approved eight years ago, and that the Toolern DCP should have been amended earlier to address these shortfalls in funding.</p> <p>6. The Toolern DCP should be amended to exclude the new projects being brought into the Toolern DCP from Charge Area 1. The new projects on Paynes Road, Mount Cottrell Road, Ferris Road and East Road have minimal benefit to the properties in Charge Area 1.</p> <p>7. The submitter is concerned that Charge Area 1 is disproportionately affected by increases to DIL compared to the other Charge Areas.</p> <p><u>Project Construction Value Increase</u></p> <p>8. The submitter is concerned that intersection costs have increased by 733%, open space project costs have increased by 427% and recreation project costs have increased by 284%.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Council has prepared Functional Layout Plans, Concept Plans and Project Cost Sheets for projects that still need to be delivered in the Toolern PSP area. Land valuations have been undertaken based on the revised land take associated with transport and community projects.</p> <p>The project cost sheets have identified that there is an approximate \$232 million funding shortfall between what the DIL is currently collecting, and the revised construction / land acquisition costs identified in the amended PSP / DCP documents.</p> <p>The new construction and land acquisition values have been applied to land that has been developed and land that is still to be developed. Where land has already been developed and DIL paid, Council will miss out receiving money from the DIL uplift. Based on current DIL receipts it is estimated that Council will not be able to recover approximately \$47 million of this shortfall.</p> <p>It is not intended by this amendment to recover all \$232 million, which would have increased the DIL significantly for land yet to be developed.</p> <p><u>New Projects being Incorporated into the Toolern DCP</u></p> <p>5. Noted. It is agreed that it would have been simpler for the VPA to amend the Toolern DCP when the Paynes Road and Rockbank PSPs were prepared, however they did not.</p> <p>This amendment is seeking to fix this identified problem.</p> <p>6. When the Toolern DCP was prepared in 2010 all transport projects were shared across the four charge areas. Given that DIL has been collected from these charge areas it is difficult now to adopt a different methodology where some transport project charges are assigned to some charge areas and excluded from others.</p> <p>7. All charge areas share the burden of transport project increases, which equates to an increase of \$103,656 per NDA (\$21/22).</p> <p>The increase to the DIL in Charge Area 1 is \$169,029 (\$103,656 of which is for transport projects). \$65,373 of the DIL increase (\$21/22) is resultant from changes to land acquisition and construction costs associated with community and infrastructure.</p> <p>Charge Areas 3 and 4 have smaller changes to their DIL as they have limited community and recreation infrastructure located within them.</p> <p><u>Project Construction Value Increase</u></p> <p>8. Functional Layout Plans, bridge designs, and community and recreation concept plans have been provided in appendices one to six in the Toolern DCP. It is noted that these plans are based on designs in the VPA's 'Benchmark Infrastructure Report'.</p> <p>Detailed cost sheets have been prepared for the projects that are based on the VPA's 'Benchmark Infrastructure Report'.</p> <p>9. The FLPs prepared by Cardno (now trading as Stantec) have taken the approved FLPs for RD04 and have shown these as blue linework on the Cardno FLPs.</p> <p>It is noted that RD04 has been delivered in an interim standard only with large parts of the road not having been provided with kerb and channel, footpaths, bicycle infrastructure, nature strips or public lighting to date.</p> <p>The exhibited Toolern DCP reflects revised costings by Cardno to ensure that all the RD04 infrastructure can be delivered.</p> <p>10. The transport project cost sheets have been reviewed by Council, the VPA, VicRoads and the Department of Transport and Planning (both planning and transport departments).</p> <p>The community and recreation project cost sheets have been reviewed by Council, the VPA, and the Department of Transport and Planning (planning department).</p>

No.	Submission	Matters in Submission	Response to Submission
		<p>The submitter states the increases are excessive and further investigation is required to see what triggered the huge increases. The submitter states that the amendment material does not explain these changes sufficiently.</p> <p>9. Road Project RD04 has been partially constructed and is being increased from \$8.9 million to \$14.5 million. How has Council / Cardno considered the partial completion and reimbursement of this project in the new price estimates.</p> <p>10. Has a peer review been conducted on the proposed DIL rates, the Cardno report and Council's rate increase?</p> <p>11. How is a 900% increase to some items justified?</p> <p><u>Open Space</u></p> <p>Open Space assets OS01, OS02 and OS03 have not been purchased from developers yet according to the amendment material.</p> <p>12. Significant development has occurred around assets OS01 and OS02. Exford Waters should not bear the brunt of recent land rate increases for land that should have been procured by Council long ago.</p> <p>13. The main cost increase to Charge Area 1 is the reimbursement of projects OS01, OS02 and OS03. Why is an amendment needed for land valuations for Open Space projects that haven't increased in scope.</p> <p>14. How much of the Open Space value increase has been accounted for already in indexations since 2011 versus the 2022 DCP amendment?</p> <p>15. No certainty has been provided on when OS03 will be acquired by Council. Perimeter roads have been constructed around OS03 and it has been ready for acquisition from Council since 2022.</p>	<p>The agency exhibition documents were peer reviewed by Chris DeSilva from Mesh and Matt Ainsaar from Urban Enterprise.</p> <p>11. This amendment seeks to increase the Development Infrastructure Levy for the following reasons:</p> <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p><u>Open Space</u></p> <p>12. Noted.</p> <p>13. Noted.</p> <p>14. The annual indexations applied to the DIL rate by Council are informed by annual valuations of land. The annual indexations of the DIL include updated values of land.</p> <p>15. The submitter should make a request in writing to Council to acquire OS03. Council will then provide a response to the submitter on the likely time of acquisition.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>


No.	Submission	Matters in Submission	Response to Submission
20	Human Habitats for Thornhill Gardens Estate	<p>Human Habitats have written this submission for the Thornhill Gardens Estate, which is located on properties 66, 67, 75 and 76 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <p>1. The changes to Table 2 Property Specific Land Use Budget for the four properties identifies a reduction in net developable hectares of 1.71 Ha as a result in change in the size of land required for drainage.</p> <p>The area shown for drainage does not match the area approved by Melbourne Water.</p> <p>The PSP and DCP should be amended to reflect the approved / proposed drainage assets on their client's land.</p> <p><u>Development Infrastructure Levy</u></p> <p>2. The change to the Development Infrastructure Levy will result in an increase in contribution payments of approximately \$7.8 million (\$21/22), which will have a substantial impact on the viability of the Estate that is significantly progressed through the development process.</p> <p>3. The plan fails to provide transparency around the substantial increase to development contributions.</p> <p>4. The change to the DIL will have an impact on the viability of the development within the context of an already high development cost environment.</p> <p>5. The change to the DIL will have an impact on the affordability of housing product to the end purchaser.</p> <p>6. The change to the DIL will have an impact on the delivery and diversity of housing product across the Toolern DCP area.</p> <p><u>Housing Density</u></p> <p>7. The average minimum density across the Toolern PSP should be increased from 15 dwellings to 20 dwellings per net developable hectare.</p>	<p>1. Noted.</p> <p>PSPs / DCPs and Urban Growth Zone Schedules are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as 'being generally in accordance'.</p> <p>The PSP system allows subdivision layouts that are approved in planning permits to differ from the Future Urban Structure shown in the PSP that governs the development of the area.</p> <p>The example provided by the submitter is an example of this in practice.</p> <p>The developer of properties 66, 67, 75 and 76 have presented to Council and Melbourne Water through their planning permit processes an alternative spatial arrangement of drainage assets on their properties to facilitate an improved drainage outcome.</p> <p>This revised spatial arrangement is reflected in their approved planning permits, and planning permits that are currently being assessed.</p> <p>Given that a planning solution has been found to deal with the planning permits, Council would be reluctant to change the Future Urban Structure and the land use budgets as this could result in unintended consequences that make the delivery of these planning permits more complex.</p> <p>It is recommended that the Future Urban Structure and Property Specific Land Use Budgets remain unchanged. Noting that the planning permits trump the Future Urban Structure shown in the PSP.</p> <p><u>Development Infrastructure Levy</u></p> <p>2. Noted.</p> <p>3. This amendment seeks to increase the Development Infrastructure Levy for the following reasons:</p> <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>4. Council acknowledges that the increase to the DIL will increase the development cost for developers in the Toolern DCP area.</p> <p>5. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas.</p>


No.	Submission	Matters in Submission	Response to Submission
		<p>This increase to housing density aligns with the Victorian Housing Strategy, would assist in offsetting the increased development contributions, and would allow for more efficient use of infrastructure across the PSP.</p>	<p>6. Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL. Traditionally developers in the Toolern DCP area have provided three and four bedroom stock. If increased densities are provided it may result in the provision of two bedroom housing, which would improve housing diversity.</p> <p><u>Housing Density</u></p> <p>7. Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL.</p> <p>Increasing the minimum density of housing for conventional density areas will result in an increased demand for schools, community centres and open space. It could also result in more rainwater runoff which would need to be accommodated in drainage assets.</p> <p>It is noted that the PSP expresses housing density as a minimum rather than as a maximum. It is therefore possible for developers to hold discussions with our statutory planning team on the suitability of increasing residential densities in their estates.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>


No.	Submission	Matters in Submission	Response to Submission
21	Breese Pitt Dixon for Ecnam Properties	<p>Breese Pitt Dixon have written this submission for the Ecnam Properties, who own properties 86 and 87 in the Toolern DCP. The land is subject to a live application for a planning permit PA2021/7706 which is under consideration for subdivision.</p>  <p>1. The amendment seeks to increase the land area for 'waterway / drainage' from 7.26 Ha to 8.65 Ha. This is a result of an increase in Drainage Asset 1 in the stormwater asset table in the PSP. This results in 1.39 Ha of net developable land (see images below).</p>  <p>The submitter requests passive open space on property 86 be reduced by 0.35 Ha to help offset the increase of the drainage asset. This could be achieved by reducing the setback of development from the Western Freeway from 60 metres to 40 metres (see image below).</p> 	<p>1. Melbourne Water have requested an increase in size to the drainage assets on properties 86 and 87 to accord with its Development Service Scheme (DSS) for the Abey Road DSS area.</p> <p>Council does not intend to reduce passive open space to compensate for an increase in size of the drainage asset.</p> <p>The decrease in setback of development from 60 metres to 40 metres would need to be considered by the Department of Transport and Planning (Transport) to determine whether this is an appropriate outcome.</p> <p>2. Agreed. The passive open space being removed by the retarding basin is approximately 600 square metres in area, which 0.06 Ha.</p> <p>Council agrees that the area of passive open space on property 87 in Table 2 Property Specific Land Use Budget can be decreased by 0.06 Ha.</p> <p>3. Agreed. The passive open space being removed by the retarding basin is approximately 600 square metres in area, which 0.06 Ha.</p> <p>Council agrees that the area of passive open space on property 86 in Table 2 Property Specific Land Use Budget can be decreased by 0.06 Ha.</p> <p>4. Agreed. A local access street should be shown on the Future Urban Structure to remove doubt that property 87 will be landlocked by the retarding basin on properties 86 and 87 (see image below).</p>  <p>5. Noted. No change required.</p> <p>6. It appears that this is a historical problem stemming from the creation of this PSP in 2010.</p> <p>The Toolern Creek corridor is shown as being part of Properties 86 and 87 in the Toolern PSP. The Toolern Creek corridor is currently under the ownership of the Department of Energy, Environment and Climate Action (DECCA). It is unclear whether the creek corridor was owned by DECCA or Ecnam Properties when this PSP and DCP was first prepared.</p> <p>Council is inclined to not amend the PSP or DCP as changes to the PSP would necessitate the creation of a new property which will be hard to represent on the plans.</p> <p>It is noted that the land in the Toolern Creek corridor is encumbered land and does not alter the net developable area of either properties 86 or 87.</p> <p>It is unclear how the submitter has derived the revised land area for 10.18 Ha for property 87.</p> <p>Upon receipt on further information about the total land area for property 87 Council would be open to amending Table 2 Property Specific Land Use Budget.</p> <p>7. Given that the land shown as being in the Toolern PSP and beyond the property boundary of properties 86 and 87 is located within the Toolern Creek Corridor Council, Council sees no need to amend the plans in the PSP or the extent of the UGZ.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p>

	<p>2. Part of the increased drainage reserve is located on land that was shown as passive open space in the Future Urban Structure on property 87.</p> <p>It is requested that the extent of passive open space on Property 87 be reduced in Table 2 of the Toolern DCP to eliminate the amount of passive open space now replaced with the drainage asset (see image below).</p>  <p>3. Part of the increased drainage reserve is located on land that was shown as passive open space in the Future Urban Structure on property 86.</p> <p>It is requested that the extent of passive open space on Property 86 be reduced in Table 2 of the Toolern DCP to eliminate the amount of passive open space now replaced with the drainage asset.</p> <p>4. The amended drainage asset on properties 86 and 87 now extends in a manner that landlocks property 86 until land is developed on the property to the east is developed.</p> <p>It is requested that a local road be shown on the Future Urban Structure to prevent property 86 from being landlocked by the drainage basin.</p>  <p>5. Table 2 Property Specific Land Use Budget removes 0.55 Ha of land from Property 87 for arterial road widening. It is noted that VicRoads has acquired the land, however it should be retained on the property as it has resulted in a reduction of the net developable area.</p> <p>6. The land area for property 87 is incorrect it should be 10.18 Ha not 10.36 Ha.</p> <p>7. The plan shows variation between the correct title boundary and the PSP boundary. The image below shows the title boundary using a red dashed line and the PSP boundary in blue dashed line located further to the west.</p>  <p>The zone map is also incorrect as it shows land within the Toolern Creek as UGZ.</p>	<ul style="list-style-type: none"> • Amend Table 2 Property Specific Land Use Budget in the Toolern PSP and DCP by reducing the amount of passive open space on property 86 by 0.06 Ha. • Amend Table 2 Property Specific Land Use Budget in the Toolern PSP and DCP by reducing the amount of passive open space on property 87 by 0.06 Ha. • Amend the Future Urban Structure in the Toolern PSP by adding a local access street on the eastern boundaries of properties 86 and 87 adjacent the retarding basin. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>
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No.	Submission	Matters in Submission	Response to Submission
22	Melbourne Archdiocese Catholic Schools	<p>1. Request the vision at 3.1 be amended to include the statement Provide for non-government schools sites to meet a strategically justified need for non-government education in the area.</p> <p>2. Request the insertion of the following requirement:</p> <p><i>Where the Responsible Authority is satisfied that land shown as a non-government school site is unlikely to be used for a non-government school, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the zone / applied zone. In order to satisfy the Responsible Authority that a site is unlikely to be used for a school, it is necessary to demonstrate that:</i></p> <ul style="list-style-type: none"> <i>The application for an alternative use is not premature having regard to the extent of development in the surrounding residential area; and</i> <i>The school site is no longer strategically justified having regard to the provision of schools in the locality, including land not within the Precinct Structure Plan, as appropriate; and</i> <i>The landowner provides the responsible authority with evidence that:</i> <ul style="list-style-type: none"> <i>Genuine negotiations have been had with a range of educational providers regarding the use of the site as a school and the sale of the site to the educational provider/s; and</i> <i>The educational provider(s), do not intend to purchase the site, and use the site as a school.</i> <p>3. Request the insertion of the following requirement:</p> <p><i>Schools and community facilities must be designed to front, and be directly accessed from a public street with car parks located away from the main entry.</i></p> <p>4. Request the insertion of the following requirement:</p> <p><i>Any connector road or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the Responsible Authority.</i></p> <p>5. Request the insertion of the following guideline:</p> <p><i>Schools should be provided with three street frontages where practicable.</i></p> <p>6. The Planning Report indicates that Schedule 3 to Clause 37.07 has been amended to include a new section regarding buildings and works associated with a school. The following section cited in the planning report is missing from Schedule 3 to Clause 37.07:</p> <p><i>Section 2.5 Specific provisions – Buildings and works for a school</i></p> <p><i>Introduction of a new provision that a permit is required to construct or carry out works associated with the primary or secondary school on land shown as a Potential Non-Government School unless exempt under Clauses 62.02-1 and 62.02-2.</i></p>	<p>1. The vision already identifies schools. The vision can be amended as follows:</p> <p><i>Neighbourhood activity centres, offering direct access to transit, shopping, community services, government and non-government schools, parks...</i></p> <p>2. Given that a substantial proportion of Charge Areas 1 and 2 have already had permits issued or have permits under consideration Council has resisted rewriting the Toolern PSP to include requirements and guidelines that would typically be found in contemporary PSPs.</p> <p>It is noted that the VPA have prepared an information sheet in 2013 'Development of Non-Government School Sites for an Alternative Purpose' which provides direction on the approach that Council should take if Council receives a request to use a site for an alternative purpose.</p> <p>It is recommended that Council does not amend the Toolern PSP to include this requirement.</p> <p>3. Given that a substantial proportion of Charge Areas 1 and 2 have already had permits issued or have permits under consideration Council has resisted rewriting the Toolern PSP to include requirements and guidelines that would typically be found in contemporary PSPs.</p> <p>It is recommended that Council does not amend the Toolern PSP to include this requirement.</p> <p>4. Given that a substantial proportion of Charge Areas 1 and 2 have already had permits issued or have permits under consideration Council has resisted rewriting the Toolern PSP to include requirements and guidelines that would typically be found in contemporary PSPs.</p> <p>It is recommended that Council does not amend the Toolern PSP to include this requirement.</p> <p>5. Given that a substantial proportion of Charge Areas 1 and 2 have already had permits issued or have permits under consideration Council has resisted rewriting the Toolern PSP to include requirements and guidelines that would typically be found in contemporary PSPs.</p> <p>It is recommended that Council does not amend the Toolern PSP to include this guideline.</p> <p>6. The omission of a buildings and works specific provision in Schedule 3 to Clause 37.07 was a clerical error and was previously exhibited in the agency exhibition documents.</p> <p>It is proposed that the following specific provision be inserted into Schedule 3 to Clause 37.07:</p> <p><i>Section 2.5 Specific provisions – Buildings and works for a school</i></p> <p><i>A permit is required to construct or carry out works associated with the primary or secondary school on land shown as a Potential Non-Government School unless exempt under Clauses 62.02-1 and 62.02-2.</i></p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> Add a reference to 'government and non-government' schools in the vision at Section 3.1 of the Toolern PSP. Adding a building and works specific provision for non-government schools in Schedule 3 to Clause 37.07. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>


No.	Submission	Matters in Submission	Response to Submission
23	YHS Projects for Ellerton Estate	<p>The submitter is developing land at 363 Ferris Road, Strathulloh, as part of the Ellerton Estate. The property is identified as property 44 in the Toolern DCP.</p>  <ol style="list-style-type: none"> The PSP should be amended to allow the Neighbourhood Activity Centre (NAC) located on the property to the south to be expanded on to the land identified as property 44 in the Toolern DCP. This would allow land fronting Ferris Road to be used for a non-residential use, which would support high-density residential development. This would create a more appropriate pedestrian-friendly outcome. The image above shows the location of the NAC (purple polygons) in relation to the subject site (property 44). Developers should be given more freedom to create vibrant communities supported by non-residential land uses. Given the Cobblebank Major Activity Centre has been elevated to a Metropolitan Activity Centre, there is an opportunity to review the functions of a Neighbourhood Activity Centre (NAC) contained within Table 5 of the Toolern PSP. NACs should provide mixed-use living and working buildings to accommodate businesses providing goods and services to its catchment. The submitter would like an acknowledgement of the Metropolitan Activity Centre impact on the Ferris Road North NAC. 	<ol style="list-style-type: none"> The scope of this amendment did not seek to change the size or location of Neighbourhood Activity Centres in the Toolern PSP, as they have been optimally located to create 20-minute neighbourhoods. A significant portion of the residential areas in the Toolern PSP have had planning permits issued or have planning permits under active consideration. All of property 44 is identified as being suitable for medium and higher density housing. The higher density housing area is opposite the NAC. Property 44 is in the heart of a proposed neighbourhood being surrounded by a variety of non-residential uses. There is the proposed NAC over Ferris Road to the west, and a Government Primary School, Community Centre, and Active Open Space Reserve to the east. Property 44 is in walking distance to the future Cobblebank Metropolitan Activity Centre, which will contain a health precinct, a justice precinct, a large retail centre, and a large civic precinct. Property 44 is subject to the applied General Residential Zone. Schedule 3 to Clause 37.07 indicates that an office up to 100 sqm is permitted in the General Residential Zone. The amendment seeks to increase the retail floor area of the Cobblebank Metropolitan Activity Centre (CMAC) from 30,000 sqm to 70,000 sqm, recognising this centre as the highest order retail centre in the City of Melton. An Urban Design Framework has been prepared for CMAC, which identifies a wide variety of land uses including a health precinct, a justice precinct, tertiary education, 70,000 sqm of retail floor space, and a large civic precinct. CMAC will be a large centre whose catchment extends beyond the City of Melton. The NAC identified in the Toolern PSP is expected to be a lower order centre, which meets the needs of its catchment of approximately 10,000 people. Being a lower order centre the NAC on Ferris Road is unexpected to be detrimentally affected by the presence of the Metropolitan Activity Centre located 830 metres north of the NAC. The NAC will have a catchment of approximately 10,000 people located within walking distance of the NAC. The NAC will meet the everyday needs of the surrounding community, providing space for a full line supermarket, speciality shops, medical centre, and office floor area. <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
24	Human Habitats for Awesome Deer Park Pty Ltd	<p>Human Habitats have written this submission for Awesome Deer Park Pty Ltd, who own property 112 in the Toolern DCP. The land is in Charge Area 3 in the Toolern DCP.</p>  <ol style="list-style-type: none"> The changes to Table 2 Property Specific Land Use Budget for the property identifies an increase in the net developable area of 0.02 Ha as a result in change in the size of land required for arterial roads. This change to the net developable area is supported. <u>Development Infrastructure Levy</u> The change to the Development Infrastructure Levy will result in an increase in contribution payments of approximately \$500,000 (\$21/22), which will have a substantial impact on the viability of the development that is proposed on this land. The plan fails to provide transparency around the substantial increase to development contributions. The change to the DIL will have an impact on the viability of the development within the context of an already high development cost environment. The change to the DIL will have an impact on the affordability of housing product to the end purchaser. The change to the DIL will have an impact on the delivery and diversity of housing product across the Toolern DCP area. 	<ol style="list-style-type: none"> Noted. <u>Development Infrastructure Levy</u> Noted. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> Council acknowledges that the increase to the DIL will increase the development cost for developers in the Toolern DCP area. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas. Noting that this site is in the Cobblebank Metropolitan Activity Centre and is subject to the applied Commercial 2 Zone where dwellings are a prohibited use. Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL. Traditionally developers in the Toolern DCP area have provided three and four bedroom stock. If increased densities are provided it may result in the provision of two bedroom housing, which would improve housing diversity. <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

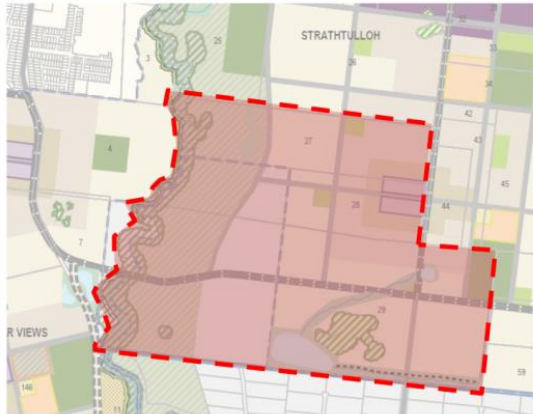
No.	Submission	Matters in Submission	Response to Submission
25	Human Habitats for Burke Leading Pty Ltd	<p>Human Habitats have written this submission for Burke Leading Pty Ltd, who are developing the Thornhill Central Estate on property 63 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <ol style="list-style-type: none"> The changes to the PSP and DCP consolidate two properties 63A and 63B into one property 63 The changes to Table 2 Property Specific Land Use Budget for the four properties identifies a reduction in net developable hectares of 0.77 Ha as a result in change in the size of land required for arterial roads and intersections. The submitter has stated that 0.29 Ha is needed for arterial road widening and 0.81 Ha is required for an intersection. Submitter is concerned that Table 2 has an error as it states that there is a loss of 0.14 Ha but it should be 0.77 Ha by the submitters calculations. <u>Development Infrastructure Levy</u> The change to the Development Infrastructure Levy will result in an increase in contribution payments of approximately \$2.73 million (\$21/22), which will have a substantial impact on the viability of the Estate that is significantly progressed through the development process. The plan fails to provide transparency around the substantial increase to development contributions. The change to the DIL will have an impact on the viability of the development within the context of an already high development cost environment. The change to the DIL will have an impact on the affordability of housing product to the end purchaser. The change to the DIL will have an impact on the delivery and diversity of housing product across the Toolern DCP area. <u>Housing Density</u> This amendment should increase housing densities to better align with the Victorian Housing Strategy, would assist in offsetting the increased development contributions, and would allow for more efficient use of infrastructure across the PSP. 	<ol style="list-style-type: none"> Noted. The FLP prepared for RD11 and IT26 on page 86 shows 0.18 Ha of land is required for IT26, and 0.29 Ha is required for RD11. These numbers are replicated in Table 2 Property Specific Land Use Budget in the Toolern DCP. This results in a loss of net developable land of 0.14 Ha not 0.77 Ha. <u>Development Infrastructure Levy</u> Noted. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> Council acknowledges that the increase to the DIL will increase the development cost for developers in the Toolern DCP area. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas. Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL. Traditionally developers in the Toolern DCP area have provided three and four bedroom stock. If increased densities are provided it may result in the provision of two bedroom housing, which would improve housing diversity. <u>Housing Density</u> Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL. Increasing the minimum density of housing for conventional density areas will result in an increased demand for schools, community centres and open space. It could also result in more rainwater runoff which would need to be accommodated in drainage assets.

No.	Submission	Matters in Submission	Response to Submission
			<p>It is noted that the PSP expresses housing density as a minimum rather than as a maximum. It is therefore possible for developers to hold discussions with our statutory planning team on the suitability of increasing residential densities in their estates.</p> <p><i>No change to the amendment recommended.</i></p> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>



No.	Submission	Matters in Submission	Response to Submission
26	Homes Victoria	<p>1. The Ministerial Direction on the preparation and content of DCPs states</p> <p><i>A development contributions plan must not impose a development infrastructure levy or a community infrastructure levy in respect of the development of land for housing provided by or behalf of the Department of Health and Human Services.</i></p> <p>This should be reflected in the Toolern DCP.</p> <p>Section 2.2.5 should be amended to include a section on social and affordable housing.</p> <p>2. In Schedule 3 to Clause 45.06 Development Contributions Plan update the reference to 'Department of Health and Human Services' to 'Department of Families, Fairness and Housing'</p>	<p>1. Agreed. Add the following text in Section 2.2.5 of the Toolern DCP:</p> <p>SOCIAL AND AFFORDABLE HOUSING</p> <p><i>The development of land for social and affordable housing by or for the Department of Families, Fairness and Housing is exempt from the requirement to pay a development infrastructure levy or a community infrastructure levy. This also applies to social and affordable housing delivered by and for registered housing associations.</i></p> <p>2. Agreed.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none">• Add an exemption for social and affordable housing in Section 2.2.5 of the Toolern DCP.• Change reference to the 'Department of Health and Human Services' to 'Department of Families, Fairness and Housing' in Schedule 3 to Clause 45.06 Development Contributions Plan Overlay. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
27	Low Cost Housing	<p>Low Cost Housing are developing two residential estates on properties 74 and 79 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <ol style="list-style-type: none"> The submitter has had development delayed by Council's and Melbourne Water's failure to provide an adequate drainage outfall and / or clear direction on how the sites can be developed. The submitter has been waiting five – six years for a resolution on the drainage outfall problem. The submitter is concerned that the increase to DIL will result in approximately \$3.4 million cost for development on their two sites. <p>It is unreasonable for Council to impose such a dramatic increase in DIL when the delays in development have been created by Council.</p> <p>Council should be working cooperatively with developers to release much needed housing to the local community rather than hindering development and imposing inflated additional levies.</p>	<ol style="list-style-type: none"> Noted. It is acknowledged that there is a problem in finding locations for storm water to outfall to in this part of the Toolern PSP. <p><u>Iramoo Circuit DSS</u></p> <p>Property 74 is in the Iramoo Circuit Development Service Scheme (DSS) area.</p> <p>Melton City Council and Melbourne Water acknowledge development has proceeded in an out-of-sequence manner, affecting the drainage staging and outfall works in the Iramoo Circuit DSS area in the eastern part of the Toolern PSP area.</p> <p>The Iramoo Circuit DSS requires stormwater to outfall to the Kororoit Creek through the Melton East PSP area.</p> <p>Significant drainage assets are required to convey stormwater to the Kororoit Creek and affects development in the Toolern and Rockbank PSP areas.</p> <p>The Melton East PSP is currently under preparation and is expected to provide some certainty on the outfall requirements to service the Iramoo Circuit DSS area, the proposed drainage works will enable a free draining outfall to Kororoit Creek.</p> <p>Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater.</p> <p>This is an implementation problem that this amendment cannot resolve.</p> <p><u>Melton South DSS</u></p> <p>Part of Property 79 is in the Melton South Development Service Scheme (DSS) area, and part is located in the Iramoo Circuit DSS area.</p> <p>Melton City Council and Melbourne Water acknowledge development has proceeded in an out-of-sequence manner, affecting the drainage staging and outfall works in the Melton South DSS area in the southern part of the Toolern PSP area.</p> <p>The Melton South DSS requires stormwater to outfall to the Toolern Creek to the west.</p> <p>Significant drainage assets are required to convey stormwater to the Toolern Creek through multiple residential estates.</p> <p>Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater.</p> <p>This is an implementation problem that this amendment cannot resolve.</p> <ol style="list-style-type: none"> This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p>


No.	Submission	Matters in Submission	Response to Submission
			<p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p><i>No change to the amendment recommended.</i></p> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>


No.	Submission	Matters in Submission	Response to Submission
28	Lendlease for Atherstone Estate	<p>Lendlease are developing the Atherstone residential estate on properties 27, 28 and 29 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <p>1. The submitter is generally supportive of the exhibited amendment and requests several changes to the amendment documentation.</p> <p><u>Intersection 23</u></p> <p>2. Intersection 23 should be amended to include a southern leg.</p> <p><u>Extension of Ferris Road south of IT05</u></p> <p>3. RD17 should be extended south of IT05 to the boundary of the PSP. This road is currently identified as developer works in the Toolern DCP.</p> <p>Ferris Road extends to Greigs Road south of the Toolern PSP through the Strathtulloh estate.</p> <p>This leg of Ferris Road will be a main thoroughfare for traffic travelling north-south to the Cobblebank Metropolitan Activity Centre. The traffic volumes warrant inclusion in the Toolern DCP.</p> <p>Lendlease can prepare a traffic impact assessment to support this assertion.</p> <p><u>Melton South Development Service Scheme Assets</u></p> <p>4. Melbourne Water and Lendlease have changed the alignment and location of drainage assets from what is shown in the Future Urban Structure in the Toolern PSP.</p> <p>Lendlease have requested the Toolern PSP and DCP be amended to show the revised drainage asset layout.</p> <p><u>Passive Open Space Contribution</u></p> <p>5. The method of annual cost escalation may have an impact on the future cash contribution in lieu of land required under Clause 53.01 of the Melton Planning Scheme.</p> <p>It is requested that the wording of Section 4.5.2 of the Toolern Precinct Structure Plan be changed to allow Melton City Council to accept additional credited open spaces (at their discretion) over and above the requirements specified in Table 3, and that the endorsed additional credited land is included within the required 3.97% contribution.</p>	<p>1. Noted.</p> <p><u>Intersection 23</u></p> <p>2. The Functional Layout Plan that has been prepared for Amendment C232melt showing three legs to this intersection is consistent with the intersection design in the Toolern PSP and DCP dating from 2010.</p> <p>Council considers the strategic justification has not been established for including the fourth leg of the intersection in the Toolern DCP.</p> <p>Given the large number of submissions concerned about the increase to the Development Infrastructure Levy (DIL), Council would be reluctant to amend a project that further increases the DIL.</p> <p>Access to the Billeroy estate can be facilitated through IT01 in the Toolern Park PSP and IT05 in the Toolern PSP.</p> <p><u>Extension of Ferris Road south of IT05</u></p> <p>3. The exclusion of this section of road from the Toolern DCP is consistent with the road network in the Toolern PSP and DCP dating from 2010.</p> <p>Council considers the strategic justification has not been established to include the section of Ferris Road south of IT05 as a DCP project.</p> <p>The section of Ferris Road located between IT05 and the southern boundary of the Toolern PSP is identified as a connector road in the Toolern PSP and DCP documents.</p> <p>It is reasonable for this street to be delivered by the landowner / developer as part of their subdivision works. It would be unusual for this to be included in a DCP given its designation as a connector road.</p> <p><u>Melton South Development Service Scheme Assets</u></p> <p>4. Noted. PSPs / DCPs and Urban Growth Zone Schedules are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as 'being generally in accordance'.</p> <p>The PSP system allows subdivision layouts that are approved in planning permits to differ from the Future Urban Structure shown in the PSP that governs the development of the area. The example provided by the submitter is an example of this in practice.</p> <p>In this instance the developer of property 29 has come to an agreement with Council and Melbourne Water to develop an alternative spatial arrangement of drainage assets on their property to facilitate an improved drainage outcome.</p> <p>It is recommended that the Future Urban Structure and Property Specific Land Use Budgets remain unchanged.</p> <p><u>Passive Open Space Contribution</u></p> <p>5. The Toolern PSP and DCP has been in operation since 2010, and a significant number of planning permits have been issued or are under active consideration.</p> <p>The changes to the way Council have approached passive open space provision has been guided by the Toolern PSP and DCP documents for 14 years.</p> <p>Council does not support this proposal to change the approach to passive open space contribution as this could have unintended consequences on planning permits that have been issued, passive open space that has been provided, and planning permit applications that are in-flight.</p> <p>The proposed change to wording could result in developers seeking financial compensation from Council for providing additional passive open space, which would have a negative impact on Council's financial position as it would distort the equalised provision of public open space contributions in land and cash.</p>


No.	Submission	Matters in Submission	Response to Submission									
		<p><u>Reconciliation of NDA</u></p> <p>6. The drainage and regional park areas within Property 27 appear to be double counted. The new 2.2 Ha drainage reserve is located within the regional park, however, there has not been a decrease in the regional park to account for the reserve.</p> <p>The NDA figures should reflect this discrepancy.</p> <p><u>Southern Neighbourhood Activity Centre</u></p> <p>7. The original intention of the NAC on property 28 has changed due to the upgrade of the Cobblebank Principal Activity Centre to a Metropolitan Activity Centre.</p> <p>Lendlease seeks flexibility over land uses in the NAC located on Ferris Road, and assurances that Council will consider the highest and best usage at the time of development.</p> <p><u>Cost Escalation Methodology</u></p> <p>8. Lendlease seeks information on how cost escalation will occur. Will the annual cost escalation for the DCP use the Rawlinsons index or the VPA ICP indexing?</p> <p><u>Location of BD04</u></p> <p>9. The location of the pedestrian bridge BD04 is in a steep gorge at the same location of a drainage outfall into the Toolern Creek.</p> <p>Lendlease recommends that this pedestrian bridge should be deleted.</p>	<p>Given this would be a major change to how passive open space is delivered, Council does not intend to make changes to the passive open space contribution wording in Section 4.5.2 of the Toolern PSP.</p> <p><u>Reconciliation of NDA</u></p> <p>6. Agreed.</p> <p>The current Table 2 Property Specific Land Use Budget identifies the following land areas for Property 27:</p> <table><tr><th></th><th>Drainage</th><th>Regional Park</th></tr><tr><td>Current DCP</td><td>-</td><td>15.66</td></tr><tr><td>Amendment C232</td><td>2.20</td><td>15.66</td></tr></table> <p>It is recommended that the extent of Regional Park on property 27 be amended to 13.46 Ha.</p> <p><u>Southern Neighbourhood Activity Centre</u></p> <p>7. No changes are proposed to the location or size of Neighbourhood Activity Centres (NAC) through this amendment. This NAC is still needed to meet the local everyday good and service needs for a catchment of approximately 10,000 people and contributes to this PSP being made of 20-minute neighbourhoods.</p> <p><u>Cost Escalation</u></p> <p>8. As per Section 3.1.6 of the Toolern DCP indexation of construction costs in the DCP will continue to be via the <i>Rawlinsons Australian Construction Handbook</i>.</p> <p><u>Location of BD04</u></p> <p>9. There is some flexibility in the location of pedestrian bridge BD04. It does not need to be constructed in the exact location that it is shown on the plans in the Toolern DCP, as the generally in accordance principle applies to this piece of infrastructure.</p> <p>This pedestrian bridge is required to connect the residents of Weir Views to the Toolern Creek Regional Park.</p> <p><i>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</i></p> <ul style="list-style-type: none"><i>Amend the area identified as regional park on property 27 in Table 2 Property Specific Land Use Budget from 15.66 Ha to 13.46 Ha.</i> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>		Drainage	Regional Park	Current DCP	-	15.66	Amendment C232	2.20	15.66
	Drainage	Regional Park										
Current DCP	-	15.66										
Amendment C232	2.20	15.66										


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29	Landowner Cobblebank	<p>The submitter owns property 34 in the Toolern DCP.</p>  <p><u>Background</u></p> <p>The Toolern PSP has identified a government secondary school and an active open space reserve on the property.</p> <p>The site will be acquired by relevant government agencies at its market value, based on its highest and best use at the time of acquisition.</p> <p>Submitter is concerned that the proposed changes to the Toolern PSP and DCP will reduce the value of their land and negate the collection of correct funds from the development contributions at the time of acquisition.</p> <p>The Minister for the Crown administering the Education and Training Reform Act 2006 has compulsorily acquired 0.2927 Ha of land for an intersection at Ferris Road.</p> <p>The Minister for the Crown administering the Education and Training Reform Act 2006 has compulsorily acquired 5.093 Ha of land for a government secondary school, and 0.0254 Ha for the widening of Alfred Road.</p> <p><u>Submission</u></p> <ol style="list-style-type: none"> The amendment seeks to increase the size of the active open space reserve on their land by 0.21 Ha (this was formerly shown as a non-government school). It is noted that part of the active open space would be bisected by a north-south road. The submitter requests the north-south road be moved to the western boundary of the non-government school. Normally road infrastructure is developed by the party subdividing the land. The submitter is concerned that they will be required to build the two north-south roads shown on their land. The submitter is concerned that the increase in the Development Infrastructure Levy will impact house and land values, which in turn would impact land values, which could result in a decreased value of his land being acquired by Council. 	<ol style="list-style-type: none"> Agreed. Amendment C232melt has removed the non-government school from properties 33 and 34, however this is not reflected in the PSP and DCP plans. The plans in the PSP and DCP should be updated to move the local road currently shown one house lot west of the boundary to property 35 to the boundary of property 35.  <ol style="list-style-type: none"> The road should be shown on the western boundary of property 35 (land outlined in red above), and the land currently shown as a local road near the western boundary of property 35 will be shown as open space (land outlined in yellow above) Council will negotiate with the landowner on whose responsibility it is to deliver the two local north-south roads on their property. This will be conducted as part of the land acquisition negotiations for the active open space reserve. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>It is unclear what impact the change to the DIL will have on land values in the DCP area.</p>

No.	Submission	Matters in Submission	Response to Submission
			<p><i>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</i></p> <ul style="list-style-type: none"><i>Update all plans in the Toolern PSP and DCP to remove the non-government school from properties 33 and 34. Replace the school with a local road and open space.</i> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>

No.	Submission	Matters in Submission	Response to Submission
30	Landowner Strathtulloh	<p>The submitter owns property 45 in the Toolern DCP.</p>  <p><u>Background</u></p> <p>Property 45 has been designated for residential development, passive open space, part of a community facility, part of a government primary school and part of an active open space reserve.</p> <p>The submitter is concerned about how surrounding development will integrate with their property.</p> <p><u>Submission</u></p> <ol style="list-style-type: none"> The submitter is concerned that the east-west road show on their land may move north, which could result in an increase in size of the school and active open space. This would reduce their net developable area. If the road on properties 33 and 34 is relocated to the east (see submission 29) it could result in the north-south road shown on their property being relocated too. This could affect property's 45 development layout and restrict access to their land. The PSP and DCP has nominated an over provision of passive open space on their land which reduces the available land for future development and potential land value. Opposes the increase to the Development Infrastructure Levy. 	<ol style="list-style-type: none"> The amendment to the Toolern PSP and DCP does not propose a change to the size or location of the east-west road on property 45, or the size or location of the government primary school or the active open space reserve. Council has approved the location of the north-south road in the adjoining estate subject to planning permit PA2022/8039. <p>The relocation of the north-south road on properties 33 and 34 (submission 29) does not impact the location of the north-south road shown on the boundary of properties 45 and 46.</p> <p>At this stage property 45 has not put forward an application to subdivide and develop their land. All estates being developed along Alfred Road gain access to their estates through local roads being created from Alfred Road. The changes to the location of the north-south road on properties 33 and 34 will not impact access to property 45.</p> <ol style="list-style-type: none"> This amendment does not propose any change to the size or location of the passive open space on property 45. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>It is unclear what impact the change to the DIL will have on land values in the DCP area.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
31	1156 Harmony Estate Pty Ltd Part Harmony Estate	<p>1156 Harmony Estate Pty Ltd are developing a residential estate on property 56 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <p>1. The submitter has had development delayed by Council's and Melbourne Water's failure to provide an adequate drainage outfall and / or clear direction on how the sites can be developed. Should an outfall had been delivered and / or clear direction provided the site would have been developed by now.</p> <p>The developer has been waiting six years for answers from Council.</p> <p>2. The submitter opposes the increase to the Development Infrastructure Levy (DIL). It is unreasonable for Council to impose such a dramatic increase in DIL when the delays in development have been created by Council.</p> <p>Council should be working cooperatively with developers to release much needed housing to the local community rather than hindering development and imposing inflated additional levies.</p>	<p>1. Noted. Property 56 is in the Melton South DSS area.</p> <p><u>Melton South DSS</u></p> <p>Melton City Council and Melbourne Water acknowledge development has proceeded in an out-of-sequence manner, affecting the drainage staging and outfall works in the Melton South DSS area in the southern part of the Toolern PSP area.</p> <p>The Melton South DSS requires stormwater to outfall to the Toolern Creek to the west.</p> <p>Significant drainage assets are required to convey stormwater to the Toolern Creek through multiple residential estates.</p> <p>Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater.</p> <p>This is an implementation problem that this amendment cannot resolve.</p> <p>2. This amendment seeks to increase the Development Infrastructure Levy for the following reasons:</p> <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
32	Investment Experts Aus 1165 Pty Ltd Part Harmony Estate	<p>Investment Experts Aus 1165 Pty Ltd are developing a residential estate on property 78 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <ol style="list-style-type: none"> The submitter has had development delayed by Council's and Melbourne Water's failure to provide an adequate drainage outfall and / or clear direction on how the sites can be developed. Should an outfall had been delivered and / or clear direction provided the site would have been developed by now. The developer has been waiting six years for answers from Council. The submitter opposes the increase to the Development Infrastructure Levy (DIL). It is unreasonable for Council to impose such a dramatic increase in DIL when the delays in development have been created by Council. Council should be working cooperatively with developers to release much needed housing to the local community rather than hindering development and imposing inflated additional levies. 	<ol style="list-style-type: none"> Noted. Property 78 is in the Melton South DSS area. <u>Melton South DSS</u> Melton City Council and Melbourne Water acknowledge development has proceeded in an out-of-sequence manner, affecting the drainage staging and outfall works in the Melton South DSS area in the southern part of the Toolern PSP area. The Melton South DSS requires stormwater to outfall to the Toolern Creek to the west. Significant drainage assets are required to convey stormwater to the Toolern Creek through multiple residential estates. Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater. This is an implementation problem that this amendment cannot resolve. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>No change to the amendment recommended. Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
33	Landowner Strathtulloh	<p>Submitter owns property 60 in the Toolern DCP area.</p>  <p>1. The submitter objects to the increase to the Development Infrastructure Levy</p>	<p>1. This amendment seeks to increase the Development Infrastructure Levy for the following reasons:</p> <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

12.7 COMMUNITY BUS HIRE REVIEW

Author: Samantha Sales - Wellness and Engagement Coordinator

Presenter: Troy Scoble - Director City Life

PURPOSE OF REPORT

To seek Council endorsement to transition its support of Community Transport Hire Service from a service delivery model to a service support model that mitigates ongoing risks to Council and continues to support community groups requiring bus hire.

RECOMMENDATION:

That Council:

1. Note the findings of the review of Council's Community Transport Service – Hire of Council buses to Community.
2. Endorse the transitioning of the Community Transport Service from a direct service delivery model to a community service support model to mitigate ongoing risks to Council.
3. Endorse an 18-month trial of the service support model with a new funding stream within the Community Grants Program to support community groups requiring bus hire for their programs and activities.
4. Endorses a report to be presented to Council which includes evaluation of the user experience of the service support model following completion of the first 12 months of the trial.

Motion

Crs Abboushi/Ramsey.

That Council request officers:

1. Propose a budget and report to Council for the purchase, modification and management of a bus outside of Council's lease plan contract; and
2. Establish new policies and procedures including risk management framework to continue to be able to deliver a service hiring Council buses for community use.

For: Crs Abboushi, Farrugia, Ramsey, Shannon and Vandenberg

Against: Crs Majdlik, Turner

Abstained: Nil

CARRIED

REPORT

1. Executive Summary

The hire of Council buses for community is currently available to eligible community groups and not-for-profit organisations to support their community group activities.

A review has been undertaken to determine the future of this service to ensure compliance with updated Safe Transport Victoria (STV) requirements and best practice standards and service supports across the sector.

The primary function of Council's Community Transport service is designed to support eligible residents with health and mobility challenges to access a range of Commonwealth and State funded programs and services. Hiring Council buses for community groups has been a historical service that in recent years has had minimal usage. Due to the requirements for Council to manage a service including the risk management and compliance framework with external drivers to the organisation driving Council buses, it is not considered a core service to Council to continue to provide.

Market sounding has identified a number of alternatives that community groups should this service be required can access. These services are cost effective and managed with the appropriate policies, procedures, resources and risk management frameworks in place to support the community.

As there has been very limited usage of the service in recent years, it is proposed that Council support groups that may wish to access bus hire for specific activities (financially through grants programs) as opposed to directly deliver the full service.

2. Background/Issues

Council's Community Transport service consists of two key areas:

1. *Community Transport Service*

This service includes 5 designated buses to provide transport options for Commonwealth Home Support Programme (CHSP) and Home and Community Care Program for Young People (HACC PYP) eligible residents who have health and mobility challenges to facilitate their access to health and social programs.

2. *Community Bus Service – Hire of Council buses to Community*

Includes three (3) 12-seater buses available to hire to eligible community groups and not-for-profit organisations for community to support their own private activities. Council currently has 3 registered community group users that use the service.

Internal departments access the buses to deliver a range of programs and services, including Young Communities, Vacation Care, City Strategy and Healthy Connected Communities.

The Hiring of Council Buses to Community has been provided to community groups for over 30 years. The service has had numerous changes during this time, however the additional external requirements impacting this service that have been recently introduced have been more significant.

The community bus service was a registered user under Safe Transport Victoria (STV) guidelines, however in March 2022, all registered users were transitioned to accredited user status. A deadline of March 2023 was provided to ensure all compliance requirements were in place to meet the accreditation requirements. At the time, if Council was to continue this service in the future, the community groups would be limited to supporting small groups with 11 attendees or under and them providing a driver. For any bus usage in the future, if seating capacity exceeds 12 seats, a larger bus is required and an endorsed heavy rigid licence for the community groups driver. The cost to community groups for this is \$76 to achieve accreditation and an annual fee of \$35. Seating capacity of 24 and over would require annual individual driver accreditation and a medical check, the application for annual individual driver accreditation is at an initial cost of \$76.30 and annual renewal of \$34.00.

Due to these changes, a review was required to determine the ongoing provision of the Hiring of Council buses to community and the risk to Council in continuing.

The community bus service was a registered user under Safe Transport Victoria (STV)

The review has now been completed with a summary of the review outcomes provided below:

Methodology of Review

The review has included benchmarking, consideration of insurance compliances, risks, Safe Transport Victoria, and Lease Plan requirements to finalise a proposed recommendation for the future of this service to ensure compliance with Safe Transport Victoria (STV) requirements and best practice standards.

The review also analysed key data including usage and reported issues.

Review Findings

Below is a comparison of current services together with findings of the review.

Findings indicate that there is minimal utilisation of the service at present, however there are several risks inherent in continuing this service with new guidelines.

Current	Review findings to date
Community Bus Service Access Policy <i>Review date: 21 August 2023</i>	Based on benchmarking across Councils, external community bus hire is not considered a core Council business.
Community Bus Access Guidelines – Handbook for Community Bus Users	Council fleet is in the process of transitioning to Lease Plan. Once this occurs, sublet to community bus users will not be available under a leasing option. Council will need to buy outright a new bus fleet.
Investigated the requirement for driver accreditation (commercial passenger vehicles) through Safe Transport Victoria (STV)	Following investigation, individual driver accreditation is not required however Council is required to be compliant with Safe Transport Victoria (STV) accreditation.
Currently, there are three (3) registered users for community bus hire. STV accreditation compliance requirement stipulates that any registered users would need to be incorporated users in the future.	Minimal impact if community bus hire is discontinued due to: <ul style="list-style-type: none"> • low number of registered users • other specialised bus hire services available within the municipality
Subsidised, endorsed fees in place for 2023-24 for Community Bus Hire	Opportunities to support community users to access bus hire through provision of community grants.
Bus utilisation pre-COVID: March 2019 – March 2020 23 groups, total use = 89 times during this period. Important to note: 8 of these groups were schools and under STV changes, we are not permitted to hire.	Bus utilisation post-COVID: March 2023 – October 2023 3 groups, total use = 5 times during this period.

LeasePlan Contract

Council has a contractual arrangement for all vehicles to be sourced through LeasePlan.

The contract states that subletting to external groups including community bus users is not permitted.

The buses utilised by the Community Bus hire service were purchased in 2015 and are required to be replaced due to the age of the vehicles and non-compliance with the 5 STAR ANCAP safety rating, and therefore non-compliance with Council's Vehicle Policy.

To continue this service, a new bus will be required to be purchase outside of the LeasePlan contract, the estimated costs associated with this are:

- vehicle - \$75,396 incl. GST
- on road costs - \$2,670
- annual registration - \$819.70
- additional costs for insurance, maintenance and servicing

Other Operators in the City of Melton

There are several private operators that provide bus for hire services in and around the City of Melton. The average cost of hiring a bus for a day / excursion is between \$170 to \$400 pending usage with bonds insurance included etc. This opposed to hiring a Council bus at the current user fee of, up to 5 hours \$31.40, daily \$62.80, overnight use per night \$149.30 and bond per booking \$199.80. This cost does not include the resources required to manage the hire. Hire through a private bus hire organisation is fully supported with the appropriate policy, procedures and risk management frameworks to support and protect the hirer.

Opportunities to Support Community

It is proposed that Council's role pivot from a direct service provider of buses for adhoc community usage to a support, facilitate role for the few requests received. Council can support community groups financially that require adhoc usage of a bus for community programming or activities through its new Community Grants Program.

Access to Councils community grants program has been enhanced with the the new Grants program recently launched. Under the new program, community groups can apply for usage ongoing as opposed to there being two rounds per year. Each group can apply for up to \$5K per project or \$10K per financial year. There is also the option of exploring an auspice arrangement (**see Appendix 1: Auspice Information**).

Through the Community Grants Program, groups have the option to apply at any time within the financial year. For example, if a community group is seeking bus transport for its group for four excursions a year, they would apply for a specified amount to cover their requirements for that financial year.

To better support our community in accessing of hiring buses through Specialised Providers there is the opportunity to establish a simplified and specific grant stream dedicated to Community Bus Hire. This Community Bus Hire grant stream could be a piloted for 12 months similar to the Fair Go Youth Fund that Council piloted and now has a dedicated stream in the grants program ongoing.

An Officer with responsibility for Community Grants can provide guidance and support to meet with interested groups to support them through grant process.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

1. A safe City that is socially and culturally connected

1.4 A City that promotes positive public health and wellbeing outcomes to our community

4. Financial Considerations

The provision of the Bus for Community hire service is currently at 100% cost to Council. The three 12-seater community buses that are currently Council assets is due to change as they transition to LeasePlan ownership and management due to the age of the vehicles and non-compliance with the 5 STAR ANCAP safety rating, and therefore non-compliance with Council's Vehicle Policy.

The community buses could be reduced from three to one based on current utilisation providing Council savings in ongoing ownership and operational costs.

Should the discontinuation of external hiring of buses occur, there would be a reduction of \$60K in the operating budget.

Cost Comparison

Fee Schedule (as per Community Bus Service User Guide 2023)

Registered users are required to pay a fee per bus for each booking. These fees are determined as part of Council's budgetary process.

The planned 2024 – 2025 user fee schedule is as follows:

Fee Name	Usage - Planned FEE
Standard Fees	
Registered User Group fee per bus per booking	Up to 5hrs - \$35 Daily use - \$68.50 Overnight (per night) \$164
Bond per booking	Usage Bond (5 hrs or Daily) \$218
Non-compliance Charges	
Bus returned with fuel not replaced	Replacement fuel and \$55.50 administration fee
Late cancellation (less than 48hrs notice)	Payment of the full scheduled booking fee for that booking
"At fault" accident insurance excess	\$600.00
Internal and external damage to the bus	All associated repair costs not covered by insurance

There is an opportunity as stated in the body of the report to support community groups financially with adhoc bus hire usage through Council's community grants program.

5. Consultation/Public Submissions

Officers advised all registered users that the community bus hire service was undertaking a review due to:

- Changes to driver accreditation requirements from Safe Transport Victoria (STV) – in July 2023
- Vehicle replacement in line with Council's LeasePlan contract – in October 2023

Should Council discontinue the hiring of Council buses to community, Officers will ensure that the three registered users are informed and that those that contact Council in the future are provided with options for hire including financial supports available.

6. Risk Analysis

The Risk Assessment (see **Appendix 2**) identified that risks are financial, regulatory, reputational, health and safety, and operational impacts.

Council is not a specialised vehicle hire company hence has limited driver controls, policies and procedures, and safety management practices in place to manage external hirers. This further highlights increased reputational risks and safety obligations.

The current age of the community bus fleet and non-compliance with the 5 STAR ANCAP safety rating means that they are non-compliant with Council's Vehicle Policy

The identified risks are ones that private vehicle hire organisations are established to manage due to the nature of their operations.

7. Options

Council has the option to:

1. Endorse the recommendations of this report; or
2. Not endorse the recommendations of this report which will require:
 - Additional financial cost for the purchase, modification, and management of a bus outside of Council's LeasePlan contract.
 - Establishment of new policies and procedures including risk management framework to continue to be able to deliver a service hiring Council buses for community use

LIST OF APPENDICES

1. Auspice Information
2. Risk Assessment - Community Bus Hiring to External User Groups



Auspice Arrangements

What is an auspice arrangement?

An auspice arrangement is when an incorporated group assists a non-incorporated group to fund a grant activity or event. The incorporated group is known as the auspice and the non-incorporated group is known as the grant recipient.

When does a community group need an auspice?

Community groups will need to seek an auspice agreement if they are not incorporated.

When does a community group need to confirm an auspice arrangement?

Community groups will need to confirm an auspice arrangement when submitting their grant application. They will also need to provide the contact details for the auspice.

What are the responsibilities of the auspice?

If the grant application is successful, the auspice will be responsible for:

- signing the funding agreement
- all legal and financial responsibility of the grant on the applicant's behalf
- receiving and distributing grant funds under the funding agreement
- ensure the project is completed
- submit an acquittal (final report) on the applicant's groups behalf.

How do community groups source an auspice?

You can research local incorporated organisations on the Australian Charities and Not-for-profits Commission website at www.acnc.gov.au. The Community Grants Team cannot assist you to find an auspice.

What should groups consider before entering into an auspice arrangement?

Auspice arrangements often involve close working relationships. The parties should therefore be satisfied that they can enter into a successful working relationship with one another. Moreover, the group must be aware that entering an auspice arrangement implies losing some degree of independence to the Auspicing Body.

What is an Auspice Agreement?

An Auspice Agreement details the financial and administrative arrangements (in writing) between the auspice and the non-incorporated group. This agreement must be signed by both parties.

A vibrant, safe and liveable
City accessible to all

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232 High Street
Melton VIC 3337

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ABN 22 862 073 889

03 9747 7200
csu@melton.vic.gov.au
melton.vic.gov.au
cityofmelton

CITY OF MELTON		Risk Assessment		# 13
Objective				
This Risk Assessment Form is to be used to record the details and determine the risk levels of foreseeable hazards associated with a new (or change in) project, product, activity or business initiative.				
1. Identify Risk				
1a. Risk Title (Name of project / product / activity / business initiative being assessed)				
Community Bus Hiring to External User Groups				
1b. Purpose of the project / product / activity / business initiative				
Community Bus Hiring to External User Groups				
1c. Directorate / Business Unit				
Community Care				
1d. Risk Description				
Unlicensed & unregistered groups/individuals hire/use the community buses.				
1e. Risk Sources (Causes)		1f. Impact of Risk (Consequences)		1g. Risk Category
Lack of processes Processes not being monitored.		Accidents Reputational risks		People & Integrity
1h. Name and Title of Risk Identifier		1i. Date Risk Identified		
Lauren Shea		02-Mar-2023		
1j. Risk Assessor		1k. Date of Assessment	1l. Images Attached (if applicable)	
Lauren Shea		02-Mar-2023	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
1m. Risk Assessor (External) Name and Contact details				

MINUTES OF THE MEETING OF COUNCIL

Item 12.7 Community Bus Hire Review

Appendix 2 Risk Assessment - Community Bus Hiring to External User Groups

24 JUNE 2024

1n. Persons involved in assessing the risk

Ajay Ramdas

2. Analyse Risk

2a. Risk	2b. Inherent Likelihood	2b. Inherent Consequence	2b. Inherent Risk Rating	2c. Controls	2d. Control Type	2e. Control Criticality	2f. Control Owner	2g. Residual Likelihood	2g. Residual Consequence	2g. Residual Risk Rating
Unlicensed & unregistered groups/ individuals hire/use the community buses.	Possible	Major	High	User guide for external user	Current Control	3		Unlikely	Major	Medium
Unlicensed & unregistered groups/ individuals hire/use the community buses.	Possible	Major	High	Registration application form	Current Control	3		Unlikely	Major	Medium
Unlicensed & unregistered groups/ individuals hire/use the community buses.	Possible	Major	High	Copy of license	Current Control	3		Unlikely	Major	Medium
Unlicensed staff	Possible	Major	High	User guide for internal users	Additional Control	3		Unlikely	Major	Medium

Hierarchy of Controls		Comments
Most Effective	Elimination	
	Substitution	
	Isolate	
	Engineering Controls	
	Administrative Controls	
Least Effective	Personal Protective Equipment	

3. Set Mitigation Actions

3a. Action	3b. Action Owner	3c. Start Date	3d. Due Date	3e. Comments
Create internal user guide for staff	Lauren Shea	14-Mar-2023	14-Apr-2023	

4. Evaluate Risk		
4a. Risk Assessor Comments		
4b. Manager Comments		
Manager Name	Date	
	Risk Treatment	
Title	Next Review Date	
	Assign Risk Owner, if transferred to	
Comments (Enter your comment below)	Risk Register	
4c. Risk Team Comments		
Risk Team Member Name		Should the risk be transferred to Risk Register? Yes <input type="checkbox"/> No <input type="checkbox"/>
Date Received		
Risk Team Comment		
Risk Register	Enterprise	

APPENDICES

LIKELIHOOD TABLE

Likelihood	Probability Circumstance	Probability Occurrence	Probability Chance	Control Effectiveness
Almost Certain	Event is expected to occur in most circumstances.	The event is expected to occur more than once per year or is already happening.	>80% chance of occurring	Less than 30% of the controls associated with the risks are rated as Effective. Without control improvement, there is almost no doubt that the risk will eventuate.
Likely	The event may occur in most circumstances.	The event may occur once a year.	50-80% chance of occurring	Only 30%-50% of the controls associated with the risks are rated as Effective. Without control improvement, it is more likely than not that the risk will eventuate.
Possible	The event may occur under some circumstances.	The event may occur once in 3 years.	30-50% chance of occurring	50%-70% of the controls associated with the risks are rated as Effective. Without control improvement, the risk may eventuate.
Unlikely	The event may occur under particular circumstances.	The event may occur once in 10 years.	10-30% chance of occurring	70%-90% of the controls associated with the risks are rated as Effective. The strength of this control environment means that it is more than likely that the risk eventuating would be caused by external factors not known to the organisation.
Rare	The event may occur in exceptional circumstances.	The event may occur once in over 10 years.	<10% chance of occurring	Greater than 90% of the controls associated with the risks are rated as Effective. The strength of this control environment means that it is most likely that the risk eventuating would be caused by external factors not known to the organisation.

CONSEQUENCES TABLE

Risk Category	Insignificant	Minor	Moderate	Major	Critical
Enterprise	<p>§ Insignificant impact on achieving Council's strategic objectives.</p> <p>Impact on Council that it fails to achieve <5% of its strategic objectives.</p> <p>§ Insignificant impact on service unit's delivery of services/functions.</p>	<p>§ Minor impact on achieving Council's strategic objectives.</p> <p>Impact on Council that it fails to achieve 5%-10% of its strategic objectives.</p> <p>§ Minor short-term impact on business unit's delivery of services/functions.</p>	<p>§ Moderate impact on achieving Council's strategic objectives.</p> <p>Impact on Council that it fails to achieve 10%-20% of its strategic objectives.</p> <p>§ Moderate impact on business unit's delivery of services/functions.</p>	<p>§ Significant impact and impediments in achieving Council's strategic objectives.</p> <p>Impact on Council that it fails to achieve 20%-50% of its strategic objectives.</p> <p>§ Ongoing difficulties in delivering the business unit's services/ functions.</p>	<p>§ Severe impact on achieving Council's strategic objectives.</p> <p>Impact on Council that it fails to achieve >50% of its strategic objectives.</p> <p>§ Long term impact on the delivery of services/functions. Impact on multiple business units and/or directorates.</p>
Financial	<p>§ Little or no financial loss: < 0.01% of the operational budget.</p>	<p>§ Some financial loss: 0.01% - 0.15% of the operational budget or \$20,000 - \$300,000.</p>	<p>§ Moderate financial loss: 0.15% - 2.5% of the operational budget or \$300,000 - \$5 million.</p>	<p>§ Significant financial loss: 2.5% - 5% of the operational budget or \$5 million - \$10 million.</p>	<p>§ Extensive financial loss: greater than 5% of the operational budget or over \$10 million.</p>
Environment & Community	<p>§ Limited damage to a minimal area of low significance.</p> <p>§ A small number or nil people displaced and only for a short time.</p> <p>§ No inconvenience to customers/ stakeholders/ communities.</p>	<p>§ Minor effects on the biological or physical environment.</p> <p>§ Some displacement of a small number of people for a limited time.</p> <p>§ Customers/stakeholders/ communities slightly inconvenienced.</p>	<p>§ Moderate effects on the biological or physical environment but not affecting the ecosystem.</p> <p>§ Localised displacement of people who return within 24 hours.</p> <p>§ Customers/stakeholders/ communities inconvenienced.</p>	<p>§ Serious environmental effects with some impairment of ecosystem function.</p> <p>§ Large number displaced (more than 24 hours duration).</p> <p>§ Major impact on customers/ stakeholders/ communities with disrupted service.</p>	<p>§ Extensive damage to the environment and mutilation of the ecosystem.</p> <p>§ General displacement of community for an extended duration.</p> <p>§ Severe impact on customers/ stakeholders/ communities with disrupted service.</p>
Contractual & Legal	<p>§ Minor compliance incident likely inadvertent. No risk of transmission or exposure resulting.</p> <p>§ Minimal or no penalties or costs to litigate resolve and/or remediate.</p> <p>§ Process has minor ethical or environmental impact.</p>	<p>§ One-off non-compliance event with no risk of impact.</p> <p>§ Internal investigation required and likely complaint lodged with regulator.</p> <p>§ Processes shown to have minor ethical or environmental impacts.</p> <p>§ Whistle-blower complaint</p>	<p>§ Systemic control non-compliance event with impact on community and staff with no risk of further impacts.</p> <p>§ May result in regulator attention, litigation and financial loss.</p> <p>§ Processes shown to have ethical or environmental impacts</p>	<p>§ Deliberate or major control non-compliance event with significant number of community and staff impact.</p> <p>§ Possible penalties, financial loss and criminal sanctions.</p> <p>§ Processes shown to have serious ethical or environmental impacts.</p>	<p>§ Serious and wilful control non-compliance event affecting large number of community and staff.</p> <p>§ Penalties, financial loss and criminal sanctions all highly likely.</p> <p>§ Processes shown to have major ethical or environmental impacts</p>

MINUTES OF THE MEETING OF COUNCIL

24 JUNE 2024

Item 12.7 Community Bus Hire Review

Appendix 2 Risk Assessment - Community Bus Hiring to External User Groups

		§ Whistle-blower complaint investigation not timely. § Mistakes leading to non-compliance one off due to staff fatigue and/or oversight.	impacts. § Whistle-blower complaint found to be valid and of minor nature. § Mistakes leading to systemic non-compliance due to staff fatigue and/or oversight.	§ Whistle-blower complaint found to be valid and of serious nature. § Mistakes due to staff fatigue resulting in major non-compliance.	environmental impacts. § Whistle-blower complaints found to be valid and serious, systemic issues confirmed.
People & Integrity	§ On-site first aid treatment, if required. § Manageable stress. § No staff turnover. § Lack of consistency in some practices by staff across the department. § Potential conflict of interest and gifts & benefits with a value under \$50 not declared in Conflict of Interest and Gifts & Benefits Register.	§ Lost time with/without first aid treatment. § Stress-related incident reported. § Some staff turnover with minor loss of skills, knowledge and expertise. § Staff complaints, passively upset, uncooperative. § Breach of Code of Conduct, Conflict of Interest and Gifts & Benefits policies & procedures	§ Medical treatment required and/or day hospitalisation. § Stress-related lost time. § Some turnover of key staff and loss of key skills, knowledge and expertise. § Low morale, disengagement, increased absenteeism and workplace conflict. § Fraud with criminal intention leading to internal investigation within Council.	§ Extensive injuries and/or significant hospitalisation. § Stress levels requiring medical attention. § Many resignations of key staff and loss of key skills, knowledge and expertise § A significant number of staff are not engaged and there is no collaboration. Major morale issues and high absenteeism. § Fraud with criminal intention leading to investigation by IBAC, Ombudsman and/or other agencies.	§ Large number of severe injuries requiring hospitalisation or single/multiple fatalities. § Severe stress levels requiring medical intervention. § Resignations of large numbers of key management-level staff with key skills, knowledge and expertise and mass absenteeism. § Most staff are not engaged and there is no collaboration vertically and horizontally across service units/directorates. Industrial action that impacts Council's operations. § Fraud with criminal intention resulting in prosecution related to ethical conduct.
Political & Reputation	§ Possible enquiries relating to ethical conduct. § Complaint by the general community and/or the business community. § No media coverage.	§ Minor political event affecting Council stability. § Broad dissatisfaction by the general community and/or the business community for a short term. § Local negative media coverage.	§ Moderate political event affecting Council stability. § Broad dissatisfaction expressed by the general community and/or the business community for an extended-term. § Regional negative media coverage.	§ Major political event affecting Council stability. § Dissatisfaction by regulatory or significant funding stakeholder(s) for an extended-term. § Nationwide negative media coverage.	§ Council destabilised and/or dismissed. § Ministerial intervention / Appointment of Commissioners § National / International negative media coverage.
Assets & Infrastructure	§ Localised damage to a single facility that prevents some services from functioning as normal. § Low-level vandalism or theft that causes inconvenience to service delivery.	§ Localised damage to a single facility that impacts some services. § Vandalism or theft or direct physical threats or other events that prevents some service delivery.	§ Localised damage to a single facility that may prevent the delivery of some essential services. § Vandalism or theft or direct physical threats or other events that prevents delivery of some essential services.	§ Widespread damage to several facilities that may prevent the delivery of essential services. § Vandalism or theft or direct physical threats or terrorists or other events that prevents delivery of essential services for an extended period of time.	§ Total and permanent destruction of a single or number of facilities that prevents delivery of essential services. § Terrorism or direct physical threats or other events that results in large scale destruction that prevents delivery of essential services for an extended period of time.
ICT & Business Continuity	§ No loss of data. § Minor disruption to the system for <1 hour. § Negligible impact on the business unit's critical activities.	§ Insignificant impact on data. § Disruption to the system, some downtime from 2 to 4 hours. § Less than 1 day's impact on business unit's critical activities	§ Temporary loss of key data. § Disruption to the system, downtime from 4 to 12 hours. § Up to 3 days' impact on the business unit's critical activities.	§ Loss of key data for an extended period. § Disruption to the system, downtime from 12 hours to 5 days. § Up to 10 days' impact on the business unit's critical activities.	§ Unrecoverable loss of key data. § Disruption to the system, downtime for > 1 week. § More than 10 days' impact on the business unit's critical activities.
Projects	§ Insignificant impact (<5% delays) on project or program milestones. § Some non-key requirements not met. § Additional costs with minimal impact on the budget.	§ Minor impact (5-10% delay) on project or program milestones. § A key requirement not met. § Additional costs requiring reprioritisation of project funds	§ Significant impact (10-20% delay) on project or program milestones. § Some key requirements not met. § Additional costs requiring submission of project variation.	§ Major impact (20-50% delay) on project or program milestones. § A majority of key requirements not met. § Significant additional costs requiring submission of project variation.	§ Vital or severe delays (>50% delay) to program/project delivery or project/program objective is not met. § Major deficiencies with project outputs. No requirements met. § Budget expended without achieving desired project/

Appendix 2 Risk Assessment - Community Bus Hiring to External User Groups

24 JUNE 2024

program outcomes.

12.8 INSTRUMENT OF APPOINTMENT AND AUTHORISATION - PLANNING AND ENVIRONMENT ACT 1987

Author: Renee Hodgson - Senior Coordinator Governance

Presenter: Emily Keogh - Head of Governance

PURPOSE OF REPORT

To appoint authorised officers under section 147(4) of the *Planning and Environment Act 1987* for the purposes and regulations made under that Act.

RECOMMENDATION:

In the exercise of the powers conferred by 147(4) of the *Planning and Environment Act 1987* and the other legislation referred to in the attached Instrument of Appointment and Authorisation (the Instrument), Melton City Council resolves that:

1. The Instrument authorised by Council on 10 May 2021 be revoked.
2. The members of Council staff referred to in the Instrument in **Appendix 1** be appointed and authorised as set out in the Instrument.
3. The Instrument comes into force immediately after the common seal of Council is affixed to the Instrument and remains in force until Council determines to vary or revoke it.
4. The Instrument be sealed.

Motion

Crs Ramsey/Vandenberg.

In the exercise of the powers conferred by 147(4) of the *Planning and Environment Act 1987* and the other legislation referred to in the attached Instrument of Appointment and Authorisation (the Instrument), Melton City Council resolves that:

1. The Instrument authorised by Council on 10 May 2021 be revoked.
2. The members of Council staff referred to in the Instrument in **Appendix 1** be appointed and authorised as set out in the Instrument.
3. The Instrument comes into force immediately after the common seal of Council is affixed to the Instrument and remains in force until Council determines to vary or revoke it.
4. The Instrument be sealed.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

REPORT

1. Executive Summary

Council has responsibilities for, and acts under, various pieces of legislation. In order to carry out some specific duties, functions and responsibilities authorised officers are required to be appointed. This report seeks Council approval for the appointment of authorised officers under section 147(4) of the *Planning and Environment Act 1987* for the purposes and regulations made under that Act.

2. Background/Issues

Most legislation under which the Council acts contain powers of sub-delegation. This enables the Chief Executive Officer to issue an Instrument of Sub-delegation to Staff given that the Council has beforehand resolved to issue an Instrument of Delegation to the CEO. Similarly, the CEO can directly appoint 'authorised officers' under most legislation.

The *Planning and Environment Act 1987*, however, does not contain an express power of sub-delegation. Accordingly, delegations under that Act are made by the Council directly to staff. Similarly, the appointment of authorised officers for the purposes and regulations made under that Act require a Council resolution.

The attached Instrument reflects the necessary appointment of staff who carry out authorised officer responsibilities under the *Planning and Environment Act 1987*.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

6. A high performing organisation that demonstrates civic leadership and organisational excellence

6.3 *An organisation that demonstrates excellence in civic leadership and governance.*

4. Financial Considerations

There are no financial implications in making appointments as authorised officers.

5. Consultation/Public Submissions

Not applicable.

6. Risk Analysis

The Council requires duly appointed authorised officers to carry out a range of duties, functions and responsibilities under the *Planning and Environment Act 1987*. Without these appointments, these matters, including a range of enforcement, recovery, and legal proceedings, cannot be properly carried out under law.

7. Options

Council has the option to:

1. Adopt the Officers' recommendation.
2. Not adopt the Officers' recommendation and maintain the current appointments of authorised officers made by Council under the Planning and Environment Act 1987 on 10 May 2021.

LIST OF APPENDICES

1. Instrument of Appointment and Authorisation - Planning & Environment Act 1987



Melton City Council

Instrument of Appointment and Authorisation

(Planning and Environment Act 1987 only)

Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "**officer**" means -

Blake De Alencar Angus	Manager City Growth and Development
Dijana Sarac	Coordinator Major Developments
Helen Bowes	Development Contributions Coordinator
Kane Gebert	Planning Enforcement Officer
Kylie Paschilides	Coordinator Health and Building Services
Meagan Merritt	Manager City Strategy
Paul Spencer	Enforcement Officer
Phillip Lovelace	Manager Community Safety
Roger Sucic	Coordinator Major Developments
Steve Finlay	Coordinator Statutory Planning

By this instrument of appointment and authorisation Melton City Council -

1. under s 147(4) of the *Planning and Environment Act 1987* - appoints the officers to be authorised officers for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under s 313 of the *Local Government Act 2020* authorises the officers either generally or in a particular case to institute proceedings for offences against the Acts and regulations described in this instrument.

It is declared that this instrument -

- a. comes into force immediately upon its execution; and
- b. remains in force until varied or revoked.

This instrument is authorised by a resolution of the Melton City Council on Monday 24 June 2024.

The Common Seal of the)

Melton City Council)

was hereunto affixed in the presence of:)

..... Mayor

..... Chief Executive Officer

..... Date

12.9 AUDIT AND RISK COMMITTEE MINUTES - 4 JUNE 2024

Author: Renee Hodgson - Senior Coordinator Governance

Presenter: Emily Keogh - Head of Governance

Cr Farrugia departed the Chamber at 8:23pm.

PURPOSE OF REPORT

To present to Council the confirmed minutes (minutes) of the Audit and Risk Committee meeting held on 4 June 2024.

RECOMMENDATION:

That Council:

1. Note the confirmed minutes of the Audit and Risk Committee meeting held 4 June 2024, provided as **Appendix 1** to this report.
2. Adopt the recommendations endorsed or approved by the Audit and Risk Committee, arising within the minutes.

Motion

Crs Shannon/Ramsey.

That Council:

1. Note the confirmed minutes of the Audit and Risk Committee meeting held 4 June 2024, provided as **Appendix 1** to this report.
2. Adopt the recommendations endorsed or approved by the Audit and Risk Committee, arising within the minutes.

For: Crs Abboushi, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

REPORT

1. Executive Summary

The minutes of the Audit and Risk Committee meeting held on 9 May 2024 are appended to this report as **Appendix 1**.

The minutes contain recommendations for the consideration of Council.

2. Background/Issues

The Audit and Risk Committee is established by the Council pursuant to Section 53 of the *Local Government Act 2020* ('the Act').

The primary function and responsibility of the Audit and Risk Committee is to monitor the compliance of Council policies and procedures with the Act including any regulations, and chiefly, the overarching governance principles, Council's financial and performance reporting, Council's risk management and fraud prevention systems and controls and oversee the internal and external audit function.

The Audit and Risk Committee makes recommendations to Council for its consideration. These recommendations are set out in the minutes attached at **Appendix 1** for matters that the Audit and Risk Committee considered.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

6. A high performing organisation that demonstrates civic leadership and organisational excellence

6.3 An organisation that demonstrates excellence in civic leadership and governance.

4. Financial Considerations

Any and all financial considerations are set out within the reports and minutes of the Audit and Risk Committee.

5. Consultation/Public Submissions

Not applicable.

6. Risk Analysis

A risk analysis is contained within each report to the Audit and Risk Committee.

Risks identified by the Audit and Risk Committee and recommendations in relation to same should be carefully considered by Council as these represent an independent and forensic appraisal of the issues.

7. Options

Council has the option to provide any feedback or direction to the Audit and Risk Committee it feels is appropriate on the discharge of the Committee's responsibilities under the Audit and Risk Committee Charter.

The Audit and Risk Committee is not a delegated committee and operates in an advisory capacity to Council, therefore Council has the discretion to accept, reject or amend the Committee's recommendations.

LIST OF APPENDICES

1. Confirmed Audit and Risk Committee Meeting Minutes - 4 June 2024



MELTON CITY COUNCIL

Minutes of the Audit and Risk Committee Meeting of the Melton City Council

4 June 2024

MINUTES OF THE AUDIT AND RISK COMMITTEE MEETING4 JUNE 2024

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6.1	MANAGEMENT RESPONSES TO ANY AUDIT FINDINGS	4
	To advise the Audit and Risk Committee of the interim audit findings and management responses.	
6.2	TECHNOLOGY CHANGE PROGRAM BUSINESS CASE & ERP CONTRACT AWARD	5
	To brief and seek feedback from the Audit and Risk Committee on the Horizon One business case for the Technology Change Program and the Enterprise Resource Planning platform contract.	
8.	NEXT MEETING	5
9.	CLOSE OF BUSINESS	5

AUDIT AND RISK COMMITTEE MEETING4 JUNE 2024**MELTON CITY COUNCIL****MINUTES OF THE AUDIT AND RISK COMMITTEE MEETING OF THE
MELTON CITY COUNCIL HELD ONLINE VIA MICROSOFT TEAMS ON
4 JUNE 2024 AT 11.00AM**

Present: Jeff Rigby, Chairperson, Independent External Member
John Watson, Independent External Member
Bruce Potgieter, Independent External Member
Kathy Majdlik, Mayor
Julie Shannon, Councillor

Attendees: Roslyn Wai, Chief Executive Officer
Peter Leersen, Chief Financial Officer
Neil Whiteside, Director City Delivery
Troy Scoble, Director City Life
Sam Romaszko, Director City Futures
Emily Keogh, Head of Governance
Ajay Ravindran, Head of Technology
Renee Hodgson, Senior Coordinator Governance

Guests: Kar Lim, Partner - KPMG
Oss Iqbal, Associate Director, Enterprise Advisory Tech Services - KPMG

**1. WELCOME / ELECTION OF CHAIR (IF REQUIRED) /
ACKNOWLEDGEMENT OF COUNTRY**

The Chairperson opened the meeting at 11.02 am with an Acknowledgement of Country and welcomed the committee members.

The Mayor, Cr Majdlik, joined the meeting at 11.02am following the opening of the meeting.

2. APOLOGIES AND LEAVE OF ABSENCE

All Committee members were present at the meeting.

AUDIT AND RISK COMMITTEE MEETING4 JUNE 2024

3. DECLARATIONS**3.1 DECLARATIONS OF INTEREST AND/OR CONFLICT OF INTEREST**

There were no declarations made by Committee members.

3.2 INTEGRITY DECLARATIONS

Council's Chief Executive Officer declared no new or impending legal action against Council or instances of statutory breach or fraud that had come to their attention since the last meeting of the Committee and that are not prevented from being disclosed to the Committee by statutory or integrity agency procedural requirements.

4. OTHER MATTERS RAISED BY THE COMMITTEE

Nil.

5. MINUTES OF PREVIOUS MEETINGS

The Audit and Risk Committee ratified the out-of-session confirmation of the Minutes of the Audit and Risk Committee Meeting held on 9 May 2024 and noted by Council at the Scheduled Meeting held on 27 May 2024.

6. OTHER BUSINESS CARRIED OVER FROM A PREVIOUS MEETING

Nil.

7. PRESENTATION OF STAFF REPORTS**6.1 MANAGEMENT RESPONSES TO ANY AUDIT FINDINGS**

Author: Natalie Marino - Manager Finance
Presenter: Peter Leersen - Director Organisational Performance

The Audit and Risk Committee noted the summary of interim audit findings as presented in the External Auditor's updated Interim Management Letter.

Action: Circulate asset valuations paper to the Audit and Risk Committee out-of-session for Committee to endorse prior to 30 June 2024.

AUDIT AND RISK COMMITTEE MEETING4 JUNE 2024

6.2 TECHNOLOGY CHANGE PROGRAM BUSINESS CASE & ERP CONTRACT AWARD**Author: Ajay Ravindran - Head of Technology****Presenter: Peter Leersen - Director Organisational Performance**

The Audit and Risk Committee:

1. Reviewed and noted:
 - a. The Technology Change Program Business Case Horizon One;
 - b. The findings of the assurance report and management's response to that report for the Technology Change Program Business Case Horizon One;
 - c. The Enterprise Resource Planning platform tender and contract information; and
 - d. The Technology Change Program project governance structure.
2. Recommend Council endorse management to provide ongoing updates to the Audit and Risk Committee regarding the Technology Change Program as part of the standing report presented to the Committee on Information Technology Key Risks.

8. NEXT MEETING

Thursday 8 August 2024 at 12pm at the Melton Civic Centre, 232 High Street, Melton.

9. CLOSE OF BUSINESS

The meeting closed at 12.10pm.

Confirmed

Dated this

.....CHAIRPERSON

12.10 ADVISORY COMMITTEES OF COUNCIL - AGGREGATED MEETING MINUTES

Author: Vanja Zdjelar - Governance Officer
Presenter: Emily Keogh - Head of Governance

Cr Farrugia returned to the Chamber at 8:25pm.

PURPOSE OF REPORT

To present the aggregated minutes of Advisory Committee meeting yet to be considered by Council.

RECOMMENDATION:

That Council receive the minutes of the following Advisory Committee meeting, provided as **Appendix 1** to this report, and adopt the recommendations arising within the Minutes:

1. Policy Review Panel – 6 June 2024

Motion

Crs Ramsey/Turner.

That Council receive the minutes of the following Advisory Committee meeting, provided as **Appendix 1** to this report, and adopt the recommendations arising within the Minutes:

1. Policy Review Panel – 6 June 2024

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

REPORT**1. Executive Summary**

Whilst not mentioned in the *Local Government Act 2020* (the 2020 Act), Council has the power to create Advisory Committees pursuant to its general power set out in section 10 of the 2020 Act.

The minutes of the Advisory Committee attached to this report form the written record of the committee meeting, including any matters considered and any conflicts of interest disclosed.

The minutes also serve as the advice/recommendations to Council for its consideration.

2. Background/Issues

An Advisory Committee is a committee established by Council to provide advice to it or its delegate. Whilst not mentioned in the 2020 Act, Council has the power to create Advisory Committees pursuant to its general power set out in section 10 of the 2020 Act.

All Advisory Committees are subject to their individual Terms of Reference. The membership varies depending upon the committee's specific role. Committee membership will generally comprise a Councillor(s), council staff and community representatives and may include key stakeholders, subject matter experts and/or community service providers and organisations.

Councillor representation on Advisory Committees is generally for one year and is reviewed annually. The Councillor representation on Advisory Committees for the 2023/24 municipal year was approved by Council at its Scheduled Meetings on 2 and 27 November 2023.

The minutes of the following Advisory Committee, attached to this report, form the written record of the committee meeting detailing matters considered and any conflicts of interest disclosed.

The minutes also serve as the advice/recommendations to Council.

Appendix	Advisory Committee	Meeting Date
1.	Policy Review Panel	06 June 2024

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2021-2025 Council and Wellbeing Plan references:

6. A high performing organisation that demonstrates civic leadership and organisational excellence

6.3 An organisation that demonstrates excellence in civic leadership and governance.

4. Financial Considerations

Advisory Committees are not responsible for operational expenditure and cannot direct Council officers to act without the consent of Council. Operational expenses and administrative actions arising from an Advisory Committee meeting are accommodated within Council's recurrent budgets, unless otherwise requested within the minutes of the meeting and detailed in a recommendation to Council for consideration.

5. Consultation/Public Submissions

Advisory Committees are one method of Council consulting and communicating with the community. Such a committee may be established to provide strategic level input into a broad area of Council operations, such as community safety or arts and culture. An Advisory Committee may also be established for a specific time-limited project, such as a review of a Local Law.

6. Risk Analysis

With a mandatory responsibility to report to Council and being restricted to making recommendations for Council consideration, risks attached to Advisory Committee actions are substantially mitigated.

It is prudent for Council to carefully consider any and all recommendations arising from Advisory Committee minutes, as Advisory Committees may canvass significant issues and significant expenditure in their deliberations.

7. Options

Advisory Committees are a Committee of Council, therefore Council has the discretion to accept, reject, amend, or seek further information on the Committee minutes and/or recommendations.

LIST OF APPENDICES

1. Policy Review Panel Minutes dated 6 June 2024



MELTON CITY COUNCIL

Minutes of the Policy Review Panel Meeting of the Melton City Council

6 June 2024

MINUTES OF THE POLICY REVIEW PANEL6 JUNE 2024

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MINUTES OF THE POLICY REVIEW PANEL6 JUNE 2024

MELTON CITY COUNCIL

MINUTES OF THE POLICY REVIEW PANEL MEETING OF THE
MELTON CITY COUNCIL
HELD VIA VIDEOCONFERENCE ON
6 JUNE 2024 AT 9.00AM

Present: Cr Majdlik (Mayor)
Cr Ramsey
Cr Shannon

In Attendance: R Wai Chief Executive Officer
E Keogh Head of Governance
R Hodgson Senior Coordinator Governance

1. WELCOME

The Chair, Cr Majdlik, opened the meeting at 9.03am and welcomed the Panel Members.

2. APOLOGIES

Cr Carli.

3. DECLARATION OF INTERESTS AND / OR CONFLICT OF INTEREST

Nil.

4. MINUTES OF PREVIOUS MEETINGS

The Policy Review Panel noted the Minutes of the Policy Review Panel held on 2 May 2024 and adopted by Council at the Scheduled Meeting held on 27 May 2024.

5. OTHER BUSINESS CARRIED OVER FROM A PREVIOUS MEETING

Nil.

MINUTES OF THE POLICY REVIEW PANEL6 JUNE 2024

6. PRESENTATION OF STAFF REPORTS**6.1 COUNCIL EXPENSES POLICY****Responsible Officer:** Emily Keogh - Head of Governance**Document Author:** Vanja Zdjelar - Governance Officer**Date Prepared:** 24 May 2024

The Policy Review Panel requested:

1. Amendments be made to the proposed Council Expenses Policy; and
2. The revised updated policy be presented for consideration by the Policy Review Panel at a special meeting to be convened online at a date and time yet to be determined, in June 2024.

7. GENERAL BUSINESS

Nil.

8. NEXT MEETING

Following the Special Meeting, which is to be scheduled for a date in June 2024, the next meeting of the Policy Review Panel is scheduled for Thursday 4 July 2024 at 9.00am.

9. CLOSE OF BUSINESS

The meeting closed at 11.13am.

Confirmed

Dated this

.....CHAIRPERSON

**13. REPORTS FROM DELEGATES APPOINTED TO OTHER BODIES
AND COUNCILLOR REPRESENTATIONS AND
ACKNOWLEDGEMENTS**

Cr Abboushi departed the Chamber at 8:29pm and returned to the Chamber at 8:33pm.

Reports received from Crs Abboushi, Turner, Vandenberg, Ramsey, Shannon, Farrugia and Mayor Majdlik.

10. NOTICES OF MOTION**14.1 NOTICE OF MOTION 920 (CR SHANNON) - PREVENTION AND DIVERSIONARY PROGRAMS****Councillor: Julie Shannon****NOTICE:**

That Council write to relevant Victorian Government Ministers and opposition ministers advocating for:

1. Increased funding and support for evidence-based prevention and diversionary programs to address youth involvement in crime, particularly the use of edged weapons.
2. Enhanced community safety, including measures in relation to the monitoring of young offenders and evidence-based rehabilitation programs.

Motion

Crs Shannon/Ramsey.

That Council write to relevant Victorian Government Ministers and opposition ministers advocating for:

1. Increased funding and support for evidence-based prevention and diversionary programs to address youth involvement in crime, particularly the use of edged weapons in the City of Melton.
2. Enhanced community safety, including measures in relation to the monitoring of young offenders and evidence-based rehabilitation programs.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

**14.2 NOTICE OF MOTION 921 (CR SHANNON) - SHORT TERM EMERGENCY
ACCOMMODATION****Councillor: Julie Shannon****NOTICE:**

That Council request officers provide a report to Council regarding accommodation services available in the City of Melton for people experiencing homelessness, including those with a pet or pets, outlining the existing role of providing homeless support services including all levels of Government and supporting agencies, and any opportunities identified through the report that require further feasibility analysis to be referred to the 2025/26 Council budget process.

Motion

Crs Shannon/Ramsey.

That Council request officers provide a report to Council regarding accommodation services available in the City of Melton for people experiencing homelessness, including those with a pet or pets, outlining the existing role of providing homeless support services including all levels of Government and supporting agencies, and any opportunities identified through the report that require further feasibility analysis to be referred to the 2025/26 Council budget process.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

14.3 NOTICE OF MOTION 922 (CR RAMSEY) - RECLASSIFICATION OF FERRIS ROAD**Councillor: Sophie Ramsey**

Cr Vandenberg departed the Chamber at 8:50pm.

NOTICE:

That Council write to the Treasurer of Victoria and relevant Victorian Government ministers, seeking the declaration and duplication of Ferris Road, between Bridge Road and the Western Highway, inclusive of the proposed single lane bridge over the rail corridor and Western Highway interchange, as a matter of urgency.

Motion

Crs Ramsey/Turner.

That Council write to the Treasurer of Victoria and relevant Victorian Government ministers, seeking the declaration and duplication of Ferris Road, between Bridge Road and the Western Highway, inclusive of the proposed single lane bridge over the rail corridor and Western Highway interchange, as a matter of urgency.

For: Crs Abboushi, Carli, Majdlik, Ramsey, Shannon and Turner

Against: Nil

Abstained: Nil

CARRIED

Cr Ramsey called for a division thereby setting aside the vote.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon and Turner

Against: Nil

Abstained: Nil

The Mayor declared the Motion **CARRIED**

14.4 NOTICE OF MOTION 923 (CR TURNER) - CAR PARKING AT COBBLEBANK, ROCKBANK AND CAROLINE SPRINGS TRAIN STATIONS**Councillor: Bob Turner**

Cr Vandenberg returned to the Chamber at 8:53pm.

NOTICE:

That Council write to the Victorian Minister for Public Transport, the Victorian Minister for Transport Infrastructure, and the Chief Executive of VicTrack, with copies to local members, to:

1. Advise of Council's and the communities concerns with the lack of sufficient car parking provision at the Cobblebank, Rockbank and Caroline Springs train stations which is impacting public transport users and local community amenity.
2. Request an urgent investigation into the provision of car parking at the Cobblebank, Rockbank and Caroline Springs train stations and consider opportunities to increase car parking supply.
3. Seek a commitment from the Victorian Government to provide new, high quality bus routes from growth areas including Thornhill Park, Rockbank, Mt Atkinson, Deanside and Aintree, with connections to the train stations at Cobblebank, Rockbank and Caroline Springs.

Motion

Crs Turner/Farrugia.

That Council write to the Victorian Minister for Public Transport, the Victorian Minister for Transport Infrastructure, and the Chief Executive of VicTrack, with copies to local members, to:

1. Advise of Council's and the communities concerns with the lack of sufficient car parking provision at the Cobblebank, Rockbank and Caroline Springs train stations which is impacting public transport users and local community amenity.
2. Request an urgent investigation into the provision of car parking at the Cobblebank, Rockbank and Caroline Springs train stations and consider opportunities to increase car parking supply.
3. Seek a commitment from the Victorian Government to provide new, high quality bus routes from growth areas including Thornhill Park, Rockbank, Mt Atkinson, Deanside, Aintree and Eynesbury with connections to the train stations at Cobblebank, Rockbank and Caroline Springs.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

Cr Majdlik vacated the Chair and requested Cr Abboushi to take the Chair for the following item.

Cr Abboushi assumed the Chair.

14.5 NOTICE OF MOTION 924 (CR MAJDLIK) - ROYAL COMMISSION INTO THE 'VIOLENCE, ABUSE, NEGLECT AND EXPLOITATION OF PEOPLE WITH A DISABILITY.'

Councillor: Kathy Majdlik

NOTICE:

That Council:

1. Write to the relevant Federal and State Leaders, Ministers, MP's and shadow counterparts, welcoming and supporting the findings and recommendations outlined in the Final Report of the Royal Commission into the Violence, Abuse, Neglect and Exploitation of people with a Disability (Final Report).
2. Request from the Federal and State Governments how they will implement the Recommendations outlined in the Final Report.
3. Acknowledge all people who live with a Disability and have suffered from Violence, Abuse, Neglect and Exploitation, many of whom are still suffering within society.
4. Encourage continual advocacy for people with a disability to ensure that Violence, Abuse, Neglect and Exploitation is eliminated.
5. Endorse points 1 - 4 of this motion to the next MAV State Council.

Motion

Crs Majdlik/Ramsey.

That Council:

1. Write to the relevant Federal and State Leaders, Ministers, MP's and shadow counterparts, welcoming and supporting the findings and recommendations outlined in the Final Report of the Royal Commission into the Violence, Abuse, Neglect and Exploitation of people with a Disability (Final Report).
2. Request from the Federal and State Governments how they will implement the Recommendations outlined in the Final Report.
3. Acknowledge all people who live with a Disability and have suffered from Violence, Abuse, Neglect and Exploitation, many of whom are still suffering within society.
4. Encourage continual advocacy for people with a disability to ensure that Violence, Abuse, Neglect and Exploitation is eliminated.
5. Endorse points 1 - 4 of this motion to the next MAV State Council.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

Mayor Majdlik called for a division thereby setting aside the vote.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

The Chair declared the Motion **CARRIED**

Cr Abboushi vacated the Chair and Mayor Majdlik resumed the Chair.

15. COUNCILLOR'S QUESTIONS WITHOUT NOTICE

15.1 COUNCILLORS' QUESTIONS WITHOUT NOTICE

Cr Abboushi

My question is in relation to the mobile phone towers and telecommunication servicing of the Mt Atkinson Estate. Could you please provide an update in relation to how we are progressing with this matter and how long do we envisage this process to take?

15.2 COUNCILLORS' QUESTIONS WITHOUT NOTICE

Cr Vandenberg

Can Council advise if there are any plans for interim traffic management measures to be put in place at the intersection of Plumpton Road and Taylors Road to increase user safety for both pedestrians and road users, in consideration that the power pole has been relocated?

15.2 COUNCILLORS' QUESTIONS WITHOUT NOTICE

Cr Shannon

Can I please have information on how many independent fuel companies have applied to set up petrol stations in the Melton township over the past three years and if any have applied, what reasons were they either denied a permit or why have they decided to not set up if they have a permit?

16. URGENT BUSINESS

Nil.

17. CONFIDENTIAL BUSINESS

Recommended Procedural Motion

That pursuant to section 66(1) and (2)(a) of the *Local Government Act 2020* the meeting be closed to the public to consider the following reports that are considered to contain **confidential information** on the grounds provided in section 3(1) of the *Local Government Act 2020* as indicated:

- 17.1 Contract No. 24-011 Implementation, Maintenance and Support of an Enterprise Resource Planning System**
(a) as it relates to Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.
- 17.2 Contract No. 24-019 - Paths Lighting Improvement Program**
(g) as it relates to private commercial information, being information provided by a business, commercial or financial undertaking that—
 - (i) relates to trade secrets; or
 - (ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.
- 17.3 Contract No. 24-028 - Kurunjang Recreation Reserve Synthetic Pitch Renewal**
(g) as it relates to private commercial information, being information provided by a business, commercial or financial undertaking that—
 - (i) relates to trade secrets; or
 - (ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.
- 17.4 Contract No. 24-047 End User Computing (EUC) Device Leasing Contract**
(a) as it relates to Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.
- 17.5 CEO Employment and Remuneration Committee Meeting Minutes - 11 June 2024 and 24/25 Performance Criteria Adoption**
(f) as it relates to personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.

Procedural Motion

Crs Ramsey/Farrugia.

Recommended Procedural Motion

That pursuant to section 66(1) and (2)(a) of the *Local Government Act 2020* the meeting be closed to the public to consider the following reports that are considered to contain **confidential information** on the grounds provided in section 3(1) of the *Local Government Act 2020* as indicated:

- 17.1 Contract No. 24-011 Implementation, Maintenance and Support of an Enterprise Resource Planning System**
(a) as it relates to Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.
- 17.2 Contract No. 24-019 - Paths Lighting Improvement Program**
(g) as it relates to private commercial information, being information provided by a business, commercial or financial undertaking that—
(i) relates to trade secrets; or
(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.
- 17.3 Contract No. 24-028 - Kurunjang Recreation Reserve Synthetic Pitch Renewal**
(g) as it relates to private commercial information, being information provided by a business, commercial or financial undertaking that—
(i) relates to trade secrets; or
(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.
- 17.4 Contract No. 24-047 End User Computing (EUC) Device Leasing Contract**
(a) as it relates to Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.
- 17.5 CEO Employment and Remuneration Committee Meeting Minutes - 11 June 2024 and 24/25 Performance Criteria Adoption**
(f) as it relates to personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.

For: Crs Abboushi, Farrugia, Majdlik, Ramsey, Shannon, Turner and Vandenberg

Against: Nil

Abstained: Nil

CARRIED

11. CLOSE OF BUSINESS

The meeting closed at 9:25pm.

Confirmed

Dated this

.....CHAIRPERSON