



MELTON CITY COUNCIL

**Notice is hereby given that the Meeting of the
Melton City Council will be held in the
Council Chamber, Civic Centre,
232 High Street, Melton on
18 December 2023 at 7.00pm.**

**THIS AGENDA CONTAINS REPORTS TO BE DEALT
WITH AT A CLOSED MEETING OF COUNCIL**

**Roslyn Wai
CHIEF EXECUTIVE**

Visitors to the Gallery please note:

Proceedings at Council meetings are controlled by the Chairperson. The Chairperson is empowered to enforce the provision of Council's Governance Rules, which includes the following aspects:

- Members of the public do not have a right to address Council and may only do so with the consent of the Chair or by prior arrangement.
- Any member of the public addressing Council must extend due courtesy and respect to Council and the processes under which it operates and must take direction from the Chair whenever called on to do so.
- A member of the public present at a Council meeting must not disrupt the meeting.
- The Chair may order and cause the removal of any person, other than a Councillor, who disrupts any meeting or fails to comply with a direction given under sub-Rule 67.2.
- If the Chair is of the opinion that disorder at the Council table or in the gallery makes it desirable to adjourn the Council meeting, he or she may adjourn the meeting to a later time on the same day or to some later day as he or she thinks proper.
- The Chair may ask the Chief Executive Officer or a member of the Victoria Police to remove from the Chamber any person who acts in breach of the Governance Rules and whom the Chair has ordered to be removed from the gallery under Rule 68.
- Members of the public in the gallery must not operate **recording equipment** at a Council or Committee Meeting without the prior written consent of Council.
- **Question time** is available at every Scheduled Meeting to enable members of the public to address questions to Council. All questions must be received by the Chief Executive Officer or other person nominated for this purpose no later than 12pm on the day of the Scheduled Meeting by submitting questions into the receptacle designated for public questions at the Customer Service Desk, or via electronic medium as per Council website directions.

A person must not submit more than two (2) individual questions at a meeting, inclusive of all parts and variants as interpreted by the Chairperson or other person authorised for this purpose by the Chairperson.

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17.8 APPOINTMENT OF INDEPENDENT MEMBER - CEO EMPLOYMENT AND REMUNERATION COMMITTEE 436

To present to Council the recommendation from the Interview Panel who have considered applications received for the ordinary vacancy that exists for an Independent Member on Council's CEO Employment and Remuneration Committee.

18. CLOSE OF BUSINESS 443

1. **OPENING PRAYER AND RECONCILIATION STATEMENT**

The Chairperson will read the opening prayer and reconciliation statement.

Prayer

‘Almighty God we humbly beseech Thee to vouchsafe Thy blessing upon this Council, direct and prosper its deliberations to the advancement of Thy glory and the welfare of the people whom we serve – Amen.’

Reconciliation Statement

Melton City Council acknowledges that the land it now occupies has a history that began with the Indigenous occupants, the Kulin Nation. Council pays its respects to the Kulin Nation people and their Elders and descendants past and present.

2. APOLOGIES AND LEAVE OF ABSENCE

The Chairperson will call for any apologies received from any Councillors who are unable to attend this meeting.

3. CHANGES TO THE ORDER OF BUSINESS

4. DEPUTATIONS AND PRESENTATIONS

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

Pursuant to Part 6, Division 2 of the *Local Government Act 2020* and Council's Governance Rules, Councillors must declare any General Conflict of Interest or Material Conflict of Interest they have in any of the matters being considered at this meeting.

6. ADOPTION AND CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

RECOMMENDATION:

That the Minutes of the Meeting of Council held on 27 November 2023 be confirmed as a true and correct record.

7. SUMMARY OF INFORMAL MEETING OF COUNCILLORS

7.1 SUMMARY OF INFORMAL MEETINGS OF COUNCILLORS IN ACCORDANCE WITH CHAPTER 6, RULE 1 OF THE COUNCIL'S GOVERNANCE RULES

- Monday 20 November 2023 Summary of Informal Meeting of Councillors
- Monday 27 November 2023 Summary of Informal Meeting of Councillors
- Monday 4 December 2023 Summary of Informal Meeting of Councillors

RECOMMENDATION:

That the Summaries of Informal Meetings of Councillors dated 20 November 2023, 27 November 2023 and 4 December 2023 provided as **Appendices 1 - 3** respectively to this report, be received and noted.

LIST OF APPENDICES

1. Summary of Informal Meeting of Councillors dated 20 November 2023
2. Summary of Informal Meeting of Councillors dated 27 November 2023
3. Summary of Informal Meeting of Councillors dated 4 December 2023



INFORMAL MEETING OF COUNCILLORS

Chapter 6, Rule 1 of the Governance Rules 2020

MEETING DETAILS:

Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 20 November 2023	Time Opened:	6.15 pm
		Time Closed:	9.34 pm
Councillors present:	Cr K Majdlik (Mayor) Cr S Abboushi (Deputy Mayor) Cr L Carli Cr J Farrugia Cr G Kesic (online) Cr S Ramsey (online) 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 P Leersen Director Organisational Performance (CFO) M Kruger Head of Governance R Hodgson Governance Coordinator M Merritt Acting Manager, City Strategy (online) J Simson Coordinator Open Space Planning (online) K Barclay Property and Investment Coordinator N Marino Manager Finance (online) C Nichols Coordinator Revenue (online)		
Guests	Nil		
Apologies	Nil		
Matters discussed:	1. Lake Caroline Masterplan and Activation Strategy 2. Atherstone Estate 3. Melton Plate and Gold Cup Sponsorship 4. Update on response to Notice of Motion 859 and 899 5. Council Meeting Agenda 6. General Updates a) Diggers Rest Recreation Reserve b) Project Delivery Update, including communication and stakeholder engagement • New roundabout at Greigs Road – Mount Cottrell Road, Thornhill Park • Duplication of Hume Drive between Gourlay Road and Calder Park Drive, Taylors Hill • Intersection upgrade at Caroline Springs Boulevard and Rockbank Middle Road		

CONFLICT OF INTEREST DISCLOSURES:

Were there any conflict of interest disclosures by Councillors	No
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REPORT PRODUCED BY:**Officer name:**

Megan Kruger

Date:

20 November 2023



INFORMAL MEETING OF COUNCILLORS

Chapter 6, Rule 1 of the Governance Rules 2020

MEETING DETAILS:

Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 27 November 2023	Time Opened:	6.19pm
		Time Closed:	6.51pm
Councillors present:	Cr K Majdlik (Mayor) Cr L Carli Cr J Farrugia Cr G Kesic Cr J Shannon Cr B Turner		
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) M Kruger Head of Governance B Angus Manager, City Growth & Development R Hodgson Governance Coordinator		
Guests	Nil		
Apologies	Cr S Abboushi (Deputy Mayor) Cr S Ramsey Cr A Vandenberg		
Matters discussed:	1. Council Meeting Agenda		

CONFLICT OF INTEREST DISCLOSURES:

Were there any conflict of interest disclosures by Councillors	No
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REPORT PRODUCED BY:

Officer name:	Renee Hodgson	Date:	27 November 2023
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INFORMAL MEETING OF COUNCILLORS

Chapter 6, Rule 1 of the Governance Rules 2020

MEETING DETAILS:

Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 4 December 2023	Time Opened:	6.15 pm
		Time Closed:	9.54 pm
Councillors present:	Cr K Majdlik (Mayor) Cr L Carli 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 P Leersen Director Organisational Performance (CFO) M Kruger Head of Governance M Merritt Acting Manager, City Strategy (online) A Reynolds Coordinator, Planning Projects (online) L Slater Coordinator, Growth Area Planning (online) A Badina Senior Strategic Planner (online)		
Guests	J Rigby, Audit and Risk Committee Chair		
Apologies	Cr S Abboushi (Deputy Mayor) and Cr J Farrugia		
Matters discussed:	1. Council only meeting with Chair of Audit and Risk Committee 2. Melton Employment and Industrial Land Supply Review 3. Response to Notice of Motion 848 – Tiny Homes and Dependent Persons Units 4. Response to Notice of Motion 885 – Traffic Calming Measures in Lavarack Street, Melton South 5. Review of Road Safety Audit Program 6. General Updates from Officers a) Requests for Letters of Support from Councillors. Conflict of Interest considerations b) Community Grants. Conflict of Interest considerations c) Aged Care Reforms announcement d) Melton Suburban Revitalisation Board Councillor representation e) Update Budget 2024/25 Council Budget Timeline f) Financial modelling Atherstone Estate g) Multi Factor Rollout		

CONFLICT OF INTEREST DISCLOSURES:

Were there any conflict of interest disclosures by Councillors	No
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REPORT PRODUCED BY:

Officer name:	Megan Kruger, Head of Governance	Date:	4 December 2023
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8. CORRESPONDENCE INWARD

8.1 PARLIAMENTARIAN AND DEPARTMENTAL LETTERS RECEIVED BY THE MAYOR

- The Hon. Melissa Horne MP, Minister for Local Government – Public Libraries Funding Program 2023-24

RECOMMENDATION:

That Council receive and note the Parliamentary and Departmental letter received by the Mayor, provided as **Appendix 1** to this report:

1. The Hon. Melissa Horne MP, Minister for Local Government – Public Libraries Funding Program 2023-24

LIST OF APPENDICES

1. The Hon. Melissa Horne MP, Minister for Local Government – Public Libraries Funding Program 2023-24 dated 13 December 2023

OFFICIAL

**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: BMIN-2-23-32003

Cr Kathy Majdlik
Mayor
Melton City Council
232 High Street
MELTON VIC 3337
kathy.majdlik@melton.vic.gov.au

Dear Cr Majdlik

The Victorian Government will provide \$1,008,675 to Melton City Council as part of the 2023-24 *Public Libraries Funding Program*. This funding assists in providing library services to Victorians.

Total funding of \$48.135 million is available under the *Public Libraries Funding Program* in 2023-24 to support councils, regional library corporations, Myli - My Community Library, Your Library and Vision Australia.

In addition to the funding support provided to local government through the *Public Libraries Funding Program*, the Victorian Government is also supporting public libraries in 2023-24 through the *Premiers' Reading Challenge Book Fund* to enable libraries to purchase additional resources and through the *Living Libraries Infrastructure Program* to improve public library facilities.

Mike Gooley, Executive Director, Local Government Victoria will shortly provide your council's Chief Executive Officer with a funding agreement for signing.

If you would like further information about the *Public Libraries Funding Program* please contact Julia Keeble, Senior Manager, Recurrent Programs, Local Government Victoria, at plfp@dgs.vic.gov.au.

Thank you for your ongoing support of library services in Victoria.

Yours sincerely

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

Date: 13 December 2023

Cc: Ms Roslyn Wai, CEO

Your details will be dealt with in accordance with the *Public Records Act 1973* and the *Privacy and Data Protection Act 2014*. Should you have any queries or wish to gain access to your personal information held by this department please contact our Privacy Officer at the above address.



9. PETITIONS AND JOINT LETTERS

The Chief Executive will table any petitions and/or joint letters received prior to this meeting.

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

Nil

11. PUBLIC QUESTION TIME

12. PRESENTATION OF STAFF REPORTS

12.1 DRAFT MELTON EMPLOYMENT AND INDUSTRIAL LAND STRATEGY

Author: Anastasia Badina - Senior Strategic Planner

Presenter: Sam Romaszko - Director City Futures

PURPOSE OF REPORT

To consider the Draft Melton Employment and Industrial Land Strategy and endorse the Strategy for consultation.

RECOMMENDATION:

That Council endorse the Draft Melton Employment and Industrial Land Strategy, provided as **Appendix 1** to this report, for the purpose of public consultation between 15 January to 29 February 2024.

REPORT

1. Executive Summary

In 2022, Council commenced work on the Melton Employment and Industrial Land Strategy (the Strategy).

The Strategy was commissioned in response to growing concerns from the development sector about the lack of development ready land for industrial and employment uses. Equally important was the need to have an accurate account of consumption levels of employment and industrial land within the municipality.

The draft Strategy has been guided by the state policy directions in Melbourne Industrial and Commercial Land Use Plan (MICLUP) that encourages Council's to develop a municipal-wide strategy to guide future development of industrial and commercial land.

The draft Strategy also aligns with the objectives of Theme 4 of the Council Plan – 'A city that promotes greater education and employment', as well as Council's Investment Attraction Strategy, by advocating for greater accessibility to a mix of employment opportunities.

The preparation of the draft Strategy (**Appendix 1**) and associated Background Report (**Appendix 2**) was undertaken by Charter Keck Cramer, an economic consulting firm appointed to assist Council officers with the project.

The draft Strategy has now been prepared and is presented to Council for endorsement to be placed on public consultation.

2. Background/Issues

The City of Melton is one of Victoria's leading areas for industrial growth and investment, with approximately 944 Ha of vacant industrial land and 1,189 Ha of future industrial land. Council has set a target for 100,000 new jobs by 2050 that will be located within Council's industrial areas and activity centres. As industry expands, Council will soon be facing a shortage of available industrial land.

As a planning authority, Council has a role in:

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

The draft Strategy has been prepared in accordance with the directions set by the Melbourne Industrial and Commercial Land Use Plan 2020 (MICLUP) that encourages Councils to develop a municipal-wide strategy to guide future development of industrial and commercial land.

Prior to the preparation of the draft Strategy, a Background Report was prepared. The Background Report identified the following key issues that impact the industrial land supply and slow down employment growth in the City of Melton:

- Insufficient supply of industrial land ready for development.
- Limited commercial growth.
- Poor servicing infrastructure (road upgrades, water servicing and drainage) of future industrial areas.
- Non-industrial uses in industrial areas.

The draft Strategy has been prepared as a comprehensive response to these challenges.

Key Initiatives from the draft Strategy

The draft Strategy takes an evidence-based approach; it 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 draft Strategy sets a strategic vision, direction, objectives and a framework to guide the use and development of industrial and commercial land in the City of Melton until 2036. The objectives are translated into specific actions including the following key initiatives:

- Advocating for state government to release employment land as a matter of economic priority and facilitate the delivery of enabling infrastructure.
- Creating a network of industrial and employment precincts aligned with the existing network of activity centres.
- Ensuring that our employment areas provide clear strategic intent, include clarity around their existing and intended use and provide enough flexibility to enable business and jobs in the locations where they are needed, while also shaping the future use of the employment land to avoid land use conflicts.

These actions are aligned with the directions of the state government, Council's strategies (Investment Attraction Strategy 2020), strategic land use documents (Precinct Structure Plans) and Council's advocacy priorities.

Once finalised, the Strategy will become an advocacy tool for Council and will be used in our future conversations with the state government.

Western Freeway Economic Corridor – Bridging Major Destinations

The draft Strategy identifies a distinct Economic Corridor along Western Freeway (**Figure 1**) that will support our existing and future industrial and employment precincts and activity centres.

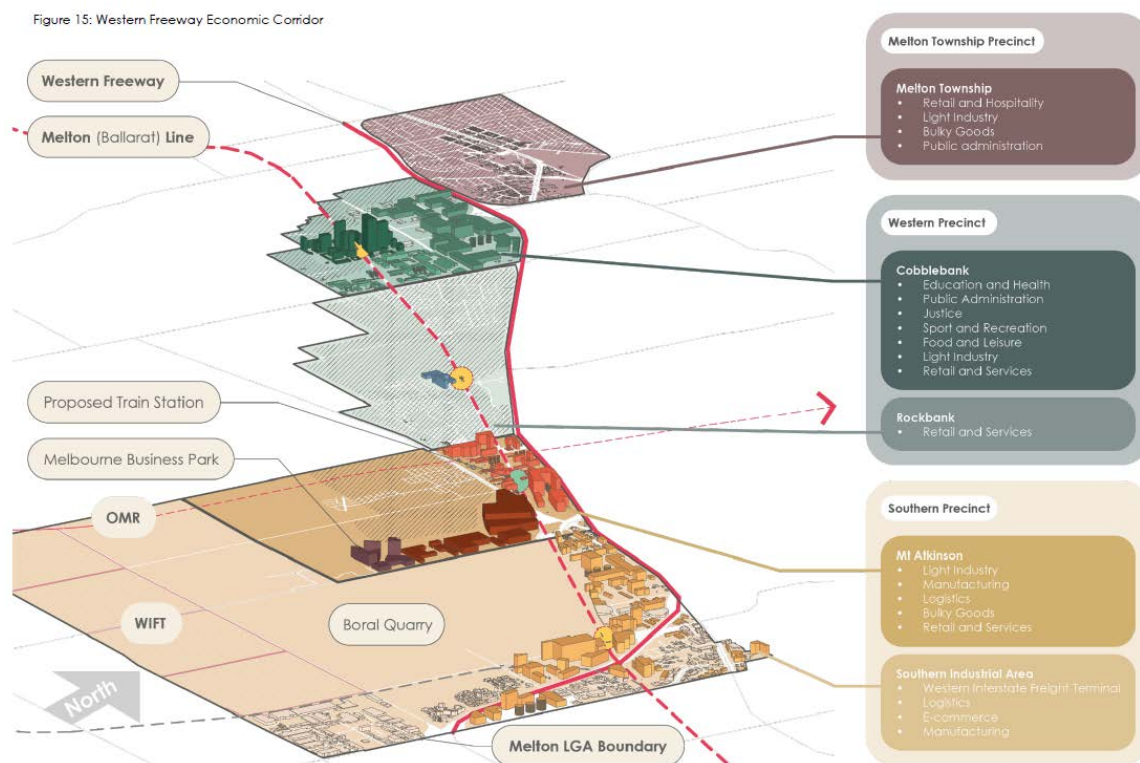


Figure 1: Western Freeway Economic Corridor

Industrial Land Use Framework

The draft Strategy introduces a municipality-wide Industrial Land Use Framework (**Figure 2**) and a set of mapped Precinct Plans.

While the Western Freeway Economic Corridor sets a vision and highlights specific locations, the Industrial Land Use Framework and Precinct Plans integrate commercial and industrial land throughout municipality, both within and beyond the Corridor. As the vast majority of Council's industrial land is yet to be developed, the Framework will serve as a tool to shape the future use and avoid land use conflicts (e.g. non-industrial uses in industrial areas).

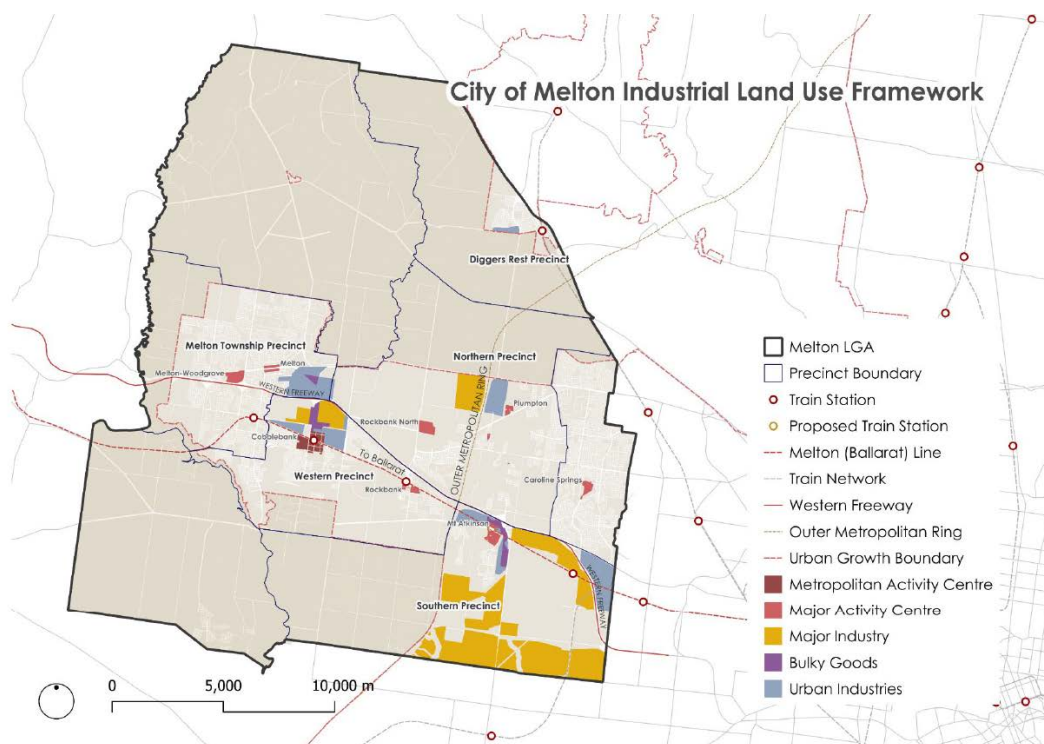


Figure 2: Industrial Land Use Framework

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

The total budget for this project is \$128,920 (inc. GST). This amount covers all project costs including consultant's fee and any additional incidental costs or disbursements.

Preparation of the Strategy is a multi-year project and is programmed and budgeted to be complete in 2023/24 FY. **Table 1** summarises budget expenditure for the 2022/23 and 2023/24 FY and costs that will be carried in the fiscal year 2023/24.

Table 1: Project budget expenditure

Approved Budget (inc. GST)	Total Spent 2022/23 FY and 2023/24 FY	Total Left 2023/24 FY
\$128,920.00	\$96,690.00	\$32,230.00

5. Consultation/Public Submissions

An eight-week public consultation is proposed to seek feedback on the draft Strategy in January and February 2024, with a focus on the proposed vision, objectives, actions and land use framework. The Background Report will be made available on Council website for information and reference.

Public consultation will include:

- Broad community consultation via Council's communication channels (Melton Conversations, local newspaper, social media).
- Targeted Online Industry Briefings with key stakeholders including:
 - businesses located on industrial land;
 - development industry participants and landowners in the industrial precincts;
 - potential investors and businesses that Council is seeking to attract to municipality;
 - State Government departments and agencies;
 - Melbourne Airport;
 - Other Councils.

Following the consultation period, the draft Strategy will be updated to respond to feedback and presented to Council for consideration and adoption.

6. Risk Analysis

If Council does not proceed with the recommendation, planned public consultation will not occur in early 2024 and could result in a loss of momentum for the project. This will constrain the 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.

7. Options

Council has the option to:

1. Endorse the Draft Melton Employment and Industrial Land Strategy for public consultation.
2. Endorse the Draft Melton Employment and Industrial Land Strategy for public consultation with changes.
3. Defer consideration of the Strategy to enable further options to be considered prior to public consultation.

LIST OF APPENDICES

1. Draft Melton Employment and Industrial Land Strategy dated 12 December 2023
2. Background Report

Draft Melton Employment and Industrial Strategy

City of Melton



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*Melton City Council acknowledges
Aboriginal and/or Torres Strait Islander
peoples living and working in Melton.
Council recognises the people of the Kulin
Nations as the original custodians of the
land now known as City of Melton.
On behalf of the municipality, Council
pays respect to their Elders, past,
present, and future.*

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 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 Strategy

1.1 Introduction

The *Melton Employment and Industrial 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:

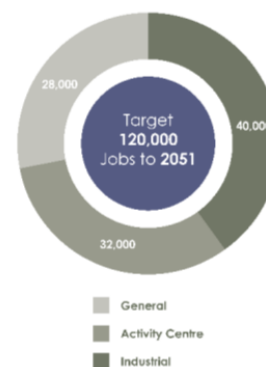
- ✦ **Workforce:** Our expanding workforce requires high-value local employment options. Boosting local employment is essential to the wellbeing, wealth, work-life balance, inclusivity and resilience of our community.
- ✦ **Infrastructure:** A dynamic and growing economy requires an array of strategically 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 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

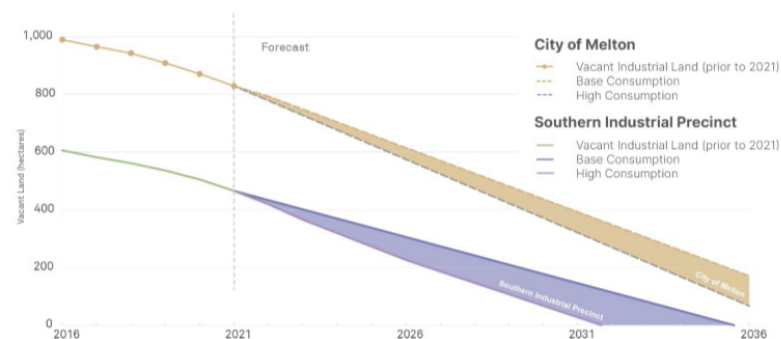
¹ Charter Keck Cramer Workforce Projection

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.

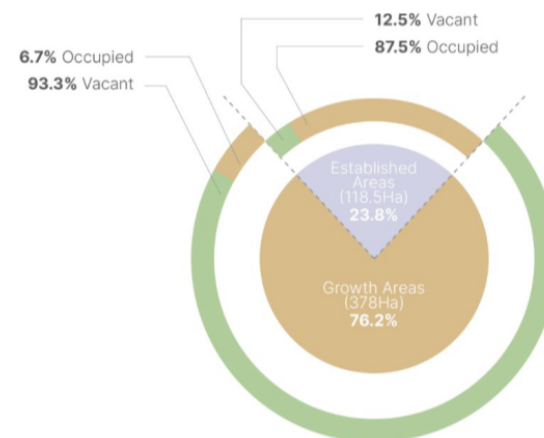
1.4 Commercial Land Development

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 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

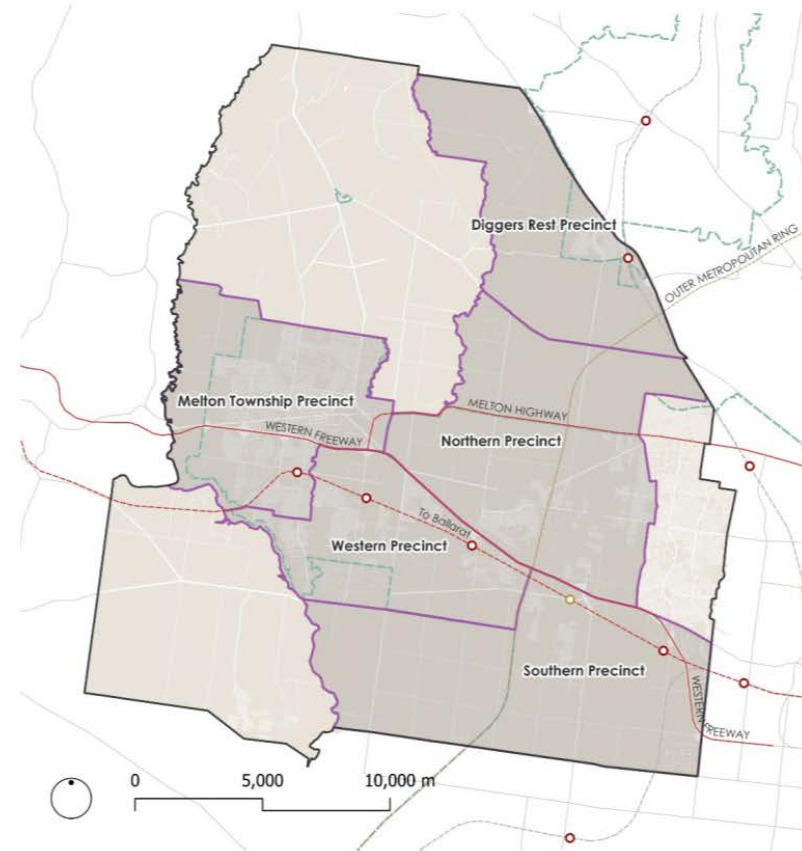
This Strategy provides land use and economic development directions and actions across CoM.

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



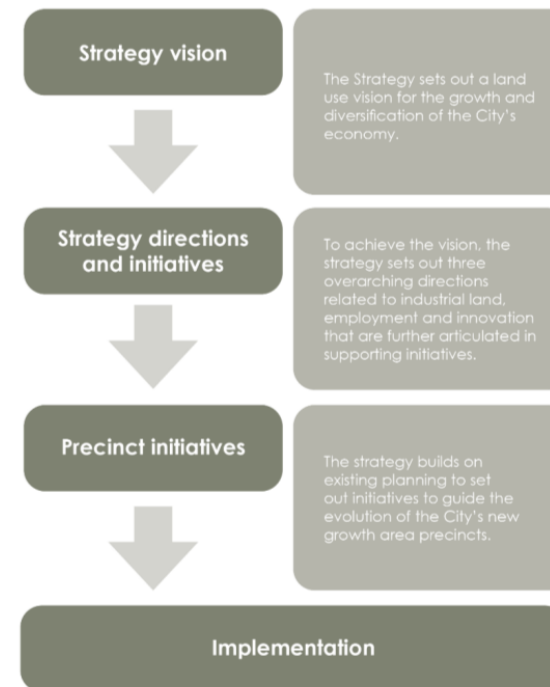
1.6 The Melton Employment and Industrial Land Strategy

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	For current and future Melton City residents, the Strategy details CoM's plans to grow, diversify and direct the City's economy. 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.
Enterprise	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.
Landholders	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.
State Government	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. The Strategy also expands on existing State and local land use planning by providing further local policy direction and guidance.
City of Melton	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. The strategy provides the rationale for updating the local planning scheme and sets in place a program of future work and commitments.

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 draft Strategy has been 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.

Once this Draft Strategy completes its public engagement process, your feedback will be reviewed as part of the development of the final 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 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 including 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.

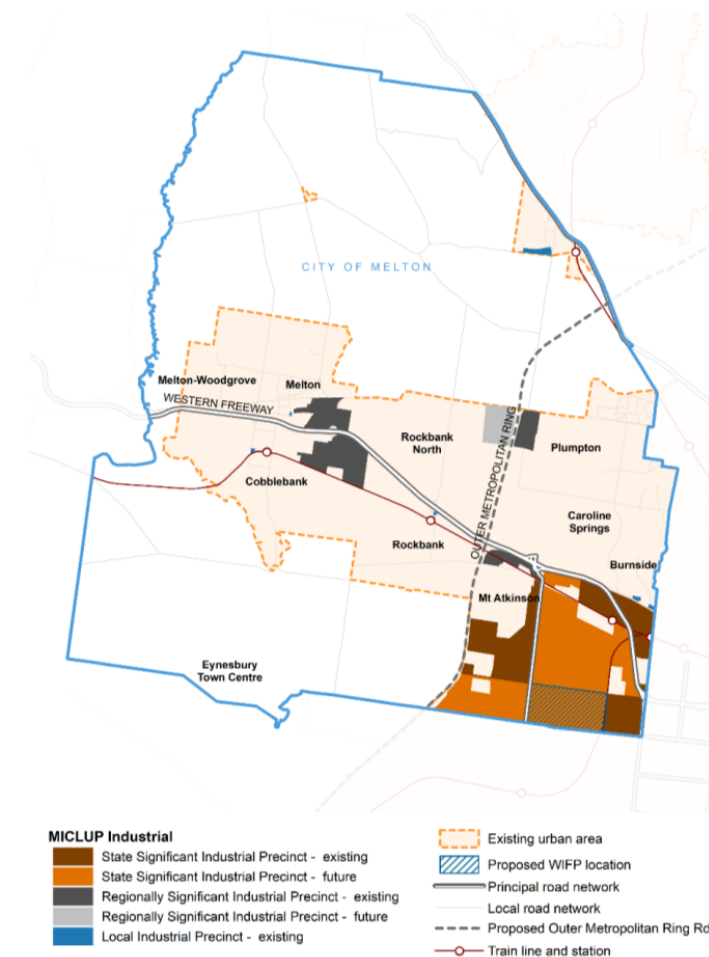
As new industrial estates along Hopkins, Christies and Robinsons Roads are delivered, the role and importance of CoM in western Melbourne's industrial economy will continue to grow and strengthen. CoM currently incorporates 38% of the Western SSIP's vacant industrial land and over 1,000 hectares of future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



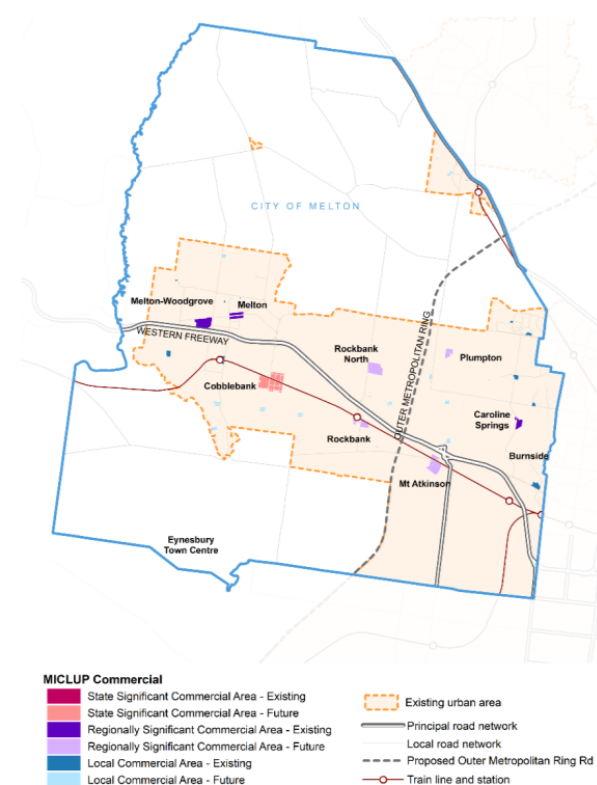
Source: CKC, DELWP

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, Plumpton, 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

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.

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, Plumpton, 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 Metropolitan Activity Centre between state and local governments to ensure Toolern develops into a state-significant location in the Western Metro Region.
	STRATEGY 60 Reserve and protect the land and its freight connections for WIFP 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 WIFP 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 WIFP.

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.

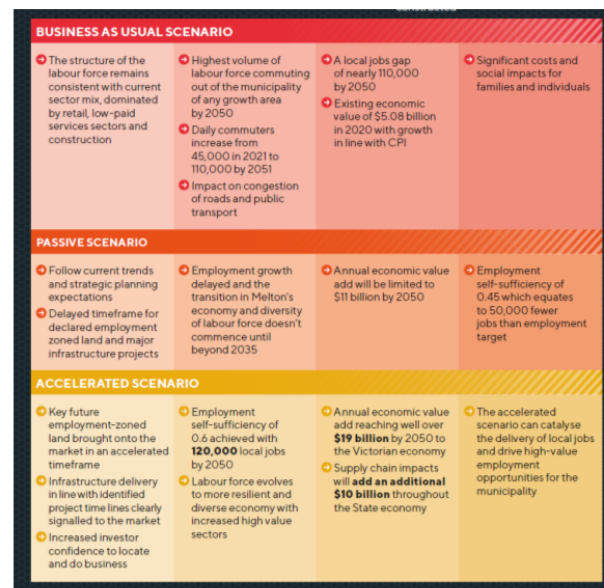
Investment Attraction Strategy 2020

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 Plumpton 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.

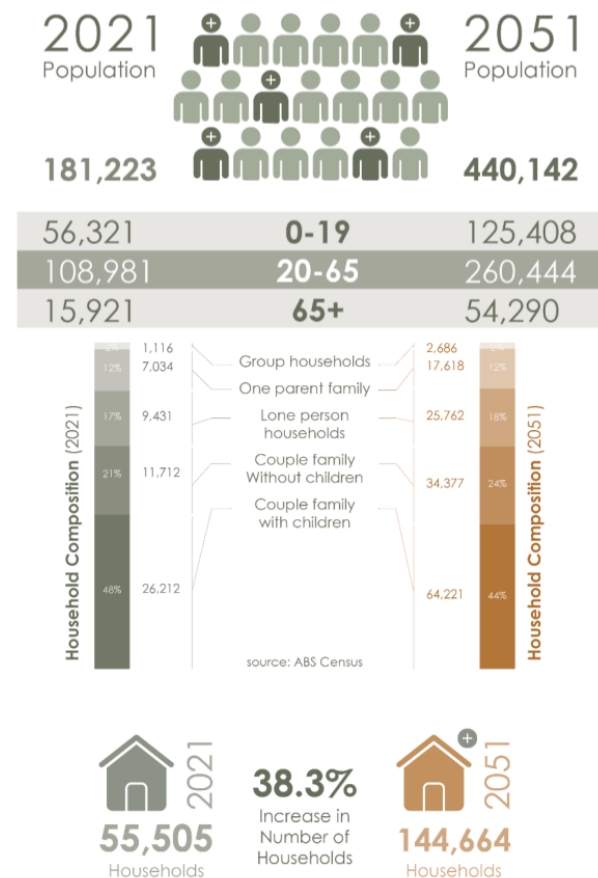
For the past five years, the municipality has added an average of 7,950 new residents per annum, equating to an annual growth rate of just over 5% for the 2016 to 2021 period. For the same period, Melbourne's population grew at an average annual rate of 1.86% per annum.

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%).

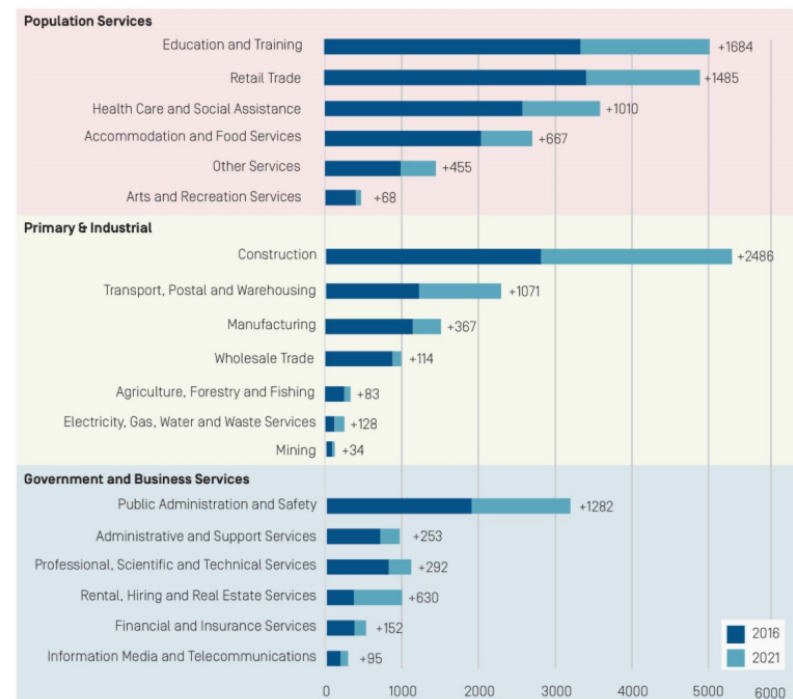
The addition of 13,000 jobs over the past five years has boosted local employment and, in turn, local employment self-sufficiency (the ratio of local jobs to the local workforce). Impressively, even as the City's workforce grew from 64,970 workers in 2016 to 87,090 workers in 2021, self-sufficiency also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

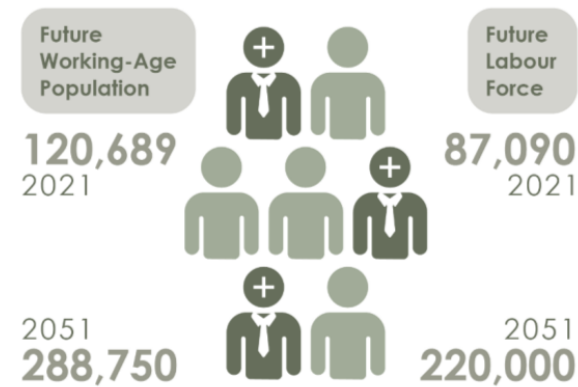
As industry and employment has grown, so too has the size of the CoM's economy. For the past decade, CoM's economic output has grown at an annual average rate of 6.5% per annum, far exceeding the same measure for Victoria at 2.1%.

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.

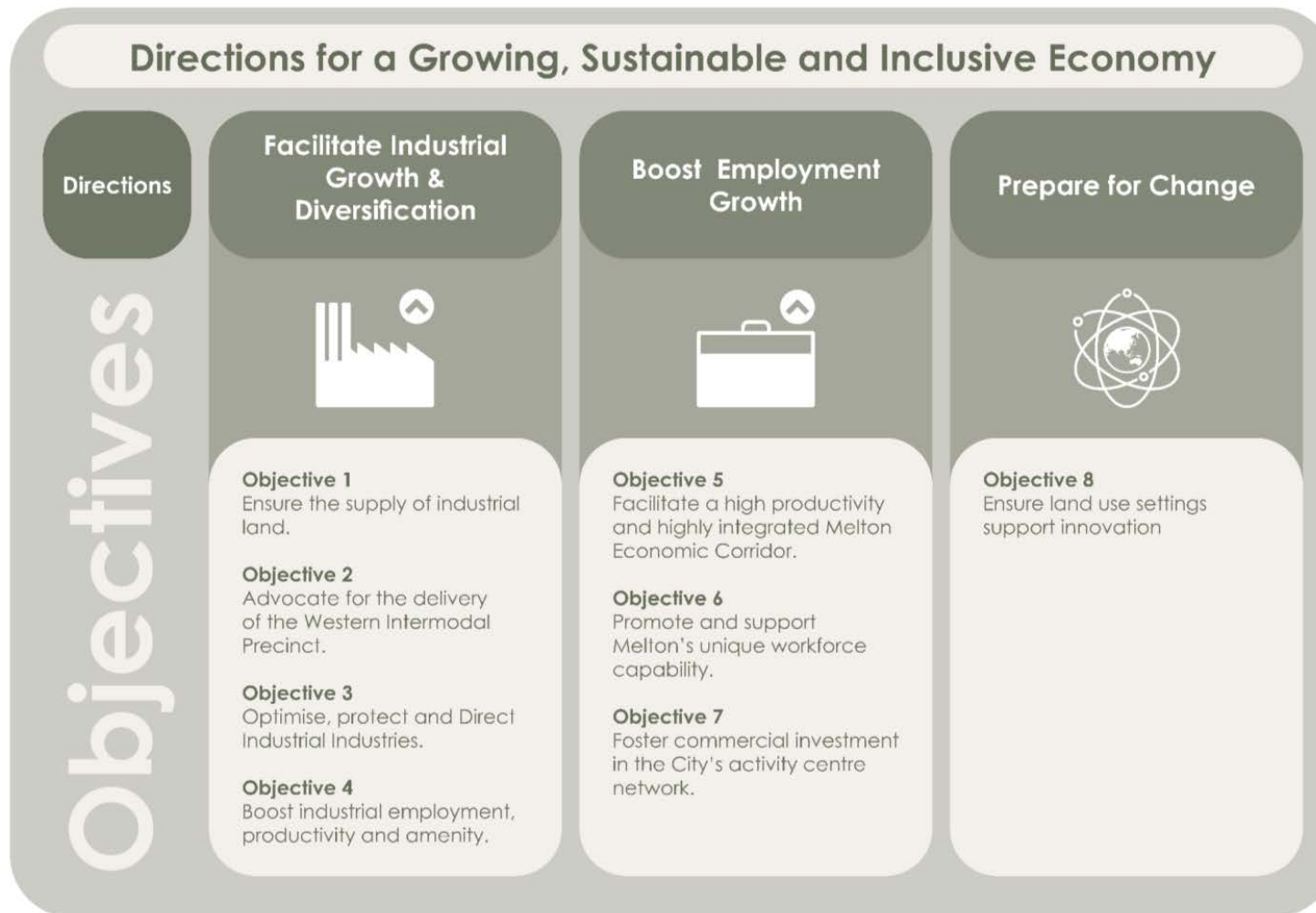
Catalysing economic uplift from strategic infrastructure investment

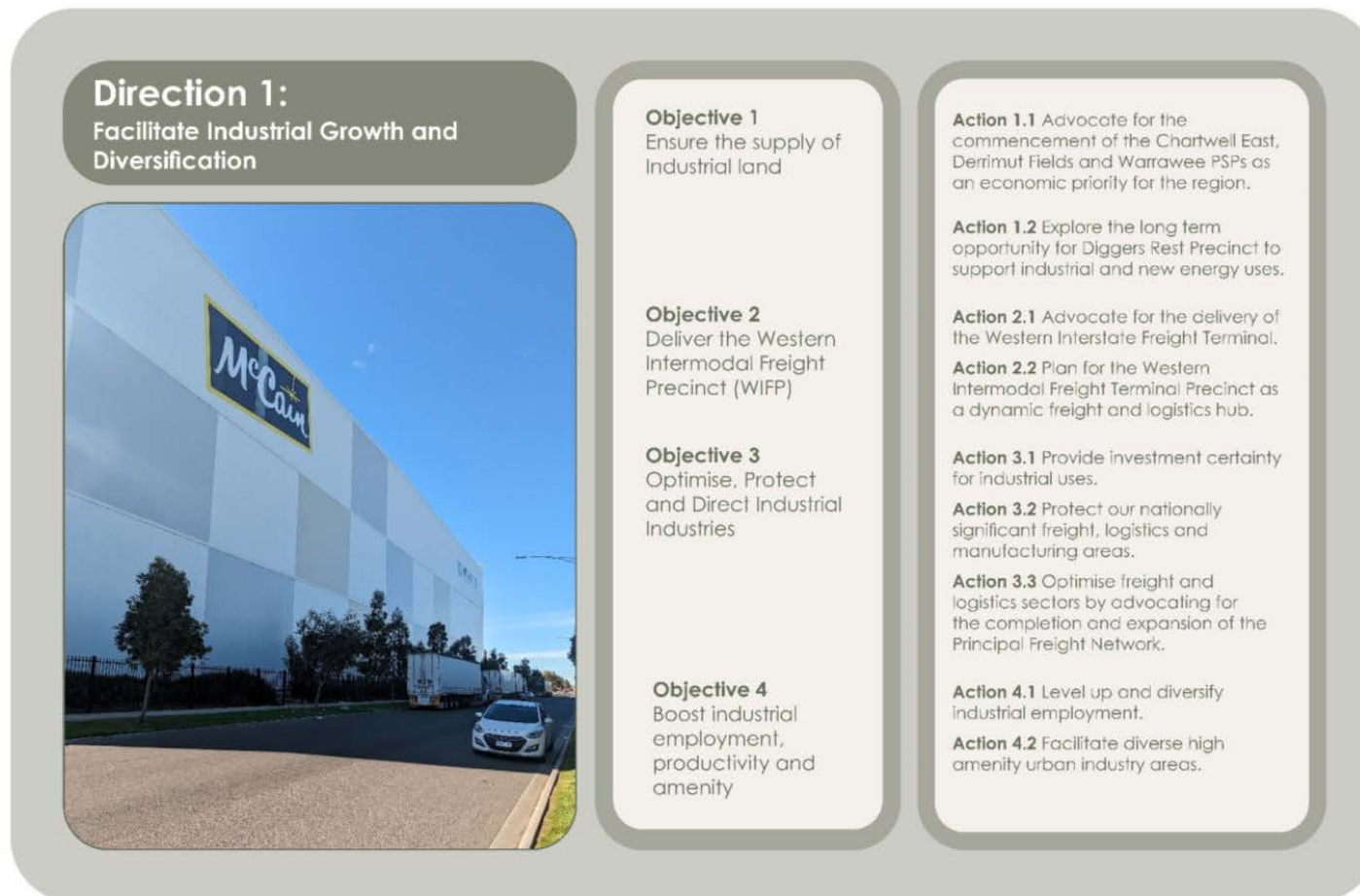
We aim to ensure that new transport and social infrastructure investment catalyses private sector investment.

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 and Direct Industrial Growth

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 has 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

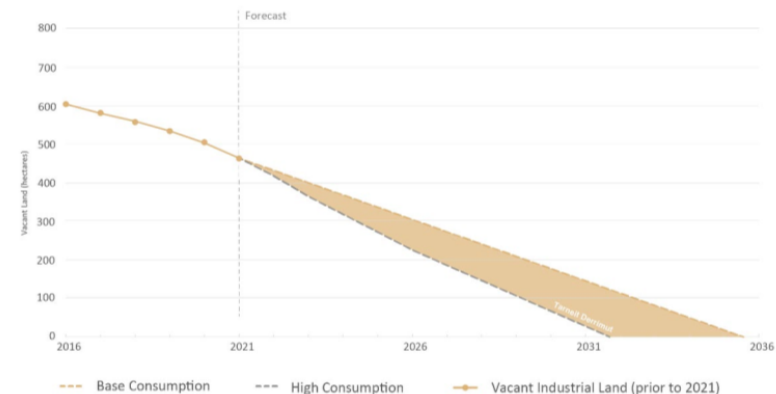
Action 1.1: Advocate for the commencement of the Chartwell East, Derrimut Fields and Warrawee PSPs as an economic priority for the region.

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 which will constrain the growth of one of our prime economic and employment generators.

Figure 11: Melton Southern Industrial Precinct, Projected Industrial Land Consumption



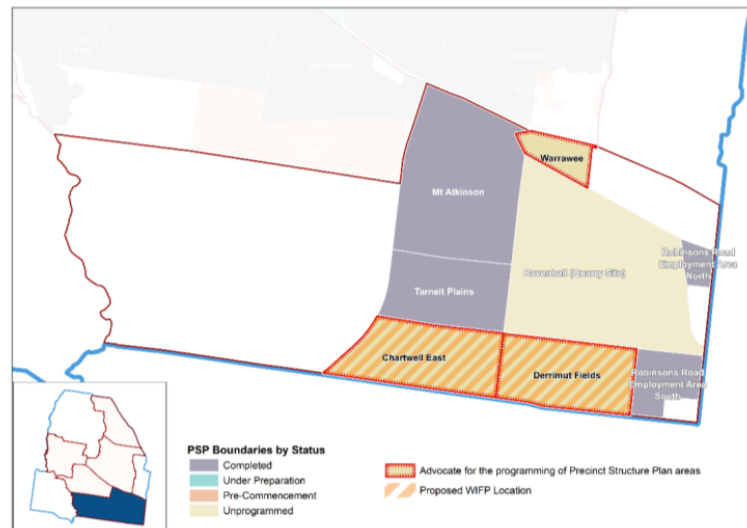
Source: CKC

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.

Implementation:

The City will advocate for the commencement of precinct structure planning for the Ravenhall (Quarry Site) Chartwell East, Derrimut Fields and the Warrawee areas. 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: Industrial Precinct Structure Plan Status



Source: Melton Employment and Industrial Land Supply Review 2023, CKC.

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.

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: Advocate for the delivery of the Western Intermodal Freight Precinct (WIFP)

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: Continue to advocate to state and federal government 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 the establishment of new intermodal infrastructure that complies 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 an integral part of the overall proposed delivery of the Outer Metropolitan Ring Road (OMR).

Recognising the significance of these projects, the 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.

CoM will advocate for local jobs and positive community outcomes through Council's Advocacy Plan, the WIFT Investment Campaign and input from industry bodies.

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.

High quality industrial design, enhanced built form, connectivity and efficiency of the transport network and greater density of employment will be encouraged and advocated for at the future WIFT precinct site.

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

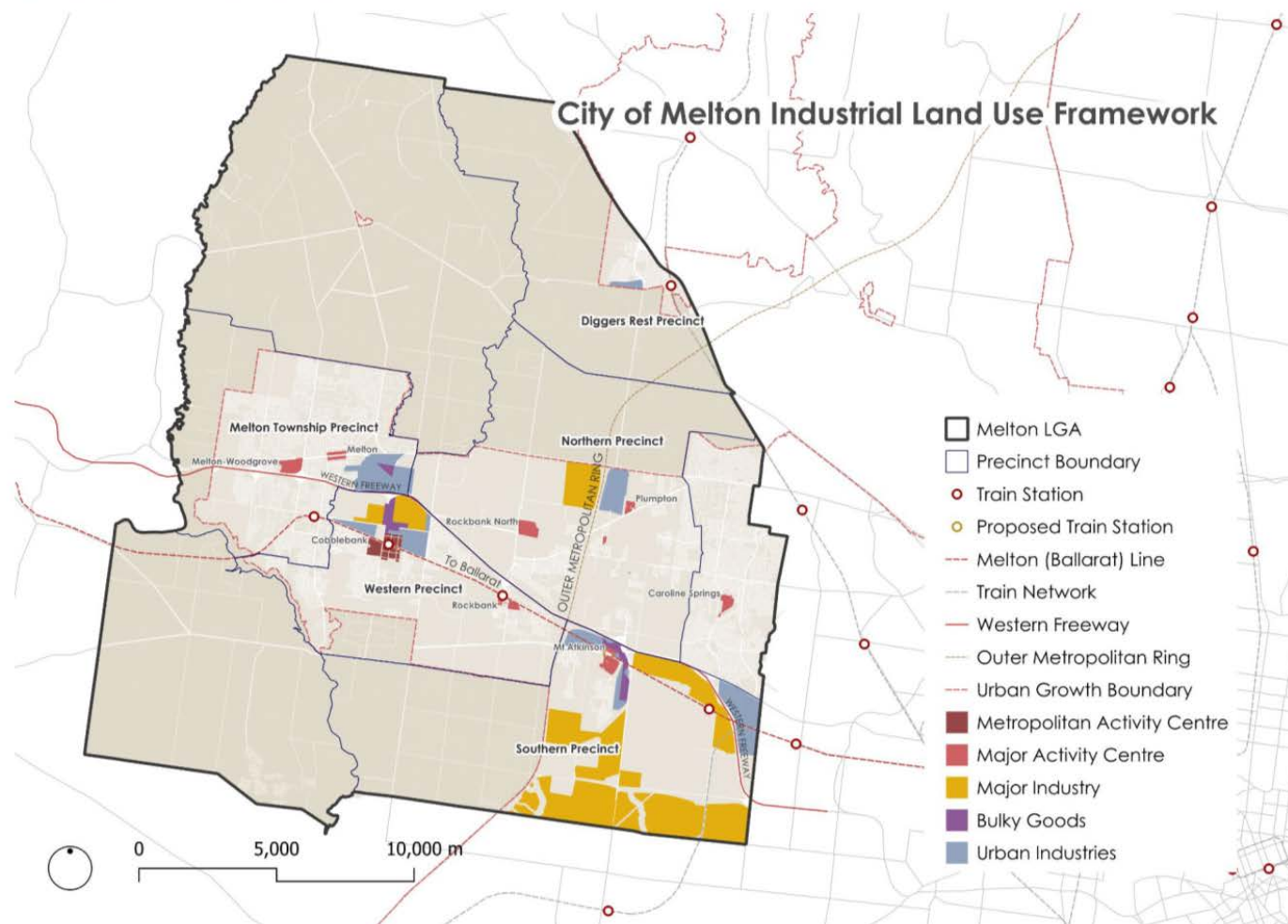
It should be noted that whilst the framework seeks to congregate uses and their associated impacts, CoM also recognises the need for flexibility and acknowledges that a mixture of industrial typologies might be supported in different circumstances. For example, urban industry areas may be used to buffer 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 PSP's 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



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.

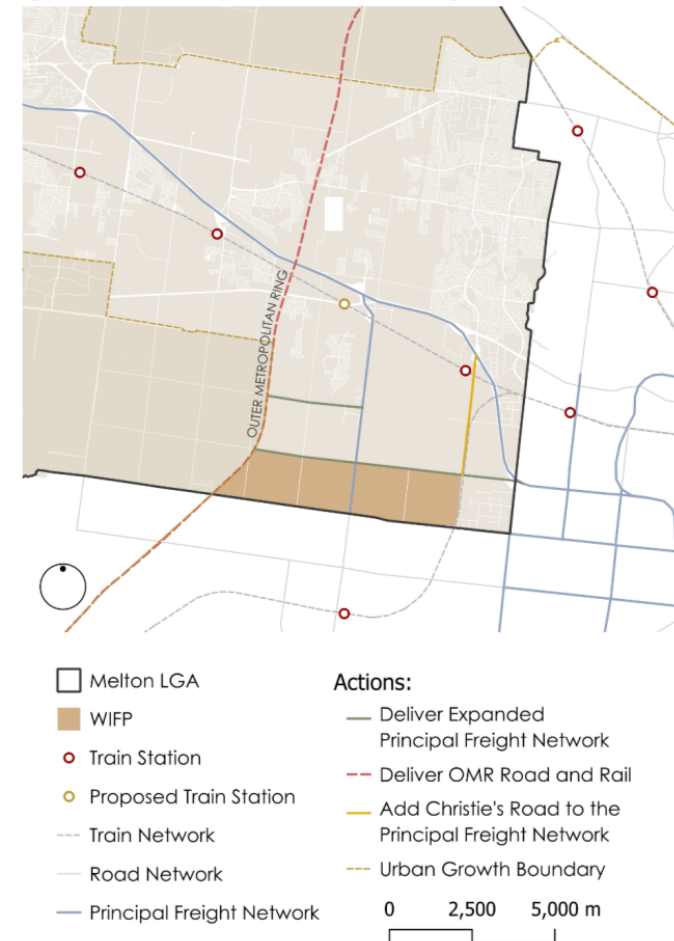
It is vital that the development of vacant industrial land in our Major Industry Areas in CoM's south is accompanied by timely investment in and expansion of the PFN. This Strategy thereby advocates for the comprehensive delivery of future PFN infrastructure to match the development of industrial land 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 Plumpton.

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.

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.

Direction 2: Boost Employment Growth



Objective 5

Deliver a High Productivity 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.

How will the Western Freeway Economic Corridor benefit our community?

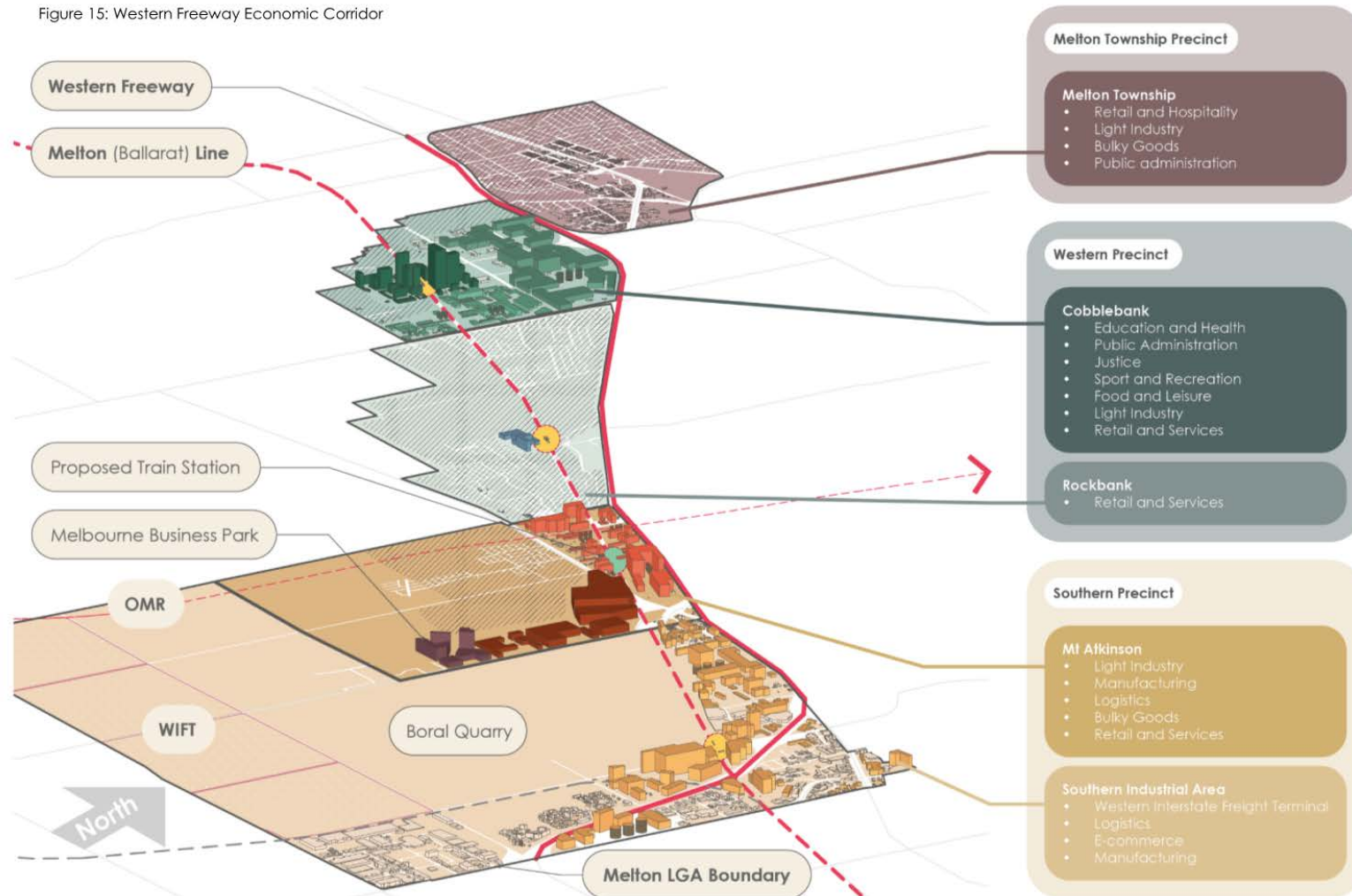
Liveability	A corridor of high service and employment self-containment will improve the wellbeing of our residents, particularly by reducing the time workers spend travelling in lengthy commutes.
Productivity	Linking labour to business, business to business and business to customers in a high mobility 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 Plumpton 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

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)
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	Melton West (Woodgrove) 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.

Active Transport: the ongoing development of the Western Freeway needs to incorporate a premium cycling corridor.

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*.

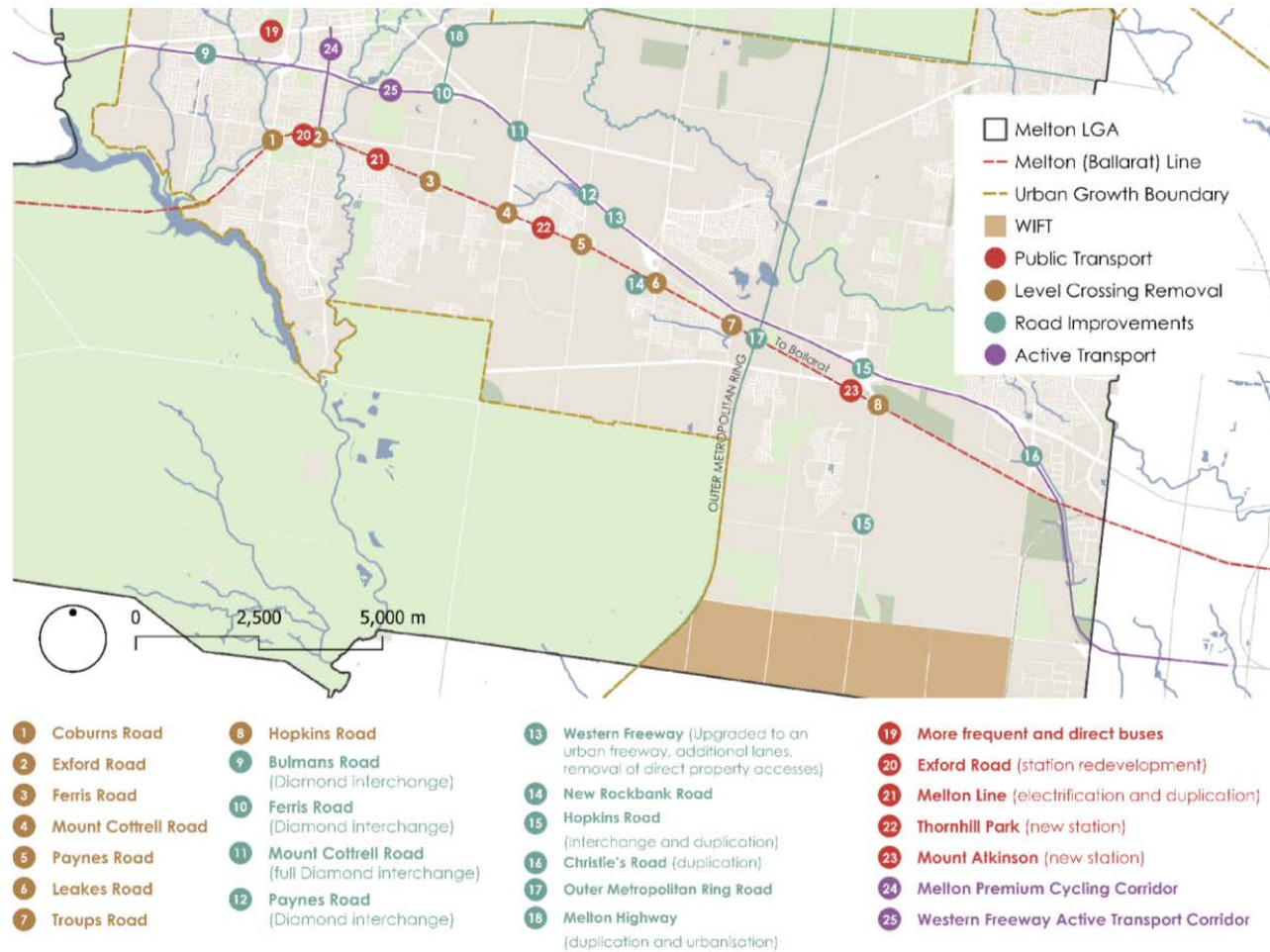
Infrastructure: Engagement with State and Federal government to advocate for the necessary transport investment and coordination needed to underpin corridor mobility.

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



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 Melton West (Woodgrove)	Future Aintree Mount Atkinson Rockbank Fraser Rise	Existing Eynesbury Burnside Brookfield Harkness Melton South Watervale Taylors Hill Hillside Banchory Grove Aintree Opalia	Future Deanside Village Monument Kurunjang Plumpton (local centre) Deanside Central Thornhill Park Strathulloh Diggers Rest Weir Views Caroline Springs rail Station* Melton East	Existing Melton Gateway	Future Hopkins Road Business Park, Mount Atkinson Cobblebank, Ferris Road	Future Kororoit Employment Precinct Mount Atkinson - Mixed Use Commercial Area Rockbank Mixed Use Plumpton Mixed Use Cobblebank Mixed Use

* Not yet a recognised node

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.

[illegible]

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.

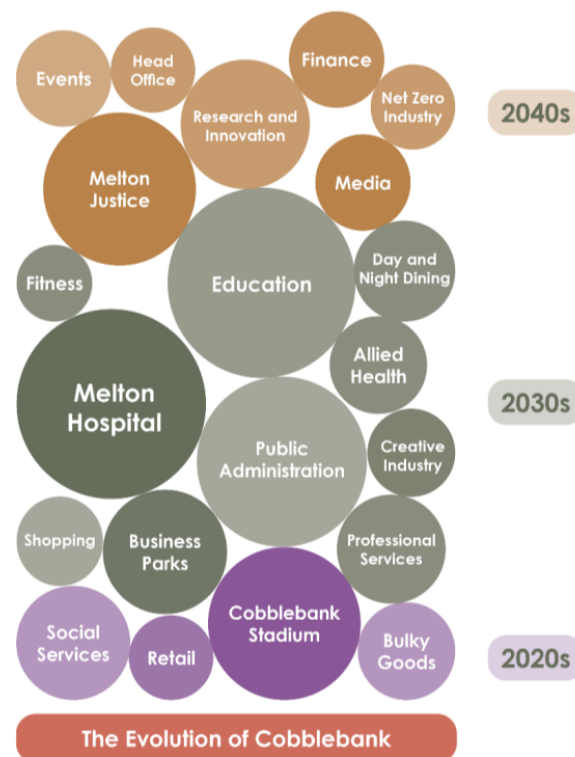
Cobblebank will be a thriving new urban Centre in Melbourne's west with the new Cobblebank Train Station and a significant retail and entertainment precinct at its heart. It will be a place where the community will gather to enjoy a comfortable lifestyle defined by convenient access to transport and 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.

The Melton Sustainability Strategy (2019) and Melton Innovation Strategy (2019) each support the take up of renewable energy technology in our community and the addition of renewable infrastructure.

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 busses 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
- ferry industrial workers to and from Caroline Springs Rail Station in our south.

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:

Advocate for trials of self driving public transport in our municipality.

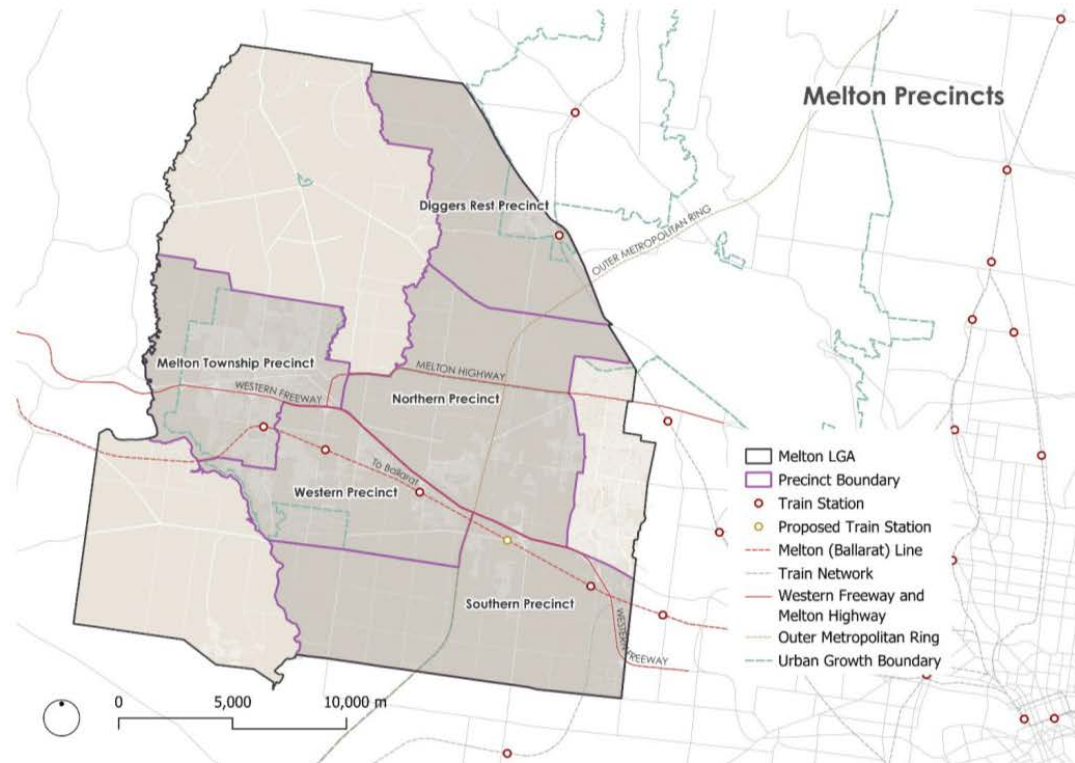
Precincts

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.

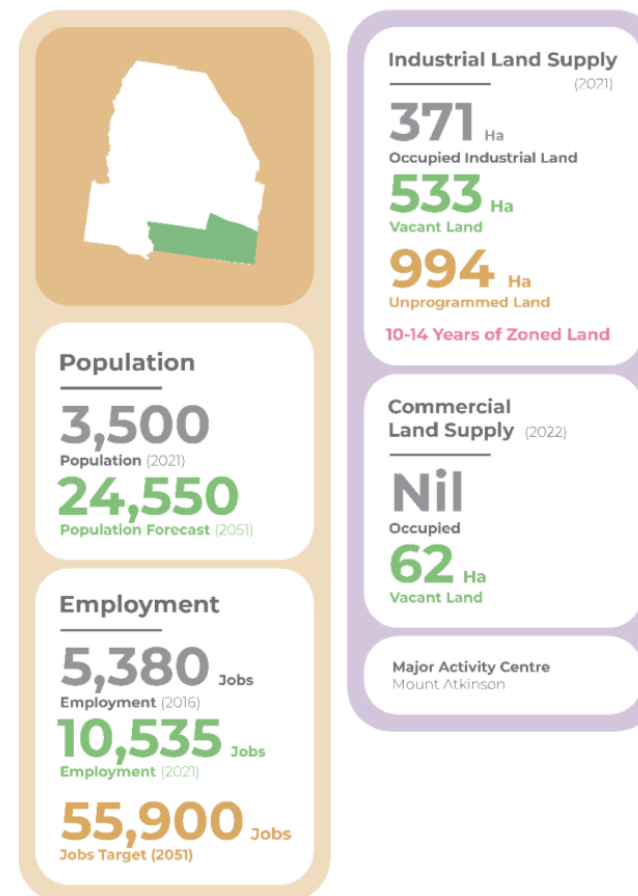
The precinct encompasses two distinct economic areas, the large format industrial area that forms the western edge of the Western State Significant Industrial Precinct and the future Mount Atkinson Major Activity Centre and its surrounding employment land.

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.

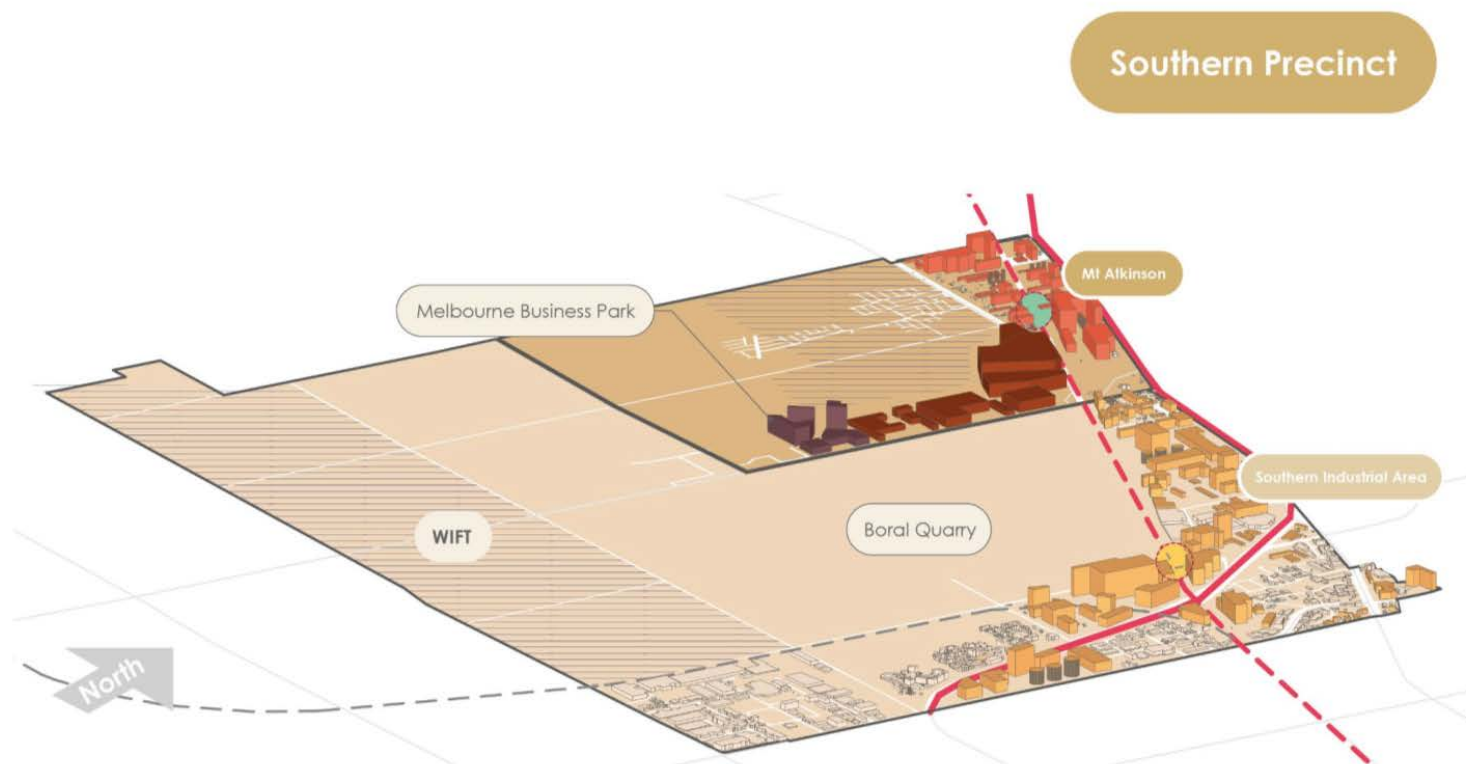
In the future, the precinct will incorporate a substantial resident base of approximately 25,000 people as Mount Atkinson's 1,770 hectares of residential land is developed.

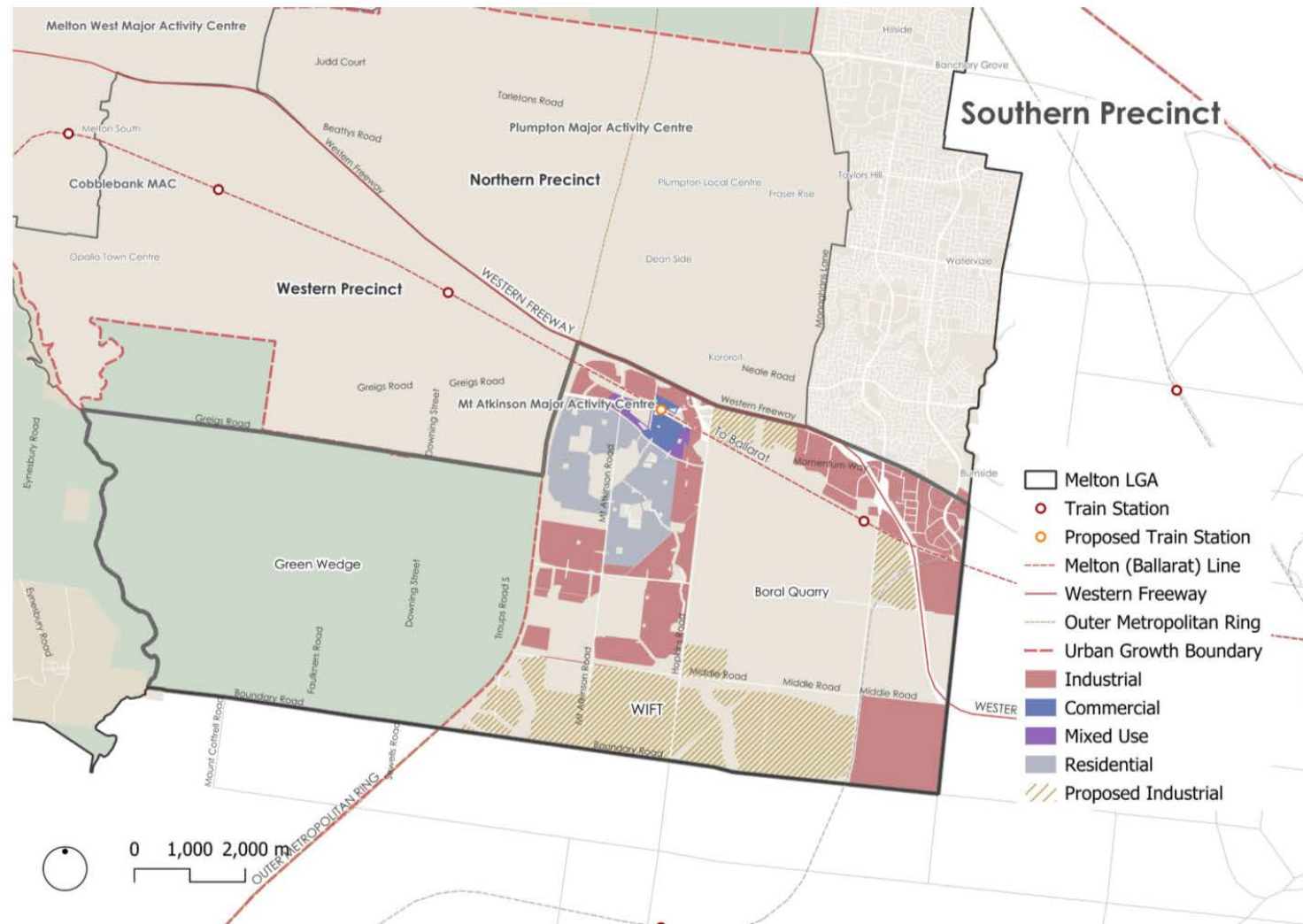
The Ravenhall Correction Centre is the precinct's largest employer (2000 jobs) and accounted for over 1000 additional jobs over the past 5 years. Traditional industrial employment in the form of manufacturing, logistics, warehousing and construction jobs comprise the precinct's core employment sectors which are expected to continue to expand as the precinct undergoes sustained investment and development. 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.

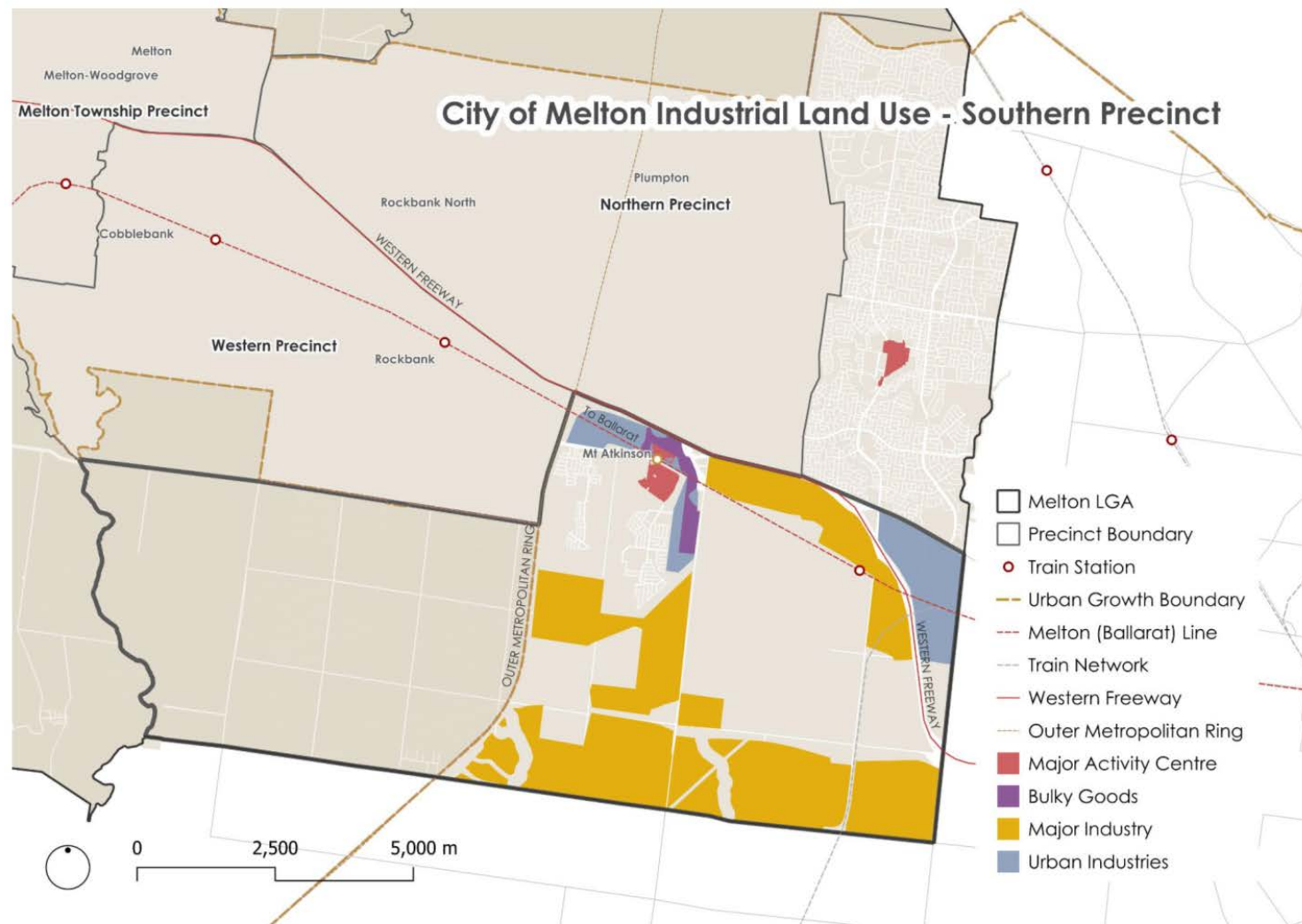
At 2022, the area included over 890 employing businesses including over 40 businesses with 20 or more staff and over 45 businesses with an annual turnover in excess of \$10 million. Rapid growth has seen the precinct add more than 600 employing businesses since 2018. The precinct is therefore a critical 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
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.
		A2	Work with state government to ensure the timely programming of the Chartwell East, Derrimut Fields and Warrawee PSPs.
		A3	Ensure the Precinct Structure Planning process reserves adequate land for the delivery of the WIFT.
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.
		A2	Investigate potential uses that might be supported in buffer areas.
SP.D3	Plan extractive industries	A1	Identify the long-term role of extractive industries within the Southern Precinct.
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.
SP.D5	Upgrade and expand 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.
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.
		A2	Ensure the design of the OMR and, WIFT and associated land use settings catalyse and prioritise employment, investment and innovation.
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.

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.
SP.D9	Automated Vehicles	A1	In the medium to long-term, CoM will encourage 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.
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.
Industry			
SP.D11	Ensure certainty of investment and operations	A1 A2	Direct industrial uses in accordance with the <i>Melton Industrial Land Use Framework</i> (see Appendix 2) 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.
People and Place			
SP.D12	Caroline Springs Rail Station Neighbourhood Centre	A1 A2	Identify Caroline Springs Station Precinct as an industrial neighbourhood centre that services the gathering, hospitality and service needs of CoM's industrial work force. 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.
	Promote higher order industrial employment	A1 A2	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. 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.

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. Each of the PSP 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.

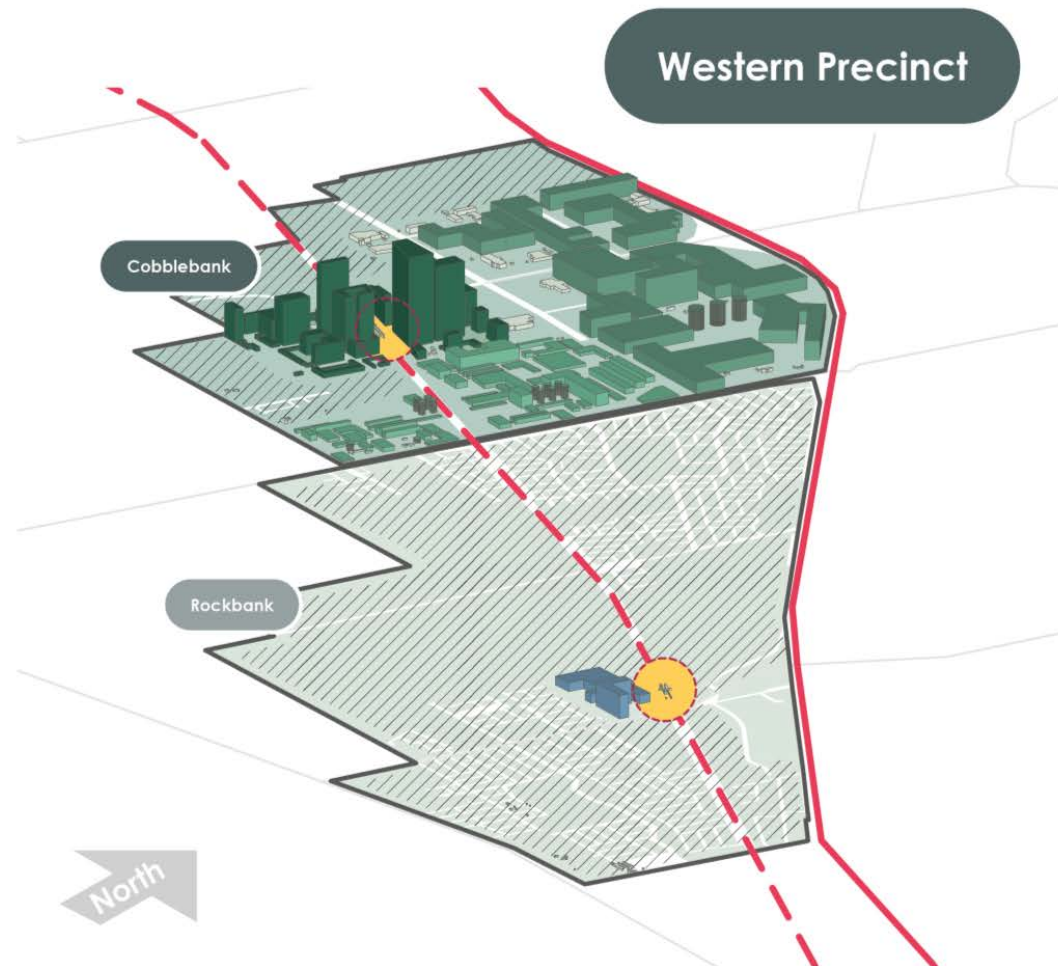
Cobblebank economic node comprises both the metropolitan activity centre and its adjacent employment precinct. The long-term land use vision for Cobblebank therefore anticipates a core activity centre encircled to its north by a diverse industrial/employment precinct incorporating a hybrid of industrial 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.

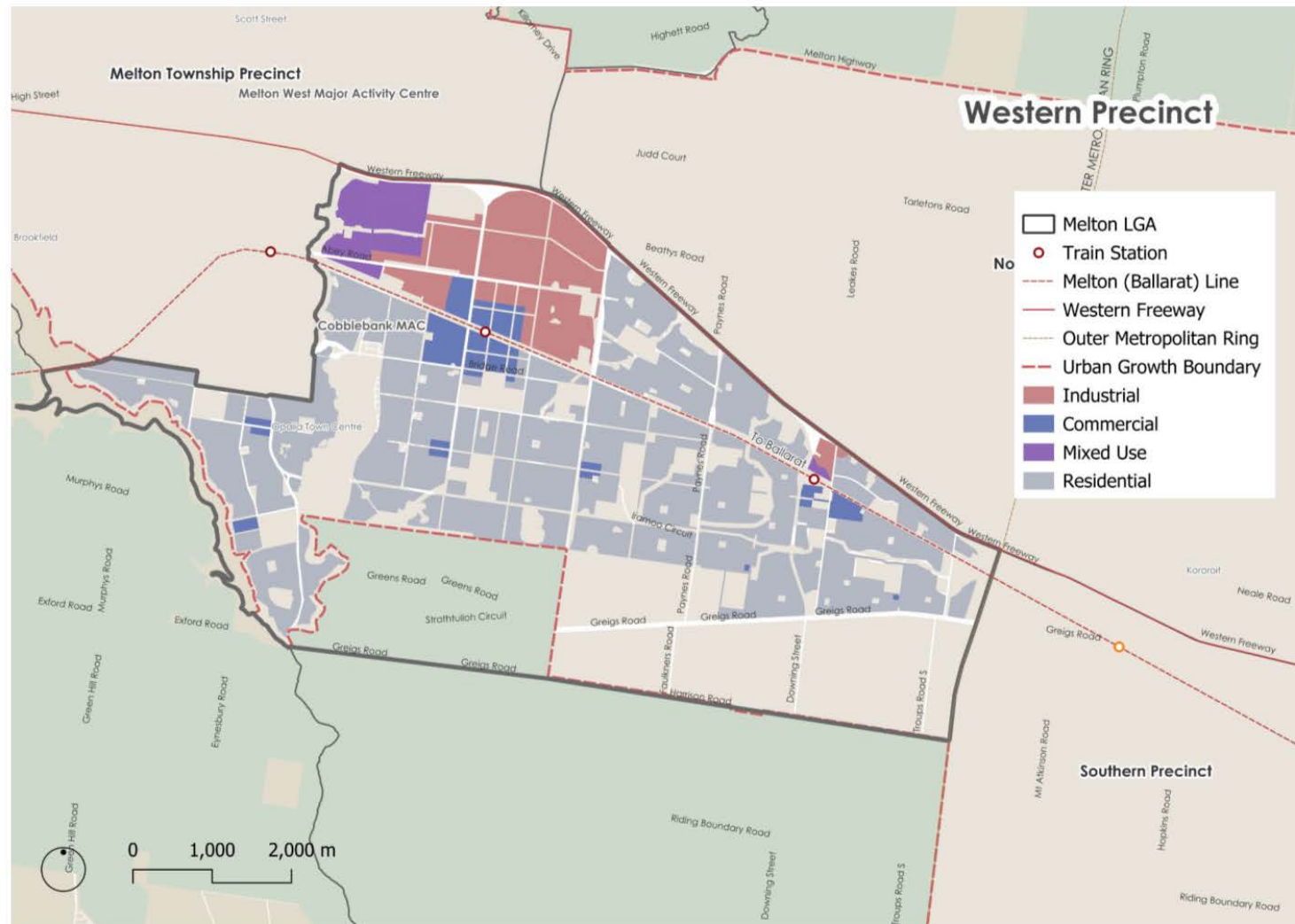
At 2023, Cobblebank was undergoing the first phase of its economic development with the development of foundational retail services and community infrastructure which will be followed by the delivery of industrial, commercial and health infrastructure.

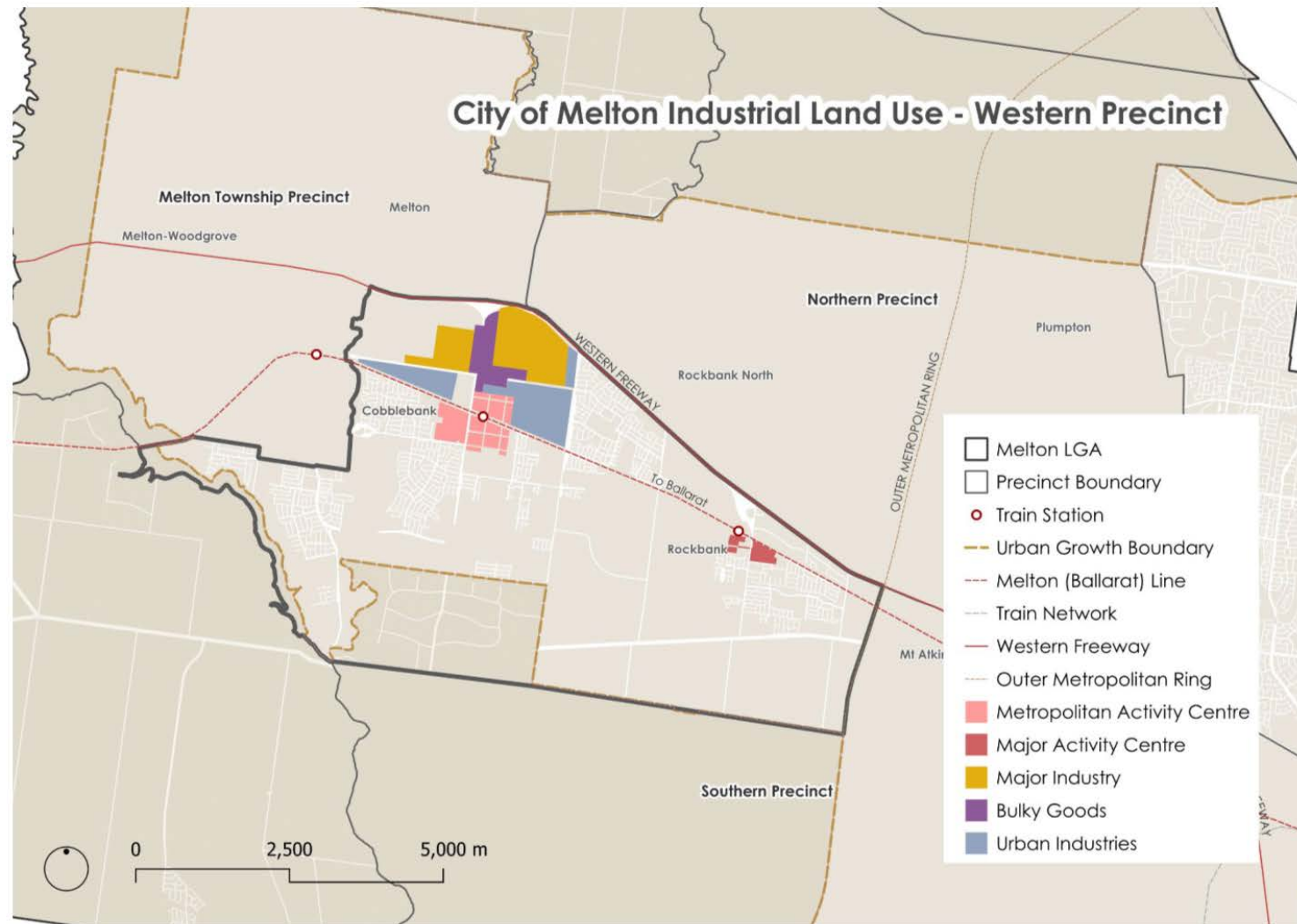
Rockbank is a major activity centre serviced by rail that will support local retail and service needs.



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







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 in and around Toolern. - 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
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> .
WP.D2	Support the delivery of a network of neighbourhood 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.
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.
		A2	Ensure business park development results in distinct and diverse places and spaces that facilitate a melting pot of economic activity.
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.
		A2	Investigate potential uses that might be supported in buffer areas.
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.
WP.D6	Upgrade transport infrastructure	A1	Institute new road infrastructure to support the development of the Rockbank Major Activity Centre
		A2	Institute grade separations at Ferris, Paynes, Coburn, Leakes, Troups and Mount Cottrell Roads
		A3	Institute diamond interchanges at key intersections including Bulmans, Ferris, Paynes and Mount Cottrell Roads
		A4	Advocate for the development of a rail station at Thornhill Park
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.

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.
		A2	Ensure the delivery of the future Melton Hospital includes land and supportive land use settings to attract further allied health investment.
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.
		A2	Ensure Cobblebank Metropolitan Activity Centre is CoM's primary location for new commercial and public service floor space investment.
		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.
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.
		A2	Encourage new business parks to incorporate co-working space.
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.
People and Place			
WP.D12	Facilitate a Live Play Work environment	A1	<p>Ensure the development of the Cobblebank Metropolitan Activity Centre promotes a 'Live, Work, Play' environment that results in a:</p> <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 o safe, attractive and clean environment o environment that integrates gathering spaces and social infrastructure with service and retail infrastructure o limits the incidence of barriers and fragmentation that restrict centre mobility and coherence

Melton Township Precinct

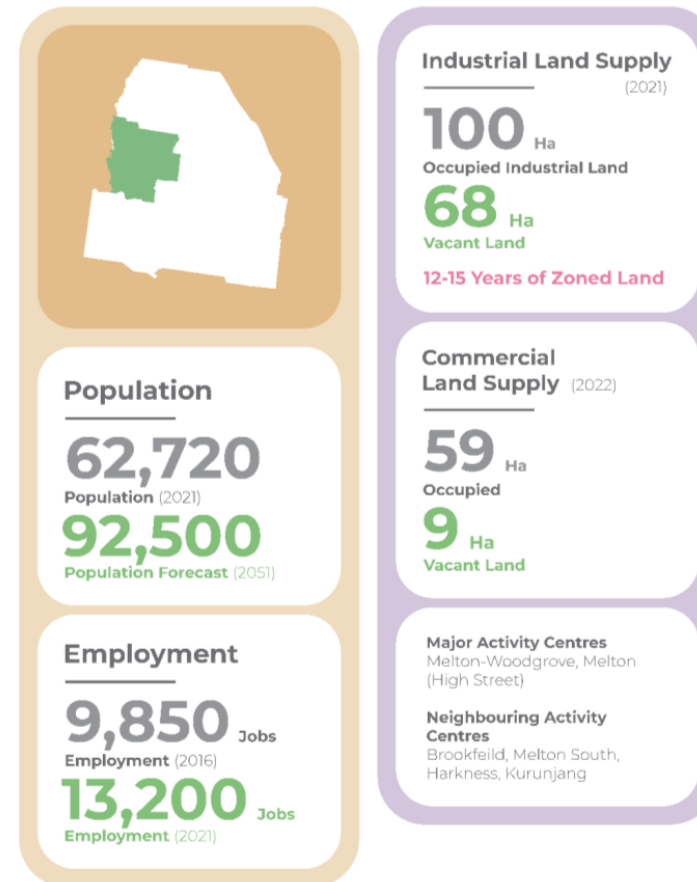
The Melton Township precinct incorporates a series of established neighbourhoods and commercial locations including the Melton West and High Street Activity Centres, and the rapidly developing Melton Gateway area.

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.

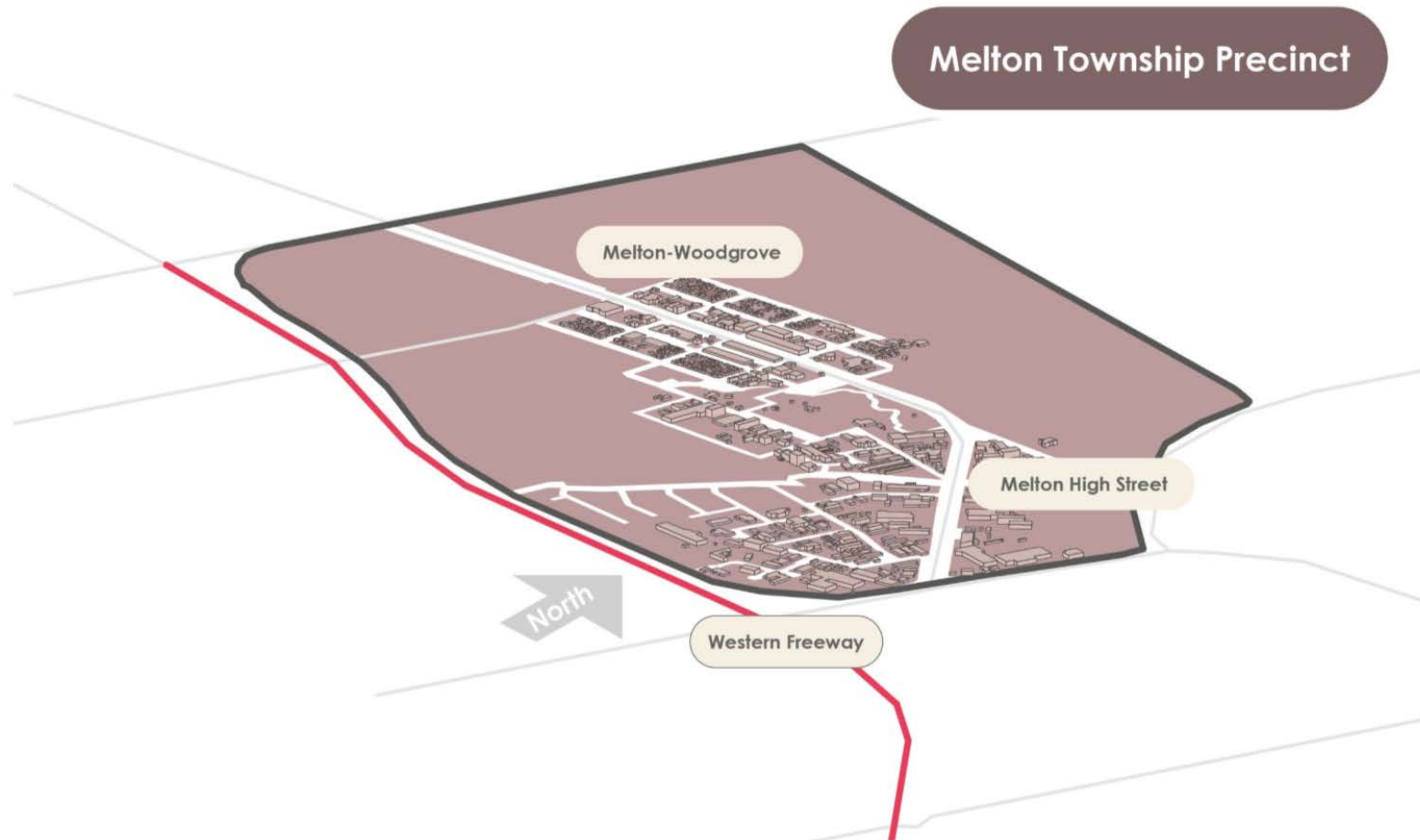
The township continues to add to its resident base via broadhectare and infill housing development, adding an average of 1270 new residents per annum since 2016. The township's population is slightly older (median age of 33) than nearby growth area communities (median age of 31).

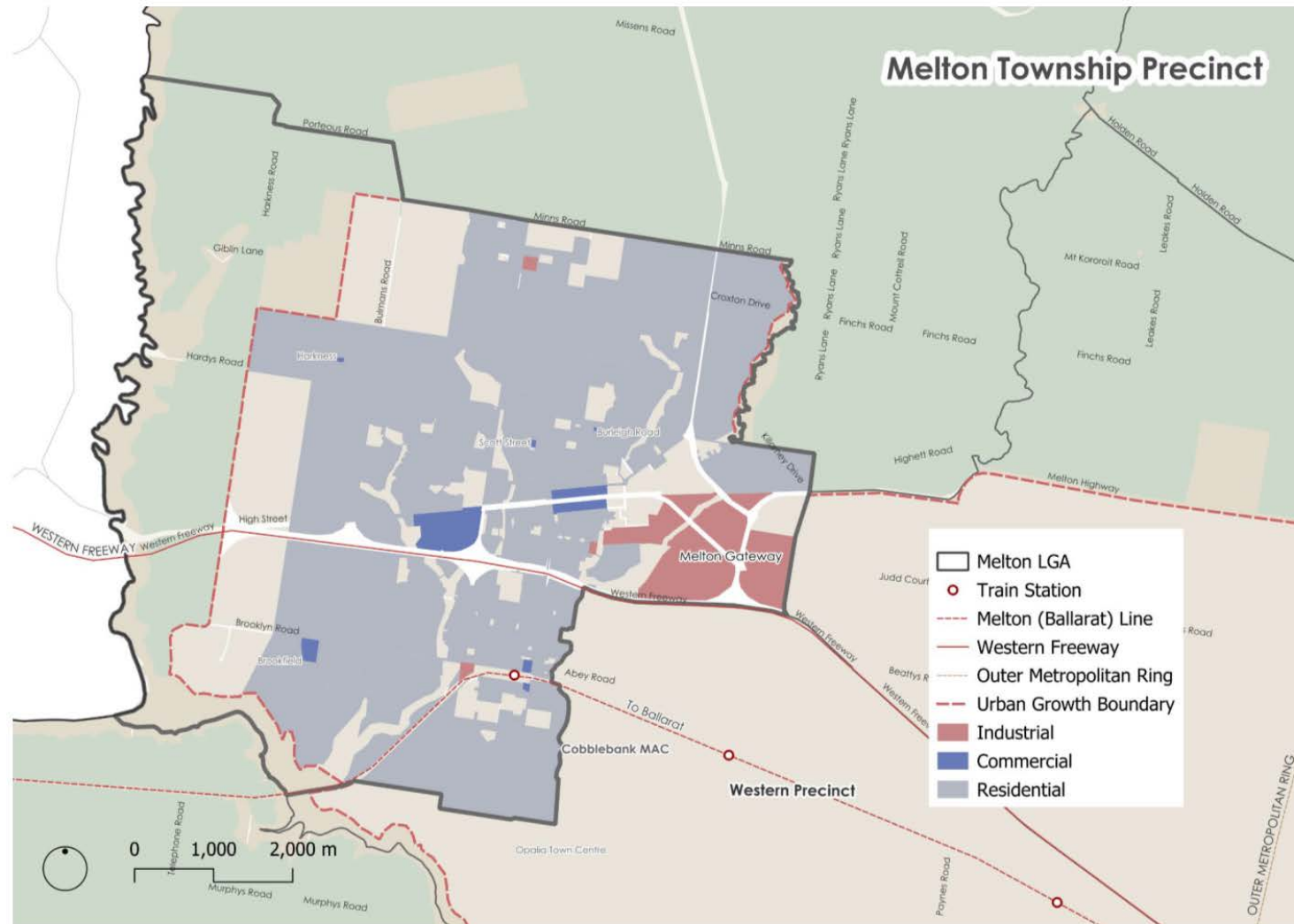
The township includes three primary economic nodes as follows. Firstly, the Melton High Street Major Activity Centre which is a traditional street-based activity centre. Secondly, the Melton West Activity Centre which is a hybrid centre comprising two separate freestanding shopping centres (Woodgrove 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.

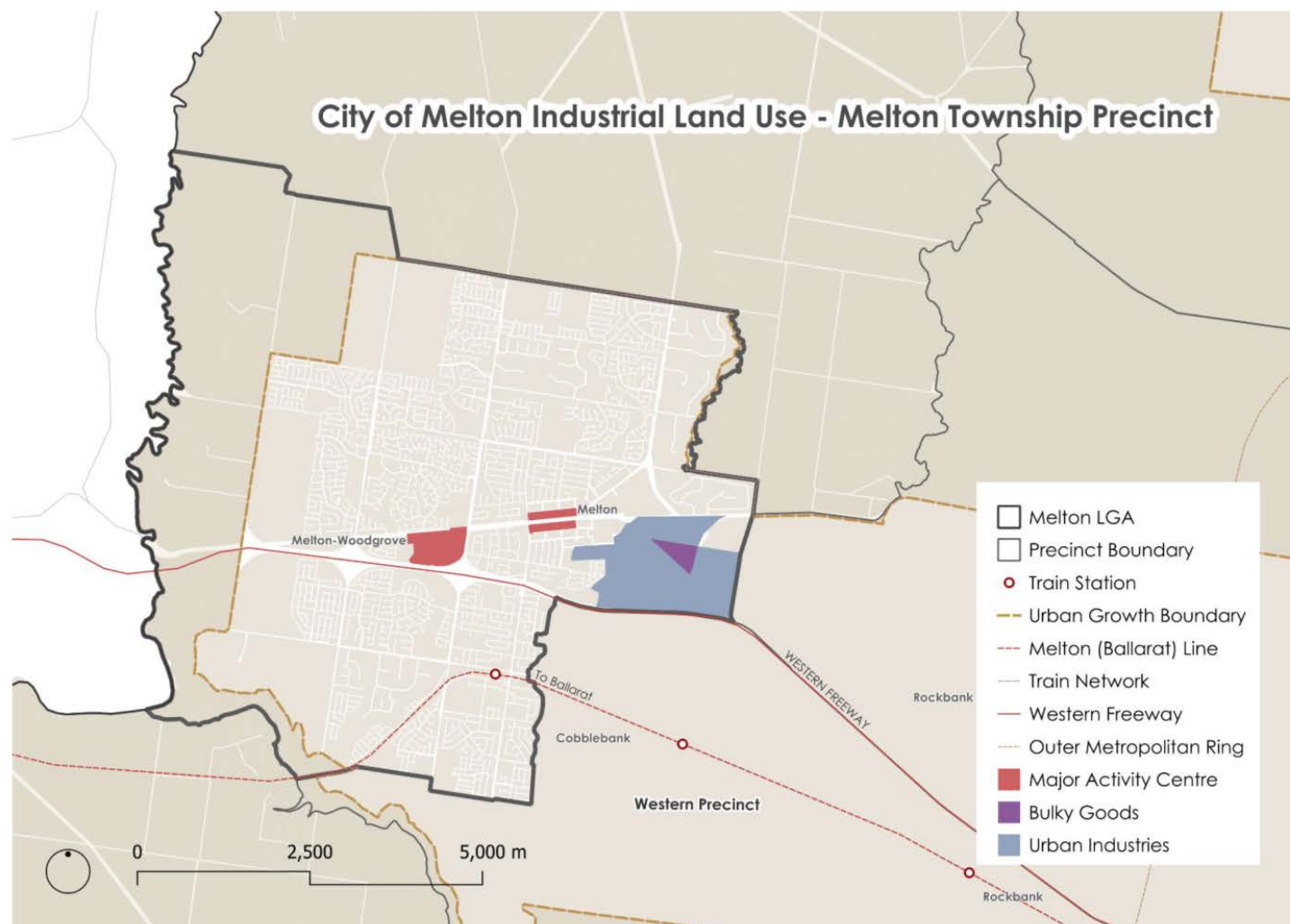
The township benefits from its established transport infrastructure and the legacy of ongoing investment in commercial, civic, health and education infrastructure. The township forms the western edge of the Western Freeway Economic Corridor.



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

	Direction		Actions
Employment Land			
MT.D1	Encourage the renewal of employment land	A1	Support the ongoing renewal of ageing and redundant commercial and industrial sites.
		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 residential, service, retail, hospitality and accommodation uses
		A3	Encourage the renewal of aged industrial sites in the Melton Township Precinct into contemporary attractive industrial facilities.
Economic Infrastructure			
MT.D2	Upgrade transport infrastructure	A1	Advocate for the renewal of the Melton train station Advocate for the Western Freeway to be upgraded into an urban freeway with the removal of direct property access and additional lanes
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.
		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.
		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.
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.
		A2	
		A3	Support the ongoing development of a day and night economy within the Melton High Street (Town Centre) Major Activity Centre.
		A4	Support the ongoing role of the Melton West Activity Centre in the delivery of regionally significant merchandise retail and health services. Support the diversification of uses in the Melton West Activity Centre and its ongoing renewal into a contemporary shopping centre.

Northern Precinct

The Northern Precinct is a primarily residential growth area to the north of the Western Freeway between Hillside and Melton township.

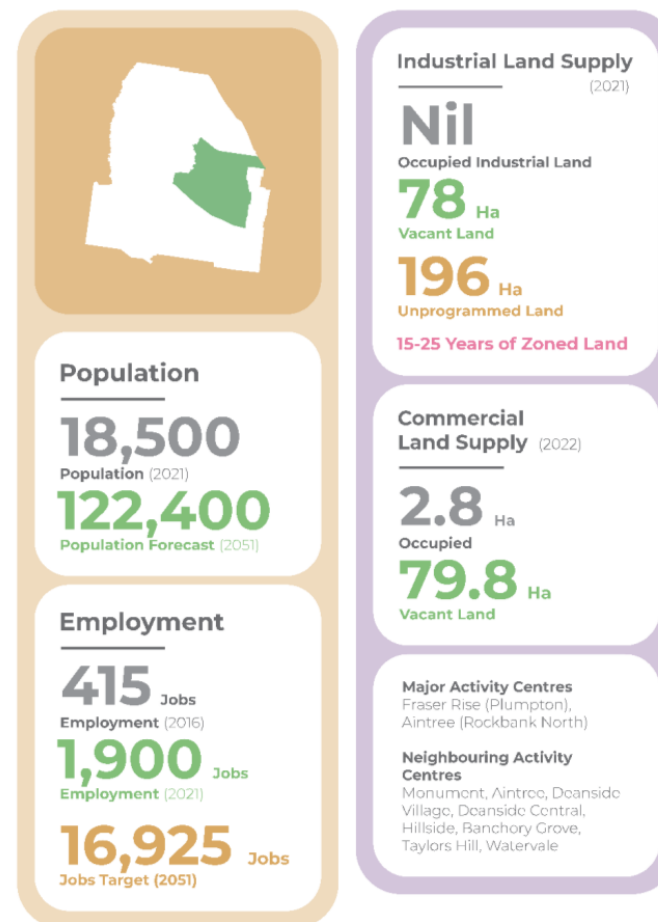
To date, the PSP process has identified two future Major Activity Centres, the Rockbank North and Plumpton Major Activity Centres, and a network of local centres.

The Rockbank North and Plumpton 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.

Plumpton 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.

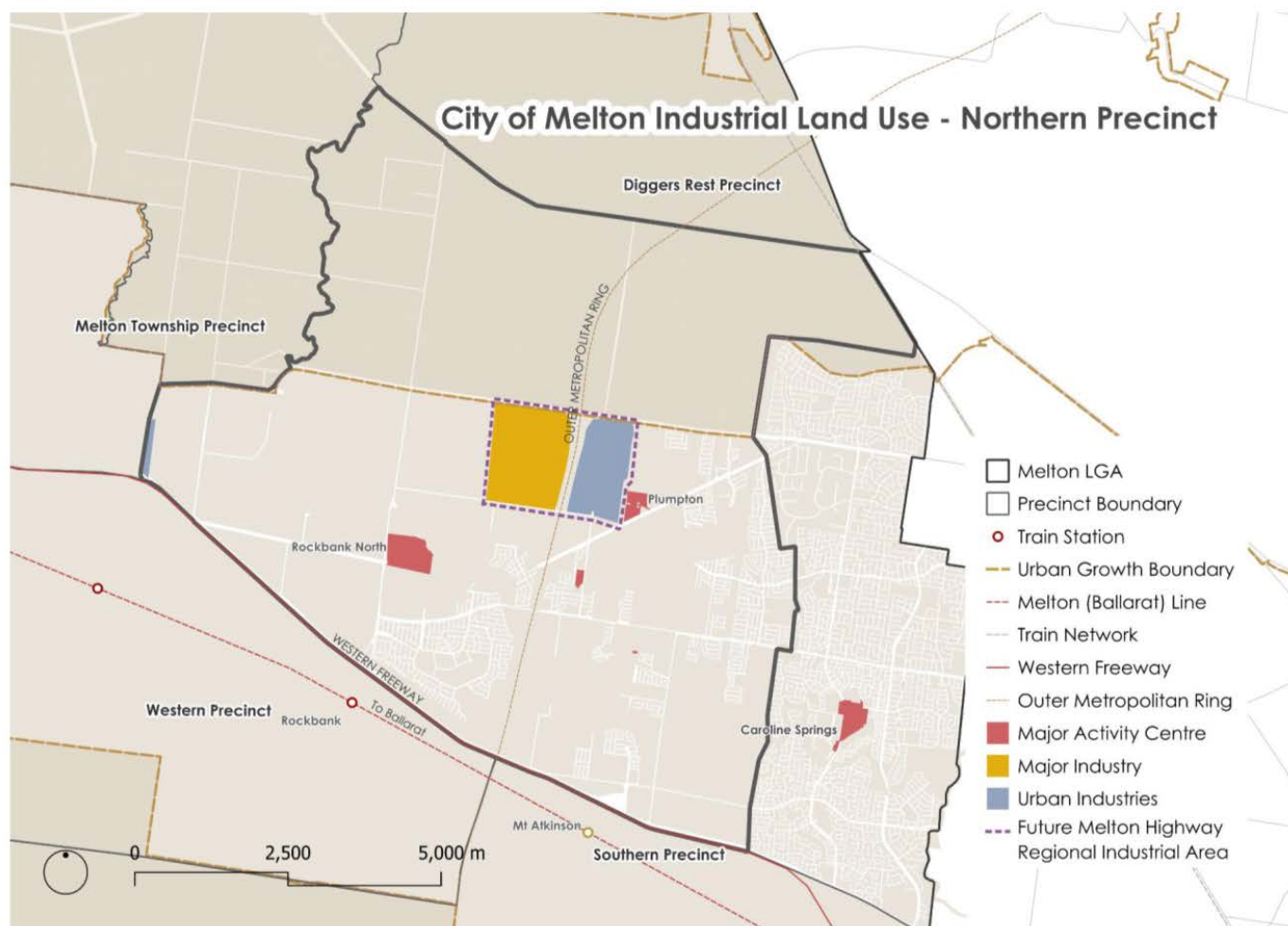
The precinct's population is growing rapidly. Over the 2016 to 2021 period, the precinct added an average of 2,900 new residents per annum. To date, population growth has been focused in Aintree and in Hillside. Ongoing residential development will see a population of 122,000 residents by 2051.

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 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

	Direction		Actions
Employment Land			
NP.D1	Leverage the economic and employment benefits of population growth	A1 A2	Work with developers and landholders to facilitate the take-up of the precinct's economic and employment land. Work with developers, landholders and state agencies to identify and address barriers to the timely take-up and development of employment land.
NP.D2	Support Industrial Land Supply	A1	Encourage new Northern Precinct PSPs to identify new industrial areas
NP.D3	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.
NP.D4	Avoid Land Use Conflict	A1 A2	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. Investigate potential uses that might be supported in buffer areas.
Economic Infrastructure			
NP.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.
NP.D6	Advocate for the delivery of road infrastructure	A1 A2 A3	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. Investigate industrial land demand implications resulting from the delivery of the OMR. Work with the state government to facilitate the upgrade of the Melton Highway
NP.D7	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.
Industry			
NP.D8	Ensure the delivery of the OMR catalyses economic activity	A1	Ensure the design of the OMR directly catalyses economic land uses along the OMR corridor and at critical transport intersections.

People and Place			
NP.D9	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 Rockbank North and Plumpton Major Activity Centres in accordance with their respective UDFs.
		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.
		A3	Work with landholders and developers to ensure the timely development of neighbourhood activity centres that support the everyday shopping and service needs of the precinct's population.
NP.D10	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 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.

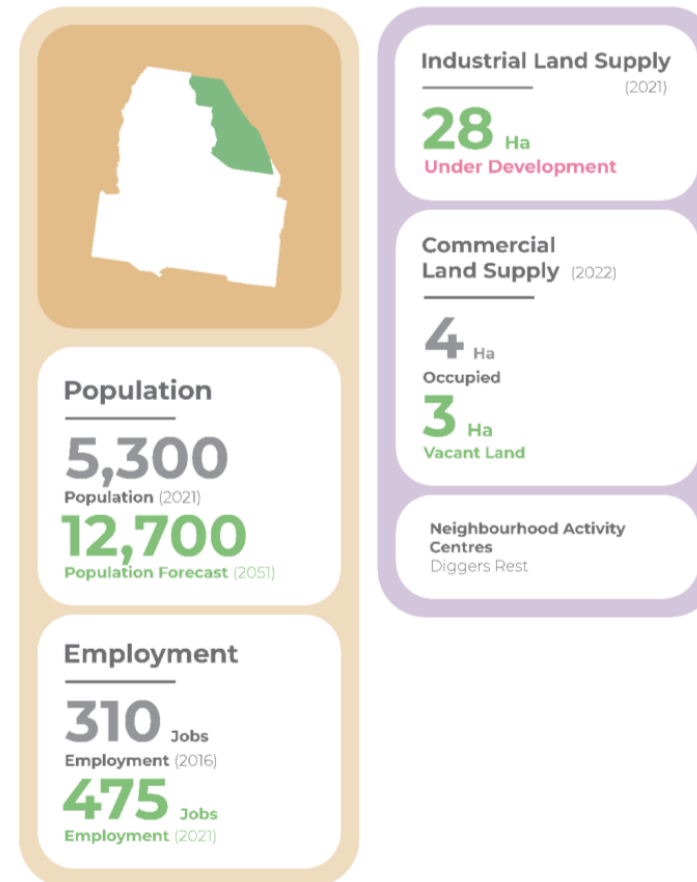
Diggers Rest Precinct

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.

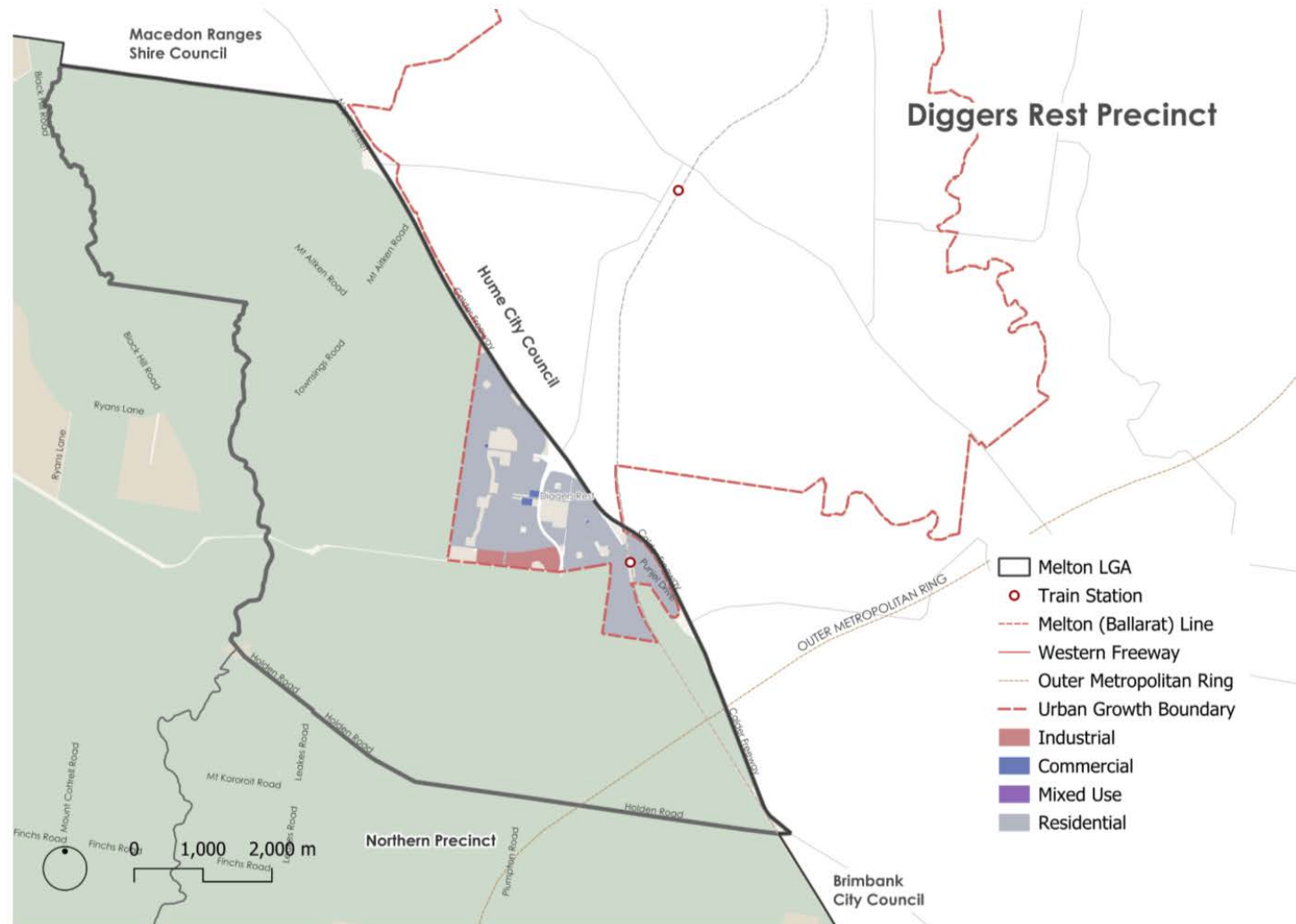
The precinct comprises the Diggers Rest PSP area which was approved in 2012. The anticipated uses are primarily residentially focused.

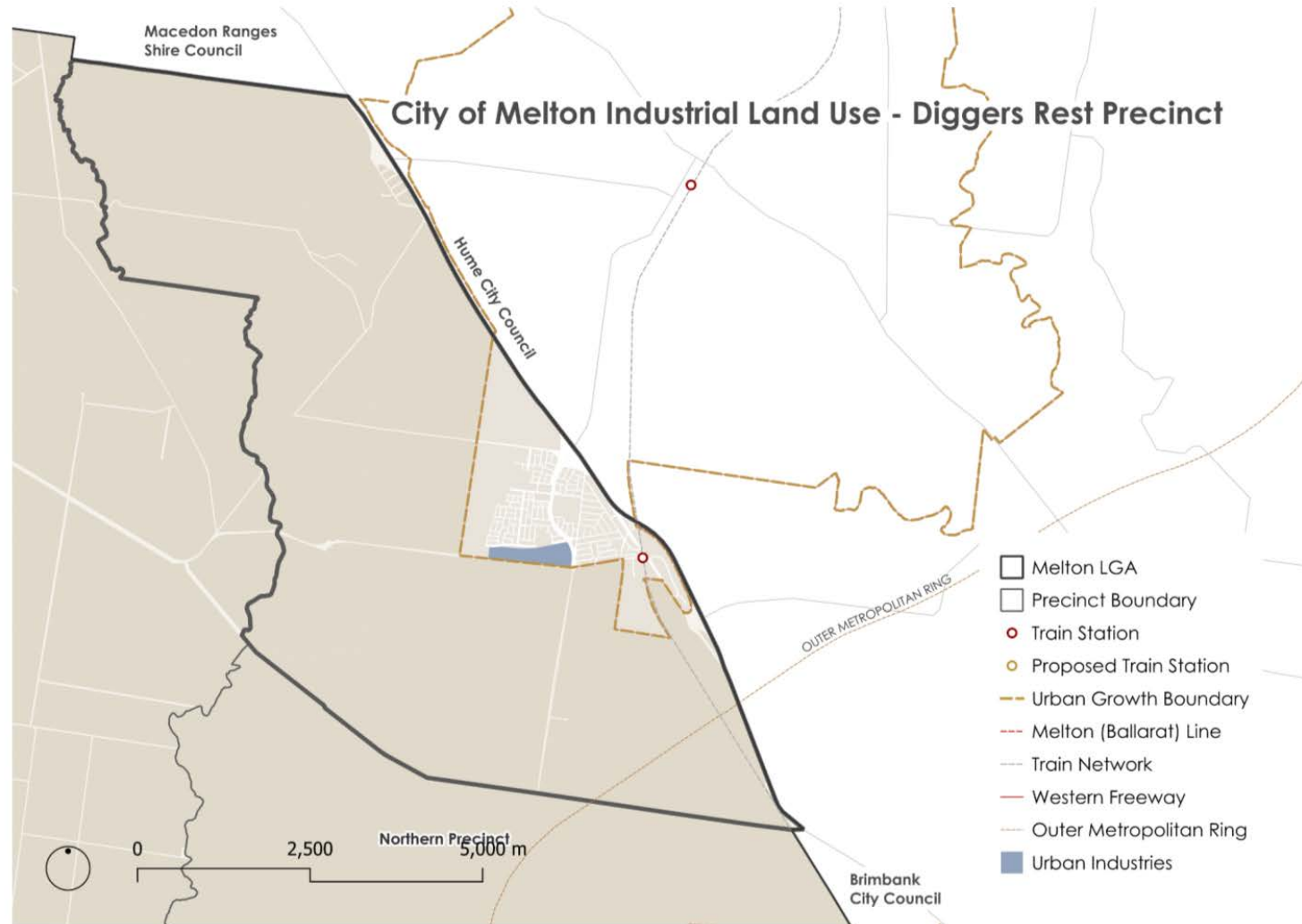
In the recent past, population growth has been accompanied by a small uplift in local employment primarily in population-serving industries.

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.



Source: CKC, ABS





Diggers Rest Precinct Evaluation

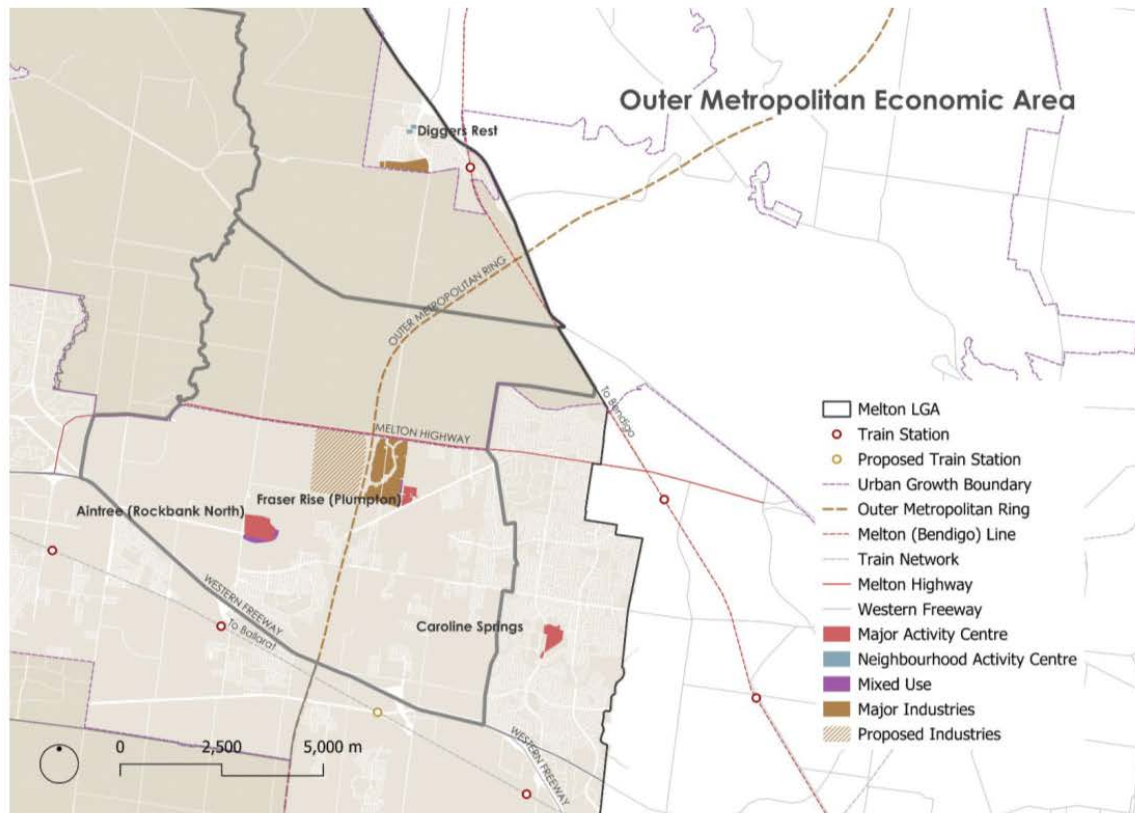
Economic Enabler	2023 Status	Outlook	Observations
Employment Land	Rapid take-up of industrial land	No zoned land to support further industrial expansion	<ul style="list-style-type: none"> - New industrial land supply in Diggers Rest Precinct is in direct proximity to the Calder Freeway which has proven 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 Northern Precinct. 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.

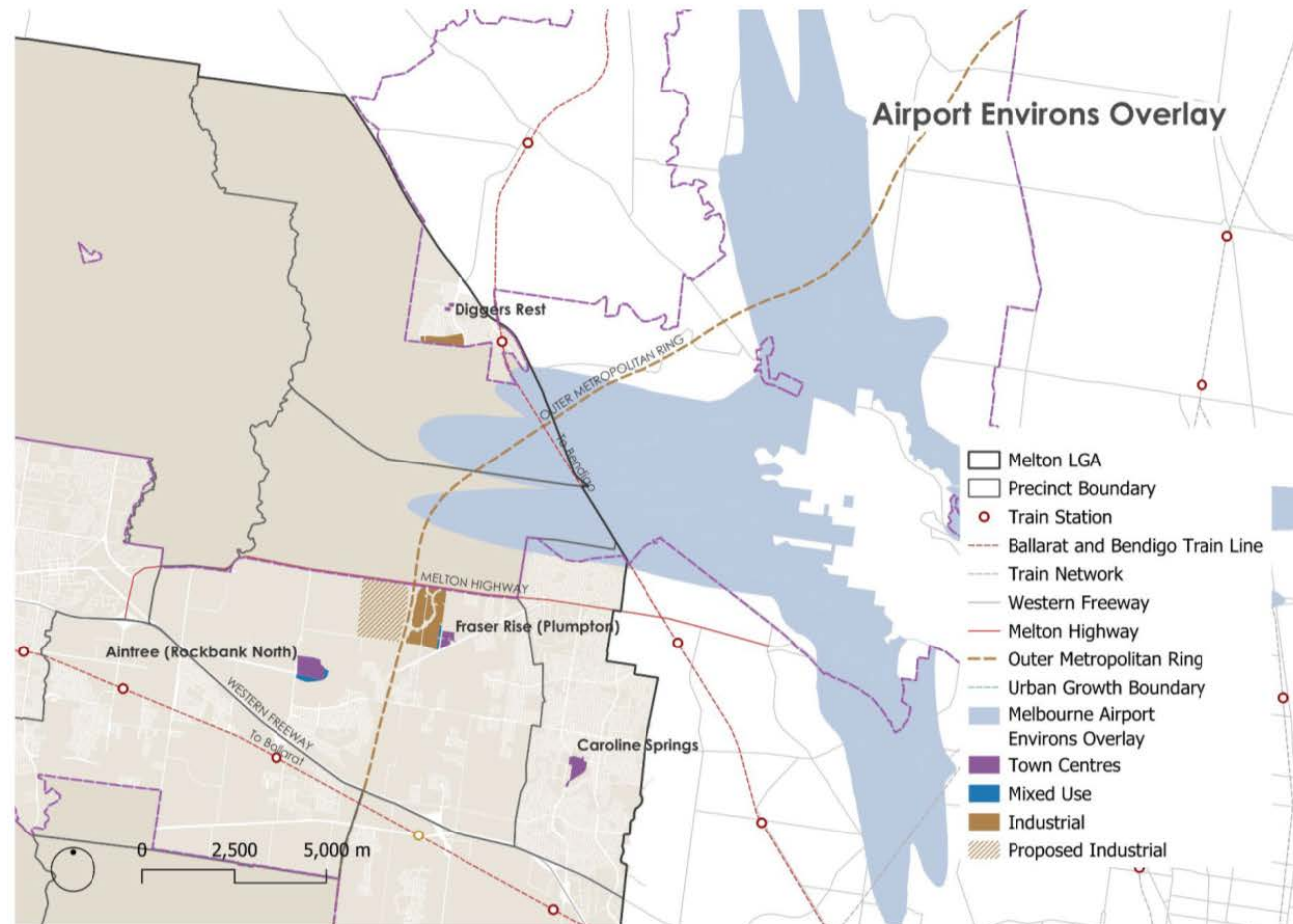
Diggers Rest Precinct Directions

	Direction	Actions	
Employment land			
DR.D1	Support the expansion of Diggers Rest Precinct employment area	A1	Ensure any future review of the Urban Growth Boundary explores opportunity to expand Diggers Rest Precinct employment land, particularly if the OMR is delivered.
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.
Economic Infrastructure			
DR.D3	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.
		A2	Investigate industrial land demand implications resulting from the delivery of the OMR.

Appendices

Appendix 1: Out Metropolitan Economic Area



Appendix 2: Melbourne Airport Environs Overlay (MAEO)

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.

Term	Definition
Short term, medium and long term	When modelling land consumption, the study refers to the following time periods: <ul style="list-style-type: none"> - Short term: considers activity over the next five years until 2026. - Medium term: considers activity over a five to ten year period until 2031. - Long term: considers activity over a 10 to 15 year period until 2036 and beyond.

Land analysis is subject to a number of guiding assumptions.

Table 10: Land Analysis Assumptions

Topic	Assumption
Unprogrammed industrial land and future consumption	Unprogrammed industrial land is land that has been identified as potential future supply in MICLUP. Charter has confirmed that this land excludes known environmental and cultural constraints. To determine the scale of future supply Charter has adjusted the quantity of unprogrammed land by deducting 15% of potential future industrial space to account for road space, drainage reserves, infrastructure, additional environmental constraints and open space.
Projecting vacant industrial land consumption	The project has distinguished between broad hectare and infill industrial land. In modelling future supply Charter has deducted 15% from all vacant land in the Western and Northern Precincts. This is because vacant land in these locations will require new road space and drainage reserves that will ultimately reduce total available industrial land supply. A 15% deduction has also applied to select vacant land in the Southern Precinct that is considered broad hectare in character (see Appendix 2 for further information)
Status of Planning Policy	For the purposes of this project the project assumes planning designations for industrial and commercial land as of November 2022.
Precinct Structure Plan Status	The delivery of additional PSPs will inevitably add further commercial land supply. The project is based on land allocations for approved PSPs as of November 2022. The project does not consider future commercial land supply that is yet to be identified.



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Melton Employment and Industrial Land Supply Review

Prepared for
Melton City Council

Date of Issue of the Report
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Instructions.

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City of Melton Employment and Industrial Land Supply Review

Executive Summary

The *Melton Employment and Industrial Land Supply Review* investigates the supply of land to support ongoing economic growth within the City of Melton (CoM).

As the City grows into a community of 485,000 people by 2051, the City will require new commercial and industrial land to support local employment growth and the long term economic dynamism.

This study investigates the availability and outlook for commercial and industrial land within the City of Melton in the context of significant and rapid growth.

A New Industrial Economy

The CoM is currently one of the leading areas of industrial growth and investment in Victoria.

In the past 5 years, the City has attracted a growing share of industrial investment in Melbourne's West, which is Victoria's leading region for industrial development.

In 2021, just under a third (31%) of all industrial development within the Western State Significant Industrial Precinct occurred within the CoM (up from 16% in 2017).

Formerly farming areas in Ravenhall and Truganina are now contemporary business parks supporting the operations of major national and international corporations with over 10,500 jobs. Growth has been rapid. Over the 2016 to 2021 period, the area added 5,000 jobs.



Consumption of Industrial Land in Ravenhall, Truganina, Mount Atkinson 2007 and 2021

Sustained Industrial Expansion

Year on year, the City's industrial footprint, workforce and scale of industrial development grows.

In 2021, the City experienced a record year of industrial development when 42 hectares of vacant industrial land was developed. Since 2007, the CoM has seen the development of over 315 hectares of industrially zoned land. Every year the scale of industrial development has grown at a rate of 5.7% per annum.

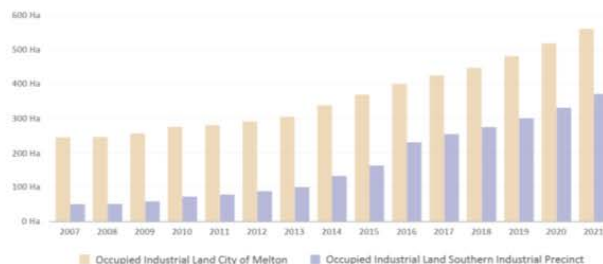


Chart 1: Growth in occupied industrial land 2007 and 2021
CoM and Ravenhall, Truganina

The main focus of industrial development has been in the suburbs of Ravenhall and Truganina (the City's Southern Industrial Precinct). The area enjoys excellent access to the region's major road infrastructure (the Western Freeway and proximity to the Metropolitan Ring Road) while also providing greenfield expansion opportunities that link new- industrial precincts with established industrial areas in Laverton and Derrimut.

Since 2007, the Southern Industrial Precinct has seen the development of 284 hectares of vacant industrial land. Within the precinct year on year industrial development has grown at a rate of 13.3% per annum.

Industrial Land Consumption

A substantive pipeline of approved and confirmed industrial development proposals will see the City's transport, warehousing, manufacturing and construction industries continue to grow particularly in the City's southern industrial precinct.

At present, an average of approximately 38 hectares of industrial land is developed every year. In the near future, the pipeline of approved industrial projects has the potential to see industrial development grow beyond 50 hectares per annum. Ongoing industrial land development will result in the full development of all zoned vacant industrial land in the City's Southern Industrial Precinct by the early 2030's.

Boosting Industrial Land Supply

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 Precinct Structure Planning (PSP) areas. To ensure the sustained growth of the City's Southern Industrial precincts which is currently the City's main economic and employment generator, the future of these PSP areas needs to be resolved as an economic priority. Timely infrastructure planning and provision is also needed (foundational roads, drainage and energy services) to support industrial and commercial investment.

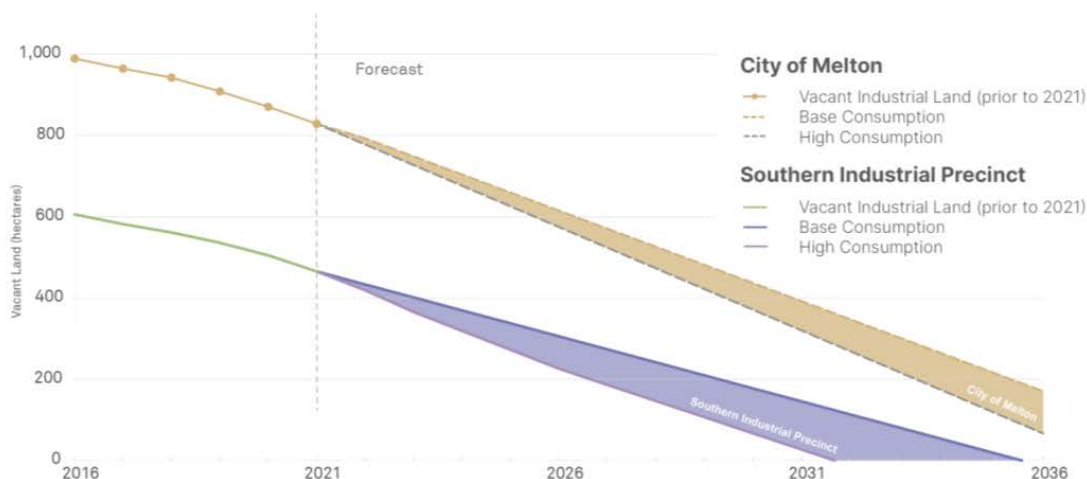


Chart 2: Projected Consumption of Industrial Land CoM and Ravenhall Truganina

Expanding Commercial Land Supply

The City aims to add 100,000 new jobs by 2050. The City's job target anticipates the emergence of the Cobblebank Metropolitan Activity Centre as a major employment and service destination incorporating 20,000 jobs. Ravenhall, Truganina and Fraser Rise aim to support 30,000 new jobs while the Southern Industrial precinct is anticipated to continue to expand its employment base with the addition of a further 20,000 jobs.

New medical and hospitality uses, retail outlets and office uses will require extensive new land to support the development of new facilities. To date the Precinct Structure Planning Process has added over 378 hectares of new commercial land expanding the City's commercial land supply by over 75%. However, most of this land is currently vacant.

Limited Commercial Growth

The recently complete shopping centres in Cobblebank (Cobblebank Village), Aintree (Woodlea Shopping Centre), Opalia Plaza (Weir Views) comprise the most significant new commercial developments in the City's growth areas. A number of new town centre proposals are currently progressing at Rockbank, Thornhill Park, Deanside, Eynesbury and Fraser Rise.

As of 2022, commercial development in the City's growth area communities primarily focused on the delivery of foundational retail and service infrastructure for new communities in the form of a supermarket and a number of ancillary shops.

There is currently 378 hectares commercial land in the City's growth areas of which, at 2022, 25 hectares has been developed. The remaining land is vacant.

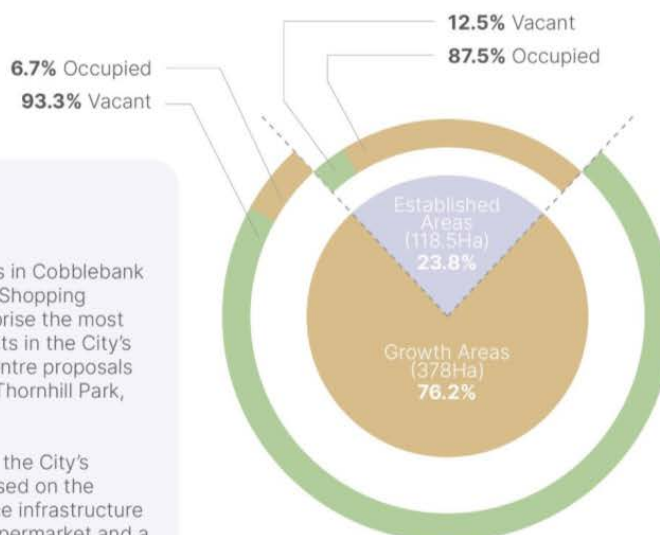


Chart 3: Occupancy of Commercial Land CoM Growth Areas and Established Areas 2022



Cobblebank and Rockbank - Occupied and Vacant Commercial Land

Commercial Outlook

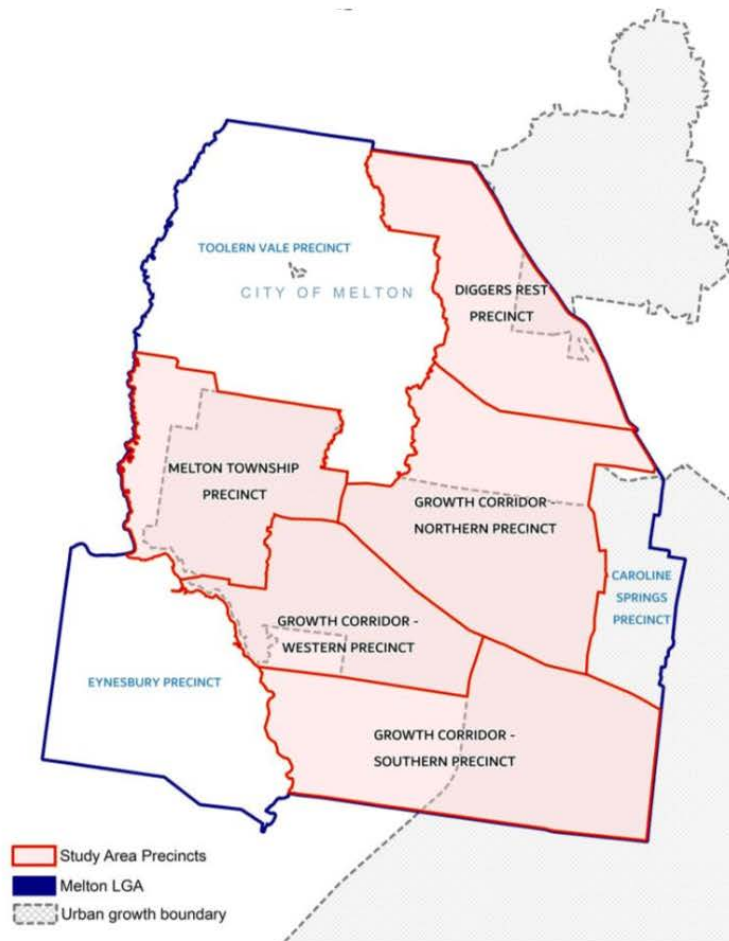
The City currently incorporates substantial vacant commercial land. Multiple drivers will support long term commercial land demand including:

- Projected population and household growth.
- The prevalence of young and growing households. The median age of growth area communities is 30 years.
- Above average educational attainment and incomes in growth area communities. The City's growth area communities are more educated and have higher incomes than the broader Melton community.
- The availability of well located and abundant commercial land.
- Favourable ownership. Several Centres are subject to ownership by major land developers who are skilled and experienced in the delivery of high quality places and successful commercial environments.
- Investment in social and transport infrastructure including the future Melton Hospital, Outer Metropolitan Ring Road and potential future Mount Atkinson Rail Station will help catalyse commercial demand.

Study Area

The project has identified study area precincts which 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 in the future *Melton Employment and Industrial Land Strategy*. Precinct boundaries are detailed below.

Figure 1. Melton Employment and Industrial Land Supply Review Study Area



Implications for the Melton Industrial and Employment Strategy

The land analysis identifies a number of key issues and insights that have implications for the development of the industrial strategy as follows:

Advocacy

- Advocating for the delivery of the Outer Metropolitan Ring Road (OMR) and Western Intermodal Freight Precinct (WIFP).
- Advocating for the commencement of the Chartwell East, Derrimut Fields and Warrawee Precinct Structure Planning process as an economic priority for the region.
- Exploring the long term opportunity for Diggers Rest to support additional industrial development opportunities.

Strategy

- Defining the strategic and economic role of the City's industrial precincts.
- Identifying infrastructure that is needed to support economic activity and ongoing investment in commercial and industrial areas.
- Identifying the strategic decisions needed to leverage from the delivery of Outer Metropolitan Ring Road and Western Intermodal Freight Precinct.
- Defining the role and outlook for each of the City's Activity Centres in the City's economic land use hierarchy.
- Recognising the abundance of commercial land already identified in Melton City's PSP areas and ensuring that future PSPs account for the already significant supply of commercial land in the City and associated employment and economic aspirations.
- Recognising the Burnside, Eynesbury, Melton Gateway and Caroline Springs commercial areas in strategy and policy and their role in the overall commercial hierarchy of Melton.
- Identifying the preferred role of the Melton Gateway area in the City's economic development.

Research

- Examining the long term role and future of unprogrammed industrial lands within the Ravenhall (Quarry Site) precinct.
- Researching the development trajectories of growth area activity centres including the stages and timing of commercial development and demand resulting from population growth.
- Investigating the enabling infrastructure needed to support the development of growth area activity centres.
- Identifying and prioritising catalytic infrastructure projects (foundational roads, drainage and energy services) that will support and accelerate industrial and commercial investment.

1. Introduction

The *Melton Employment and Industrial Land Supply Review* addresses overarching research questions central to the City of Melton's (CoM) long term economic and employment growth. Specifically, this analysis investigates:

- The quantity of land available to support future commercial and industrial uses.
- The location of future commercial and industrial land.
- The projected scale and timing of the take-up land supply.

This report applies a mixed qualitative and quantitative research method to provide data and insights into the status and projected take-up of employment land focusing on land subject to a PSP process. Insights detailed in this report will establish the evidence base for the *Melton Employment and Industrial Land Strategy 2023*.

Independent of the future development of the strategy, the report also provides an evidence base to support council advocacy, particularly in relation to the sequence of unprogrammed PSPs, infrastructure advocacy, economic development initiatives and engagement with industry.

Figure 2. Cobblebank Village



1.1 Project Objectives

The *Melton Employment and Industrial Land Strategy (MEILS)* incorporates two distinct but interrelated reports including the:

- *Melton Employment and Industrial Land Supply Review (MEIL-SR).*
- *Melton Employment and Industrial Land Strategy (MEILS).*

Together these reports will provide detailed information on the capability of the City's employment and industrial land to facilitate local economic and employment growth.

The project aims to develop a range of strategic responses to best position the municipality to leverage economic benefit from the availability of substantial commercial and industrial land, population growth and state and nationally significant infrastructure investment.

Figure 3. Project Stages



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

This land supply review forms the foundational evidence base for the employment strategy and project.

The land supply review identifies industrial and employment land availability across the CoM considering the directions of completed PSPs, the direction of the *Melbourne Industrial and Commercial Land Use Plan (MICALUP)* and proposed future uses of incomplete and unprogrammed PSPs.

Drawing on stakeholder input, historic trends and mooted infrastructure delivery, the review models the potential take-up of identified employment and industrial land across the City focusing on change up to 2036. The review provides insight into the sequence, timing and spatial development of Melton's employment lands and potential resulting policy issues and positions.

The approach and assumptions guiding the development of the land supply review are detailed in the project methodology in section 3 of this report.

**1.1.2. 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 (at the time Toolern) 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 Plumpton 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.

State policy directions related to

commercial and industrial land have also evolved following the release of *Plan Melbourne*, *MICLUP* and the *Western Land Use Framework Plan*.

The *MEIL-SR* updates the analysis conducted in the 2013 review.

1.1.3. Melton Employment and Industrial Land Strategy (MEILS).

The *MEILS* aims to help council and the community navigate sustained land use, demographic and economic change throughout the municipality.

The *MEILS* will establish an overarching vision and objectives to guide the ongoing development of employment and industrial land.

The *MEILS* will establish a local network of employment and industrial precincts in the municipality, which will support economic and employment growth over the next fifteen years until 2036.

The *MEILS* will also include precinct plans that will incorporate policy objectives and land use initiatives to guide and support industrial and employment land development within individual precincts.

2. Context

The CoM can harness population growth and infrastructure investment to facilitate resilient and vibrant local industries and higher order employment. The following provides an overview of the key drivers of change.

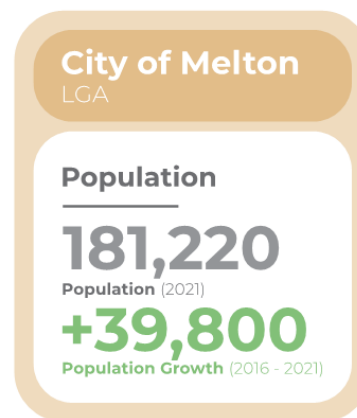
2.1. Harnessing the power of population

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 which equates to 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.

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.

The City's youthful and growing population now incorporates a substantial labour force. The City's labour force currently includes 87,000 workers, which in the past five years grew by approximately 22,000 workers. 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 the CoM. Major employment locations for CoM resident workers include the Cities of Melbourne (16% of local workers), Brimbank (15%), Wyndham (8%) and Hume (7%).



2.1.1. Socio-Economic Conditions

The Australian Bureau of Statistics measures the relative socio-economic advantage and disadvantage of areas via the Socio-Economic Indexes for Areas (SEIFA). In 2016, the City's SEIFA ranking was within the lower half of municipalities across the state. This means that the City's residents generally have less access to economic and social resources relative to the residents of other municipalities. Long term trends, however, suggest ongoing socio-economic improvement within the municipality fuelled by skilled migration to the region.

As is evident in the table below, the 2021 Census suggests a gradual improvement in the City's socio-economic status, particularly in relation to work and educational attainment.

Table 1: Socio- Economic Indicators

	2011	2016	2021
Workforce participation	65.9%	63.9%	64.3%
Unemployment rate	6.3%	8.1%	7.1%
Higher education qualifications (% of population over 15+)	13%	16%	22%

Source: ABS Census, CKC, National Skills Commission

Within the CoM there is a clear socio-economic and demographic distinction between the City's older established areas and growth area communities.

Growth area communities are younger, have relatively higher household incomes and higher educational attainment.

Table 2: Comparison of Age and Income 2021

	Melton Growth Areas	City of Melton	Melbourne West
Median Age	31	33	34
Median Household Income (per week)	\$2,146	\$1,887	\$1,867
Higher education qualifications (% of population over 15+)	29%	22%	28%

Source: ABS, CKC

2.1.2. Growing Local Employment

While COVID-19 constrained national and state migration, the municipality's housing pipeline ensured the City's population continued to grow even through statewide lockdowns. In 2022, migration to Victoria began to rebound which inevitably will see the CoM's population continue to grow strongly.

The CoM is projected to reach a population of 288,780 people by 2031 and over 489,000 people by 2051, equating to the addition of approximately 308,000 residents over the next 30 years¹.

The scale and speed of population growth presents a significant economic opportunity. The service demand and labour force inherent in a growing and youthful population represents a major consumer market for retailers, an expanding client base for service providers and a potential source of skill and productivity for business.

The delivery of critical economic and social infrastructure such as the Melton Hospital, the Western Intermodal Freight Precinct, the Outer Metropolitan Ring Road (OMR), and new rail stations and activity centres will help create the conditions for new economic and service networks and associated labour demand.



¹ City of Melton, Advocacy Priorities, page 7

Council has set a target for the municipality to support 100,000 jobs by 2050 in its *Investment Attraction Strategy* (Ernst and Young May 2021). To do so, the municipality would need to sustain its current rate of employment growth at above 8% per annum which equates to an additional 10,000 jobs every 5 years over the next 30 years.

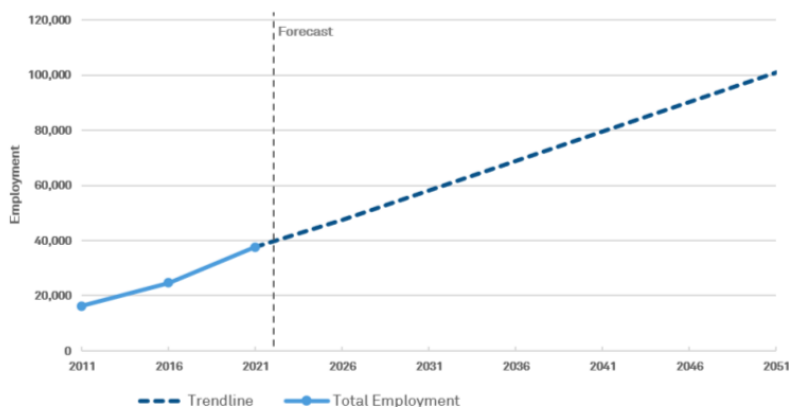
In recent years, jobs growth has adhered to Council's target. The addition of 13,000 jobs over the past five has resulted in a significant increase in local employment opportunity, in turn, boosting local employment self-sufficiency (the ratio of local jobs to the local workforce). Impressively, even as the City's workforce grew from 64,970 workers in 2016 to 87,090 workers in 2021, self-sufficiency also grew.

Some of the City's recent employment growth has, however, resulted from one-off infrastructure delivery. The expansion of the Ravenhall Corrections Centre, for instance, accounted for an additional 1,000 jobs in the 2016 to 2021 period. Employment gains resulting from the delivery of infrastructure are unlikely to be replicated in the future.

Employment growth has been driven by three sectors:

- **Traditional industrial sectors** including logistics, warehousing and manufacturing employment growth.
- **Population Services:** the delivery of schools and health infrastructure have added significant knowledge and skill based employment.
- **Construction:** Residential growth is propelling the growth of a substantive local construction sector. Construction employment currently represents 14% of local jobs, having grown by over 2,800 jobs since 2016.

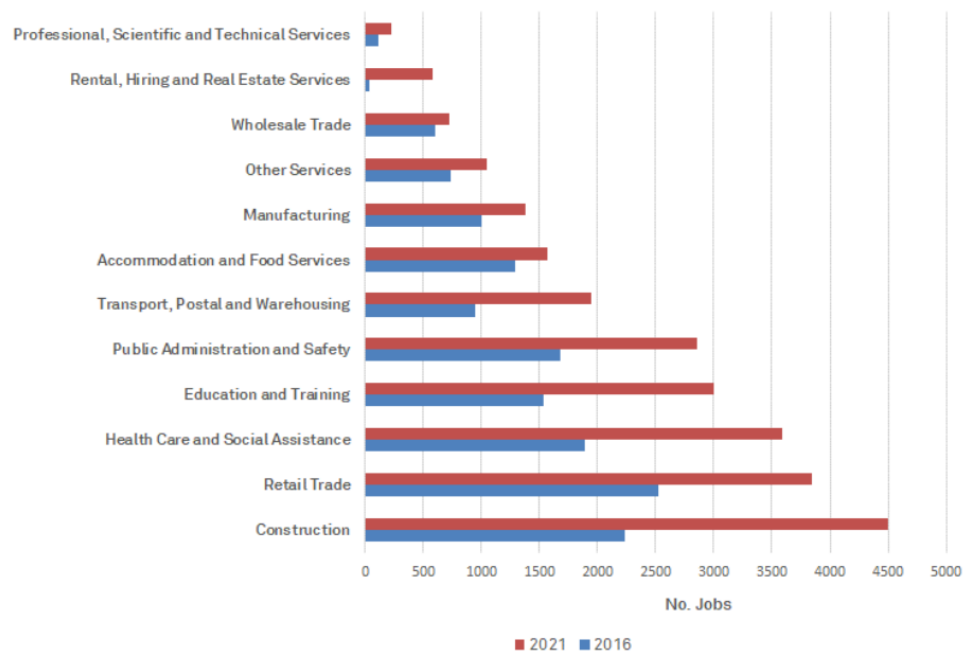
Figure 4. Employment Growth Required to Meet City of Melton Employment Target



Source: CKC

The chart below demonstrates that employment within the CoM has been growing across all industry sectors. As discussed above, residential growth has underpinned substantial employment growth within local construction and education sectors. Looking to the future, Council aims to ensure that its substantive population and, in turn, consumer base supports a highly diverse and resilient economy.

Figure 5. Employment Growth by Industry City of Melton 2016 to 2021



Source: ABS Census, CKC

2.1.3. Infrastructure Pipeline

The CoM is the focus of state and regionally significant infrastructure proposals including the:

- Outer Metropolitan Ring Road (OMR).
- The Western Intermodal Freight Precinct (WIFP).
- Melton Hospital.
- Western Rail Plan – rail electrification and station expansion.

Together these projects provide a basis to strengthen and expand existing economic activity, particularly in the City's rapidly growing logistics sector in the municipality's south east and throughout the Cobblebank and Plumpton town centres.

To date, all major projects have received endorsement by state and federal government bodies. Infrastructure Victoria's *Victoria's Infrastructure Strategy 2021-2051* identifies the development of the OMR and the WIFP 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)

To date, however, only the Melton Hospital is subject to confirmed funding and project delivery.

Each of the major transport projects require further planning and funding commitments, noting that the federal government has allocated budget funding for the OMR and enabling infrastructure for the WIFP.

As discussed in the assumptions section of this study, in undertaking land supply modelling, the study assumes the delivery of major transport infrastructure projects in the 2030s.

Figure 6. Major Project Status CKC Review



Figure 7. Major Transport Infrastructure Projects



2.1.4. Outer Metropolitan Ring Road (OMR)

The proposed OMR motorway runs from the end of the Metropolitan Ring Road at Thomastown north to Beveridge, then southwest to Werribee, taking in the suburbs of Mickleham, Diggers Rest and Rockbank. The link is also proposed to connect with the Melbourne Airport and the Deer Park Bypass.

Future economic uses at Plumpton are largely dependent on the development of the OMR. According to Infrastructure Victoria, the corridor provides the backbone of transport connections between current and future industrial and logistics precincts with international and interstate transport terminals, including the proposed Bay West Port and WIFP.

The corridor is also planned to include a rail line to connect the WIFP to the Inland Rail infrastructure. Infrastructure Victoria contends that new rail infrastructure should allow for a future extension to the Bay West Port. The network resulting from the OMR would enable interstate and regional freight movements to bypass established residential suburbs.

Infrastructure Victoria's assessment of the OMR road component resulted in a positive project assessment primarily as a result of private vehicle and freight efficiencies.

The 2022-23 Federal Budget allocated \$920 million for the Outer Metropolitan Ring – South Rail connection to the WIFP. The Federal Government also provided \$20 million in funding for the OMR business case.

2.1.5. Western Intermodal Freight Precinct (WIFP)

An intermodal terminal is a location for the transfer of freight from one transport mode to another typically between road and rail.

Two intermodal terminals are proposed in Melbourne that will provide a freight interface with the Inland Rail network at its southern end. The Inland Rail network will support double-stacked 1,800-metre freight trains. As such, new intermodal infrastructure will need to comply with the requirements of the Inland Rail network.

The proposed WIFP 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 2022-23 Federal budget committed \$740 million in equity to the WIFP through the National Intermodal Corporation and \$1.2 billion for the proposed intermodal facility at Beveridge. Funding, however, is contingent on the Victorian State Government providing matching funding.

Within the CoM, the WIFP will anchor nationally significant warehousing and logistics functions with associated agglomerations of industries that service the technological, mechanical and amenity needs of the industries congregating around the WIFP. As is demonstrated in the rapid take up of industrial space in the City's south, the area around the mooted WIFP is already a major focus for logistics and institutional industrial investment.

A key dependency for the delivery of the WIFP is the delivery of rail infrastructure as part of the OMR.

As discussed above, the Federal government has committed \$920 million to the development of the Outer Metropolitan Ring – South Rail connection.

The Victorian government is progressing a business case for the WIFP which for industry is identified as the priority intermodal location in Melbourne.

The location of the WIFP is yet to be identified, it is, however, indicatively mooted for the south eastern portion of the municipality along Boundary Road, Truganina.

2.1.6. Western Rail Plan

The Western Rail Plan aims to transform rail accessibility in western Victoria via a combination of investments in track extensions, faster rail capability, the delivery of new stations, level crossing removals, and the electrification of metropolitan infrastructure.

Within the CoM, the plan proposes to electrify parts of the Ballarat-Wendouree-Melton line within the metropolitan area while delivering additional rail stations between Cobblebank and Ravenhall. Stations are mooted for Mount Atkinson and Mount Cottrell. Delivery of new stations and electrification provide the basis for further transit-oriented development, particularly around the centres of Cobblebank, Rockbank and Mount Atkinson.

2.1.7. Melton Hospital

The Melton Hospital is a committed health project set for delivery in 2029. The hospital will function as a regional health facility servicing the populations of Caroline Springs, Rockbank, Melton and Bacchus Marsh.

The hospital will be a 274 bed facility that includes a 24-hour emergency department, and intensive care unit.

It is estimated that the hospital will service 130,000 patients per year. The facility will anchor a range of ancillary private and public health providers.

The facility will be developed within the southern portion of the Cobblebank Metropolitan Activity Centre.

Figure 8. Amazon Ravenhall



2.2. Strategic Directions

The past decade has seen the Victorian State Government introduce new land use designations for employment land and associated spatially focused economic development objectives for Melbourne and its regions.

Plan Melbourne introduced new land use designations for industrial land that in 2021 were elaborated on by the *MICLUP*. These directions provide guidance as to the role and future planning of industrial lands.

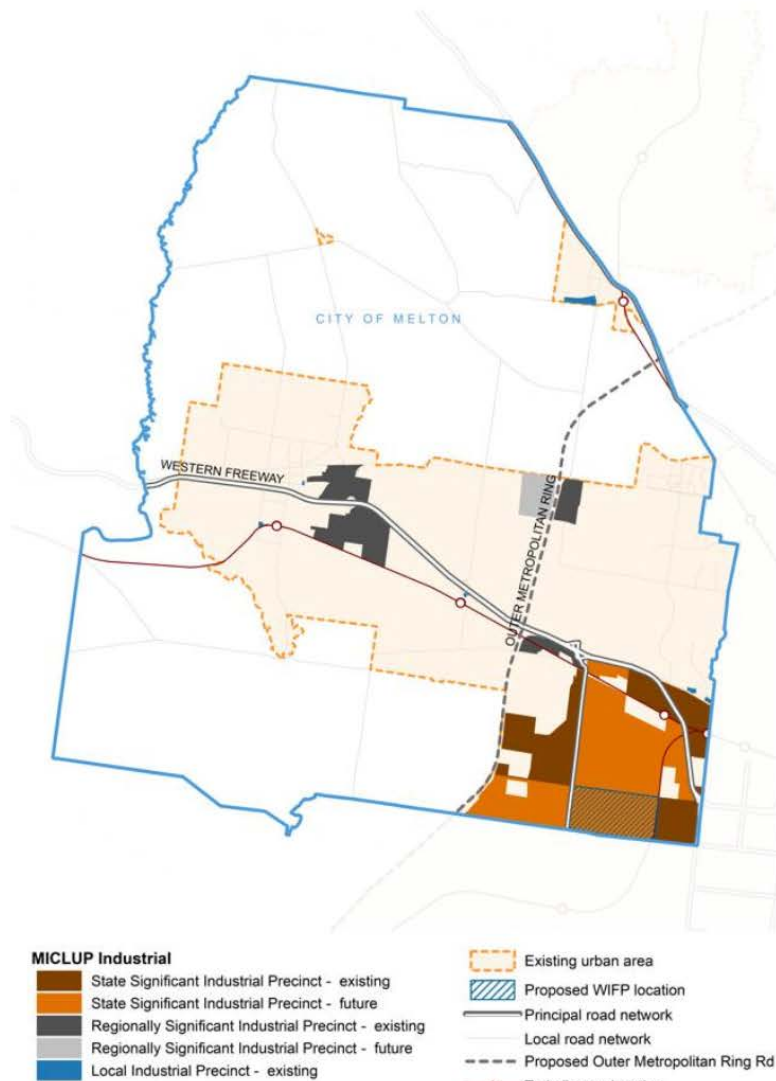
As a municipality with 1,500 hectares of industrial land, the directions of *MICLUP* entail significant implications for the CoM, particularly in shaping the future use, role and land use possibilities for the City's current and future industrial land but also surrounding residential areas. *MICLUP*, for instance, compels local planning to retain identified industrial land but also to protect its use from incompatible uses which in growth area communities can represent a significant challenge.

Table 3: Directions for Industrial Land

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 if it is no longer required, when it could transition to other uses.

The municipality includes substantial industrial areas identified as of both State and regional significance. The municipality also includes yet to be planned areas that are mooted for industrial development, particularly in the municipality's south east. The status and composition of the municipality's industrial lands according to *MICLUP* is shown below. Further analysis of CoM's role in relation to the Western State Significant Precinct is provided at Appendix 1.

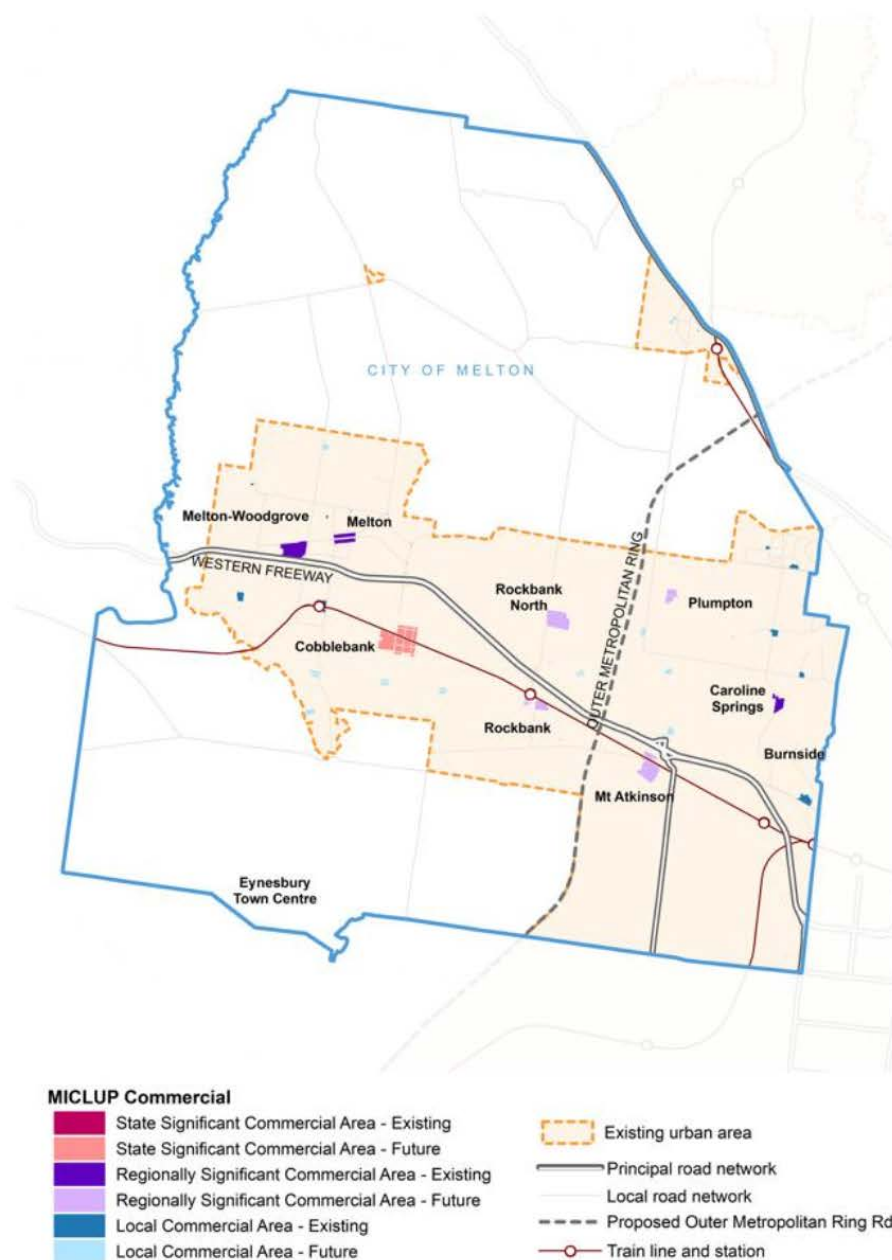
Figure 9. MICLUP Industrial Directions City of Melton



Source: CKC, DELWP

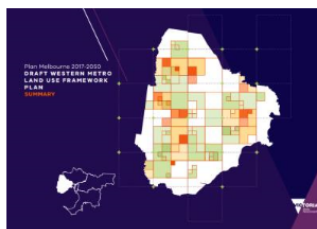
Building on the directions of *Plan Melbourne* and the development of subsequent PSPs, *MICLUP* also identifies a series of future related activity centres including Major Activity Centres (MAC) at Aintree, Plumpton, Rockbank and Mount Atkinson and the future Cobblebank Metropolitan Activity Centre.

Figure 10. MICLUP Commercial Directions in City of Melton



Source: DELWP, CKC

2.2.1. Western Metro Land Use Framework Plan



The *Western Metro Land Use Framework Plan* translates the overarching policy directions of *Plan Melbourne* 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 WIFP 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.

2.2.2. Implications for the City of Melton

The *Western Metro Land Use Framework Plan* entails key implications for Melton'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.
- Melton's critical role in national and east coast logistics is to be further strengthened with the delivery of the WIFP and the OMR.
- The planning and delivery of the WIFP is a key focus for regional development.
- The 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 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.

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, Plumpton, Rockbank and Aintree are identified as future MACs supporting daily and weekly consumption and service needs along with higher order employment. The anticipated role of these centres is further explored in section 4 of this report.

The Plan anticipates 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 City 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 with workforce access to Ballarat, Metropolitan Melbourne and the local community.

Table 4: 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 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.
Direction 4 Ensure the Western Growth Corridor accommodates longer term industrial and commercial development opportunities.	Strategy 16 Consider the future demand and need for commercial and employment land across the Western Growth Corridor and ensure that Precinct Structure Plans 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.
	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 Metropolitan Activity Centre between state and local governments to ensure Toolern develops into a state-significant location in the Western Metro Region.
Direction 16 Support and grow the freight and logistics function of the Western Metro Region.	Strategy 60 Reserve and protect the land and its freight connections for WIFP 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 WIFP 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 WIFP.

2.2.3. Surging Demand for Industrial Land

The last decade has seen insatiable demand for industrial space to support freight, logistics and e-commerce uses.

The COVID-19 pandemic expedited and expanded the rise of e-commerce as fundamental to the way in which households purchase and consume merchandise and increasingly food.

Between 2015 and 2021, the proportion of e-commerce to all retail trade increased from 5.6% to 12.7%.² Ongoing penetration of e-commerce as a component of retail trade is anticipated to continue to grow, albeit at a slower rate than in the previous decade.

In response to the need to store and rapidly distribute an increasing array of goods by both pure e-commerce and omni enterprises (mixed online and bricks-and-mortar based enterprises), demand for industrial floor space has grown exponentially. In Melbourne, Urbis estimates that the City's industrial areas added 2.2 million sqms of industrial floor space over the 2020 to 2022 period.

The rapid delivery of goods requires technologically advanced automated industrial facilities. Greenfield industrial land is attractive to industrial developers and investors seeking to develop advanced fulfillment centres for their clients in unencumbered settings. Over the 2017 to 2021 period, an estimated 1547 hectares of vacant industrial land across Melbourne was consumed for development with more than half (782 hectares) of all consumption occurring in Melbourne's west, which sits at the epicentre of Victoria's freight and logistics sector.⁵

Growing demand for industrial land and floor space has appreciated the value of industrial land. Within Melbourne's west, Charter estimates that the value of serviced vacant industrial land is now over \$1000 per sqm, up from approximately \$450 per sqm in 2019. Similarly, the value of unserviced land in Melbourne's west has appreciated from approximately \$300 per sqm in 2018 to near on \$500 per sqm in 2021.⁶

Industrial rents are also rising due to a combination of extremely limited vacancy and growing demand. Average industrial rents in Truganina, for instance, grew from \$75 per sqm to \$95 per sqm in the 2019 to 2022 period, representing a 20%+ increase in this time.⁴

Notwithstanding appreciating land values and rents, industrial floor space will continue to expand. To 2024, Melbourne is projected to add over 800,000 sqms of new industrial floor space. CBRE, moreover, projects that Melbourne will need an additional 490,000 sqms of new ecommerce space in its industrial areas to 2025 to accommodate demand.⁶

Consistent with prevailing national and metropolitan trends, the value of industrial land in the CoM has also appreciated. The City's industrial land, nonetheless, remains affordable in the context of metropolitan and national industrial markets, although sustained increases may eventually diminish the City's price competitiveness.

Notably, land price appreciation is yet to adversely impact the City's industrial development pipeline which currently incorporates over 450 hectares of proposed industrial estate development. The City also incorporates critical attractors for

² Urbis Industrial Land Supply Research for Property Council of Australia, October 2022

⁵ Urbis analysis of Urban Development Program 2021, Department of Planning and Transport

⁶ CBRE Research, *Melbourne Industrial and Logistics Land Supply* March 2022

industrial investment including a significant established industrial sector, established industrial amenity, substantial road accessibility and a growing local workforce.

Industrial demand in Melbourne's west is also underpinned by the construction and manufacturing sectors. According to CBRE, for the 2012 to 2021 period, 37% of industrial leasing transactions in Melbourne's West entailed manufacturing uses.³ Construction inputs, complex fabrication and food manufacturing are growing areas of Australian manufacturing. For the 2016 to 2021 period, the CoM added over 360 manufacturing jobs.

Future Outlook

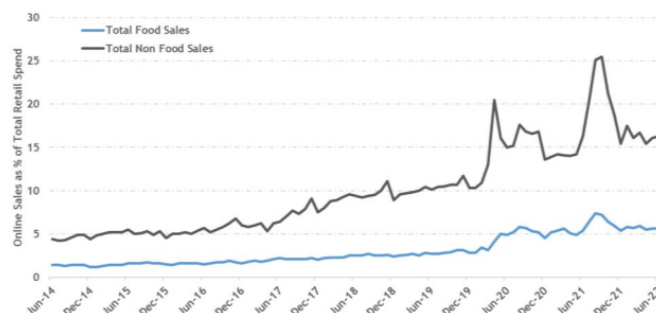
Surging freight movements represent a major challenge for industry and the community. The *Victorian Freight Plan 2018* predicts Victorian freight movements will increase from 360 million tonnes in 2014 to 900 million tonnes in 2051.

According to the *Freight Plan*, the freight and logistics sector contributes \$21 billion to Victoria's economy and employs about 260,000 Victorians.

The *Victorian Freight Plan* seeks to achieve an efficient, safe and sustainable freight and logistics system that enhances Victoria's economic prosperity and liveability by:

- Managing existing and proposed freight corridors and places in conjunction with urban form changes.
- Reducing the impact of congestion on supply chain costs and communities.
- Better use of rail freight assets.
- Planning for Victoria's future port capacity.
- Staying ahead of the technology curve.

Figure 11. Online Sales, as a Proportion of total Retail Sales (Australia)



Source: ABS, CKC

³ CBRE Research, Melbourne Industrial and Logistics Land Supply

For the City of Melton, the plan entails a number of key implications, particularly in its advocacy for the development of the WIFP and supporting infrastructure. In advocating for the WIFP, the Plan advocates for the delivery of connections to the Inland Rail network and Victoria's container ports, including a future port at Bay West.

In addition, the Plan seeks to ensure that land and transport corridors are reserved at Bay West to support the commencement of the port when the Port of Melbourne reaches capacity (a timing for this is not specified). The Freight Plan also advocates for regulation to support 24-hour freight operations.

Locally, The West of Melbourne Economic Development Alliance seeks to enhance the impact of infrastructure investment in Melbourne's west via an equal focus on human capital development. The Alliance contends that as Melbourne's west is the epicentre of Victorian logistics, the administrative, skill and training infrastructure that supports the industry should be based in Melbourne's west.

Key Implications for the CoM include:

- Ongoing high demand for industrial land in Melbourne's west will be further boosted by infrastructure delivery, metropolitan policy support, population growth and shifts in the structure of the economy.⁴
- The rise of e-commerce has and will continue to drive demand for industrial space, including greenfield industrial land within the CoM. Businesses are expanding their e-commerce capabilities, which is driving demand for technologically advanced warehouse and logistics facilities.
- New transport infrastructure will further cement Melbourne's west as the epicentre of Victoria's transport and logistics industry which will trigger flow on demand for logistics and transport land and facilities in the region's industrial areas.
- Industrial floor space demand is also underpinned by the manufacturing and construction sectors.

⁴ Melbourne's West is Victoria's leading area in industrial growth attracting over \$3 billion in industrial land sales in 2021, leading the state in industrial floor space take up. See, for instance, Colliers *Australian Industrial & Logistics Snapshot Quarter 3 2022* and Urban Property Australia *Q2 2022 – Melbourne Industrial Market*

3. Project Methodology

The project's land supply assessments are an outcome of the application of the project methodology. The project methodology entails a mixed quantitative and qualitative method in which spatial data is combined with policy directions and stakeholder insights to address the project's overarching research questions.

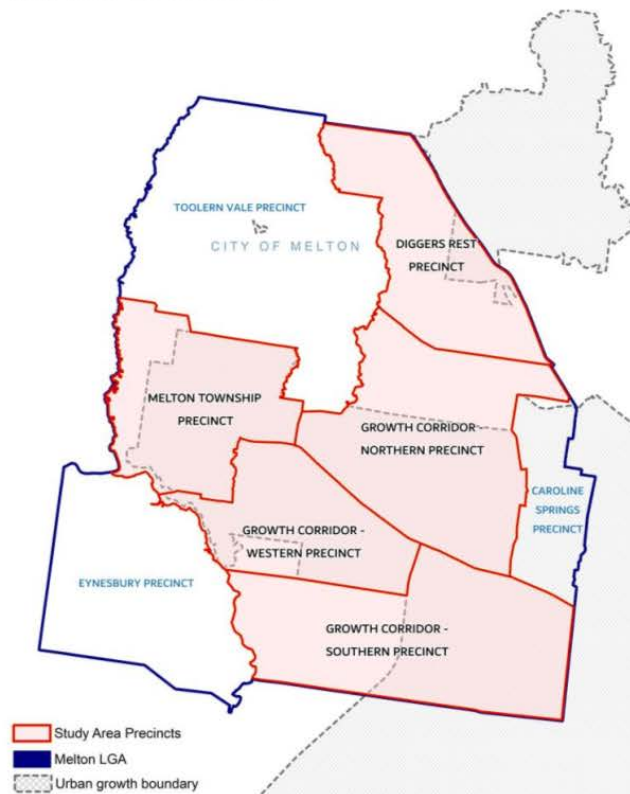
The components and processes that comprise the project methodology are profiled as follows.

3.1 Target Precincts

The project focuses on employment and industrial land uses in locations subject to broad hectare land supply.

The project has identified several precincts based on precinct structure plan boundaries, ABS destination zone boundaries and the logical future planning of employment and industrial areas in the future *MEILS*. Each of the attributes of the project precincts are detailed in subsequent sections of this report.

Figure 12. Study Area Precincts



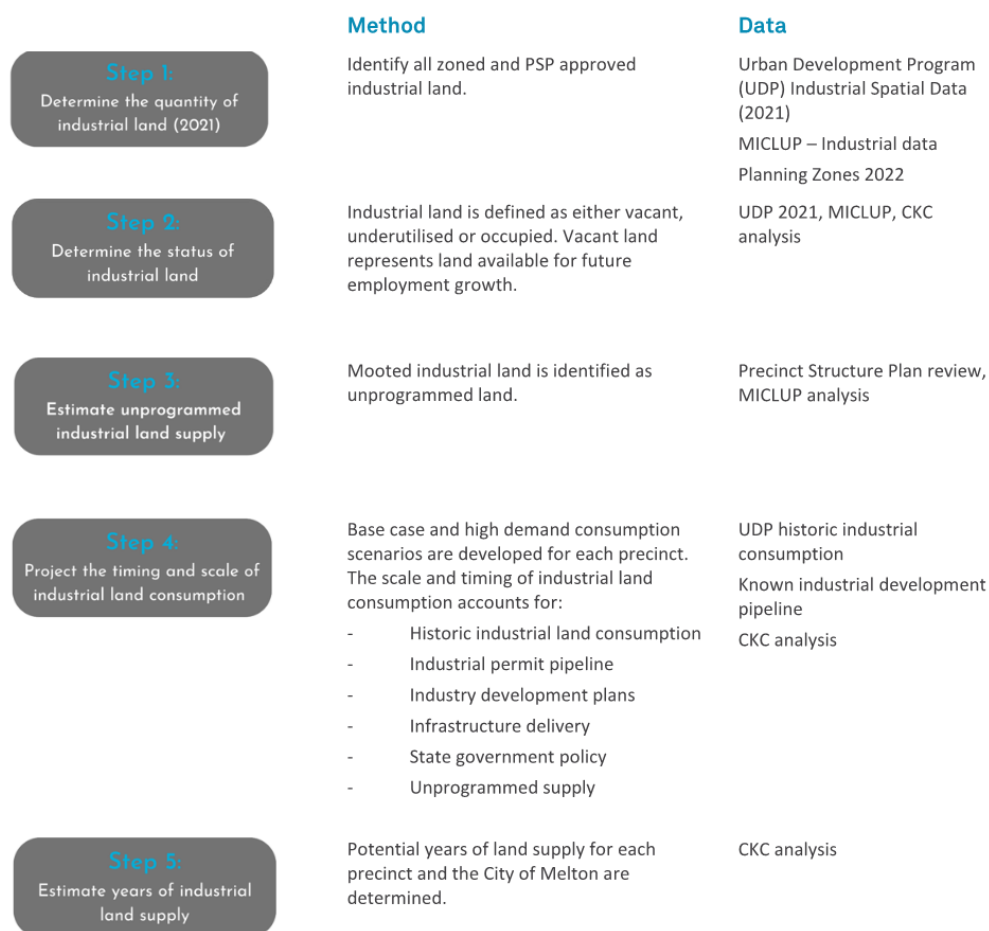
3.1.1. Land Supply Review: Methodology

The land supply review focuses on both industrial and commercial land.

The method for assessing the availability and take up of industrial and commercial land differs by land use type.

Industrial Land Methodology

This review aims to provide detailed information on the availability, consumption and outlook of the City's industrial land. To identify these outputs, the project team has subjected data provided by the Department of Environment, Land, Water and Planning to the methodological steps detailed below.

Figure 13. Industrial Methodology

The outlook for commercial land is also subject to detailed analysis. The methodology for exploring the status and ongoing outlook for commercial land is described below.

Figure 14. Commercial Land Analysis Methodology



3.1.2. Guiding Assumptions

The method applies assumptions that reflect available information as of November 2022.

In undertaking industrial projections assumptions are applied to develop both base case and high demand scenarios.

The table below details the project's guiding assumptions and their basis in available spatial, infrastructure and policy information.

Table 5 Project Assumptions

Topic	Assumption
Unprogrammed industrial land and future consumption	<p>Unprogrammed industrial land is land that has been identified as potential future supply in MICLUP. Charter has confirmed that this land excludes known environmental and cultural constraints.</p> <p>To determine the scale of future supply Charter has adjusted the quantity of unprogrammed land by deducting 15% of potential future industrial space to account for road space, drainage reserves, infrastructure, additional environmental constraints and open space.</p>
Projecting vacant industrial land consumption	<p>The project has distinguished between broad hectare and infill industrial land.</p> <p>In modelling future supply Charter has deducted 15% from all vacant land in the Western and Northern Precincts. This is because vacant land in these locations will require new road space and drainage reserves that will ultimately reduce total available industrial land supply. A 15% deduction has also applied to select vacant land in the Southern Precinct that is considered broad hectare in character (see Appendix 2 for further information)</p>
Ravenhall Quarry and Landfill	<p>The study assumes that land currently subject to land fill uses and extractive industries at Ravenhall will continue to be used for these purposes.</p> <p>MICLUP identifies the potential of this area to support a change of use. However, there is no public process or timeline to investigate or explore land use change or diversification in and around Ravenhall.</p> <p>The study does not include land within and around Ravenhall as unprogrammed future supply.</p>
Infrastructure Delivery	<p>The delivery of infrastructure has a direct impact on the scale and timing of commercial activity. In projecting the timing and scale of land use take up the project has assumed the following in relation to infrastructure delivery.</p> <p>Outer Metropolitan Ring Road</p> <ul style="list-style-type: none"> - The study does not assume the OMR will be developed. - 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 Victoria⁵. - The high consumption industrial development scenario assumes the delivery of the OMR will propel substantive land use development in Plumpton in the early 2030s.

⁵ Infrastructure Victoria *Victoria's infrastructure strategy 2021-2051*, page 183

Topic	Assumption
	<p>Western Intermodal Freight Precinct</p> <ul style="list-style-type: none"> - The precinct has attracted Federal and State policy support and Federal funding. - The precinct is currently subject to a business case process by the Victorian State Government. - The location of the WIFP and timing for delivery is yet to be determined. - The benefits of the project derive from the WIFP's capacity to link to the Inland Rail network. As such, the delivery of rail infrastructure as part of the OMR is fundamental to the success of the WIFP. - The project therefore assumes that the WIFP will be delivered to coincide with the delivery of the OMR in the early 2030s. - The project assumes that the Chartwell East and Derrimut Fields PSPs will be delivered by 2030 to support the delivery of the WIFP. - The delivery of the WIFP is considered as part of an additional land scenario and not the base case scenario. <p>Western Rail Plan</p> <ul style="list-style-type: none"> - 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. - 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. - The study does not assume that a station will be developed at Mount Atkinson in the horizon of the project. <p>Melton Hospital</p> <ul style="list-style-type: none"> - The study assumes that the Melton Hospital will be delivered in Cobblebank in 2029. - The study assumes that the hospital will result in ancillary health related spillover demand within the activity centre - The hospital will be built at 245-267 Ferris Road, Cobblebank which is within the southern portion of the future Cobblebank Metropolitan Activity Centre.
Status of Planning Policy	For the purposes of this project the project assumes planning designations for industrial and commercial land as of November 2022.
Precinct Structure Plan Status	The delivery of additional PSPs will inevitably add further commercial land supply. The project is based on land allocations for approved PSPs as of November 2022. The project does not consider future commercial land supply that is yet to be identified.

3.1.3. Guiding Definitions

The project uses a range of terminology to describe the status of commercial and industrial land. Key terms are described below.

Table 6 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.
Short term, medium and long term	When modelling land consumption, the study refers to the following time periods: <ul style="list-style-type: none"> - Short term: considers activity over the next five years until 2026. - Medium term: considers activity over a five to ten year period until 2031. - Long term: considers activity over a 10 to 15 year period until 2036 and beyond.

4. Project Findings: City of Melton

The following details project findings for the City of Melton and each of the study's focus precincts.

As per the project methodology, the project findings for the City derive from detailed precinct analysis.

Figure 15. City of Melton Context



4.1.1. City of Melton Industrial Land Supply Review

The municipality incorporates substantial industrial land, which in the context of ongoing expansion of e-commerce and investment in logistics, represents a significant and growing economic asset for the community.

Over 50% of the municipality's zoned industrial land is within the City's south. This is land that comprises the western edge of the Western State Significant Industrial Precinct.

The PSP process identified future industrial land supply along the Melton Highway at Plumpton and along the Western Freeway at Cobblebank. *MICLUP* also identifies future, but yet to be planned (unprogrammed), industrial land supply in the municipality's south and north.

Future unprogrammed industrial land provides the City further industrial capacity to respond to ongoing industrial land demand and additional demand that may result from the delivery of the WIFP and the OMR.

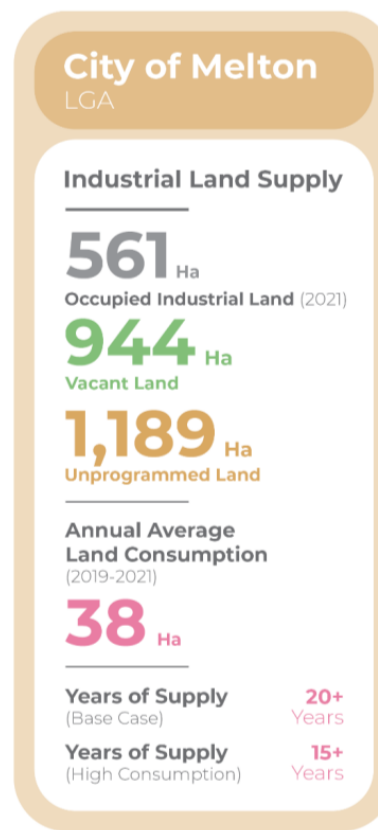


Figure 16. Industrial Land Status 2021



Source: DELWP, CKC

Since 2011, over 280 hectares of industrial land has been developed within the municipality. As will be discussed shortly, this has fuelled significant jobs growth and activity in the City's south. The City is now home to a cluster of major corporate tenants including Amazon, Hello Fresh and Myer. In the near future the City will also include a DHL facility and a range of other national and international enterprises.

Institutional industrial land development has lifted the amenity, built form and environmental performance of industrial land, as is evident in the quality of industrial estates along the Deer Park Bypass and Robinsons Road.

The local logistics and manufacturing industry currently represents 10% of local employment and added over 1,400 jobs over the 2016-2021 period.

Table 7: Industrial Land Status 2021 (Hectares)*

Status	Melton Township	Southern	Western	Northern	Diggers Rest	Total
Occupied Land (2021)	100	371	81			561
Vacant Land (2021)	68	533	237	78	28	944
Unprogrammed land (2021)		994		196		1,189

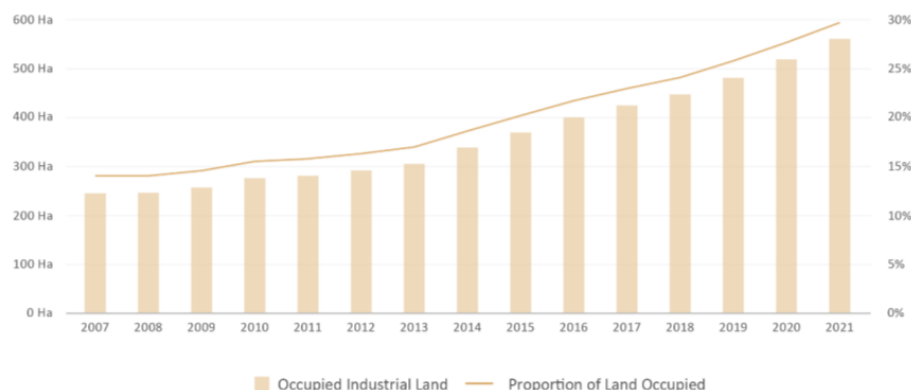
Source: DELWP, CKC

*there is also 5.6 hectares of occupied Commercial 2 land in Burnside

City of Melton Industrial Development Outlook

Since the early 2000's the City has seen sustained industrial development of its vacant zoned industrial land with the majority of industrial development focused in the municipality's south along the Robinson's Road corridor and around the Deer Park Bypass.

As of 2021, 35% of the City's zoned industrial land was occupied. As can be seen below, industrial occupancy has accelerated as industrial land consumption has grown over the past 15 years.

Figure 17. Growth in Industrial Occupancy Melton LGA

Source: CKC, DELWP

Since 2014, on average, 32 hectares of the City's vacant industrial land has been developed per annum. This grew to an average of 38 hectares per annum over the 2019 to 2021 period which included a record year of land consumption in 2021 of 42 hectares.

Table 8: Historic Industrial Land Consumption

	2019	2020	2021	Average Annual Consumption 2019 -2021	Annual Rate of Growth 2019 -2021
Consumption (Ha)	33	37	42	38	16%

Source: UDP, Charter Keck Cramer

The short, medium and long term outlook for industrial development and growth across CoM is overwhelmingly positive. CoM is currently subject to a significant industrial development pipeline which is set to see industrial development in both greenfield and infill industrial locations expand.

The pipeline of industrial estate development incorporates over 450 hectares of land. This includes the development of Melbourne Business Park (255 ha), the Horizon 3023 development along Palm Springs Road in Ravenhall (130 ha) and the proposed RBR Park development at Riding Boundary Road, Truganina (85 ha).

New industrial expansion is also set to proceed at Cobblebank with land at the junction of the Western Freeway and Ferris Road subject to a substantive industrial estate proposal.

Melton Township is a focus for extensive infill industrial development in service of local consumer and construction needs and available industrial land within the Diggers Rest Precinct is currently subject to development that will see the precinct's industrial land fully developed within the next few years.

Notwithstanding the overall positive outlook for growth, the City's most active and significant industrial Precincts including the Southern Precinct and Melton Township are anticipated to experience looming land supply constraints.

As stated previously, the value of the City's industrial land is appreciating but nonetheless, at 2023, remains relatively affordable in the context of metropolitan and national industrial markets.

Table 9: Major Industrial Projects Development Pipeline City of Melton

Project	Description	Status
Hopkins Road, Truganina (Melbourne Business Park)	Industrial business park to the south of the Mount Atkinson Major Activity Centre. The first stage of the development is currently under development.	Approved
Riding Boundary Road, Truganina (RBR Hub)	Large scale industrial development in Truganina, Mt Atkinson PSP area.	Approved
Palm Springs Road, Ravenhall (Horizon 3023)	The western portion of Ravenhall currently supports major logistics operations for national and international corporations. Large industrial expansion is planned and approved for vacant land along Palm Springs Road, Ravenhall.	Approved
High Street, Melton (West Pines)	Land at the intersection of High Street and the Western Freeway, Melton is approved for diverse industrial and commercial development including 2 x 5 storey buildings encompassing warehousing, small industrial units, convenience restaurant & retail premises and a service station.	Approved
24 High Street, Melton	Stand alone warehouses.	Approved
Ferris Road, Cobblebank (Melton Recycling Centre)	Major recycling facility.	Approved
Mt Cottrell Rd, Cobblebank (Cobblebank Business Park)	Diverse business park estate.	Approved
Ferris Road, Cobblebank	Land at the intersection of the Western Freeway and Ferris Road is proposed for substantive industrial development including logistics uses.	Permit Application Stage
Bloomdale Employment Precinct (Diggers Rest)	Multi lot development comprising a range of tenancies for employment/industrial uses - offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.	Land subdivision approved
Alexander Park Employment Precinct (Diggers Rest)	Multi lot development comprising a range of tenancies for appropriate employment/industrial uses - offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.	Land subdivision approved

Table 10: Industrial Development Outlook City of Melton

	Outlook
Short Term	<p>The City will see ongoing industrial land development and growth resulting from the expansion of existing industrial estates, the development of new industrial estates and as a result of ongoing infill industrial development.</p> <p>In the short term, the primary focus for industrial development will be within the City's Southern Precinct and Melton Township. Notwithstanding this, the Diggers Rest Precinct which incorporates 28 hectares of industrial land will be fully developed in the immediate future while new industrial estate development in Cobblebank is set to commence by 2025.</p>
Medium to Long Term	<p>The development of greenfield industrial estates including the <i>RBR Hub</i> in Truganina, <i>Horizon 3023</i> in Palm Springs Road in Ravenhall and the <i>Melbourne Business Park</i> in Mount Atkinson will underpin the City's medium term industrial land development.</p> <p>In the medium to long term, the Southern Precinct and Melton Township are expected to encounter industrial land supply constraints as zoned vacant industrial land becomes increasingly scarce.</p> <p>The urban service needs of expanding growth area communities at Cobblebank, Rockbank, Kororoit and Plumpton will underpin demand for new industrial space to support local trades, construction, big box retail, leisure, hospitality and urban service and warehouse uses in the Western and Northern Precincts.</p> <p>The OMR is a key unknown impacting on future industrial demand. The delivery of the OMR will trigger substantive industrial development in Plumpton while strengthening demand in the City's Southern Precinct. Without the OMR vacant industrial land in the City's Northern Precinct is unlikely to experience demand beyond that arising from local industry.</p>

In reviewing the scenarios it is important to note that of each of the CoM's industrial areas are at a different stage of development and market maturity as follows:



Industrial Land Consumption Scenarios City of Melton

The CoM scenarios compile the results of the individual precinct scenarios into a comprehensive municipal scenario. The municipal scenario therefore reflects the growth trajectories and constraints likely to emerge across the municipality within individual precincts in response to infrastructure provision, residential growth and land supply constraints and availability.

Table 11: City of Melton Industrial Land Consumption Assumptions

Base Consumption	High Consumption
<p>The CoM industrial land consumption base case scenario compiles base case scenarios for each of the City's industrial precincts as follows:</p> <p><i>Southern Precinct:</i> Assumes the ongoing delivery and expansion of nationally significant industrial estates resulting in continued industrial land development consistent with the 2019-2021 period which resulted in average land consumption of 32 hectares per annum. This scale of ongoing land consumption results in the full development of the precinct's vacant land supply in the mid 2030s.</p> <p><i>Western Precinct:</i> The scenario assumes that the delivery of new industrial estates along Ferris Road Cobblebank in the mid 2020's triggers the commencement of ongoing industrial land development. It is assumed that land development replicates average annual development in nearby Melton Township of approximately 4 hectares per annum. New industrial development is anticipated to respond to the needs of a growing residential community at Cobblebank while industrial land supply constraints position the precinct to attract demand from the City's south.</p> <p><i>Northern Precinct:</i> Assumes that the OMR will not be delivered before 2036. This results in minimal industrial land demand.</p> <p><i>Melton Township:</i> Assumes ongoing average annual industrial land development of approximately 4 hectares per annum in support of office, leisure, hospitality, warehouse, restricted retail uses.</p> <p><i>Diggers Rest Precinct:</i> Will see the full development of industrial land within the immediate future.</p> <p>The CoM base case scenario assumes ongoing average industrial land consumption of 38 hectares per annum consistent with the 2019 to 2021 period. Overall average annual consumption projected in the base case scenario of 41 exceeds recent average annual consumption owing to the commencement of industrial land development in new precincts (the Northern and Western Precincts) and the one off delivery of industrial land in Diggers Rest.</p>	<p>The CoM industrial land consumption high case scenario compiles high consumption scenarios for each of the city's industrial precincts as follows:</p> <p><i>Southern Precinct:</i> Over the past decade the Precinct's industrial land consumption has grown at a rate of 15% per annum. The projection anticipates continued average annual consumption growth owing to the pipeline of major projects in the precinct. Consumption, nonetheless, rapidly declines by 2030 as the precinct encounters supply constraints due to the scarcity of vacant industrial land.</p> <p><i>Western Precinct:</i> The scenario assumes that the delivery of new industrial estates along Ferris Road Cobblebank in the mid 2020's triggers the commencement of ongoing industrial land development that replicates average annual development in nearby Melton Township of approximately 4 hectares per annum. At 2030, land consumption then resembles the first phase of industrial growth in the City's Southern Precinct (2009 to 2014) when industrial land consumption averaged 10 hectares per annum. The scenario assumes that at 2030 Cobblebank attracts large format industrial uses unable to locate in the City's south.</p> <p><i>Northern Precinct:</i> Assumes that the OMR will be delivered at 2030 triggering rapid industrial expansion owing to the Precinct's unique accessibility uplift.</p> <p><i>Melton Township:</i> Assumes ongoing industrial expansion of 5 hectares per annum in support of office, leisure, hospitality, warehouse, restricted retail uses.</p> <p><i>Diggers Rest Precinct:</i> Will see the full development of industrial land within the immediate future.</p> <p>The scenario assumes ongoing average industrial land consumption of 48 hectares per annum as result of ongoing industrial expansion in the City's south, new demand triggered by the delivery of the OMR and the expansion of industrial uses in the Western Precinct.</p>

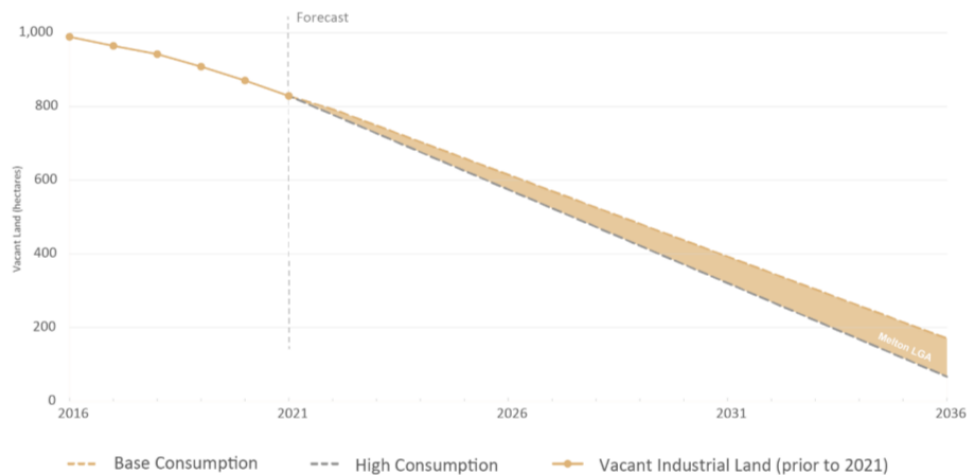
Table 12: City of Melton Industrial Land Consumption Forecast

	Base Consumption	High Consumption
Annual Average Industrial Land Consumption 2021-2036 (ha)	41	48
Years of supply (years)	20+	15+
Land availability at 2036 (ha)	213	110

Each scenario encounters land supply constraints in the 2030s. As will be discussed shortly land supply constraints are anticipated to be most acute in the municipality's Southern Precinct. Under base case and high demand scenarios the south is anticipated to run out of available industrial land in either the early or mid 2030s. Under high consumption assumptions only the Western Precinct incorporates available zoned vacant industrial land at 2036.

Stakeholder interviews indicated that the availability of broad hectare land for purchase is already highly constrained, particularly in the Southern Precinct

Figure 18. Forecast Industrial Land Consumption for Zoned Land City of Melton

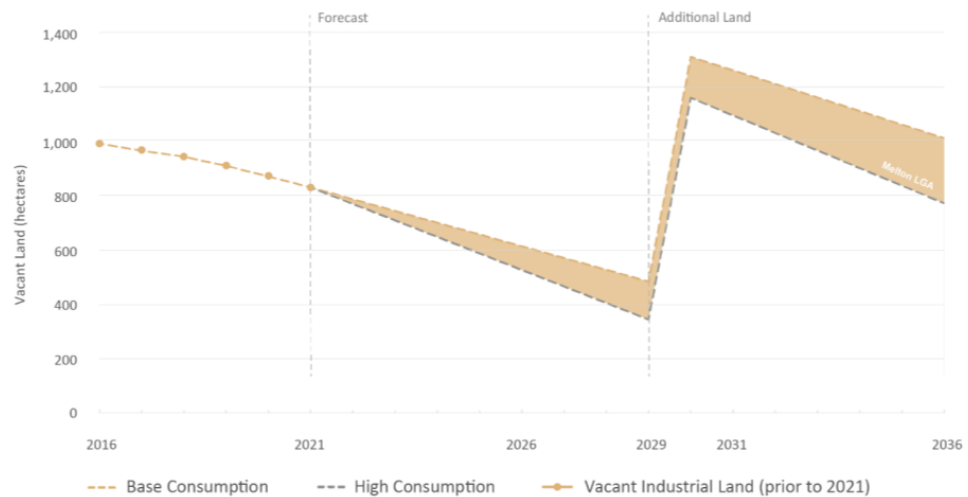


Source: CKC

Impact of Additional Land on Industrial Land Supply CoM

MICLUP identifies 1189 ha of additional industrial land supply. This land is within unprogrammed PSPs.⁶ As can be seen below, the addition of new land supply in the late 2020's enables sustained industrial expansion throughout the 2030s.

Figure 19. Impact of Additional Unprogrammed Land City of Melton



Source: CKC, DELWP

⁶ In the long term the Ravenhall Quarry PSP will also contribute to future supply. This land however is not considered within this study given the low

**4.1.2. City of Melton Growth Area
Commercial Land Supply**

The PSP process identifies future commercial areas in the form of Major and Metropolitan Activity Centres, local centres, commercial and business areas and mixed use areas. To date, the PSP process has identified 378 hectares of commercial land within the City's growth areas.

These areas are intended to support a diversity of local, regional and, in some cases, metropolitan economic activities.

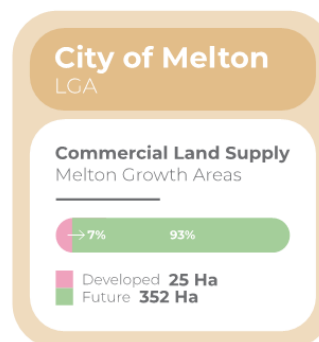
As of 2022, the vast majority (93%) of the City's growth area commercial land had yet to be developed. As will be discussed shortly, ongoing population growth in combination with institutional investment will steadily activate the take-up of this land, as has occurred in Caroline Springs over the past two decades, which itself commenced as a greenfield housing and commercial location.

**Table 13: Commercial Land Status 2022
Melton City Growth Areas**

Centres	Developed (Ha)	Future (Ha)
Metropolitan	14	59
Major		102.8
Local	8	44.4
Centres/Commercial		
Mixed Use/ Other	3.6	146.6
Total	25.6	352.8

Source: CKC

Detailed data on commercial land supply for the City's existing and future Activity Centres is available at Appendix 3.



PSP and Urban Design Framework directions detail significant employment and commercial aspirations within the City's commercial areas. As can be seen below, over 60,000 jobs are anticipated in the City's growth areas.

Table 14: Job Aspirations PSP Areas

PSP	Jobs
Toolern	25,000
Mount Atkinson	19,000
Plumpton	12,000
Rockbank	2,172
Kororoit	2,100
Paynes Road	253
Total jobs	60,525

Figure 20. Commercial Land City of Melton

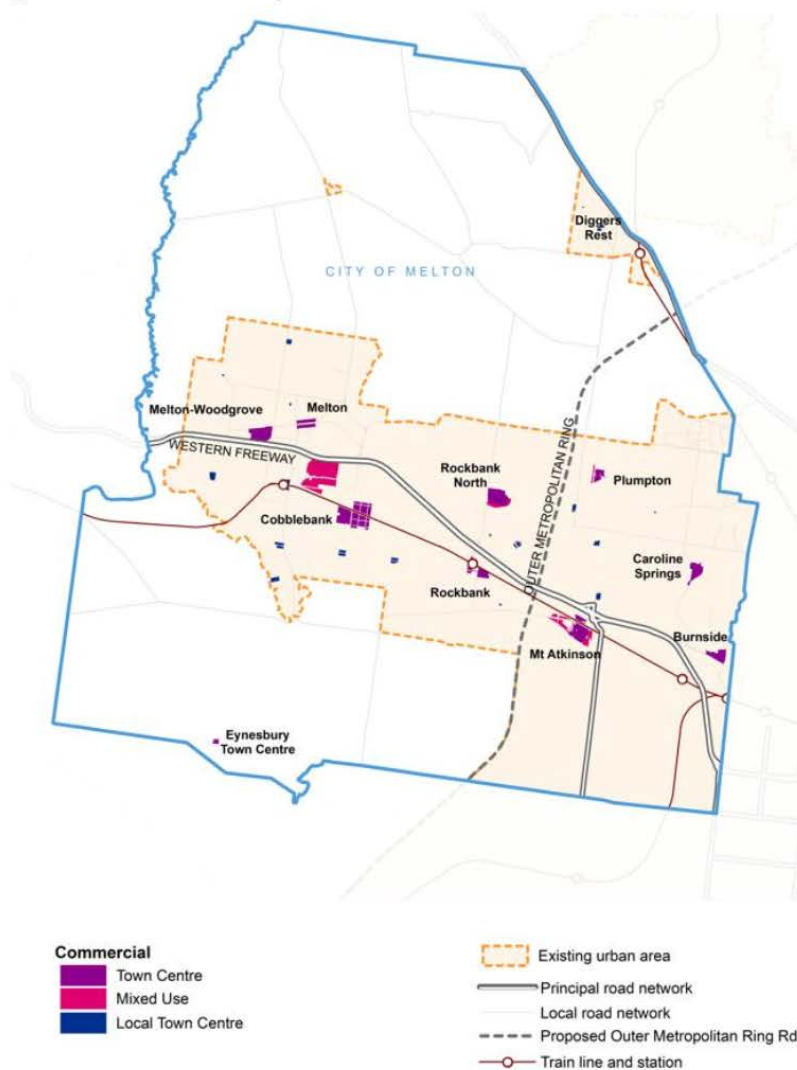


Table 15 Commercial Land Status by Precinct

Status	Melton Township*	Southern	Western	Northern	Diggers Rest
Developed Land (2021)	59		19	3	4
Future Land (2021)	9	62	204	79	3

Source: DELWP, CKC

Note *Melton Township Precinct is not assessed as a growth area precinct. It, however, currently includes 3 hectares of growth area commercial land.

**Commercial Development Outlook
Melton City Growth Areas**

Through the PSP process the City has amassed over 378 hectares of commercial land supply, of which 353 hectares is currently awaiting development.

The PSP process has nominated and defined a series of town centres including Major Activity Centres, local town centres and commercial areas. As of 2022, 206 hectares of the 228 hectares allocated for town centre development was vacant.

The recently developed Woodlea (Aintree), Opalia Plaza and Cobblebank Village (Cobblebank) shopping centres currently represent the largest commercial developments in the City's growth areas. These developments provide foundational retail infrastructure for new communities in the form of a stand alone shopping centre that includes a mainline supermarket and a number of speciality shops (chemist, food outlets, fitness and medical). New commercial development proposed in Rockbank, Thornhill Park, Deanside, Kororoit and Eynesbury will deliver similar retail focused infrastructure (see overleaf).

Ongoing population growth as well as the delivery of major infrastructure is expected to help deepen and diversify commercial investment and uses over time. The delivery of the Melton Hospital in the Western Precinct will, for instance, encourage and anchor the development of associated medical and health service industries within the Cobblebank Metropolitan Activity Centre, in turn, providing a basis to build health and social service identity within the centre.

Non-growth area industrial land at the junction of the Western Freeway, Melton Highway and High Street, Melton (Melton Gateway) is currently the City's most active commercial development node in the municipality.

The Melton Gateway area is subject to a series of major commercial development proposals and aspirations that include large format retail, hospitality uses and office uses. The area, however, is zoned for industrial purposes but is emerging as potentially one of the largest and most diverse commercial nodes in the municipality. Melton Gateway enjoys unique accessibility advantages that are likely to continue to attract ongoing investment which, in turn, has implications for the growth of nearby town centres in Rockbank and Cobblebank and the overall evolution of the City's commercial hierarchy.

As of 2022, the scale and diversity of employment and economic uses envisaged in PSPs and accompanying UDFs are yet to be delivered in on the ground development. Ongoing population growth and public investment will ultimately help deepen local commercial activity as has occurred in Caroline Springs Major Activity Centre over the past 20 years, which has steadily attracted commercial investment including major entertainment, corporate and accommodation infrastructure.

As can be seen overleaf, there are a variety of foundational town centre developments proposed or mooted including proposals at Deanside, Thornhill Park and Rockbank Major Activity Centre.

Table 16: Commercial Outlook City of Melton

Outlook	Assumption
Short term	Short term commercial investment will focus on the development of foundational retail, personal service and health infrastructure in growth area locations as is demonstrated in the current focus of planning applications. Commercial development will also progress at the junction of High Street, Melton and the Western Freeway.
Medium to long term	<p>The municipality incorporates many of the fundamental drivers of commercial demand:</p> <ul style="list-style-type: none"> Projected population and household growth. The prevalence of young and growing households. The median age of growth area communities is 30 years. Above average educational attainment and incomes in growth area communities. The City's growth area communities are more educated and have higher incomes than the broader Melton community. The availability of well located and abundant commercial land. Favourable ownership. Several centres are subject to ownership by major land developers that are skilled and experienced in the delivery of high quality places and successful commercial environments. Investment in social and transport infrastructure including the future Melton Hospital, OMR and potential future Mount Atkinson Rail Station. <p>It follows that over the medium to long term the city is well positioned to attract new commercial and mixed use investment and growth.</p>

Table 17 Commercial Development Pipeline

Project	Description	Status
Mixed-Use Development, Cobblebank (The Place)	Proposed supermarket, medical centre, restaurants, swim school and recreational facilities.	Approved
Local Convenience Centre, Thornhill Park	Mixed use development including a supermarket, medical centre, gym, offices and cafes.	Approved
Rockbank Major Town Centre Development - Stage 1	Stage 1 of Rockbank Town Centre development including a supermarket, food and drink premises, bottle shop, offices, medical centres and gymnasium.	Approved
Melton Homemaker Centre Gateway Stage 2	Large format retail tenancies in conjunction with major white goods, furniture and electrical retail facility.	Approved

Established and Emerging Commercial Locations

The City includes substantial developed commercial land in its established areas in its west and east.

The Melton Township includes 68 hectares of established commercial areas including the Melton West (Woodgrove) and High Street Major Activity Centres. The precinct supports a diverse and growing range of retail, entertainment, civic, health and social infrastructure. At 2021, the Melton Township Precinct incorporated 35% of the City's jobs (13,200) having added 3,350 jobs since 2016. The precinct is the City's leading employment centre.

In the City's east, the Caroline Springs Major Activity Centre encompasses over 22.5 hectares of commercially focused uses. The broader precinct is now home to over 8,500 jobs having added 1,680 jobs since 2016. Nearby, the former big box retail site at Burnside has helped anchor a range of new commercial uses and includes undeveloped commercial land to support future growth. The role and growth of Burnside will be further explored in the development of the *MEILS*.

Within the Eynesbury Precinct, there are two proposals to develop the first stage of the Eynesbury town centre and, in a nearby location, an accommodation facility. The first stage of the Eynesbury town centre, will, as with other proposals in the City's new communities, commence by delivering foundational retail infrastructure.

Table 18: Established Area Land Supply

Centres	Developed (Ha)	Future (Ha)
Major	77	
Local Centres/Commercial	28.8	5
Mixed Use/ Other	3.7	4
Total	109.5	9

Table 19: Eynesbury Precinct Commercial Proposals

Project	Description	Status
Eynesbury Town Centre	Proposal to develop the first stage of the centre including supermarket, retail, office and medical uses	Planning Application Stage
Eynesbury Estate	Development of accommodation, day spa and conference centre.	Planning Application Stage

5. Project Findings: Western Precinct

The Western Precinct encompasses broad hectare greenfield land to the south of the Western Freeway, that when fully built will see a continuous urban corridor emerge along the Western Freeway connecting Caroline Springs to the Melton Township.

Figure 21. Western Precinct Overview

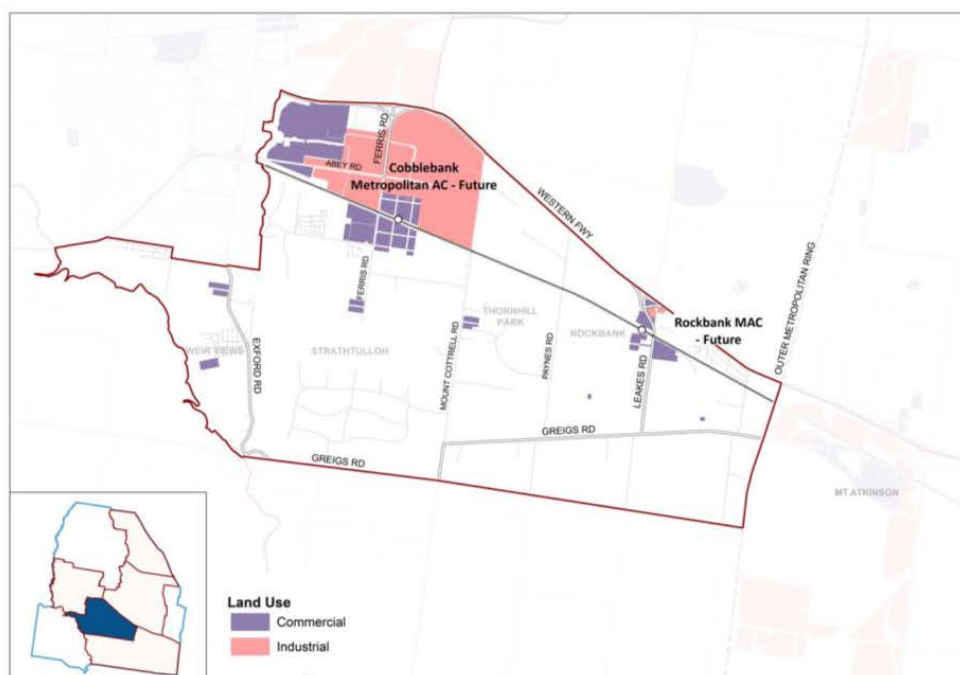


Table 20: Western Precinct Key Locations

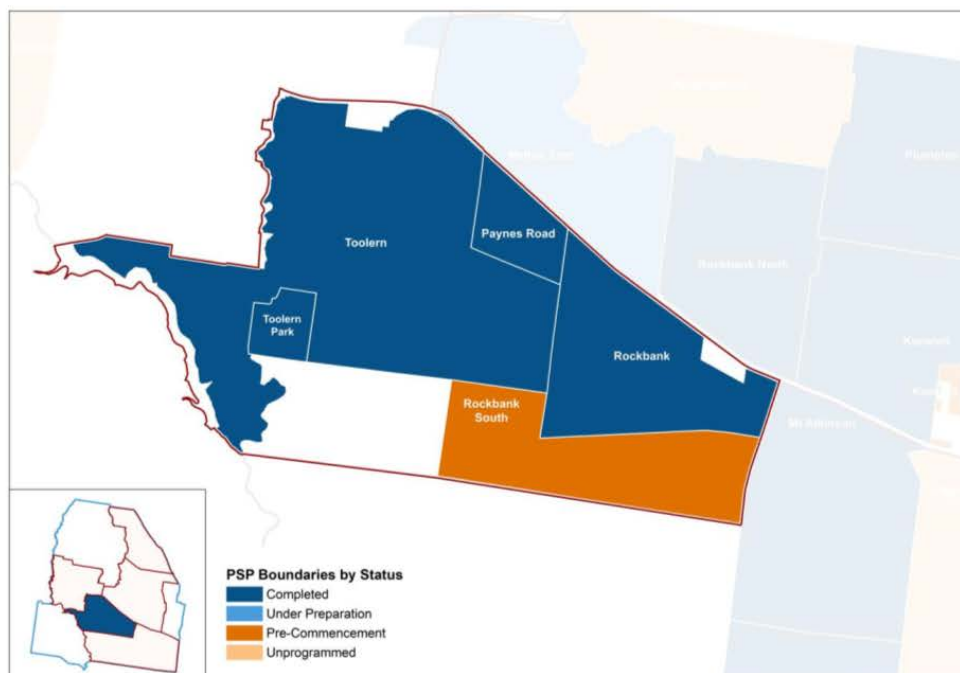
Localities	Industrial Locations	Activity Centres
<ul style="list-style-type: none"> - Cobblebank - Rockbank - Strathtulloh - Thornhill Park - Weir Views 	<ul style="list-style-type: none"> - Cobblebank - Western Freeway 	<ul style="list-style-type: none"> - Cobblebank Metropolitan Activity Centre - Rockbank Major Activity Centre

PSP Status Western Precinct

The regulatory transition of the precinct from rural and agricultural uses to urban uses is complete.

Each of the PSP areas that comprise the precinct are now complete including the Toolern (2011), Toolern Park (2014), Rockbank (2016) and the Paynes Road (2016) precinct structure plans.

Figure 22. PSP Status 2022 Western Precinct



Western Precinct: Employment and Population Overview 2021

The precinct's zoned residential land has enabled the rapid transformation of formally rural land into residential land. For the 2016 to 2021 period, the precinct accounted for over a third of the municipality's population growth.

The precinct currently supports 10% of the municipality's population which will continue to grow as further residential estates are delivered.

Table 21 Western Precinct Outlook⁷

PSP	Population	Jobs
Rockbank	22,800	2,172
Toolern	55,000	25,000
Toolern Park	1,480	
Paynes Road	7,000	253
Total	86,280	27,425

Substantive construction activity has resulted in a significant expansion in construction employment, which accounted for a quarter of the precinct's new jobs. As of 2021, the precinct supported over 600 construction jobs.

In line with the precinct's population growth, population serving employment has also grown retail (+200 jobs), health (+100 jobs) and education (+75 jobs). Logistics and manufacturing employment also grew strongly (+200 jobs).

Western Precinct
Growth Corridor**Population****17,895**

Population (2021)

+14,756

Population Growth (2016 - 2021)

Employment**2,253** Jobs

Employment (2021)

+1,377 Jobs

Employment Growth (2016 - 2021)

Growth Sectors

Construction
Retail
Accommodation and Food Services

⁷ This is derived from a compilation of the Taylors Hill, Rockbank, Kororoit and Plumpton PSPs.

Strategic Aspirations Western Precinct

Cobblebank and Rockbank are identified as areas of significant commercial growth. 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 Urban Design Framework 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.

Rockbank is a major activity centre on Leakes Road, south of the Western Freeway. The Paynes Road PSP area is identified for residential uses while Toolern Park is primarily open space and residential.

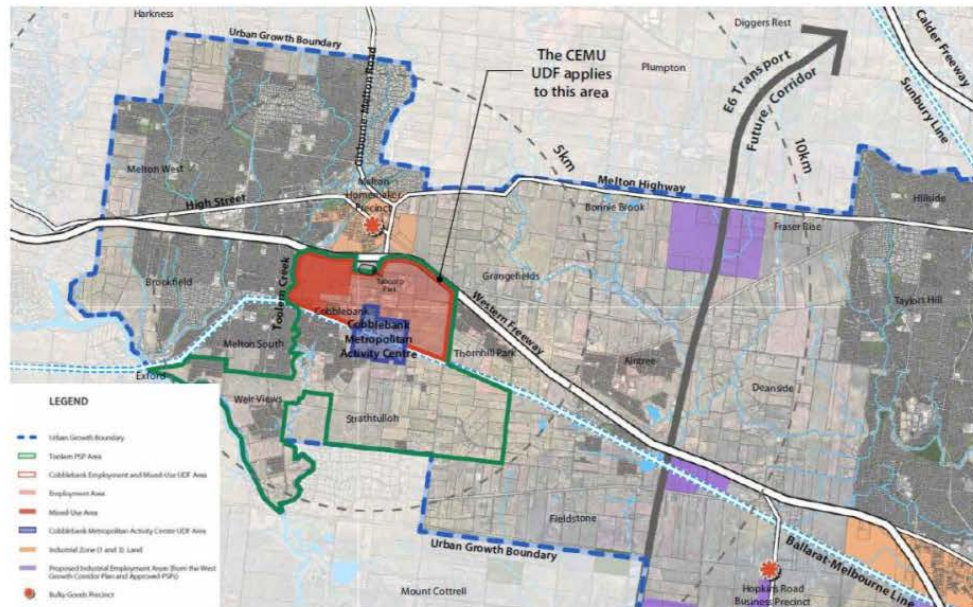
Table 22 Precinct Directions

Cobblebank Metropolitan Activity Centre (Toolern PSP)	<p>The Cobblebank Metropolitan Activity Centre is anticipated to emerge as an employment rich transit oriented node. Accordingly, the vision for Cobblebank seeks to:</p> <ul style="list-style-type: none"> • Promote a range of regional and local employment, civic, retail, education, medical, residential, recreational and entertainment uses and a mixture of shops, offices and dwellings. • Improve the quantum and quality of local employment opportunities in the region. • Incorporate higher-density housing within the activity centre. • Develop transit-oriented urban structure, with a road network that supports local bus routes within 400 metres of most homes, provides direct connections to key destinations in Melton Township and higher-order public transport connections at Melton Station and Cobblebank Station and bus interchange <p><i>The Cobblebank Metropolitan Activity Centre Urban Design Framework and the Cobblebank Employment and Mixed-Use Urban Design Framework</i> provide detailed land use directions for the Centre and surrounding employment land. Between 22,000 and 25,000 jobs are anticipated in the area.</p>
Rockbank Major Activity Centre (Rockbank PSP)	<p>The future Rockbank Major Activity Centre is identified in <i>MICLUP</i> as a regionally significant centre.</p> <p>The future centre is anticipated to include diverse retail and service uses anchored by the Rockbank rail station. A new street grid pattern is proposed to facilitate land use change.</p> <p>Key directions related to commercial and service uses include:</p> <ul style="list-style-type: none"> • Encouraging higher-density residential options that connect to the train station. • Providing key social infrastructure, local shopping centres, schools and public transport to support the growing residential population. • Developing a transport precinct around Rockbank Station.
Toolern Park PSP	<p>Toolern Park is located within the wider Toolern PSP and includes the regionally significant Toolern Creek Regional Park. The majority of PSP land is within the regional park. The remainder of land is identified for residential uses that responds to the PSP's natural assets while being connected to the broader Toolern PSP.</p>
Paynes Road PSP	<p>The structure plan details a residential vision for land along the Western Freeway that includes schools and a community hub.</p>

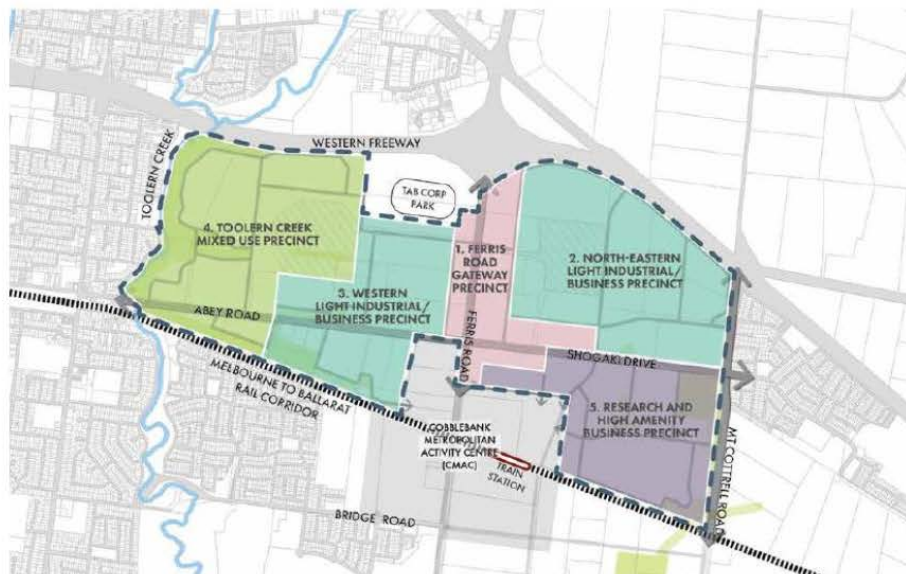
The vision for Cobblebank anticipates a core activity centre encircled to its north by a diverse industrial precinct

that together with the town centre combines to facilitate an intense employment and service location.

Figure 23. Cobblebank Vision and Preferred Industrial Uses



Source: Cobblebank Employment and Mixed Use Urban Design Framework



Source: Cobblebank Employment and Mixed Use Urban Design Framework

5.1.2. Western Region Industrial Land analysis

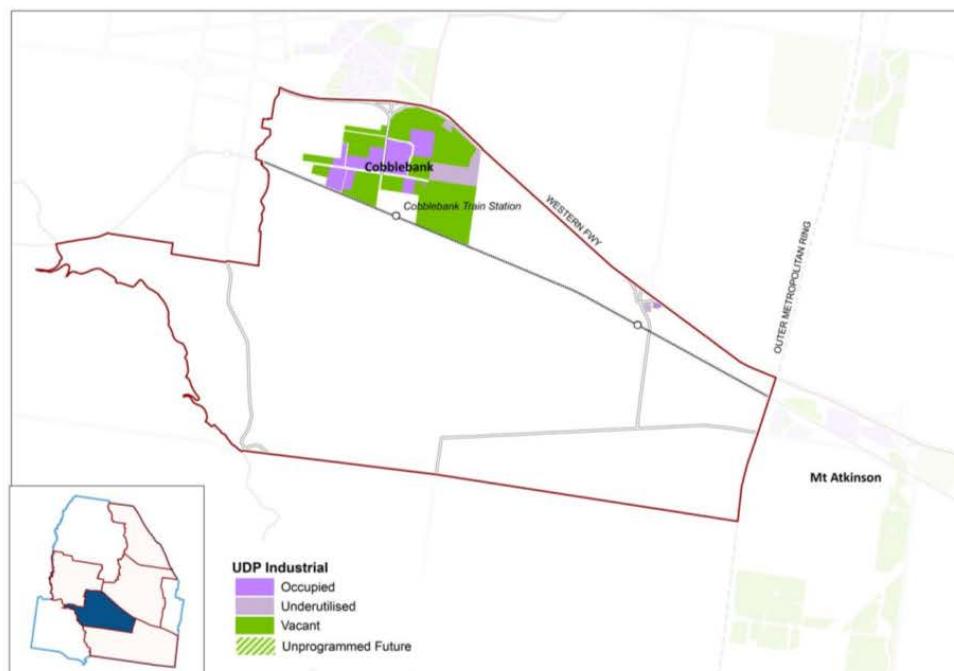
The precinct incorporates substantive industrial land in proximity to the Western Freeway.

As illustrated above, industrial land in and around the Cobblebank Metropolitan Activity Centre is identified for integrated hybrid style industrial development, in which a density of uses emerge around the core activity centre.

Industrial land along the Western Freeway is generally supported for logistics and highway retail uses while land closer to the town centre is supported for knowledge intensive employment.



Figure 24. Western Precinct Industrial Land



Industrial Development Outlook Western Precinct

The Western Precinct's industrial area currently supports a small number of large format industrial enterprises including major construction supplies, recycling and manufacturing facilities. At 2023, the vast majority of zoned industrial land within the precinct was vacant.

Historically, the precinct has not been a focus for industrial expansion. Since 2010 the precinct has seen the development of a total of 7 hectares of vacant industrial land, the majority of which occurred in 2019 when 6 hectares of land was developed. Over the past two decades, the Precinct experienced numerous years in which no new industrial land development proceeded. This includes the period between 2021 to 2023.

Table 23: Historic Industrial Land Consumption

	2019	2020	2021	Average Annual Consumption 2019 -2021	Annual Rate of Growth 2019 -2021
Consumption (Ha)	6	0	0	2	N/A

Source: UDP, Charter Keck Cramer

Recent development applications and land acquisition activity within the Precinct suggest the Precinct is set to become a focus of industrial land development. The pipeline of mooted and approved projects includes distribution, logistics and warehouse functions. The delivery of new industrial estates is expected to help address infrastructure constraints facilitating an increase in development ready land.

Table 24: Western Precinct Industrial Development Pipeline

Project	Description	Status
Ferris Road, Cobblebank (Melton Recycling Centre)	Major recycling facility.	Approved
Ferris Road, Cobblebank	Approximately 24 hectares of land at the intersection of the Western Freeway and Ferris Road is proposed for industrial development.	Permit Application Stage
Ferris Road, Cobblebank	Approximately 13 hectares of land abutting Tabcorp park is mooted for business park development	Mooted
Ferris Road Warehouse	Warehousing and distribution centre.	Approved
Mt Cottrell Rd, Cobblebank (Cobblebank Business Park)	Diverse business park estate.	Approved

Despite minimal recent development, the overall outlook for industrial development in the Western Precinct is positive owing to the precinct's pipeline of proposed development, and the Precinct's potential future role in serving the industrial land needs of nearby constrained industrial markets as well as the industrial land needs of its growing residential community.

Table 25: Development Outlook Western Precinct

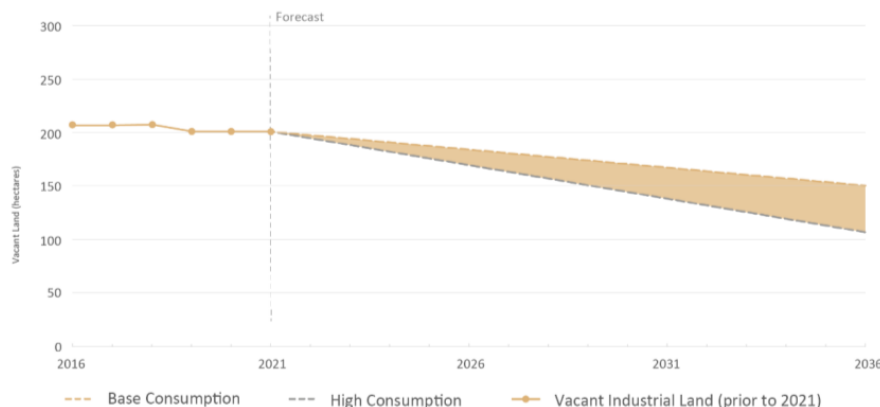
	Outlook
Short Term	<p>To date, the Western Precinct has experienced minimal and infrequent industrial land consumption.</p> <p>Despite minimal recent industrial expansion, the precinct is, nonetheless, set to undergo industrial expansion. The precinct is currently subject to a pipeline of approved and mooted development including a foundational mixed logistics and big box retail development at the intersection of Ferris Road and the Western Freeway, a new business park to the south of Tabcorp Park, and a major recycling facility.</p> <p>The short term outlook anticipates industrial development proceeding in the 2024 to 2025 period.</p>
Medium to Long term	<p>In the medium term, a confluence of factors are set to drive demand for the precinct's abundant vacant industrial land. Specifically, as industrial land supply in the nearby Melton Township becomes increasingly constrained (see Melton Township section), the precinct is positioned to attract demand for urban service focused uses. Similarly, land constraints in the Southern Precinct may also generate demand for large format industrial estate development close to the Western Freeway.</p> <p>In addition, the urban service needs of rapidly expanding growth area communities in Cobblebank and Rockbank will generate demand for new industrial space to support trades, big box retail, storage, hospitality, leisure and warehouse uses.</p>

Western Precinct Industrial Land Consumption Scenarios

The Western Precinct land consumption scenarios anticipate the emergence of an industrial land development market post 2025 as newly proposed industrial estates commence development. Thereafter, the scenarios anticipate the establishment of an industrial development market driven by a range of internal and external demand drivers.

Table 26: Industrial Land Consumptions Scenario Assumptions Western Precinct

Base Consumption	High Consumption
<p>Due to very limited industrial development activity in the Western Precinct there is insufficient industrial land consumption data to define a base case scenario that draws on historic land consumption trends to project future consumption. The base cases scenario therefore draws on approval data and the implications of land supply constraints in nearby precincts to project future growth.</p> <p>The base case scenario assumes the short term delivery of foundational industrial development along Ferris Road in 2025. Following this, the scenario assumes ongoing industrial land development that responds to (a) improved drainage infrastructure (b) constrained industrial land supply in Melton Township (c) constrained supply in the Southern Precinct and (d) industrial demand emerging from the Precinct's growing residential base.</p> <p>The base case assumes that industrial land consumption will commence in 2025 following which the Precinct will support the same scale of average annual industrial development as was evident in the nearby Melton Township over the 2019 to 2021 period. This equates to 4 ha per annum.</p>	<p>The high consumption scenario assumes that foundational industrial development will trigger sustained industrial development in the precinct from 2025 onwards. It is assumed that between 2025 and 2030 the precinct will replicate average annual industrial land development in the nearby Melton Township of 4 hectares per annum.</p> <p>In the 2030s consumption is assumed to grow to 10 hectares per annum due to (a) the full development of all vacant industrial land in nearby Melton Township (b) demand arising from the precinct's population growth and (c) the precinct attracting large format industrial demand from a highly constrained Southern Precinct.</p> <p>Post 2030 land consumption resembles the first phase of industrial growth in the City's Southern Precinct (2009 to 2014) when industrial land consumption averaged 10 hectares per annum.</p>

Figure 25. Forecast Industrial Land Consumption for Zoned Land

Source: CKC, DELWP

Table 27: : Industrial Land Consumptions Scenario Outcomes Western Precinct

	Base Case	High Consumption
Annual Average Industrial Land Consumption 2021-2036 (Ha)	4	6
Years of supply (years)	25+	25+
Vacant land at 2036 (Ha)	150	110

5.1.3. Commercial Land Western Precinct

The precinct encompasses substantial land designated for a range of retail, commercial, health and education and civic uses. As of 2021, the majority of this land remained inactive.

Cobblebank is designated as the precinct's leading service and employment node, in which a significant density of employment uses congregate along Ferris Road between Bridge Road and the Western Freeway. The town centre comprises 73 hectares of land designated for a range of commercial and civic uses. There is also 113 hectares of mixed use land in the north west of Cobblebank.

The Toolern Employment & Mixed Use and Major Town Centre by Essential Economics defines a population catchment for Cobblebank that comprises both the Melton Growth Corridor and Bacchus Marsh. According to this work, the catchment's population is expected to increase to 177,820 persons by 2031, fuelling demand for an estimated 190,000m² of floor space demand.

Accordingly, the Urban Design Framework for Cobblebank Major Activity Centre anticipates the following floor space provision.

- Retail (70,000 m²)
- Commercial (25,000 m²)
- Civic and Community Facilities (16,000 m²)
- Education (30,000 m²)

Health and justice uses are also anticipated including the committed delivery of the Melton Hospital at Ferris Road, Cobblebank.

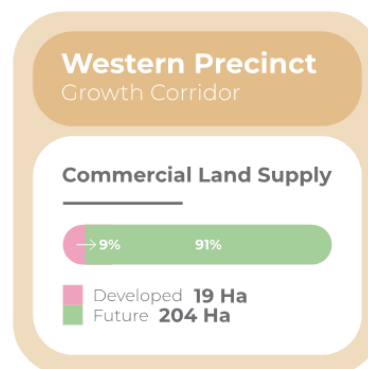
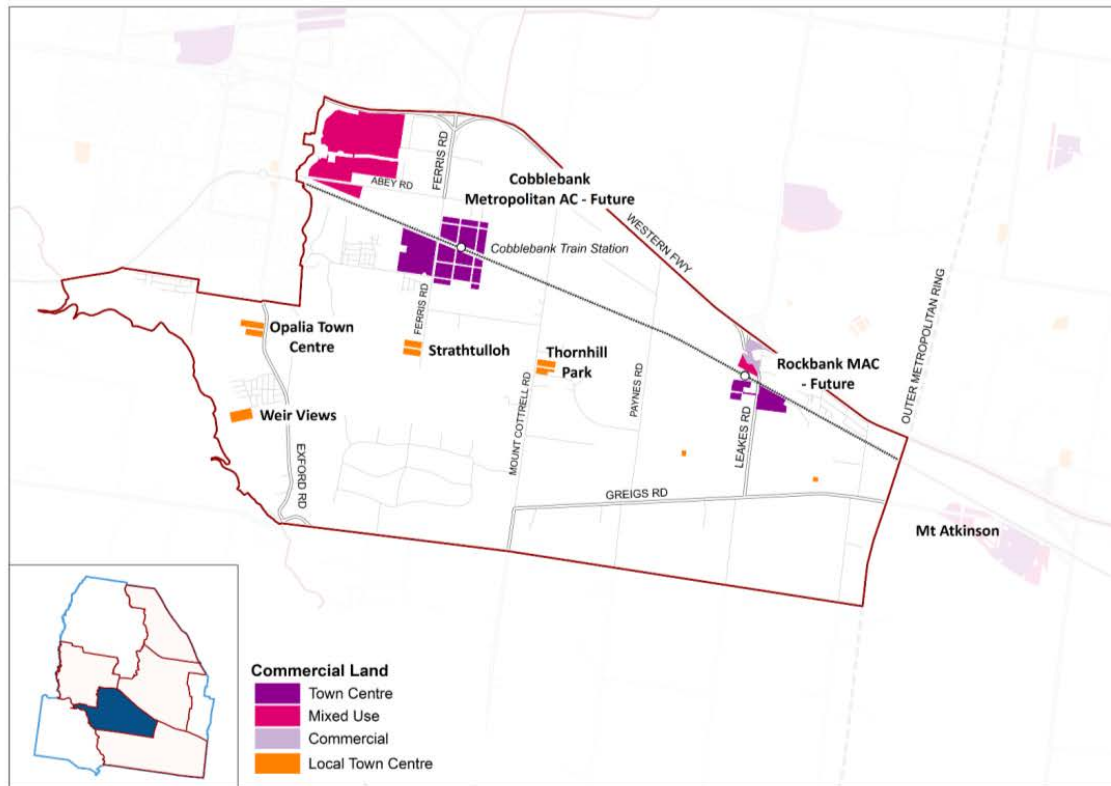


Figure 26. Commercial Land Supply Western Precinct



Within Rockbank, a mix of core retail, specialty retail, mixed use, restaurants, medical uses, and medium to high density housing is anticipated. According to the PSP, retail uses are restricted to a maximum of 30,000 square metres space. Notably, the development of the Rockbank Major Activity Centre anticipates new road infrastructure to facilitate commercial development.

There are also a variety of local centres identified throughout the precinct.

Figure 27. Rockbank Major Activity Centre Vision



Figure 5. Precinct Plan

Source: Rockbank Urban Design Framework August 2019

Commercial Land Supply Western Precinct

There is plentiful well located land to support commercial and retail floor space development throughout the precinct.

Table 28: Commercial Land Status 2022

	Developed	Future
Metropolitan Activity Centre		
Cobblebank	14	59.3
Major Activity Centre		
Rockbank		16.3
Town Centre/ Commercial		
Strathtulloh		4.5
Thornhill Park (local centre)		4.2
Rockbank (commercial & mixed use)		6.6
Weir Views		4.6
Opalia	5.2	
Other		1
Mixed Use/Other		
Mixed Use		108
Total	19	204

Source: CKC

Commercial Outlook

To date, commercial expansion has entailed the development of foundational retail uses to support ongoing population growth at Cobblebank. Cobblebank Village resulted in the development of approximately 2.5 hectares of commercial land.

Cobblebank's south west civic precinct is the most advanced town centre development area in the municipality's growth areas. The recently completed Cobblebank Stadium and associated recreational infrastructure combine with the BACE centre to form a significant civic and recreational precinct and regional destination.

The delivery of the Melton Hospital in 2029 will further expand this area whilst affirming Cobblebank's role as a regional destination. The hospital will catalyse a range of complimentary allied health uses and associated floor space demand in the centre's south. The Cobblebank MAC's UDF also anticipates a justice facility in the south of the activity centre.

The western precinct includes a number of mooted commercial development projects including a Major Activity Centre development proposed for Rockbank, a Local Activity Centre proposed for Thornhill Park and a mixed use development proposed along Bridge Road Cobblebank.

The outlook for commercial and retail floor space development remains favourable particularly in Rockbank and Cobblebank given:

- Projected population growth.
- The age structure of the population (the median of less than 30 years).
- Increasing educational attainment and incomes (the community is more educated and earns higher incomes than the broader Melton community).
- Availability of well located commercial land with street frontage.
- Transport infrastructure.
- Future public investment in civic and health infrastructure.

Notwithstanding the above, the nearby Western Freeway, High Street, Melton Highway junction represents a source of commercial competition for Cobblebank, which at this stage has attracted more active and expansive retail and commercial market than is evident in Cobblebank.

The location's unique accessibility is likely to continue to draw commercial investment.

As of 2022, no further commercial land supply is required within the Precinct.

Table 29: Western Precinct Commercial Outlook

Short term	Foundational retail and service uses are likely to be delivered at Rockbank and Thornhill Park.
Medium to long term	The delivery of the Melton Hospital in 2029 will catalyse ancillary health services in the Cobblebank's Southern Precinct. Population growth will support the diversification of food and restaurant retailing and help support professional and personal service growth within Cobblebank Metropolitan and Rockbank Major Activity Centres.

Table 30: Commercial Development Pipeline 2022 Western Precinct

Project	Description	Status
Mixed-Use Development, Cobblebank (The Place)	Proposed supermarket, medical centre, restaurants, swim school and recreational facilities.	Under development
Local Convenience Centre, Thornhill Park	Mixed use development including a supermarket, medical centre, gymnasium, offices and cafes.	Approved
Rockbank Major Town Centre Development - Stage 1	Stage 1 of Rockbank Town Centre development including a supermarket, food and drink premises, bottle shop, offices, medical centres and gymnasium.	Approved

6. Project Findings Southern Precinct

The Southern Growth Precinct is an employment precinct in the south east of the municipality that forms the western edge of the Western State Significant Industrial Precinct.

The precinct comprises the Robinsons Road/Ravenhall industrial corridor in the precinct's east, extractive and waste industries in the precinct's centre and to the west the Mount Atkinson growth area.

Figure 28. Southern Precinct Industrial and Commercial Land Use



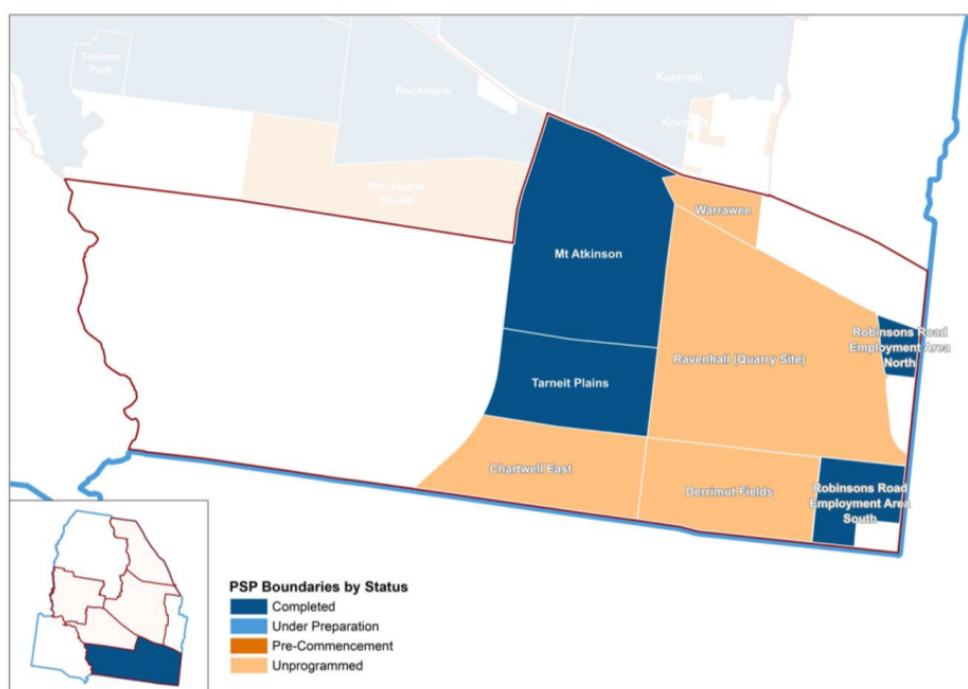
Table 31: Southern Precinct Key Locations

Localities	Industrial Locations	Activity Centres
<ul style="list-style-type: none"> - Fieldstone - Mount Cottrell - Ravenhall - Truganina 	<ul style="list-style-type: none"> - Ravenhall - Truganina 	<ul style="list-style-type: none"> - Mount Atkinson Major Activity Centre

PSP Status Southern Precinct

The precinct comprises a number of completed and unprogrammed PSPs including the completed Robinsons Road Employment Area North (2008), Robinsons Road Employment Area South (2011), Mt Atkinson and Tarnet Plains (2017).

The unprogrammed PSPs in Chartwell East and Derrimut Fields each encompass land related to the delivery of the Western Intermodal Freight Precinct. The unprogrammed Ravenhall PSP encompasses substantive extractive industry and land fill uses while the unprogrammed Warrawee PSP is identified to be as a mixed use PSP that will include employment uses that will support the expansion of the Robinsons Road industrial area.

Figure 29. PSP Status 2022 Southern Precinct

**Employment and Population Overview
Southern Precinct**

The precinct is primarily an employment focused location. The majority of the precinct's residents live within the Ravenhall corrections facility. For the 2016 to 2021 period, the Ravenhall corrections facility accounted for 50% of the precinct's population growth. In the future the precinct's resident population will shift westward as Mount Atkinson continues to grow.

Rapid industrialisation has seen the precinct's employment double in the past five years. The precinct currently supports just under a third of the municipality's employment base and accounted for 40% of the municipality's employment growth over the 2016 to 2021 period.

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. In the recent past, the precinct successfully attracted major logistics operations including Amazon, Myer and Hello Fresh distribution centres in Ravenhall.

The precinct has also seen growth in real estate, personal service, retail and health employment primarily as a result of the development of big box retail and smaller industrial floor space to the south of Ballarat Road in Caroline Springs.

Recent employment growth within the correction sector is likely to represent a one off increase resulting from the completion of corrections infrastructure and is unlikely to be replicated.



Strategic Aspirations Southern Precinct

The overarching strategic direction for the precinct is to facilitate intensive employment uses that leverage from the precinct's transport infrastructure and isolation from residential areas to support industrial growth.

In the west of the precinct proposed land uses within Mount Atkinson PSP include new residential communities and associated commercial and retail uses.

Mt Atkinson and Tarneit Plains PSP areas are identified in the West Growth Corridor Plan (WGCP) as providing for future local and regional employment opportunities. The "Hopkins Road Business Precinct" within the Mt Atkinson PSP was identified in the WGCP as a major opportunity for a mix of higher density business uses and residential uses, contributing to the objective of providing greater employment diversity and employment self-containment in Western Melbourne.

Table 32 Precinct Directions

Robinsons Road North and South	The rezoning of land along Robinsons Road for industrial purposes predates Plan Melbourne. Robinsons Road North was rezoned to leverage from the development of the Deer Park bypass which resulted in isolated farming land that was identified as inappropriate for new commercial uses.
Mount Atkinson	<p>Mount Atkinson includes a major activity centre at the intersection of Hopkins Road and Western Freeway.</p> <p>The PSP anticipates a significant commercial centre that combines substantial commercial, retail and industrial floor space over 560 hectares of land.</p> <p>In its ultimate form the area is projected to encompass 20,000 residents and 19,000 jobs.</p> <p>It follows that planning for Mount Atkinson aims to:</p> <ul style="list-style-type: none"> • encourage a variety of employment, infrastructure and community facilities. • maximise opportunities for industrial land to support employment activity. • provide diverse housing opportunities. <p>Plans for Mount Atkinson include a new commuter rail station. Commercial and industrial uses in Mount Atkinson are anticipated to benefit from the future Outer Metropolitan Ring reservation.</p>

The Mount Atkinson PSP anticipates that Hopkins Road will eventually support substantive industrial and big box retail uses while land in close proximity to the rail line is identified for major commercial and mixed use activities.

Figure 30. Mount Atkinson Vision



Source: Mt Atkinson & Tarneit Plains – PSP – June 2017 – Amended January 2020

6.1.2. Industrial Land Analysis Southern Precinct

The precinct incorporates substantive occupied, vacant and unprogrammed industrial land.

As can be seen, the vast majority of industrial land along the Robinsons Road corridor is occupied. The area nonetheless includes a number of significant remnant infill sites some of which are scheduled to become new industrial estates. Zoned land to the east will ultimately form part of the 255 hectare Melbourne Business Park as well as large format retail functions along Hopkins Road.

Unprogrammed industrial land within the Precinct's centre is yet to undergo the PSP process. This land includes the future WIFP facility.



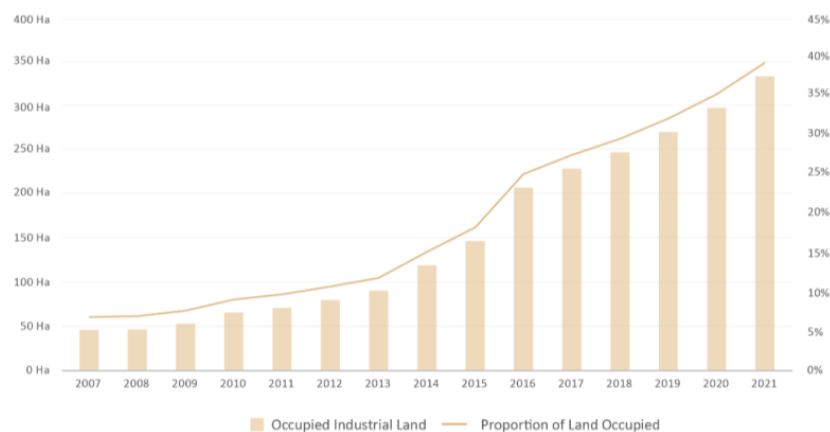
Figure 31. Southern Precinct Industrial Land Status 2021



Source: DELWP, CKC

Industrial Development Outlook Southern Precinct

The precinct is CoM's largest and most active industrial development area. Ongoing industrial development has seen occupied industrial land within the precinct increase from approximately 40 hectares to over 335 hectares in less than two decades.

Figure 32. Southern Precinct Industrial Land Occupancy Growth

In 2021 the precinct recorded near on 40 hectares (39.7 hectares) of industrial land consumption which represents the largest quantity of annual industrial land developed in CoM to date. Record industrial land development in 2021 was preceded by a decade of year on year growth in industrial land development. Over the 2012 to 2021 period the precinct averaged 15% growth in annual industrial land consumption.

Table 33: Historic Industrial Land Consumption Southern Precinct

	2019	2020	2021	Average Annual Consumption 2019 -2021	Annual Rate of Growth 2019 -2021
Consumption (Ha)	25.5	30.75	40	32	16%

Source: UDP, Charter Keck Cramer

The precinct is currently subject to an extensive pipeline of mooted, proposed and approved industrial development projects including the commencement of the 96 hectare first stage of the 255 hectare Melbourne Business Park in Mount Atkinson. At the time of this report, there were also over 10 new industrial development projects under construction.

Table 34: Southern Precinct Industrial Development Pipeline

Project	Description	Status
Hopkins Road, Truganina (Melbourne Business Park)	Industrial business park to the south of the Mount Atkinson Major Activity Centre. The first stage of the development is currently under development.	Approved
Riding Boundary Road, Truganina (RBR Hub)	Large scale industrial development in Truganina, Mt Atkinson PSP area.	Approved
Palm Springs Road, Ravenhall (Horizon 3023)	The western portion of Ravenhall currently supports major logistics operations for national and international corporations. Large industrial expansion is planned and approved for vacant land along Palm Springs Road, Ravenhall.	Approved

The overall outlook for industrial development within the precinct is highly positive, however, the availability of vacant industrial land supply will ultimately constrain and slow industrial land development over the next 10 to 15 years.

Table 35: Development Outlook Southern Precinct

	Outlook
Short Term	The Southern Industrial Precinct will see ongoing industrial land development and growth resulting from the development of new industrial estates, the expansion of existing estates and infill development in established locations.
Medium to Long term	<p>The development of greenfield industrial estates including the <i>RBR Hub</i> in Truganina, <i>Horizon 3023</i> in Palm Springs Road in Ravenhall and the <i>Melbourne Business Park</i> in Mount Atkinson will underpin medium term industrial land development.</p> <p>If the precinct's annual average industrial consumption of 32 hectares per annum is sustained, the Southern Precinct will encounter a scarcity of vacant industrial land supply in the next ten to 15 years. Stakeholder feedback suggests that industrial developers are already encountering land development constraints in the precinct due to the scarcity of development ready broadhectare land.</p>

Southern Precinct Industrial Land Consumption Scenarios

The Southern Precinct land consumption scenarios anticipate substantive ongoing industrial land development either at recent historic rates of development or at a scale above historic trends. Both scenarios anticipate that land supply constraints in the 2030's will constrain and slow industrial development in the next ten years.

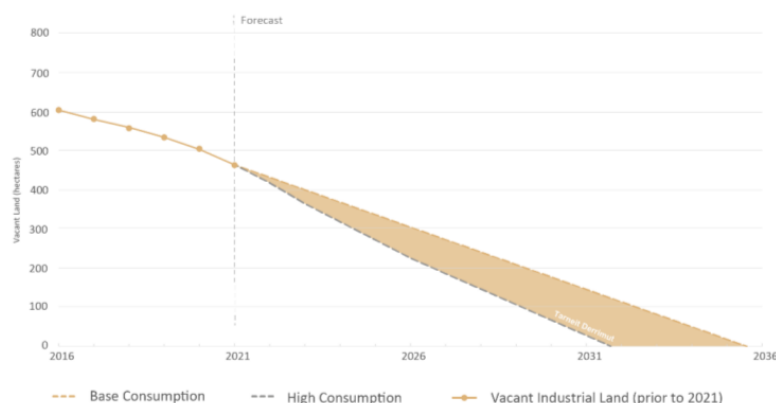
Under both scenarios the municipality is compelled to advocate for the resolution of unprogrammed industrial land at Ravenhall, Chartwell and along the Western Freeway as a critical economic priority for the municipality. Without additional industrial land economic and employment growth in municipality's south is set to slow in the 2030s based on projected land consumption rates.

Table 36: Industrial Land Consumption Scenario Assumptions Southern Precinct

Base Consumption	High Consumption
<p>The scenario assumes that proposed, approved and under construction industrial land development will underpin industrial land consumption of approximately 32 hectares per annum beyond 2021. This is consistent with historic trends which has seen average annual industrial land development of 32 hectares per annum over the 2019-2021 period.</p> <p>This scale of ongoing land consumption results in the full development of the precinct's vacant industrial land by the mid -2030s.</p>	<p>The scenario assumes the precinct's pipeline of development will propel further growth in industrial land consumption above recent historic highs. Specifically, the scenario assumes that the precinct will experience industrial land consumption growth of 15% per annum until 2025. From 2025 onwards the scenario assumes industrial land consumption of 40 hectares per annum consistent with land consumption recorded in 2021.</p> <p>High consumption land development assumptions result in the consumption of the precinct's available vacant industrial land in the early 2030s.</p>

Table 37: Industrial Land Consumption Scenario Outcomes Southern Precinct

	Base Case	High Consumption
Annual Average Industrial Land Consumption 2021-2036 (Ha)	32	43
Projected Years of supply (years)	14	10
Project Vacant land at 2036 (Ha)	0	0

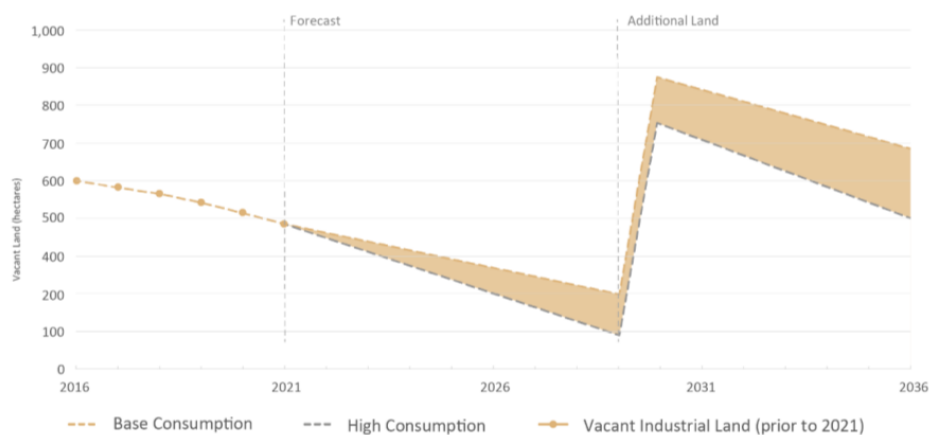
Figure 33. Forecast Industrial Land Consumption for Zoned Land

Source: CKC

Impact of Additional Industrial Land Southern Precinct

The precinct includes substantial unprogrammed land. The modelling below assumes the delivery of unprogrammed industrial land to support the delivery of the OMR in 2029.

Figure 34. Southern Precinct Impact of Additional Industrial Land on Supply



Source: CKC

6.1.3. Commercial Land Southern Precinct

The Mount Atkinson and Tarneit Plains PSP details an ambitious vision for mixed commercial, retail and service uses primarily within the future Mount Atkinson Major Activity Centre and along the future Hopkins Road large format retail precinct.

The 2017 structure plan identifies floor space for commercial uses including a department store, two supermarkets, a big box retail precinct and two convenience centres. The plan also anticipates two community services centres.

All together the plan projects over 500,000 sqms of commercial floor space which is intended to support near on 10,000 jobs.

A further 9,000 jobs are projected within the local industrial and community service sectors. The plan includes over 100,000 sqms of community service space.

The overall job density and scale of commercial space anticipated in the plan was reviewed by JLL whom acknowledge the overarching ambition of the plan. According to JLL the plan anticipates a scale of economic activity equivalent to Box Hill Activity Centre. JLL suggests a target of between 14,000 to 15,000 jobs would represent a significant achievement for the MAC.⁸



The commercially focused town centre component of the Mount Atkinson PSP is yet to commence. The Mount Atkinson PSP requires an urban design framework to be prepared prior to permits being issued for development including commercial development. A Mount Atkinson town centre UDF is currently under development. This will create the planning conditions for development within the Mount Atkinson town centre.

⁸ JLL, Mt Atkinson and Tarneit Plains: Commercial and Industrial Land Review, 2015

Figure 35. Commercial Land Supply Southern Precinct



Commercial Outlook Southern Precinct

The outlook for commercial and retail floor space proposed for Mount Atkinson remains favourable particularly given:

- Projected population and household growth (19,000 residents and 4,200 households).
- The future prevalence of young and growing households.
- The availability of well located and abundant commercial land.
- Existing and mooted transport infrastructure (mooted Mount Atkinson Rail Station and direct proximity to the Outer Metropolitan Ring Road).
- Favourable ownership. The vast majority of Mount Atkinson is owned by two of Australia's leading residential and commercial land developers both of whom are skilled and experienced in the delivery of high quality places and successful commercial environments. This is a distinct advantage for Mount Atkinson when compared with nearby competing centres.

Table 38: Southern Precinct Commercial Outlook

Short term	<p>At 2021, the Mount Atkinson community included 570 residents. Ongoing subdivision and residential development activity will result in rapid population growth whom in the near future will require essential retail, health and community services.</p> <p>At present there are no publicly available plans to commence the delivery of foundational retail infrastructure.</p>
Medium to long term	<p>Institutional land holders will ultimately deliver substantial retail and commercial infrastructure to support insitu population and a substantial industrial workforce in the Melbourne Business Park of potentially 4,000 workers.</p> <p>Whether the scale of delivery of retail, service and commercial floor space accords with the aspirations of the 2017 structure plan is unknown. In this respect the JLL review (<i>Mt Atkinson and Tarneit Plains: Commercial and Industrial Land Review</i>) remains pertinent which overall endorses the structure plan's mix of uses and aspirations while cautioning the plan's employment aspirations.</p> <p>The scale and timing of floor space delivery will benefit from the delivery of infrastructure and ongoing socio-demographic change including:</p> <ul style="list-style-type: none"> • Mount Atkinson Rail Station. • Hopkins Road Redevelopment (which will be critical to Big Box retail and industrial activity). • The delivery of the OMR. <p>Increasing local incomes and educational attainment will help influence the attractiveness of Mount Atkinson for service and consumer focused commercial floor space.</p>

7. Project Findings Northern Precinct

The northern growth precinct encompasses primarily residential land north of the Western Freeway between Hillside and Melton township. Industrial and commercial land is located along the Melton Highway and at Aintree.

Figure 36. Commercial and Industrial Land Use Overview Northern Precinct

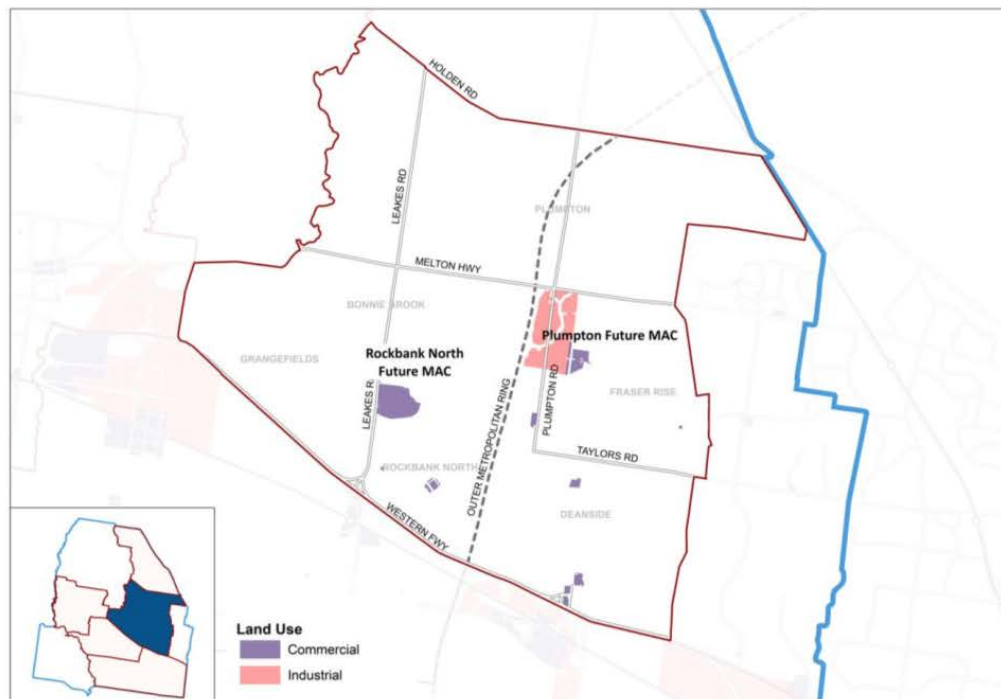


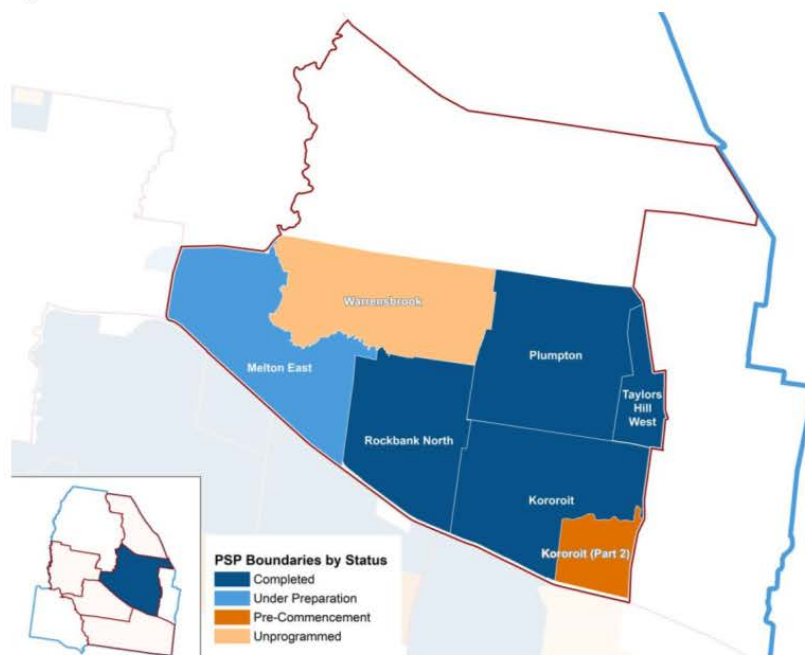
Table 39: Northern Precinct Key Locations

Localities	Industrial Locations	Activity Centres
<ul style="list-style-type: none"> - Aintree - Bonnie Brook - Deanside - Fraser Rise - Grangefields - Plumpton - Kororoit 	<ul style="list-style-type: none"> - Plumpton 	<ul style="list-style-type: none"> - Rockbank North Major Activity Centre - Plumpton Major Activity Centre

PSP Status Northern Precinct

The precinct comprises a number of completed, progressing and unprogrammed PSPs. These include the completed Kororoit (2018), Plumpton (2018), Rockbank North (2012) and Taylors Hill (2010) PSPs, and the progressing Kororoit part 2 and Melton East PSPs. The Warrensbrook PSP is yet to be programmed.

Figure 37. PSP Status 2022 Western Precinct



**Employment and Population Overview
Northern Precinct**

The precinct encompasses the fastest growing locations in the municipality. Over the 2016 to 2021 period the precinct added an average of 2,900 new residents per annum. With 18,000 residents in 2021, the precinct is now home to 10% of the municipality's population.

To date, population growth has been focused within the Aintree estate and in Hillside. The precinct's approved PSPs accommodate a long term population of approximately 83,000 residents which will grow as remaining PSPs are completed.

Figure 38. Precinct Aspirations

PSP	Population	Jobs
Plumpton	29,900	12,000
Kororoit	25,875	2,100
Taylors West	6,750	Not stated
Rockbank North	20,400	Not stated
Total	82,925	14,100

Residential growth has propelled significant construction jobs growth (+443 jobs) which accounted for 30% of the precinct's job growth. New schools (+ 287 jobs) and expanded retail activity (+131 jobs) also added to local employment together with health and logistics employment growth.

Completed PSPs anticipate the precinct's employment to grow to 14,100 jobs with the majority of jobs in population serving sectors. At 2021, the precinct supported just over 1,900 jobs.



Strategic Aspirations Northern Precinct

Approved PSPs envisage major economic activity within the Rockbank North Major Activity Centre and in the long term the development of a significant economic node incorporating industrial and commercial uses along the Melton Highway in Plumpton.

The vast majority of PSP land has to date been identified for residential purposes.

Table 40 Precinct Directions

Rockbank North MAC (Rockbank North PSP)	<p>Seeks to embrace the natural qualities of Rockbank North including Leakes Road Reserve, Deanside Wetlands & Kororoit Creek to create a high quality urban amenity.</p> <p>The future Rockbank North Major Activity Centre is intended to function as a focal point for higher order employment, retail, health and education services. The centre's principal catchment is north of the Western Freeway.</p> <p>The broader vision for the Rockbank North area is primarily residential anticipating a range of housing opportunities including medium- and higher-density housing. The Rockbank North Precinct Structure Plan does not identify an aspirational employment outcome for the PSP area. At present, a UDF that will guide the development for the Rockbank North MAC is under preparation which will create the land use planning conditions for development.</p>
Plumpton MAC (Plumpton PSP)	<p>The vision for Plumpton includes a dual emphasis on employment and residential expansion.</p> <ul style="list-style-type: none"> - Future employment growth encompasses the development of the Plumpton Major Activity Centre and adjacent commercial and industrial land. - Plumpton's employment locations are ultimately expected to support over 12,000 jobs. - The residential vision anticipates 10,900 dwellings and a population of approximately 30,000 residents. - The vision anticipates significant transport and social infrastructure investment to support both employment and residential activity
Kororoit	<p>The PSP seeks to respond to the natural amenity of Kororoit and the Kororoit Creek to support a significant residential community of 29,900 residents.</p> <p>The vision looks to future nearby employment locations at Mount Atkinson and the Plumpton business and industrial precinct to support local employment. The PSP nonetheless anticipates 2,100 local jobs</p>
Taylors Hill West	<p>The PSP aims to integrate the area with adjoining established suburbs in Taylors Hill and Caroline Springs. No employment uses are specified.</p>
Melton East	<p>This is primarily a residential PSP. Market analysis undertaken to support the preparation of the PSP identifies the addition of limited commercial floor space and in excess of 20 hectares of new industrial land supply.</p>

7.1.2. Industrial Land Analysis Northern Precinct

At 2021, the precinct's industrial land was either vacant, underutilised, or unprogrammed.

Zoned industrial land along the Melton Highway is considered not be development ready and lacking enabling infrastructure. As such, the area is yet to attract industrial investment and tenant demand.

At 2022, the City's industrial locations further to the south and along the Western Freeway are the current focus of industrial expansion and investment.

Market analysis undertaken to support the preparation of the Melton East PSP has identified potential new industrial land supply of over 20 hectares. The Melton PSP is still under preparation and specific new industrial land parcels are yet to be identified or confirmed.



Figure 39. Northern Precinct Industrial Land



Industrial Development Outlook Northern Precinct

The City's Northern Precinct is CoM's least mature industrial area. The Precinct is yet to be subject to industrial development and there are no known mooted or proposed industrial development proposals within the Precinct. Vacant industrial land is unserved. As such, vacant land will require significant foundational infrastructure investment in order to support the commencement of industrial development.

Table 41: Development Outlook

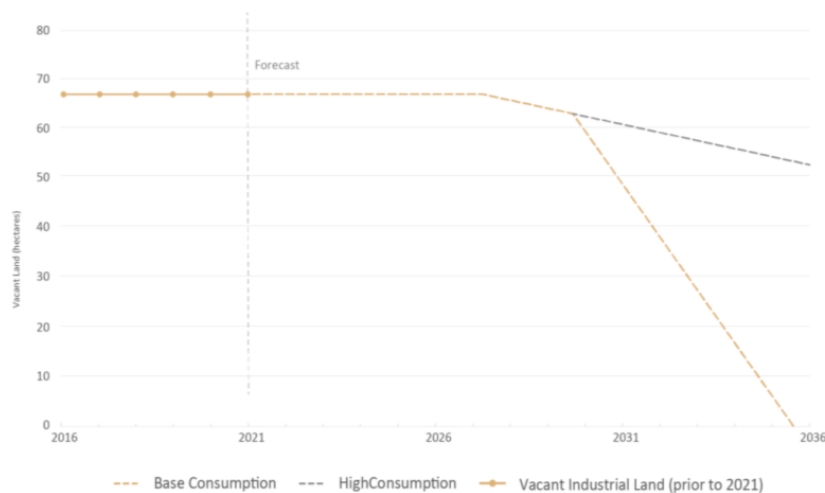
	Outlook
Short Term	In the short term, the Precinct is unlikely to be subject to industrial development given the Precinct's limited infrastructure and the prevalence of opportunity in nearby established markets further south and south west.
Medium to Long term	<p>Over the medium to long term, demand for industrial land is dependent on the delivery of the OMR and the expansion of new residential communities in Plumpton and Kororoit.</p> <p>The potential delivery of the OMR will shape the precinct's medium to long term outlook. The delivery of an OMR will trigger significant industrial demand and development given its resulting unique uplift in accessibility and corresponding anticipated land supply constraints in industrial land supply in the City's south.</p> <p>Without an OMR, the attractiveness of the Northern Precinct to major industrial developers and tenants is likely to be limited. Moreover, the financial justification for the extensive investment needed to support industrial land development in the Northern Precinct is, in turn, likely to be significantly diminished without an OMR.</p>

Northern Precinct Industrial Land Consumption Scenarios

The Northern Precinct Land consumption scenarios are informed by the potential delivery of the OMR. The base case assumes the OMR is not delivered while the high consumption case assumes delivery of the OMR in 2030.

Base Consumption	High Consumption
<p>The base case scenario assumes that the OMR is not delivered.</p> <p>In this context, the scenario assumes the development of an industrial market in the early 2030s that supports the warehouse, storage, trades and restricted retail needs of the Precinct's growing resident community. The Precinct is also assumed to attract demand resulting from land constraints to the City's south.</p> <p>The base consumption scenario assumes the same scale of industrial land consumption evident in the Melton Township over the past 15 years which equates to 1.5 hectares per annum. Industrial development is assumed to commence from 2030.</p>	<p>This project reviewed research on land consumption following the delivery of the Outer Metropolitan Ring Road.</p> <p>Industrial land in Laverton was already growing at between 20-30 hectares per annum prior to the introduction of the Western Ring Road. The introduction of the ring road triggered a surge in industrial land consumption that peaked at 100 hectares in 2008].⁹</p> <p>Under these conditions vacant and underutilised land at Plumpton, which would be directly accessible to the OMR, would be consumed in less than two years.</p> <p>Consumption modelling for the northern precinct assumes less rapid consumption given Plumpton is an unestablished industrial market and distant from major residential and commercial nodes.</p> <p>Modelling therefore assumes that the delivery of the OMR will ultimately result in Plumpton replicating the steady build up of industrial land consumption that was seen in the first phase of industrial growth in the municipality's south over the 2004 to 2014 period which averaged 10 hectares of industrial land consumption per annum.</p> <p>This assumption results in the rapid take up of land in which all available industrial land is consumed by 2036.</p>

Figure 40. Forecast Industrial Land Consumption for Zoned Land



Source: CKC

⁹ Research Matters, DELWP, Issue 70 June 2015

Table 42: Industrial Land Consumption Scenario Outcome Northern Precinct

	Base Case	High Consumption
Annual Average Industrial Land Consumption 2021-2036 (Ha)	1.5	10
Projected Years of supply (years)	20+	14
Project Vacant land at 2036 (Ha)	53	0

Northern Precinct Impact of Additional Industrial Land

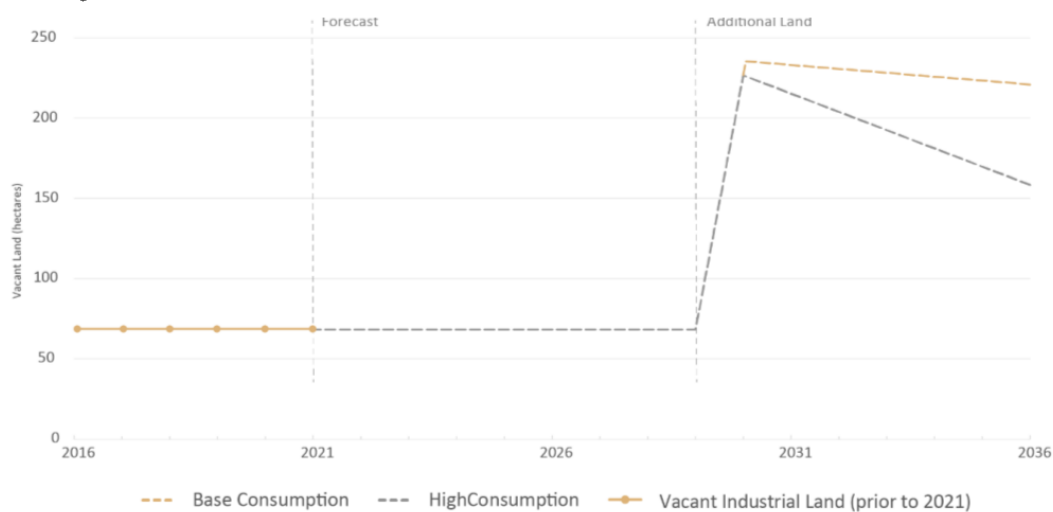
The precinct includes 196 hectares of unprogrammed land within the Warrensbrook PSP. The modelling below assumes the delivery of unprogrammed industrial land to support the delivery of the OMR in the early 2030s. With the addition of this land industrial land supply supports consumption beyond 2045.

Given the potential for the OMR to generate substantive industrial demand and development as per the example provided by the introduction of the metropolitan ring road it is imperative that identified industrial land is retained and protected to ensure the OMR generates commercial and employment uplift in Plumpton.

Retaining industrial land in this location will also support the viability of the OMR and local employment growth in line with the ambitions of the Plumpton PSP.

The precinct also incorporates 27 hectares of underutilised land that might also support long term supply.

Figure 41. Additional Land Scenario Northern Precinct



7.1.3. Commercial Land Northern Precinct

The Plumpton and Rockbank North PSPs include significant commercial floor space which is tied to significant commercial and employment aspirations.

To date, the Woodlea shopping centre in Aintree and a neighbourhood centre in Taylors Hill West represent the only commercial development in the precinct. The majority of the precinct's commercial land remains vacant and inactive.

Table 43 Commercial Land Status Northern Precinct

	Developed	Future
Major Activity Centre		
Plumpton		12
Rockbank North		37.5
Town Centre/ Commercial		
Fraser Rise	0.4	
Aintree	2.4	1.2
Kororoit		4.3
Plumpton (local centre)		3.2
Deanside		3.4
Kororoit (Commercial Area)		4.9
Mixed Use/Other		
Plumpton		10.1
Rockbank North		3.2
Total	2.8	79.8

Source: CKC

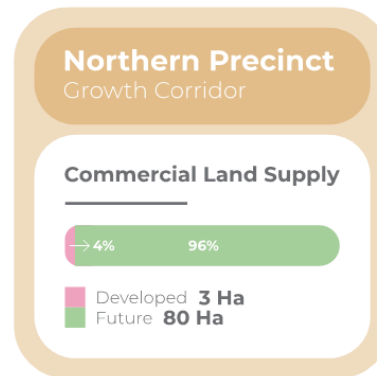
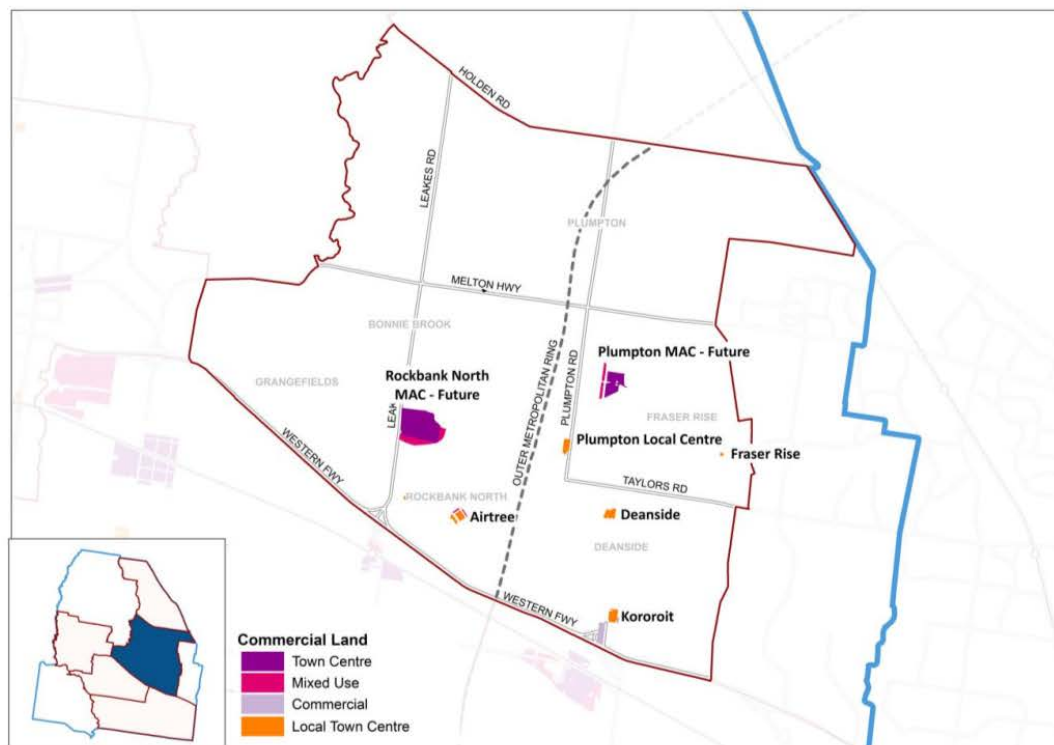


Figure 42. Woodlea Shopping Centre (Aintree)



Figure 43. Commercial Land Supply Northern Precinct



Commercial Outlook Northern Precinct

The precinct is yet to attract a pipeline of commercial investment. In the short term, a neighbourhood centre is proposed at Deanside.

As is the case with the City's growth areas, the underlying outlook for commercial and retail floor space development remains favourable particularly when considering the long term demographic and land supply dynamics of the northern precinct. These includes:

- Population growth and household growth (approved PSPs anticipate 83,000 residents and 29,600 households).
- Young, growing households with above median incomes and relatively high educational attainment.
- The availability of commercial land.

The recently completed Woodlea shopping centre within the Aintree Local Town Centre will help establish market metrics for the area that may provide a basis for further commercial expansion.

Figure 44. IGA City Vista Court Plumpton



Table 44: Commercial Outlook Northern Precinct

Short term	<p>Beyond plans for a new neighbourhood centre at Deanside there are no publicly available major commercial development plans mooted for the precinct. Ongoing population growth will nonetheless continue to fuel the need for service and retail space, shifting the underlying feasibility of development plans. The delivery of new centres will however require supportive transport infrastructure and ownership. At present most mooted centres do not incorporate foundational infrastructure to progress development.</p> <p>At present a UDF for Rockbank North MAC is being prepared which will create the planning conditions for development.</p>
Medium to long term	<p>Proposed major and local centres will attract retail and service investment in response to residential growth and associated consumption and service demand.</p> <p>Each of the major activity centres aim to attract higher order employment beyond the immediate needs of the local community, which is an aspiration also shared by Major Activity Centres within the Southern and Western Precincts. In competing for commercial investment Centres to the south of the Western Freeway have the advantage of institutional land ownership and significantly greater transport infrastructure.</p> <p>In the long term, the delivery of the OMR may provide a basis to boost the depth of economic activity in the Plumpton MAC.</p>

Table 45: Commercial Development Pipeline 2022 Northern Precinct

Project	Description	Status
Deanside Mixed Use	Proposed supermarket, medical centre, restaurants and recreational facility	Permit application stage

8. Project Findings Melton Township Precinct

The Melton Township precinct is located in the City's west.

Commercial land along High Street Melton and Coburns Road incorporates regionally significant civic, retail, recreational, health and entertainment uses.

The eastern portion of the township includes established industrial land which is increasingly a focus for large format retail uses.

Figure 45. Commercial and Industrial Land Use Overview Melton Township

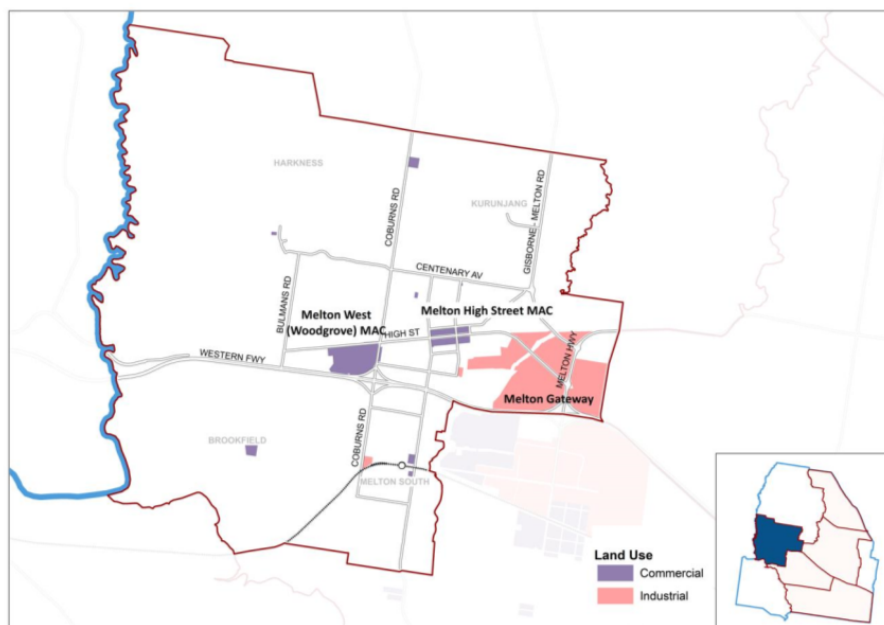


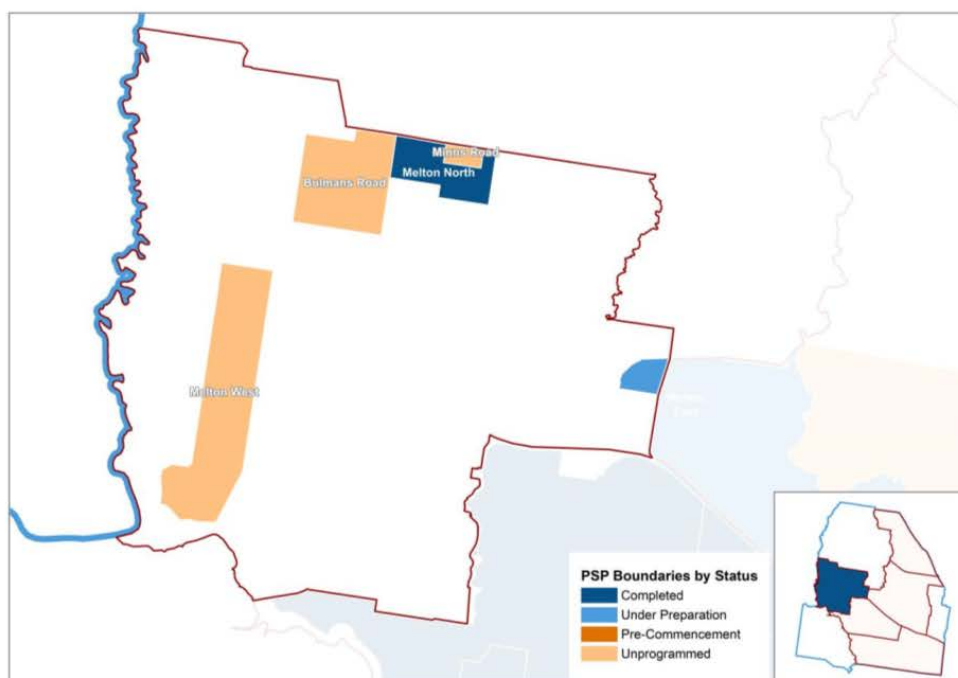
Table 46: Melton Township Key Locations

Localities	Industrial Locations	Activity Centres
<ul style="list-style-type: none"> - Brookfield - Harkness - Kurunjang - Melton - Melton South - Melton West 	<ul style="list-style-type: none"> - Melton - Melton South 	<ul style="list-style-type: none"> - Melton High Street Major Activity Centre - Melton West (Woodgrove) Major Activity Centre

PSP Status Melton Township

The precinct comprises primarily established neighbourhoods. As can be seen below, broad hectare land in the township's west and north has been identified for future Precinct Structure Planning primarily focused on residential growth.

Figure 46. PSP Status 2022 Melton Township



**Employment and Population Overview
Melton Township**

The township is one of the municipality's longest standing urban areas which at 2021 encompassed just over a third of the municipality's population. The township's population is slightly older (median age of 33) than nearby growth area communities (median age of 31) while 2021 median household incomes (\$1,887 per week) are less than those of growth area communities (average \$2,145 per week).

The precinct's annual average growth of 1270 new residents over the 2016 to 2021 period, while less than that of nearby growth, still equates to an annual average growth rate that exceeded that of greater Melbourne for the same period.

At 2021, the township was the single largest employment area in the municipality. Population services (health and education) combined with construction employment helped grow the township's employment base.

Employment associated with the delivery of new health infrastructure and schools represented just under half of the township's recent employment growth and is unlikely to be replicated in the coming years.

Additionally, notwithstanding the township's significant recent employment growth, employment growth in the municipality's east is steadily dispersing and shifting the city's employment and economic activity eastward.



Strategic Aspirations Melton Township

The township incorporates the Melton High Street and Melton West (Woodgrove) Major Activity Centres which are located in close proximity to each other.

Strategic directions for each centre are detailed below.

Table 47 Precinct Directions Melton Township

Melton High Street MAC	<p>The Melton High Street MAC is a strip based established centre that includes regionally significant health, civic and community services along with an extensive retail offer.</p> <p>Key directions for the centre include:</p> <ul style="list-style-type: none"> - Improving connections to the Melton Train Station. - Continuing to provide a diversity of uses, public spaces and community facilities. - Encouraging medium and higher-density residential development.
Melton West (Woodgrove) MAC	<p>Two separate freestanding shopping centres (Woodgrove Shopping Centre and Coburns Central Shopping Centre) comprise the Melton West Activity Centre. In their current form the shopping centres incorporate regionally significant retail functions. The Woodgrove shopping centre includes the state-significant Melton Health facility which is currently undergoing further expansion.</p> <p>Key directions for the Centre include:</p> <ul style="list-style-type: none"> - Strengthening ongoing functions as a retail centre and health precinct. - Encouraging greater provision of community facilities. - Facilitating mixed-use residential development.

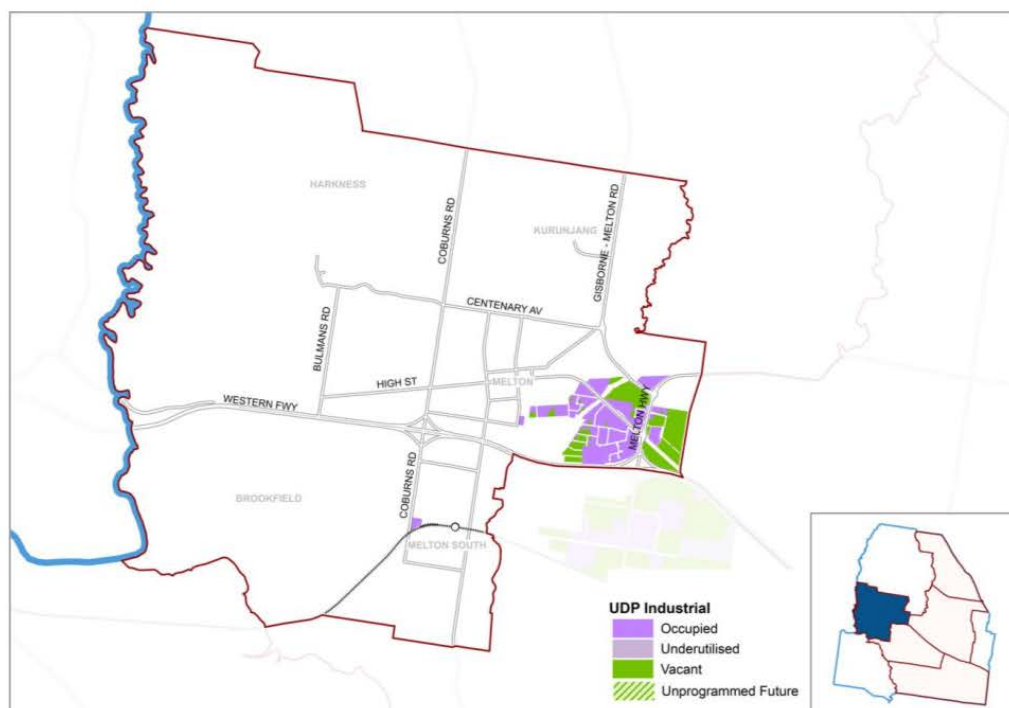
8.1.2. Industrial Land Analysis Melton Township

The township's industrial land supports an array of construction, trade supplies, automotive and personal service businesses located in the east of the township.

Industrial land at the intersection of the Western Freeway, Melton Highway and High Street, Melton is rapidly emerging as a large format retail centre and potential commercial office node. Many of Australia's largest national retailers are now congregating at this junction owing to its unique accessibility.



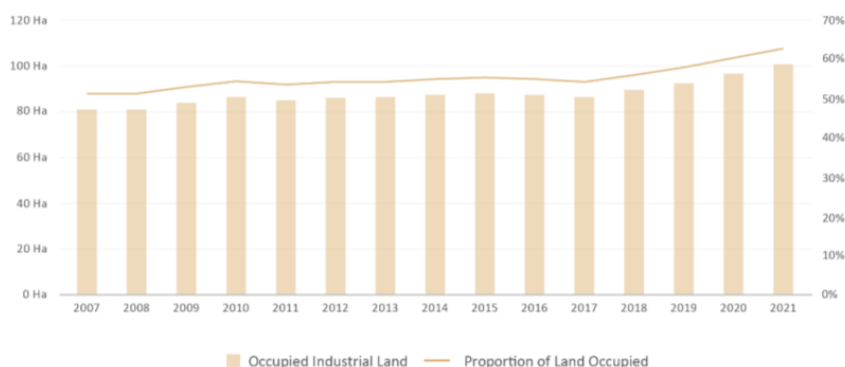
Figure 47. Melton Township Industrial Land



Industrial Development Outlook Melton Township

The township's established industrial areas benefit from established road and service infrastructure, which when compared to nearby greenfield industrial land, generally provides for more rapid development.

At 2021, the township's industrial land was just over 60% occupied.

Figure 48. Melton Township Industrial Land Occupancy

Source: CKC, DELWP

The Melton Township is a focus for ongoing industrial development. Since 2011 the Precinct has seen the development of 16 hectares of land at an average of over 1.5 hectares per annum. As can be seen below, over the past 3 years land consumption grew to 3.8 hectares per annum owing to industrial development in the Melton Gateway.

Table 48: Historic Industrial Land Consumption

	2019	2020	2021	Average Annual Consumption 2019 -2021	Annual Rate of Growth 2019 -2021
Consumption (Ha)	2.3	6.8	2.8	3.9	6.7%

Source: UDP, Charter Keck Cramer

Mooted and proposed industrial development within the Melton Township Precinct will see continued industrial land development. The precinct's pipeline of projects includes a breadth of uses including office, fuel, restricted retail, hospitality, storage and warehouse functions primarily directed at supporting consumer needs.

Table 49 Melton Township Industrial Development Pipeline 2022

Project	Description	Status
High Street, Melton (West Pines)	Land at the intersection of High Street and the Western Freeway, Melton is approved for diverse industrial and commercial development including 2 x 5 storey buildings encompassing warehousing, small industrial units, convenience restaurant & retail premises and a service station.	Approved
24 High Street, Melton	Stand alone warehouses.	Approved

Project	Description	Status
Melton Established Industrial Area	Various new warehouse/small factory units are proposed for Zal Street, Holland Drive, High Street, and Collins Road Melton.	Primarily approved or under construction

The Melton Township Precinct will see continued industrial development including infill development and potential renewal of redundant industrial sites.

Table 50: Melton Township Development Outlook

	Outlook
Short Term	In the short term, the township is expected to see an increase in industrial land consumption. The past 3 years has seen an increase in industrial land consumption to 3.8 hectares per annum. A review of mooted and approved industrial development indicates continued development of vacant industrial land via infill industrial development and via large format development in the Melton Gateway area.
Medium to Long term	Over the medium to long term, the township's industrial land supply is expected to become increasingly constrained. At 2021 the precinct incorporated 68 hectares of vacant land. Continued development at average annual rates of development will see the availability of vacant land in the precinct become very limited by the mid 2030s. As discussed in the Western Precinct profile, this is likely to direct new industrial demand to the nearby Cobblebank Metropolitan Activity Centre area.

Melton Township Industrial Land Consumption Scenarios

The Melton Township Precinct land consumption scenarios anticipate ongoing industrial land development either at recent historic rates of development or at a scale above historic trends. The scenarios, nonetheless, anticipate land supply constraints will inevitably constrain development in the mid 2030s.

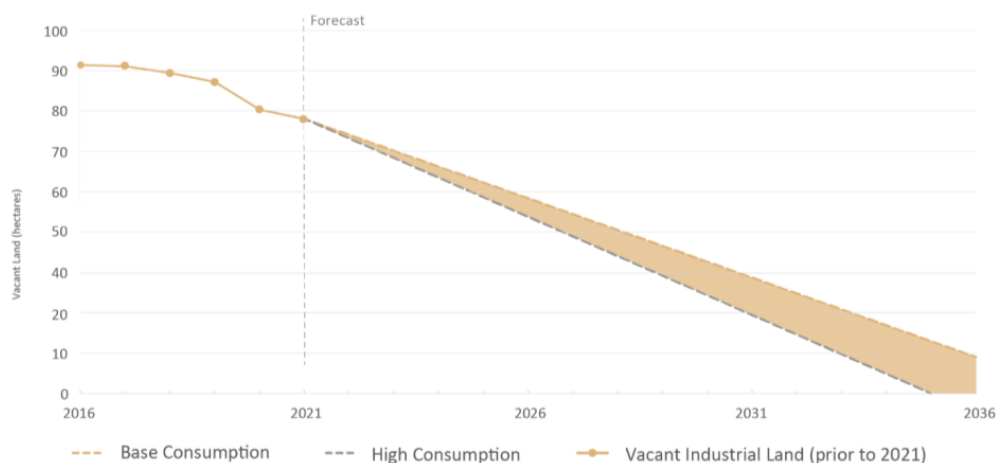
The precinct does not incorporate unprogrammed land to boost supply.

Table 51: Industrial Land Consumption Scenario Assumptions Melton Township

Base Consumption	High Consumption
The base case scenario anticipates ongoing industrial land consumption of 3.9 hectares per annum as per recent development trends.	This scenario anticipates continued growth in industrial land consumption to 2025 at a rate of 6.7% each year which is the rate at which industrial land consumption grew over the 2019 to 2021 period. The assumption results in average annual consumption of 5 hectares.

Table 52: Industrial Land Consumption Scenario Outcomes Melton Township

	Base Case	High Consumption
Annual Average Industrial Land Consumption 2021-2036 (Ha)	3.9	5
Projected Years of supply (years)	15+	13
Project Vacant land at 2036 (Ha)	10	0

Figure 49. Forecast Industrial Land Consumption for Zoned Land

Source: CKC

8.1.3. Commercial Land Melton Township

The township includes established and fully built activity centres that support a wide variety of commercial, civic and health uses.

Local town centres include two greenfield town centres of which Brookfield is currently subject to development.

Table 53 Commercial Land Status Melton Township Precinct

	Developed	Future
Major Activity Centre		
Melton West (Woodgrove)	16.2	
Melton High Street	38.2	
Local Town Centre		
Melton South	2.8	
Harkness	0.5	
Kurunjang		3.2
Brookfield		5.8
Scott Street	.6	
Burleigh Road	.2	
Mixed Use/Other		
Mixed Use	.9	
Total	59	9

Source: CKC

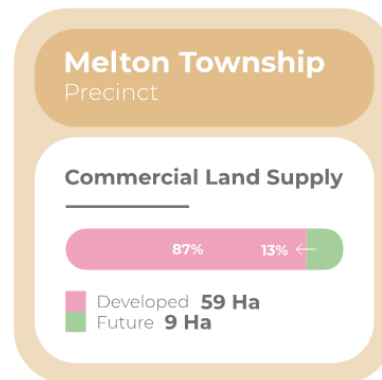
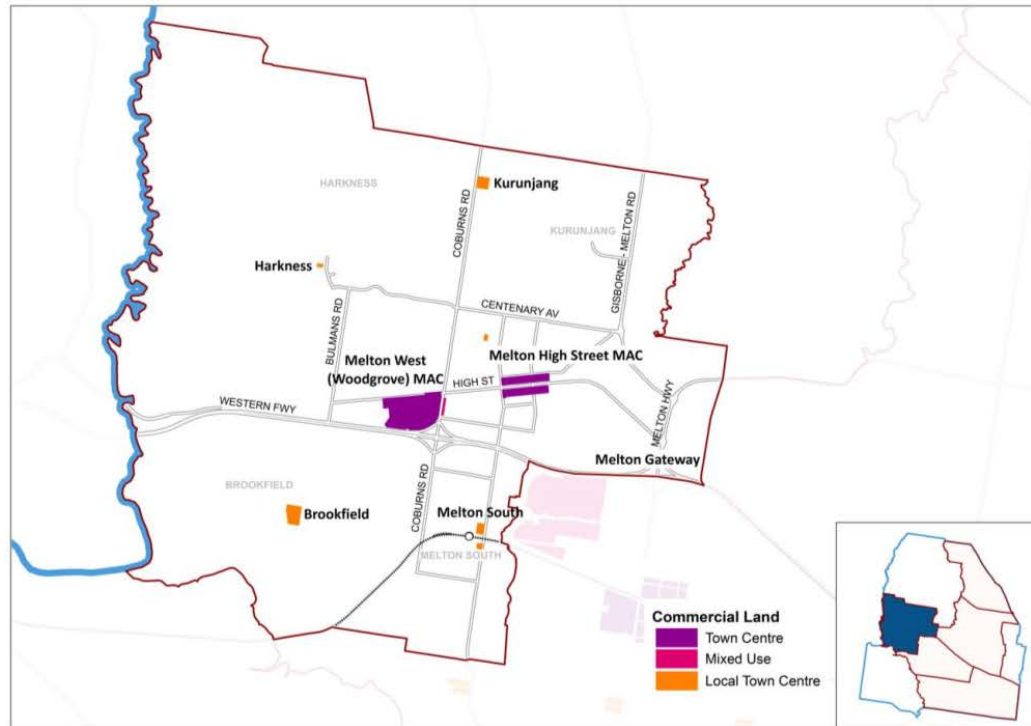


Figure 50. Commercial Land Supply Melton Township



**Commercial Outlook Melton
Township**

The township incorporates significant established retail infrastructure. Future growth will entail the renewal and redevelopment of existing commercial and retail infrastructure along with the expansion of local centres to support the everyday shopping and service needs of local communities.

A review of permit and development data identified ongoing investment in the township's commercial areas including mixed housing and commercial development proposals (see table below).

As discussed above, 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 area will ultimately combine with proposed developments at the intersection of Ferris Road, Cobblebank to form a major retail, commercial and industrial node in the municipality's west.

The township's neighbourhood centres are currently the focus of mixed use and medical development proposals.

Figure 51. Bunnings Melton



Table 54: Commercial Outlook Melton Township Precinct

Short term	<p>The Melton Gateway on the eastern edge of the township will deliver significant new large format retail commercial space to the eastern edge of the township attracting further tenants and more diverse uses to the area.</p> <p>The township will also see ongoing infill commercial and mixed use development.</p>
Medium to long term	<p>The unique accessibility advantages of the Melton Gateway area are likely to continue to attract ongoing major merchandise retail investment. Developer's aspirations for the Melton Gateway entail diversifying commercial activity to include hospitality and office uses. The location is well positioned to attract higher order office uses owing to its accessibility.</p> <p>The emergence of the gateway area is likely to impact on the commercial hierarchy of the municipality's west.</p> <p>The expansion of the communities in the south and north of the township will foster investment in local centres at Brookfield and Kurunjang.</p>

Table 55: Commercial Development Pipeline 2022 Melton Township Precinct

Project	Description	Status
Melton Homemaker Centre Gateway Stage 2	Large format retail tenancies in conjunction with single Harvey Norman showroom (Lot 2).	Approved
Melton South Mixed Use	Proposed 3 storey mixed use building including dwelling, office and retail uses.	Approved
Brookfield Mixed Use	Proposed mixed use dwelling, medical and pharmacy uses.	Approved
Unitt Street Mixed Use	Proposed medical centre.	Approved
Coburns Road Medical Centre	3 storey medical centre including commercial office space.	Approved

9. Project Findings

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.

Figure 52. Commercial and Industrial Land Use Overview Diggers Rest Precinct

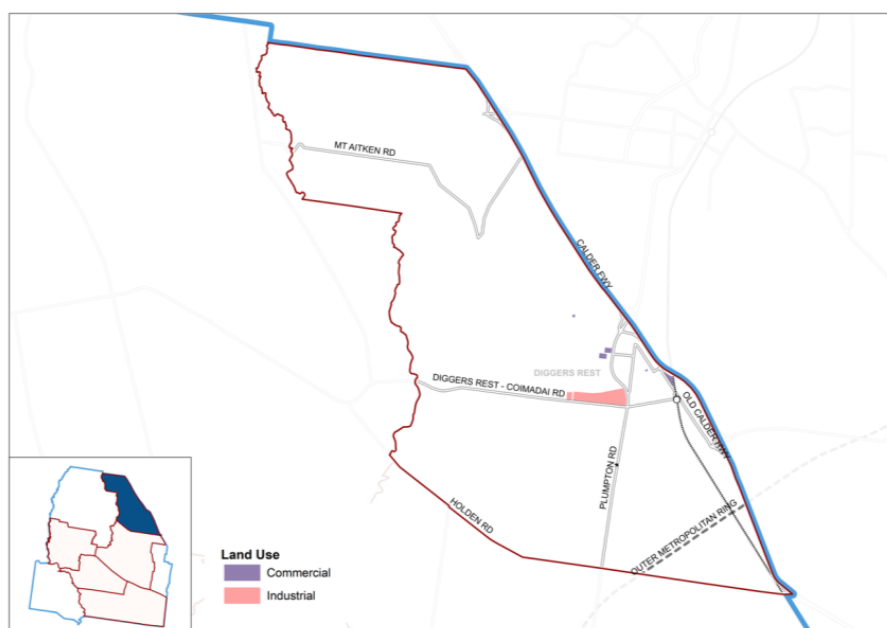
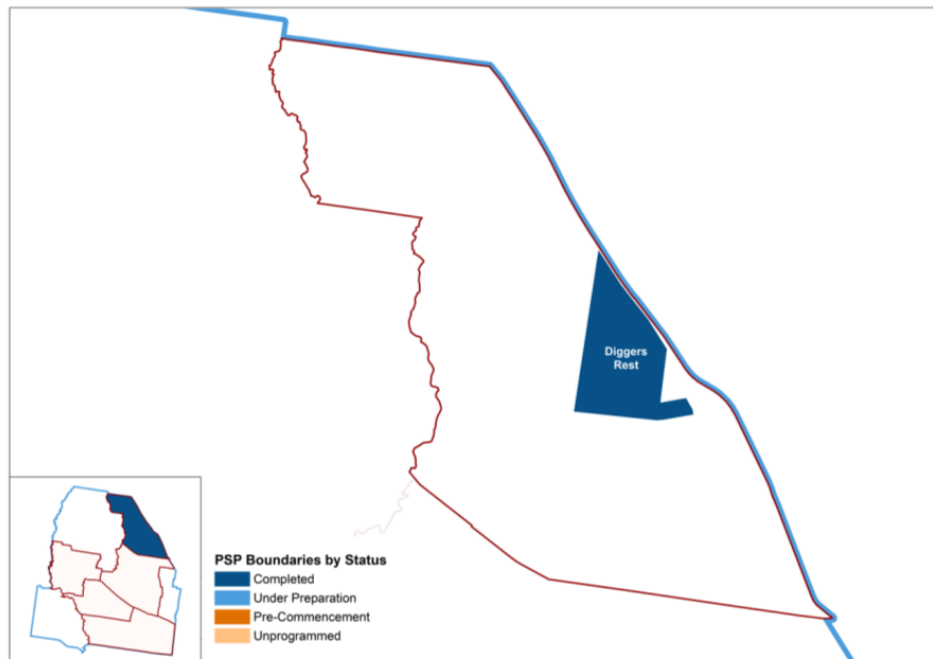


Table 56: Diggers Rest Key Locations

Localities	Industrial Locations	Activity Centres
- Diggers Rest	- Diggers Rest	- Diggers Rest

PSP Status Diggers Rest

The precinct comprises a single approved PSP. The Diggers Rest PSP was approved in 2012. Anticipated uses are primarily a residentially focused.

Figure 53. PSP Status 2022 Diggers Rest

9.1.2. Employment and Population Overview Diggers Rest

Substantial recent population growth has been driven by the commencement and delivery of residential estates along Farm Road. Population growth has been accompanied by a small uplift in local employment primarily in population serving industries.

Further subdivision activity will continue to result in population growth and boost population serving employment into the future. The development of the precinct's industrial land will support local urban service and logistics employment.



9.1.3. Industrial Land Analysis Diggers Rest

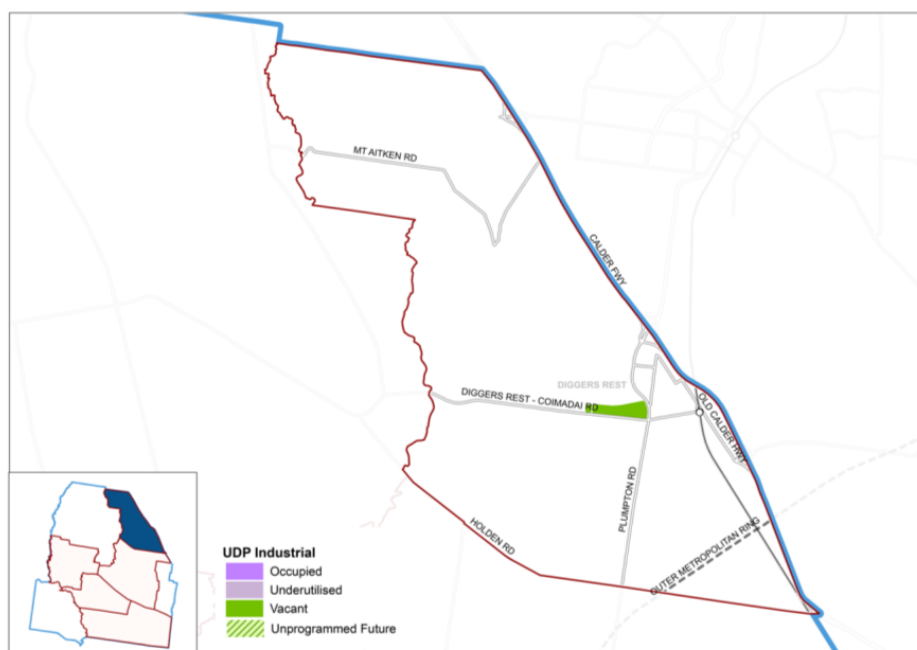
New industrial land supply in Diggers Rest is in direct proximity to the Calder Highway. All 28 hectares of this land is currently subject to subdivision proposals that will result in over 110 new industrial sites. Proposals for development include retail, logistics and office uses.

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 supply.



Figure 54. Diggers Rest Precinct Industrial Land



Two major industrial development initiatives in Diggers Rest will result in the development of the precinct's industrial land. These developments will create the Bloomdale and Alexander Employment Precincts which are expected to support diverse commercial and industrial uses.

The full delivery of the employment precincts is expected over the next five to ten years providing job opportunities for the local community which is growing rapidly. Completion of these precincts will, however, result in the full consumption of employment land within the precinct.

Table 57: Diggers Rest Industrial Pipeline

Project	Description	Status
Bloomdale Employment Precinct	Multi lot development comprising a range of tenancies for employment/industrial uses - offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services	Land subdivision approved
Alexander Park Employment Precinct	Multi lot development comprising a range of tenancies for appropriate employment/industrial uses - offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services	Land subdivision approved

9.1.4. Development Outlook Diggers Rest

The precinct's commercial land includes a small neighbourhood centre on Cradle Road and land identified for commercial purposes within residential estates.

The precinct also includes a small supermarket complex within the General Residential Zone along Glitter Road.

At 2022, the majority of the precinct's mixed use land had been developed for residential purposes. No mixed commercial and residential uses are evident in this location.

The PSP identifies commercial land in proximity to Vineyard Road. This land is currently subject to commercial development proposals that will result in a small neighbourhood centre servicing the rapidly growing adjoining community.

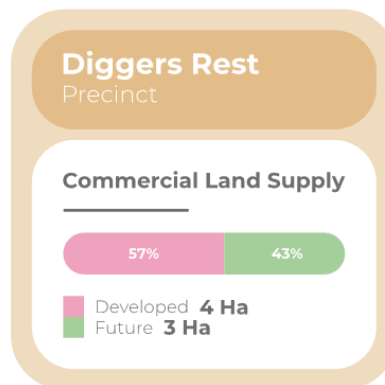
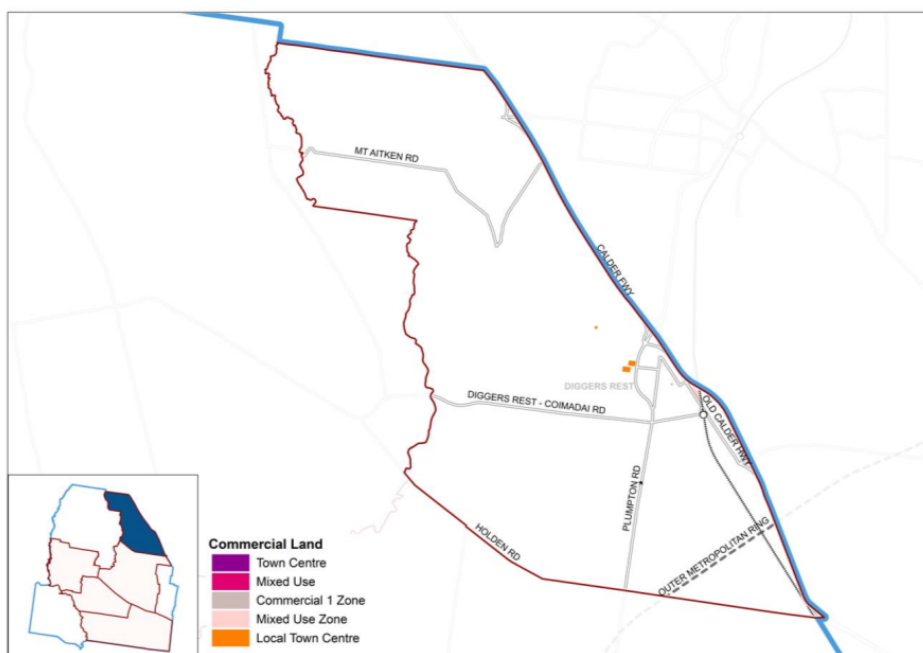


Figure 55. Diggers Rest Commercial Land



10. Appendix:

Appendix 1: Western State Significant Industrial Precinct Land Supply

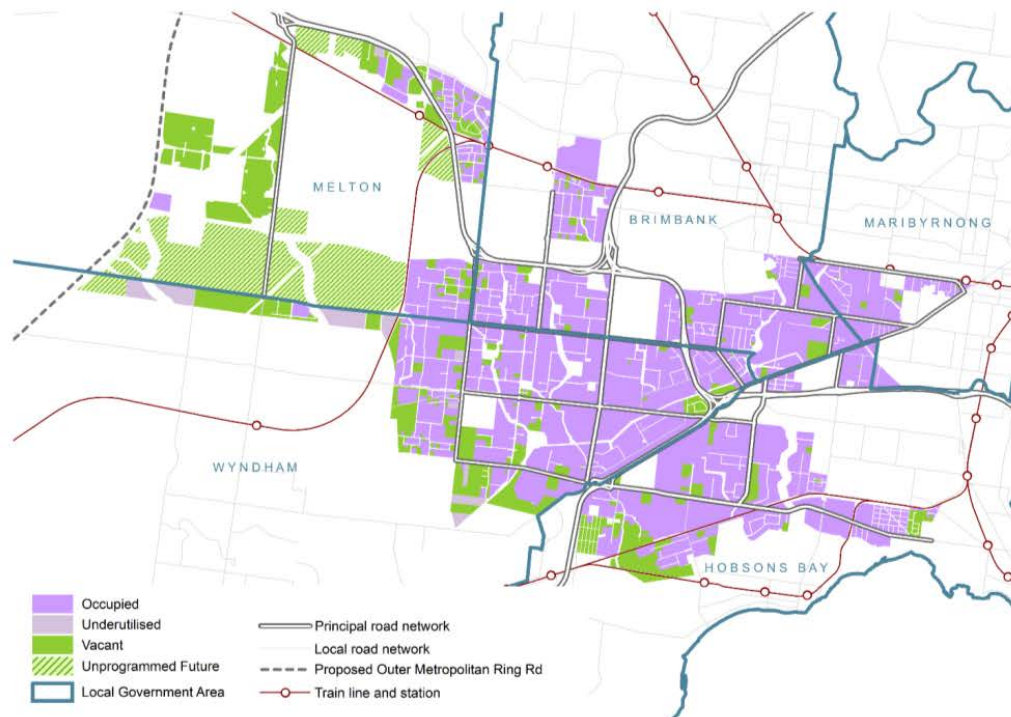
The Western State Significant Industrial Precinct incorporates near on 1,840 hectares of vacant industrial land of which approximately 28% of land supply is within CoM.

The 513 hectares of vacant industrial land supply is within Melton's Southern Industrial Precinct. Melton encompasses the greatest expanse of greenfield and future greenfield land in the precinct's north western corridor. The north western corridor enjoys multi-directional transport infrastructure linking the areas to the port and national markets to the north and west. The area has been the main focus for Melbourne's recent industrial land expansion.

Table 58: Vacant Land in the Western State Significant Industrial Precinct 2021

Municipality	Vacant Land (Ha)	%
Brimbank	381	21%
Hobsons Bay	252.6	14%
Maribyrnong	7.8	0%
Melton	513	28%
Wyndham	685	37%
Total	1839.6	

Figure 56. Western State Significant Industrial Precinct Land Status 2021



Appendix 2: Commercial Land Supply Adjustments

In modelling future supply Charter has deducted 15% from all vacant land in the Western and Northern Precincts. This is because vacant land in these locations will require new road space and drainage reserves that will ultimately reduce total available industrial land supply.

A 15% deduction has also applied to select vacant land in the Southern Precinct that is considered broad hectare in character (see Appendix 1 for further information)

Adjustments have not been applied to vacant industrial land in Melton Township and Diggers Rest as these precincts do not include expansive greenfield industrial areas.

Land supply adjustments inform industrial land supply projections.

Table 59: Land Supply Adjustments

Precinct	Vacant Land 2021 (Ha)	Adjusted Vacant Land 2021 (Ha)
Southern	533.2	465.2
Western	236.8	201.4
Northern	78	66

Appendix 3: Commercial Land Supply

Table 60 Commercial Land 2022 Melton City Growth Areas

Growth Area	Developed (ha)	Future (ha)
Metropolitan Activity Centre		
Cobblebank	14	59.3
Major Activity Centre		
Rockbank North		37.5
Mount Atkinson		37
Rockbank		16.3
Plumpton		12
<i>Total Metropolitan and Major Activity Centres</i>	<i>14</i>	<i>162.1</i>
Local Centres and Commercial Areas		
Kororoit		4.2
Fraser Rise	.4	
Aintree	2.4	1.2
Kurunjang		3.2
Plumpton (local centre)		3.2
Deanside		3.4
Thornhill Park		4.3
Opalia	5.2	
Strathulloh		4.5
Diggers Rest (local centre)		2.9
Weir Views		4.6
Rockbank Commercial and Mixed Use Area		6.6
Kororoit Commercial Area		4.8
Other		1.4
<i>Total Local Centres and Commercial</i>	<i>8</i>	<i>44.3</i>
Mixed Use		
Plumpton		3.2
Rockbank North		10
Cobblebank		105
Thornhill Park		3.4
Truganina		25
Diggers Rest	3.6	
<i>Total Mixed Use</i>	<i>3.6</i>	<i>146.6</i>
<i>Total Commercial Land Growth Areas</i>	<i>25.6</i>	<i>352.7</i>

Source: CKC

Table 61: Commercial Land 2022 Melton
City Established Areas

Established Area	Developed (ha)	Future (ha)
Major Activity Centre		
Caroline Springs	22.5	
Melton High Street	16.2	
Melton West (Woodgrove)	38.2	
<i>Total Major Activity Centres</i>	<i>76.9</i>	
Local Centres and Commercial Areas		
Eynsebury		3.3
Burnside	7.9	1.7
Brookfield		5.8
Harkness	0.5	
Melton South	2.7	
Watervale	2.5	
Taylors Hill	4.4	
Hillside	1.1	
Banchory Grove	3.2	
Burleigh Road	0.2	
Scott Street	0.6	
<i>Total Local Centres and Commercial</i>	<i>28.8</i>	<i>5</i>
Mixed Use		
General	1.8	
Burnside	1.9	4
<i>Total Mixed Use</i>	<i>3.7</i>	<i>4</i>
<i>Total Commercial Land Established Areas</i>	<i>103.7</i>	<i>14.8</i>

Source: CKC

Appendix 4: Precinct Population Data

Table 62 Employment Growth 2016-2021

Precinct	2016	2021	Employment Growth	Average Annual Growth Rate
Melton Township	9850	13199	3349	6.0%
Southern	5379	10535	1512	14.4%
Western	876	2253	157	20.8%
Northern	414	1926	1377	36.0%
Diggers Rest	319	476	5156	8.3%
Caroline Springs	6862	8543	1681	4.5%
Toolern Vale	305	279	-26	-1.8%
Eynesbury	209	358	149	11.4%
Total	24,214	37,569	13,355	8.80%

Source: ABS, CKC,

Table 63 Population Growth by Precinct
2016 -2021

Precinct	Population		Average annual growth	Average annual growth rate
	2016	2021		
Melton Township	56,362	62721	1272	2.2%
Southern	1590	3733	428	18.6%
Western	3139	17895	2951	41.6%
Northern	4904	18537	2726	30.5%
Caroline Springs	69305	69075	-46	-0.1%
Diggers Rest	2447	5297	570	16.7%
Toolern Vale	874	941	13	1.5%
Eynesbury	2799	3024	45	1.6%
Total	141420	181223	7960	5.1%

Source: ABS, CKC

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12.2 LEVEL CROSSING REMOVAL PROJECTS ON THE MELTON RAIL LINE

Author: Fergus Vial - Advocacy Officer

Presenter: Sam Romaszko - Director City Futures

PURPOSE OF REPORT

To provide an update to Council on the Level Crossing Removal projects on the Melton Rail Line and seek Council's endorsement of a Council submission to the Level Crossing Removal Authority's stakeholder submission process.

RECOMMENDATION:

That Council:

1. Note the update on the Level Crossing Removal projects on the Melton Rail Line.
2. Endorse Council's submission as attached (**Appendix 1**).
3. Write to the Minister for Transport Infrastructure, the Hon Danny Pearson, and the local Members of Parliament to seek a meeting to discuss Council's submission, in particular the key aspects of each project to ensure the best outcome for the Melton community now and into the future.

REPORT

1. Executive Summary

In July 2022, the Victorian Government committed to removing level crossings on the Melton line at Coburns, Exford, Ferris and Hopkins Roads and in Diggers Rest on the Old Calder Highway. The Diggers Rest level crossing removal has commenced planning and site investigations and is scheduled to be removed by 2025.

The Level Crossing Removal Authority has outlined the method of how it will remove the four level crossings on the Melton line; Ferris, Hopkins, Coburns, and Station/Exford Roads and build a new Melton Station. Public consultation is open until 11.59 pm Friday 22 December.

Council officers have reviewed these plans and have prepared a submission (**Appendix 1**) for Council endorsement.

It is recommended that Council endorse the submission and authorise officers to make the submission as part of the public consultation process.

2. Background/Issues

Council has publicly welcomed the Victorian Government's investment to remove these level crossings in the City of Melton and construct a new Melton train station.

The removal of these level crossings will ensure journeys will be faster and safer for drivers, passengers, pedestrians and bike riders. It will also build the foundation for more train services as part of the Melton Line Upgrade.

The Level Crossing Removal Authority has confirmed the following approaches:

- Ferris Road and Hopkins Road level crossings by building road bridges over the rail line.
- Coburns Road and Exford Road level crossings by building rail bridges over the roads.

Major construction will start in 2024 with boom gates gone and the new Melton Station open in 2026.

Council officers have reviewed the approaches and have drafted a formal submission to the Level Crossing Removal Authority which is outlined in **Appendix 1**.

The City of Melton is the fastest growing local government area in Australia, a key consideration for Council is to ensure that the level crossing removals are fit for purpose and cater for the rapid population growth and commercial investment. Additionally, the construction of the new Melton Station is an opportunity to revitalise the Melton South area.

The submission is outlined in **Appendix 1** and Council endorsement of the submission is being sought.

Council submission summary

A Multi-Criteria Assessment was undertaken to determine the most appropriate solution for each level crossing removal project. In principle, the treatment of each crossing removal proposed is supported.

The road-over-rail solution at Hopkins and Ferris Roads provides the best balance of impacts and benefits for the community and the environment during and post-construction at these locations.

The rail-over-road solution at Coburns and Exford Roads provides the best balance of impacts and benefits for the community and the environment. It will improve connectivity across the rail corridor, revitalise the Melton South area and provide for economic development, community and open space underneath the raised rail line.

A summary is provided below:

Level Crossing Site	Proposed Treatment	Assessment
General		Council has welcomed the investment in removing level crossing removals which will deliver benefits to public transport users, commuters and productivity gains. We see the removal of the level crossings as an opportunity to improve integrated transport with shared users paths, better pedestrian accessibility and improvements to bus corridors.
Hopkins Road	Road over rail, single lane in each direction.	Road over rail supported. We seek a duplicated road bridge with separated pedestrian and cyclist paths on both sides of the road. Additionally, we are asking for the duplication of Hopkins Road from the level crossing to the project boundary and be future proofed to allow for the ultimate six lane arrangement.
Ferris Road	Road over rail, single lane in each direction.	Road over rail supported. We seek a duplicated road bridge with separated pedestrian and cyclist paths on both sides of the road and duplication of Ferris Road from the level crossing to the project boundary in both the north and south directions.

Coburns Road	Rail bridge over road	Rail over road bridge supported. We seek new urban design elements underneath the rail bridge including bike and pedestrian paths, sporting facilities, passive recreation and economic activity through value capture such as new food or retail sites. This will lead to a revitalisation of the Melton South area.
Exford Road	Rail bridge over road	Rail over road bridge supported. We seek new urban design elements underneath the rail bridge including bike and pedestrian paths, sporting facilities, passive recreation and economic activity through value capture such as new food or retail sites. This will lead to a revitalisation of the Melton South area.
Melton Station	New Melton Station	A new Melton Station is a welcomed investment. We seek a new modern accessible station, activated open spaces, generation of economic activity through value capture such as new food or retail sites, and preservation of the existing heritage listed station for community, art or other uses. The new station is an important opportunity to revitalise the Melton South area.

Council's submission to the Level Crossing Removal Authority responds to the significant growth in the City of Melton. Our proposals will deliver the best outcomes, reduce redundant works and avoid more costly additions later.

3. Council and Wellbeing Plan Reference and Policy Reference

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

2. A vibrant and healthy natural and built environment

2.3 A City growing and developing sustainably.

3. A fast growing, innovative and well-planned City

3.4 An integrated transport network that enables people to move around.

4. Financial Considerations

Council is the landowner of parcels of land near to the level crossing removal projects and may be entitled to compensation if the project chooses to acquire these areas.

5. Consultation/Public Submissions

The Level Crossing Removal Authority uses Engage Victoria to manage community engagement on Level Crossing Removal Projects.

The removal of the four level crossings on the Melton line is undergoing community engagement until 11.59pm 22 December 2023. There is an online survey, two information sessions and an online map to leave comments, <https://engage.vic.gov.au/lxrp-melton>

6. Risk Analysis

Council officers have identified that if the level crossing are removed in the way as proposed they will not cater for the demands of current and future population and job growth.

The new Melton Station and the raised rail bridges are an important opportunity to revitalise the Melton South area that should not be missed.

7. Options

Council can choose to:

1. Endorse the submission prepared by Council officers, and delegate authority to officers to lodge the submission.
2. Make amendments to the submission, and delegate authority to officers to lodge the submissions.
3. Not lodge a submission with the Level Crossing Removal Authority.

LIST OF APPENDICES

1. Melton City Council submission - Level Crossing Removal projects on the Melton Rail Line

A Vibrant, Safe and Liveable
City Accessible to All



Melton City Council Submission
Level Crossing Removals on the Melton Line

[Melton City Council](#)

11 December 2023

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Melton Context

Thank you for the opportunity to comment on the project to remove four level crossings on the Melton line and build the new Melton Station. These commitments are an extension of the existing level crossing removals projects in Calder Park Drive and Diggers Rest.

We welcome that the Level Crossing Removal Authority (LXRA) is seeking local feedback and community input on a range of matters for these projects. We understand that this will help shape early concept designs, alongside technical requirements.

Melton City Council welcomes the commitment to remove the four level crossings and build the new Melton station by 2026.

The City of Melton is the fastest growing municipality in Australia. In 2021 our population grew by 11,642 people, or 6.4%, as we saw 58 babies born and 72 families move in every week. Home to 205,867 residents in 2023, our population is projected to grow to 440,142 by 2051. We will have a population of over 500,000 people when we reach our ultimate build out state.

Importantly, the City of Melton is one of the leading areas for industrial and commercial growth in metropolitan Melbourne and the level crossing removals will increase productivity and attract investment.

With these level crossings gone, journeys will be faster and safer for drivers, passengers, pedestrians and bike riders. Removing these crossings will also pave the way for more train services as part of the Melton Line Upgrade.

We want to ensure that the level crossings removals are fit for purpose and cater for the rapid population and job growth in our area into the near future. We also would like to see the new Melton Station include modern and improved facilities, delivering a safe and accessible station for commuters and be an opportunity to revitalise the Melton South area.

Our submission outlines the reasons as to why road bridges need to be duplicated at Hopkins and Ferris Roads, and the rail bridges at Coburns and Exford Road and new Melton Station need to maximise the social and economic opportunities for our growing community. This submission is consistent to previous communication with local State Members of Parliament and relevant Ministers.

Should you have any questions regarding the content of our submission, please contact Bhavin Mehta, Manager City Infrastructure Planning, BhavinM@melton.vic.gov.au.

LXRA preferred level crossing removal methods

The LXRA has commenced early design work and community engagement on the removal of four level crossings on the Melton line.

This includes:

- Removal of the Hopkins Road level crossing
- Removal of the Ferris Road level crossing
- Removal of the Coburns Road level crossing
- Removal of the Exford Road level crossing
- Building the new Melton Station between Coburns and Exford Roads.

In its preliminary analysis the LXRA has identified the preferred methods for removal of the level crossings:

- Removing the Ferris Road and Hopkins Road level crossings by building road bridges over the rail line.
- Removing the Coburns Road and Exford Road level crossings by building rail bridges over the roads.

While LXRA continues engineering and site investigations, they are seeking feedback on the preferred methods.

The feedback provided in community engagement, along with technical assessments, will help shape concept designs for the level crossing removals and the new Melton Station precinct designs which will be released next year.

Major construction will start in 2024, with boom gates gone and the new Melton Station open in 2026.

Melton City Council recommendations

Hopkins Road

We welcome the commitment to remove the level crossing at Hopkins Road with a road over rail bridge by 2026 and acknowledge the safety and productivity improvements this project will bring.

Our ask

Hopkins Road will ultimately be a six-lane road. We are seeking that the road over rail bridge be duplicated with two lanes of traffic each way, a pedestrian and cyclist path on both sides of the road, and the project be future proofed to allow for the ultimate six lane arrangement.

We are seeking the duplication of Hopkins Road from the level crossing to the project boundary in both a North and South direction.

The level crossing removal should improve connectivity for pedestrians and cyclists in the area and include high quality urban design and landscaping outcomes.

Rationale

Hopkins Road at the level crossing carries 28,154 vehicles per day according to a traffic count in April 2023 and traffic modelling commissioned by Council indicates that this will increase to over 51,000 vehicles per day by 2031.

68,000 new residents are expected to be added near Hopkins Road by 2051 significantly increasing traffic volumes.

One of the strengths of the City of Melton is the significant commercial and industrial land availability close to freight corridors such as the Western Highway.

Supply chain and logistics hubs will create over 39,000 new jobs near Hopkins Road over the next 30 years within sites such as the Western Intermodal Freight Terminal Precinct, Melbourne Business Park and the Western State Significant Industrial Precinct.

These new developments are reliant on a free flow of traffic to and from the Western Highway and Princes Freeway. A single lane bridge at the crossing will lead to traffic congestion and reduce the efficiency of these new industrial zones.

The Victorian and Federal governments have invested \$20 million for a business case to upgrade the Western Highway, and this includes investigating the interchange to Hopkins Road.

Limiting the level crossing removal to a single lane carriage will limit the return in these economic benefits and productivity outcomes.

Hopkins Road is a key corridor between the cities of Wyndham and Melton and connects the Princes Freeway to the Western Freeway. Duplication of the entire road is critical if we are to unlock the potential of Melbourne's West.

Hopkins Road will ultimately be a six lane road. By providing the duplicated road bridge at the level crossing, this allows the full duplication of Hopkins Road to occur more efficiently and reduces redundant works.

Council commissioned independent analysis by Clarity Consult, based on the Melton Integrated Transport Model, to calculate the economic benefits of the duplication of Hopkins Road from the Western Highway to Boundary Road.

Clarity Consult found that duplication of Hopkins Road (between the Western Freeway and Boundary Road) would see a positive Cost Benefit Ratio of 2.27. The estimated project cost of \$88 million will see total economic benefits of \$219 million.

Over 30 years this figure includes:

- 74,000 hours of travel time saved
- 30% reduction or 1,800 tonnes of greenhouse gases saved
- 45% reduction or 101 less crashes over 30 years.

Analysis by Clarity Consult also found that the removal of the level crossing at Hopkins Road will see an additional economic benefit of \$27 million over 30 years.

Ferris Road

We welcome the commitment to remove the level crossing at Ferris Road with a road over rail bridge by 2026 and acknowledge the safety and congestion improvements this project will bring.

Our ask

We are seeking a duplicated Ferris Road bridge with separated pedestrian and cyclist paths on both sides of the road.

We are also seeking duplication of Ferris Road from the level crossing to the project boundary in both the north and south directions.

The level crossing removal should improve connectivity for pedestrians and cyclists in the area and include high quality urban design and landscaping outcomes.

Rationale

Duplication of the road bridge to respond to the residential and employment growth will realise the full benefits to traffic congestion, safety, productivity and economic activity.

Ferris Road carries traffic from Melton Township and the Western Freeway into the Cobblebank Metropolitan Activity Centre. Ferris Road carried 16,619 vehicles per day at the level crossing according to a traffic count in April 2023. Traffic modelling commissioned by Council indicates that this will rapidly increase to 28,710 vehicles by 2031.

In 2021, the population of Cobblebank / Strathulloh was 7,708 people. This is expected to increase by over 21,371 people to 29,079 by 2031, at an average annual growth rate of 14.20%. By 2051, the population is projected to increase to 41,395.

At 100 hectares, the Cobblebank Metropolitan Activity Centre is a significant regional Centre in Melbourne's west. It will be the largest Metropolitan Activity Centre in the City of Melton, and one of the largest activity centres in the western suburbs of metropolitan Melbourne.

The Cobblebank Metropolitan Activity Centre is a thriving new town centre including a train station, Cobblebank Stadium, shopping centre, a Catholic Secondary College and Western BACE business hub.

The vision for the Cobblebank Metropolitan Activity Centre includes new health, justice, education, retail and civic precincts. Works are to start on the Melton Hospital in 2024 to be operational in 2029 and land has also been acquired for a new private hospital.

The establishment of two hospitals in the activity centre will increase traffic considerably during construction and once operational with emergency vehicles.

A new Melton TAFE will be built and operational in 2028 with a \$55 million State government investment and land is being purchased for the Cobblebank Secondary School.

The Victorian and Federal Governments have invested \$20 million for a business case to upgrade the Western Highway, and this includes investigating the duplication of Ferris Road at the Western Highway.

Duplication of Ferris Road from Melton Township to Cobblebank is critical to the growth of this area.

The removal of the Ferris Road level crossing improves access to the Cobblebank Metropolitan Activity Centre and the Cobblebank Railway Station.

Limiting the removal to a single lane carriage will limit the return in economic benefits and productivity and safety outcomes.

Independent analysis by Clarity Consult found that the removal of the level crossing at Ferris Road by 2026 would see total benefits of \$153 million over 30 years.

Coburns Road

We welcome and support the rail over road solution as it will enable activation of the area and acknowledge the safety and congestion improvements this project will bring.

Our ask

We are seeking the establishment of new open space underneath the rail bridge including bike and pedestrian paths, sporting facilities and passive recreation opportunities.

We recommend exploring economic opportunities such as cafes, retail or food services for the local community to value capture the investment into the elevated bridge.

We seek a better connection between the two precincts either side of the rail corridor and a strong connection to the existing Melton South area and the growth areas of Melton South and Weir Views.

We are seeking that the level crossing removal improve connectivity for pedestrians and cyclists in the area and, with high quality urban design and landscaping improvements, will deliver strong outcomes to the economy and community.

Rationale

Coburns Road, has a full diamond interchange at the Western Highway and carries a significant amount of traffic into the Melton Township.

Coburns Road at the level crossing, carried 15,393 vehicles per day according to a traffic count in April 2023. Traffic modelling commissioned by Council indicates that this will increase to over 17,000 vehicles per day by 2031.

Independent analysis by Clarity Consult found that the removal of the level crossing at Coburns Road by 2026 would see total benefits of \$24 million over 30 years.

Using the new rail bridge as an opportunity to create open space, generate economic activity through value capture and activate the Melton South area will be a great benefit to the community.

Exford / Station Road

We welcome and support the rail over road solution as it will enable activation of the area and acknowledge the safety and congestion improvements this project will bring.

Our ask

We are seeking the establishment of new open space underneath the rail bridge including bike and pedestrian paths, sporting facilities and passive recreation opportunities.

We recommend exploring economic opportunities such as cafes, retail or food services for the local community to value capture the investment into the elevated bridge.

We seek a better connection between the two precincts either side of the rail corridor and a strong connection to the existing Melton South area and the growth areas of Melton South and Weir Views.

We are seeking that the level crossing removal improve connectivity for pedestrians and cyclists in the area and, with high quality urban design and landscaping improvements, will deliver strong outcomes to the economy and community.

Rationale

Exford Road, at the level crossing, carried 17,199 vehicles per day according to a traffic count in April 2023 and Council anticipates that this will increase to over 19,000 vehicles per day by 2031.

Independent analysis by Clarity Consult found that the removal of the level crossing at Station Road/Exford Road by 2026 would see total benefits of \$11 million over 30 years. This includes the saving of 23,760 hours of travel time and 26 tonnes of greenhouse gases.

Using the new rail bridge as an opportunity to create open space, generate economic activity through value capture and activate the Melton South area will be a great benefit to the community.

Melton Station

We welcome the commitment to build the new Melton Station by 2026.

Our ask

We are seeking a new, modern and accessible station that will be safe for commuters and help unlock the potential of the Melton South area.

We are seeking the inclusion of modern elements to the new station, including:

- An air-conditioned waiting room with full ticketing service
- Publicly accessible toilets
- Accessibility for all abilities
- Connections to the existing multi-bay bus interchange and pick-up / drop-off zones
- Improved connectivity for pedestrians and cyclists from both sides of the new station
- Environmental initiatives such as the use of Polyrok or similar construction materials, solar panels to power the station and special coatings to reduce the heat effect of the car park.

We are seeking that the new station and raised rail bridges be used to create new active open space to support the growing community and generate economic activity through value capture such as sites for food or retail outlets, including:

- Opportunities to activate the area including sport and recreation or passive recreation spaces.
- Economic opportunities such as cafes, retail or food services for the local community, potentially linking in with the existing Melton South area.
- Landscaping around the precinct that reflects the local landscape

We seek better connections between the two halves of Melton South that are currently separated by the railway line and improvements to bus connections to the new station.

We are seeking the preservation of the heritage listed existing Melton station and repurpose it for community or other uses such as an art space or cafe. This would be another opportunity to generate economic and community benefits for the Melton South community.

Rationale

Melton South is a lower income area with 22% of households earning less than \$650 per week and only 7% of households earning over \$3,000 per week, compared to 24% for Victoria, according to the 2021 Census.

The median household income in Melton South sits at \$1,209 compared to the Victorian average of \$1,759 and the community has an unemployment rate of 11%, well above the Victorian average of 5%. Melton South is a young community with a median age of 35 compared to Victoria's 38.

This community will greatly benefit from the improved amenities, accessibility, improved public transport and revitalisation of the Melton South area.

Conclusion

Melton City Council welcomes these considerable commitments to remove four level crossings and build the new Melton train station.

These projects will improve productivity, accessibility, safety and connection.

Council is recommending that the level crossing removals be designed to cater for significant growth we are experiencing as this will deliver the best outcomes, reduce redundant works, increase congestion and avoid more costly additions later.

Road bridges on Ferris and Hopkins Roads should be duplicated with two lanes each way to cater for current and future traffic volumes on these roads.

We welcome the removal of the level crossings at Coburns and Exford Roads with rail over road bridges and construction of the new Melton Station.

We see this as an important opportunity to revitalise the Melton South area using the new areas created to create activated open space, generate economic activity through value capture and activate the Melton South area.

We look forward to working with the LXRA team in the roll out of these projects.

12.3 DATES OF SIGNIFICANCE CALENDAR

Author: Sean McManus - Manager, Engagement & Advocacy

Presenter: Coral Crameri - Acting Director City Life

PURPOSE OF REPORT

To adopt an annual Dates of Significance Calendar to recognise culturally, socially, environmentally, and educationally significant dates.

RECOMMENDATION:

That Council adopts the 2024 Dates of Significance Calendar as set out in **Appendix 1**.

REPORT

1. Executive Summary

Council currently recognises many culturally, socially, environmentally, and educationally significant dates through events, programs, and social media, however there is no adopted position on which specific dates are recognised year to year. It is proposed to adopt a set list of dates of significance annually.

2. Background/Issues

Each year Council recognises various Dates of Significance as part of recurrent events and programs. To ensure there is a framework for dates to be recognised it is recommended that Council formally adopt a defined list of dates of significance that meet the following criteria:

- Alignment with the Council and Wellbeing Plan 2021-2025
- Alignment with a public holiday or national/international observance
- Alignment with a Council service or policy

A Dates of Significance Calendar has been created for 2024 (Appendix 1) that represents recurrent Council activity and programs. This Calendar is presented for Council consideration.

The Melton Interfaith Network was engaged to inform cultural religious dates of significance. The Melton Interfaith Network is an independent body with representation from multi faith groups across the municipality, that aims to work towards an inclusive community that embraces and values faith diversity and promotes interfaith harmony. Given the large number of religious and cultural dates of significance, the Melton Interfaith Network was asked to identify one date of significance that aligned with the five largest religions in the City of Melton, these being Christianity, Islam, Sikhism, Hinduism and Buddhism.

The Melton Interfaith Network recommended the inclusion of the following dates of significance:

- Christianity Easter Sunday
- Islam Eid al Fitr
- Sikhism Birth of Guru Nanak
- Hinduism Diwali
- Buddhism Buddha Day

It should be noted that other cultural and religious dates of significance will continue to be recognised through Council's Interfaith Calendar which is distributed throughout the community. The Dates of Significance also includes dates that will be recognised through non-Council events/programs such as ANZAC Day where Council provides support to other organisations.

Some dates on the Calendar are observed by the United Nations as international dates of significance. The United Nations defines dates of significance as specific dates (days, weeks, years and decades) as occasions to mark particular events or topics in order to educate the general public on issues of concern, to mobilise political will and resources to address global problems, and to celebrate and reinforce achievements of humanity.

Following adoption of the Dates of Significance Calendar, should an additional date be proposed for inclusion, it can be reviewed for inclusion in the following year. This establishes a formal process for considering both new Council developed activity and external requests that often are presented to Council for consideration.

Throughout the year, should community members wish to propose an additional date of significance, they will be able to make an online submission via Council's website, which will be considered for the following calendar year. The only exception will be by Council resolution or by agreement between the CEO and Mayor and Councillors.

This will ensure that Council only recognises dates of significance that align with Council's public position and ensure that any recognition is planned and coordinated in a timely manner.

Each year Council will review and formally adopt a Dates of Significance Calendar.

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

1.1 A community that celebrates diversity and is inclusive of all.

4. Financial Considerations

There are no financial considerations regarding establishing a Dates of Significance Calendar. All events, programs and activities form part of Council's recurrent operating budget in the respective program area.

5. Consultation/Public Submissions

Community consultation on the Dates of Significance was undertaken via the Melton Conversations Page from Wednesday 15 November to Wednesday 29 November. A total of 18 submissions were received. A report on the submissions is outlined in Appendix 2. A summary of the submissions along with an assessment is provided in the table below.

Response No.	Date of Significance	Description	Assessment
1	13 January Lohri	Indian festival that holds great significance, marking harvest of the rabi crops and end of winter.	A Date of Significance is already included for this faith community.
2	13 April Vaisakhi	Agricultural festival significant for the Sikh community.	A Date of Significance is already included for this faith community.
3, 4, 5, 6, 7, 8	17 June Eid ul Adha	One of two main events celebrated in Islamic calendar.	A Date of Significance is already included for this faith community.
9	This Girl Can Week	A VicHealth Campaign inspiring women to get active.	Council has programs that support this initiative that will form part of Council's recurrent activity.
10	31 March Neighbour Day	National celebration of community, encouraging people to connect with those that live in their neighbourhood.	Included. Council has programs that support this initiative that forms part of Council's recurrent activity.
11	18 March Cultural Diversity Week and Harmony Week	To celebrate Australia's cultural diversity. It's about inclusiveness, respect, and a sense of belonging for everyone	This is already recommended to be a Date of Significance.
12, 14	11 October Yom Kippur	Also known as Day of Atonement, is the holiest day of the Jewish year. Its central themes are atonement and repentance.	Included.
13	10 February Lunar New Year – instead of Chinese New Year.	Lunar New Year is a major celebration in many parts of Asia that celebrates the beginning of a new year on the traditional lunisolar calendar.	Amended to Lunar New Year.
15	26 August Janmashtami	Birthday of Lord Krishna – Hinduism.	A Date of Significance is already included for this faith community.

Response No.	Date of Significance	Description	Assessment
16	1 September Onam	10 days long harvest festival of India.	A Date of Significance is already included for this faith community.
17	15 November Birth of Guru Nanak	Request to amend description.	To be investigated.
18	28 June Matariki	Celebration of the Maori new year and a public holiday in New Zealand.	Included.

6. Risk Analysis

The establishment of an annual Dates of Significance Calendar will ensure Council has a framework for what dates of significance are recognised and supported, underpinned by an annual planning and decision-making process. This provides a formal structure and approval framework to establish an annual program and a clear process to consider community requests.

7. Options

Council has the following options:

1. Adopt an annual Dates of Significance Calendar which establishes a formal framework for considering and agreeing on a list of significant dates that Council supports.
2. Not adopt an annual Dates of Significance Calendar and continue the current recurrent practice.

LIST OF APPENDICES

1. Draft Dates of Significance 2024
2. Community Submissions - Dates of Significance

Appendix 1. Draft List – Dates of Significance 2024

Date in 2024	Date of Significance	Description
1 January	New Year's Day	National Public Holiday
7 January	Orthodox Christmas	Orthodox Christmas also celebrates the birth of Jesus Christ, focusing on religious customs, liturgies, and traditional rituals.
26 January	Australia Day	The official national day of Australia and national Public Holiday.
6 February	Safer Internet Day	To make the internet a safer and better place for all, especially for children and young people.
10 February	Lunar New Year	Lunar New Year is the festival that celebrates the beginning of a new year on the traditional lunisolar calendar.
14 February	Library Lovers' Day	To celebrate the valuable roles libraries play in our lives and to re-engage with our libraries and 'show the love'.
21 February	International Mother Language Day	In recognition that languages and multilingualism can advance inclusion.
3 March	Clean Up Australia Day	To inspire and empower communities to clean up, fix up and conserve our environment.
8 March	International Women's Day	To celebrate the social, economic, cultural and political achievements of women.
21 March	National Close the Gap Day	To pledge support for achieving Indigenous health equality by 2030.
18-24 March	Harmony Week	To celebrate Australia's cultural diversity. It's about inclusiveness, respect and a sense of belonging for everyone.
18-24 March	Neurodiversity Celebration Week	Neurodiversity refers to a world where neurological differences are recognised and respected as all other human variations.
26 March	Epilepsy Awareness Day	Purple Day is a global initiative dedicated to raising epilepsy awareness, dispelling myths, and increasing support for people living with epilepsy.

Date in 2024	Date of Significance	Description
29 March	Good Friday	Good Friday is a religious and national Public Holiday in Australia and is held on the Friday before Easter Sunday.
31 March	Transgender Day of Visibility	An international celebration of trans pride and awareness, recognising trans and gender diverse experiences and achievements.
31 March	Easter Sunday	Easter commemorates the resurrection of Jesus Christ following his death by crucifixion. A significant event in the Christian calendar.
31 March	National Neighbour Day	A day to build care and camaraderie with those who live in close proximity.
March	National Playgroup Week	To celebrate and appreciate the many benefits of playgroups.
10 April	Eid al Fitr	The Islamic month of fasting, Ramadan, ends with the festival of Eid al Fitr. A celebratory meal breaks the fast, and good deeds have special significance during this time. Eid is also a time of forgiveness and making amends.
25 April	ANZAC Day	A national day of remembrance in Australia and New Zealand that commemorates all Australians and New Zealanders who served and died in all wars, conflicts, and peacekeeping operations and the contribution and suffering of all those who have served.
April	Youth Week	To highlight the contributions and achievements of young people (aged 12–25).
May	Neighbourhood House Week	Neighbourhood House Week is an annual national celebration, recognising the important contribution of neighbourhood houses in local communities across Australia.
6-11 May	National Family Day Care Week	To recognise and promote the important role family day care educators and services play in the development and wellbeing of children.
12 May	International Nurses Day	To mark the contributions that nurses make to society.
13-19 May	Education Week	An annual celebration of education in Victoria.
13-19 May	National Families Week	To celebrate the vital role that families play in Australian society.

Date in 2024	Date of Significance	Description
17 May	IDAHOBIT	International Day Against Homophobia, Biphobia, Interphobia & Transphobia (IDAHOBIT) celebrates LGBTQIA+ people globally, and raises awareness for the work still needed to combat discrimination.
22 May	National Simultaneous Storytime	To promote the value of reading and literacy, every year an Australian picture book is read simultaneously in libraries, schools, pre-schools, childcare centres, family homes, bookshops and many other places around the country.
23 May	Buddha Day	Vesak or Buddha Day is an important day of celebration for Buddhists. The holiday is traditionally celebrated to commemorate Buddha's birth, enlightenment and death.
26 May	National Sorry Day	To remember and acknowledge the mistreatment of Aboriginal and Torres Strait Islander people who were forcibly removed from their families and communities, which we now know as 'The Stolen Generations'.
27 May - 3 June	National Reconciliation Week	A time for all Australians to learn about our shared histories, cultures, and achievements, and to explore how each of us can contribute to achieving reconciliation in Australia.
May	Road Safety Week	To highlight the impact of road trauma and ways to reduce it.
20-26 May	National Volunteer Week	To celebrate and recognise the vital work of volunteers and to say thank you.
5 June	World Environment Day	To inspire positive environmental change.
15 June	World Elder Abuse Day	To raise awareness regarding the abuse and suffering inflicted on older people.
10-16 June	Men's Health Week	To highlight the importance of men's health and to promote and support the health and wellbeing of men and boys in our communities.
16-22 June	Refugee Week	To inform the public about refugees and celebrate positive contributions made by refugees to Australian society.
28 June	Matariki	Celebration of the Maori New Year.
June	Pride Month	To celebrate the LGBTQIA+ community and reflect on how far civil rights have progressed in half a century and an opportunity to protest discrimination and violence.
4-11 July	NAIDOC Week	To celebrate and recognise the history, culture and achievements of Aboriginal and Torres Strait Islander peoples. NAIDOC Week is an opportunity for all Australians to learn

Date in 2024	Date of Significance	Description
		about First Nations cultures and histories and participate in celebrations of the oldest, continuous living cultures on earth.
31 July	National Tree Day	Australia's largest tree planting and nature care event.
July	National Library and Information Week	To celebrate the work that library and information workers do all around Australia.
1-7 August	World Breastfeeding Week	To protect, promote and support breastfeeding.
4 August	National Aboriginal and Torres Strait Islander Children's Day	A time for Aboriginal and Torres Strait Islander families and communities, and all Australians, to celebrate the strengths and culture of their children.
5-11 August	National Homelessness Week	To raise awareness of the impact of homelessness on Australia via national and local community events, including providing information on the importance of housing as a solution and educating communities on how they can make a difference.
18 August	Vietnam Veterans' Day	To commemorate the Battle of Long Tan in 1966.
17-23 August	Children's Book Week	To highlight the importance of reading books and shines a spotlight on Australian children's authors and illustrators.
30 August	Wear it Purple Day	An annual expression of support and acceptance to rainbow young people from the LGBTIQ+ community.
4 September	National Early Childhood Educators Day	To recognise and celebrate the work of Australia's educators in early learning services for their wonderful contribution to the wellbeing and healthy development of the young children in their care.
5-11 September	National Child Protection Week	A national campaign to promote the message of a safe and healthy life for every child, now and into the future.
12 September	RU OK? Day	To encourage people to stay connected and have conversations that can help others through difficult times in their lives.
17 September	Australian Citizenship Day	To reflect on the meaning and importance of Australian citizenship, and the responsibilities and privileges we have as citizens.
September	Adult Learners Week	To promote the benefits of learning.

Date in 2024	Date of Significance	Description
30 September	Anniversary of the findings of the Disability Royal Commission	A day to acknowledge the release of the Royal Commission Report into Violence, Abuse, Neglect and Exploitation of People with a Disability and what action Council is taking.
1 October	International Day of Older Persons	To raise awareness about the issues affecting older people. Council's recognition aligns with the Victorian Seniors Festival.
11 October	Yom Kippur	Also known as Day of Atonement, is the holiest day of the Jewish year. Its central themes are atonement and repentance.
23-29 October	Children's Week	A national celebration that recognises the talents, skills, achievements and rights of children.
October	Community Safety Month	To remind us that we all have a role in making our communities safer.
October	Mental Health Week	To address and highlight the important connection between the social determinants of health and mental health; and promote effective prevention strategies to keep people mentally healthy.
October	Carers Week	To raise community awareness among all Australians about the diversity of carers and their caring roles.
October	Diwali	Diwali is the Hindu festival of lights. It symbolises the inner light that protects from spiritual darkness.
October	National Water Week	To build awareness around the value of water.
11 November	Remembrance Day	To acknowledge those who died while serving in wars, conflicts and peacekeeping operations.
15 November	Birth of Guru Nanak	This day commemorates Guru Nanak Sahib, the founder of Sikhism and the first Sikh Guru. This day may also be called Guru Nanak Gurpurb, Guru Nanak's Prakash Utsav or Guru Nanak Dev Ji Jayanti.
19 November	International Men's Day	International Men's Day celebrates worldwide the positive value men bring to the world, their families and communities. Highlights positive role models and raise awareness of men's well-being.
20 November	Transgender Day of Remembrance	To honour the memory of the transgender people whose lives were lost in acts of anti-transgender violence.

Date in 2024	Date of Significance	Description
November	National Recycling Week	To educate and empower people to do the right thing when they're at the bin.
25 November - 10 December	16 Days of Activism against Gender Based Violence	To call for the elimination of gender-based violence.
3 December	International Day of People with Disability	To increase public awareness, understanding and acceptance of people with disability.
10 December	Human Rights Day	To proclaim the inalienable rights that everyone is entitled to as a human being - regardless of race, colour, religion, sex, language, political or other opinion, national or social origin, property, birth or other status.
18 December	International Migrants Day	To raise awareness about the challenges and difficulties of international migration.
25 December	Christmas Day	An annual festival commemorating the birth of Jesus Christ, observed by Christians as a religious and cultural celebration.

Melton Conversations

Suggest a date of significance

Nov 01, 2023 - Nov 30, 2023

Project: Dates of significance calendar

Tool Type: Form

Activity ID: 140

Exported: Nov 30, 2023, 07:54 AM

Exported By: donnali

Response No:
1

Contribution ID: 4671

Member ID:

Date Submitted: Nov 30, 2023, 05:52 AM

Q1 Date of significance

Short Text

Lohri

Q2 Day/s of the date of significance

Date

Jan 13, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text

The festival of Lohri holds great significance as it marks the harvest of the rabi crops and the end of winter days. The people worship the sun and the fire and thank them for the good harvest. The day is observed by all communities with different names.

Response No:
2

Contribution ID: 4670

Member ID:

Date Submitted: Nov 30, 2023, 05:49 AM

Q1 Date of significance

Short Text

Vaisakhi

Q2 Day/s of the date of significance

Date

Apr 13, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text

Baisakhi, the agricultural festival of happiness and prosperity, is celebrated every year on 13 or 14 April. It's also known as Vaisakhi and is a significant festival for the Sikh community. Baisakhi marks the beginning of the Sikh New Year and commemorates the formation of the Khalsa.

Response No:
3

Contribution ID: 4668

Member ID:

Date Submitted: Nov 29, 2023, 07:23 PM

Q1 Date of significance

Short Text Eid Ul Adha

Q2 Day/s of the date of significance

Date Jun 17, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text One of the two annual event in Islamic calendar.

Response No:
4

Contribution ID: 4667

Member ID:

Date Submitted: Nov 29, 2023, 03:41 PM

Q1 Date of significance

Short Text Eid al Adha

Q2 Day/s of the date of significance

Date Jun 17, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text As per Islamic calendar this festival is celebrated on 10th of Zil Haj (the last calendar month of Islamic calendar).

Response No:
5

Contribution ID: 4666

Member ID:

Date Submitted: Nov 29, 2023, 10:11 AM

Q1 Date of significance

Short Text 17/6/2026

Q2 Day/s of the date of significance

Date Jun 17, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text Eid Al Adha - 2nd Eid of Muslims.

Response No:
6

Contribution ID: 4665

Member ID:

Date Submitted: Nov 29, 2023, 08:36 AM

Q1 Date of significance

Short Text 16/06/2024

Q2 Day/s of the date of significance

Date Jun 16, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text Muslims celebrate Eid ul Adha also known as Bakri Eid every year and is one of the most significant day in Muslim's lives as during this month which is called as Dhul al Hijja Muslims from all over the world go to Makkah, Saudi Arabia for Islamic pilgrimage called Hajj. Here is the link to find out more about Hajj and Eid UL Adh celebration. Feel free to contact me on 0433310012, name is Sameer
<https://www.google.com/amp/s/www.aljazeera.com/amp/news/2023/6/21/what-is-hajj-a-step-by-step-guide-to-the-muslim-pilgrimage>

Response No:
7

Contribution ID: 4664

Member ID:

Date Submitted: Nov 29, 2023, 08:29 AM

Q1 Date of significance

Short Text Eid ul adha

Q2 Day/s of the date of significance

Date Jun 07, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text Known as the "Feast of Sacrifice", the revered observance coincides with the final rites of the annual Hajj in Saudi Arabia. Eid al-Adha commemorates the Quranic tale of Prophet Abraham's willingness to sacrifice his son Ishmael as an act of obedience to God.

Response No:
8

Contribution ID: 4663

Member ID:

Date Submitted: Nov 29, 2023, 08:13 AM

Q1 Date of significance

Short Text Eid ul Adha

Q2 Day/s of the date of significance

Date Jun 17, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text It's one of the two major important days for Muslims. Eid ul Fitr is already there while Eid ul Adha is missing

Response No:
9

Contribution ID: 4658

Member ID:

Date Submitted: Nov 23, 2023, 07:52 AM

Q1 Date of significance

Short Text This Girl Can Week

Q2 Day/s of the date of significance

Date Feb 05, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text alignment with the Council and Wellbeing Plan

Response No:
10

Contribution ID: 4657

Member ID:

Date Submitted: Nov 23, 2023, 07:51 AM

Q1 Date of significance

Short Text Neighbour Day

Q2 Day/s of the date of significance

Date Mar 31, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text alignment with the Council and Wellbeing Plan

Response No:
11

Contribution ID: 4656

Member ID:

Date Submitted: Nov 23, 2023, 07:50 AM

Q1 Date of significance

Short Text Cultural Diversity Week and Harmony Week

Q2 Day/s of the date of significance

Date Mar 18, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text alignment with the Council and Wellbeing Plan

Response No:
12

Contribution ID: 4655

Member ID:

Date Submitted: Nov 22, 2023, 03:16 PM

Q1 Date of significance

Short Text Yom Kippur Day of Atonement - Jewish

Q2 Day/s of the date of significance

Date Oct 11, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text Recommend including a Jewish Date of Significance, especially given current global tensions impacting communities.

In 2024, Yom Kippur begins on October 11th at sundown and ends at the evening of October 12th.

Holiest day of the year for the Jews. Its central themes are atonement and repentance. Jews traditionally observe this holy day with a 25-hour period of fasting and intensive prayer, often spending most of the day in synagogue services. Yom Kippur completes the annual period known in Judaism as the High Holy Days (or sometimes "the Days of Awe").

Response No:
13

Contribution ID: 4654

Member ID:

Date Submitted: Nov 22, 2023, 03:10 PM

Q1 Date of significance

Short Text Luna New Year instead of Chinese New Year

Q2 Day/s of the date of significance

Date Feb 10, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text The main argument for the use of Lunar New Year is inclusiveness, because the occasion is not only celebrated by Chinese but also by Koreans, Vietnamese, Mongolians, and other groups of people in East and Southeast Asia.

Response No:
14

Contribution ID: 4652

Member ID:

Date Submitted: Nov 21, 2023, 06:24 PM

Q1 Date of significance

Short Text

Yom Kippur

Q2 Day/s of the date of significance

Date

Oct 02, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text

As the Chairperson of Melton Interfaith Network, we request that Council include a date of significance from the Jewish Calendar to ensure we are an inclusive community. Here are a couple of important days in the Jewish faith.

Yom Kippur

Yom Kippur, the Day of Atonement, is the holiest day of the Jewish year. It concludes the 10 Days of Awe (Sep or early Oct)

Roshoo Hashanah

The Jewish New Year, the beginning of ten days of penitence or teshuvah culminating on Yom Kippur (2 Oct)p

Response No:
15

Contribution ID: 4649

Member ID:

Date Submitted: Nov 18, 2023, 11:56 PM

Q1 Date of significance

Short Text Janmashtami

Q2 Day/s of the date of significance

Date Aug 26, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text Birthday of Lord Krishna, the most important and loved deities in Hinduism because he is the embodiment of divine joy and love who is thought to have born in 3224BC. Usually falls on August or September every year. PKrishna's love is universal, and he is often shown as playing a flute and standing near a sacred cow.

Response No:
16

Contribution ID: 4648

Member ID:

Date Submitted: Nov 18, 2023, 11:50 PM

Q1 Date of significance

Short Text

Onam

Q2 Day/s of the date of significance

Date

Sep 01, 2023

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text

10 days long harvest festival of India known for bringing prosperity, happiness and new beginnings. Usually in August or September every year.

Response No:
17

Contribution ID: 4646

Member ID:

Date Submitted: Nov 17, 2023, 07:12 AM

Q1 Date of significance

Short Text 15 November

Q2 Day/s of the date of significance

Date Nov 15, 2023

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text Remove the 'Hi Jayanti' from details on website looks like a mistake

Response No:
18

Contribution ID: 4645

Member ID:

Date Submitted: Nov 16, 2023, 05:21 PM

Q1 Date of significance

Short Text

Matariki

Q2 Day/s of the date of significance

Date

Jun 28, 2024

Q3 Please outline how the suggested date aligns to the Dates of Significance criteria

Long Text

Matariki is the celebration of the Maori new year.
There is a huge new zealand population in melton council, and a large population of this are maori.
New zealand now has it as a public holiday.
Matariki is a special occasion in the New Zealand calendar which marks the start of the Māori New Year. Signified by the Matariki cluster of stars reappearing in our night sky, this is a time to reflect on the past year, celebrate the present, and plan for the year ahead.

12.4 RESPONSE TO NOTICE OF MOTION 901 (CR SHANNON) - EMERGENCY MANAGEMENT ARRANGEMENTS AND DROUGHT PREPARATIONS

Author: Peter Doyle - Emergency Management Coordinator

Presenter: Neil Whiteside - Director City Delivery

PURPOSE OF REPORT

To respond to the Notice of Motion 901 (Cr Shannon) - Emergency Management Arrangements and Drought Preparations.

RECOMMENDATION:

That Council:

1. Note the report in response to Notice of Motion 901 (Cr Shannon) – Emergency Management Arrangements and Drought Preparations.
2. Note Council's Municipal Emergency Management Officers will continue to support emergency management agencies both in planning, preparedness and response/relief/recovery to emergencies, including supporting emergency management agencies with education and awareness promotions through Council's various communication channels, such as Council's website and social media.

REPORT

1. Executive Summary

This report responds to Notice of Motion 901 (Cr Shannon) – Emergency Management Arrangements and Drought Preparations.

Emergency management arrangements overall are coordinated by the Victorian Government and the various responsible State agencies, including Emergency Management Victoria, Victoria Police, State Emergency Service, Fire Rescue Victoria, Ambulance Victoria, etc.

Local government also has a role in emergency management supporting the emergency management agencies in planning and preparedness for emergencies, appointing key legislated roles, such as the Municipal Emergency Management Officer, Municipal Recovery Manager and Municipal Fire Prevention Officer and also supporting communities during and after emergencies.

The report also provides details of Council's work to date on preparing for dry conditions (possibly drought) in coming years as we head into El Niño conditions. An El Niño event can intensify heat waves, increase the severity of bushfires, and contribute to drought conditions. The influence of El Niño is primarily felt in eastern Australia, resulting in warmer-than-usual temperatures and reduced rainfall.

2. Background/Issues

At the Council Meeting on 27 November 2023 Cr Shannon moved a Notice of Motion (NOM) in relation to emergency management arrangements and drought preparations and Council resolved as follows:

That Council receive a report on:

1. *The current State and local emergency management arrangements, including details on fire prevention program,*
2. *Emergency management awareness and education campaigns, and*
3. *Preparedness for drought conditions in future years.*

This report responds to the NOM.

Emergency Management Arrangements

In 2020, the *Emergency Management Legislation Amendment Act 2018* amended the *Emergency Management Act 2013* (EM Act 2013) to provide for new integrated arrangements for emergency management planning in Victoria at the State, Regional and Municipal levels and create an obligation for a Municipal Emergency Management Planning Committee (MEMPC) to be established in each of the municipal districts of Victoria.

The following details the key aspects of the overall emergency management arrangements for Victoria from the state level to municipal level:

State Emergency Management Planning Committee (SEMPC)

The primary role of the SEMPC is to ensure:

- State-level input from departments and agencies on emergency management planning
- A state-level escalation point for:
 - Regional Emergency Management Planning Committees (REMPC)
 - Municipal Emergency Management Planning Committee (MEMPC) member agencies
 - Other key agencies.

Membership of the SEMPC includes:

- Chair: Emergency Management Commissioner
- All legislated REMPC and MEMPC member agencies
- Municipal Association of Victoria
- Department of Premier and Cabinet
- Department of Treasury and Finance
- Emergency Recovery Victoria
- A representative nominated by each REMPC, representing the REMPC
- As an observer, the Regional Collaboration Group Chair
- Emergency Management Victoria staff relevant to emergency management planning

Regional Emergency Management Planning Committees (REMPC)

The role of the REMPCs is to connect the state and municipal levels to ensure the new planning arrangements operate in both a top-down and bottom-up way.

The Northwest Metro REMPC is comprised of a core membership from Victoria Police, Fire Rescue Victoria and Country Fire Authority, Ambulance Victoria, Victoria State Emergency Service, Emergency Management Victoria, all departments (except the Department of Premier and Cabinet and the Department of Treasury and Finance), all councils (including Melton City Council) and the Australian Red Cross.

Municipal Emergency Management Planning Committee (MEMPC)

The Melton MEMPC is responsible for minimising the effects of emergencies in our community and ensuring all member agencies, community organisations and community representatives work together to ensure emergency planning is effective and provides the best possible outcomes.

Council is a member of a multi-agency committee and is represented by Council's Municipal Emergency Management Officer and Emergency Management Coordinator.

The MEMPC meets quarterly (broadly the same arrangements occur in councils across the state of Victoria) and provides an opportunity for ongoing planning and updates from all member agencies.

The MEMPC is responsible for the development and ongoing implementation of the Municipal Emergency Management Plan (MEMP). The MEMP identifies events that can place the community of Melton at risk, like fires, storms or flood and links treatments to reduce the level of those risks. It lists partner agencies and departments responsible for managing these treatments.

The REMPC approved the audited MEMP and associated Municipal Fire Management Plan on 24 November 2023.

Municipal Fire Management Planning Committee (MFMP)

The MFMP functions as a subcommittee of the MEMPC and meets twice annually.

The key principle which drives fire management at all levels is protection and preservation of life, property, and the environment.

The aim of the Municipal Fire Management Plan (MFMP), which is a sub-plan of the MEMP, is for all agencies and the communities to work together across all land tenures to prevent, prepare for, respond to and recover from fire.

The objectives of the MFMP are to:

- Identify, priorities and co-ordinate treatment of fire risks.
- Engage the community to participate actively in fire management planning.
- Increase the capacity of communities within the City of Melton to prepare them and their assets in the event of fire.

Emergency Management Roles within Council

Municipal Emergency Management Officer

Under the *EM Act 2013* Section 59G, councils must appoint one or more Municipal Emergency Management Officers (MEMO) for its municipal district.

The responsibilities of the MEMO are to:

- Liaise with agencies in relation to emergency management activities for the municipal district.
- Assist in the coordination of emergency management activities for the municipal council.

Council has appointed a MEMO and also has a number of deputy MEMOs in place to support the MEMO.

Municipal Recovery Manager

Under the *EM Act 2013* Section 59H, councils must appoint one or more Municipal Recovery Managers (MRM) for its municipal district.

The responsibilities of the MRM are to:

- Coordinate, in consultation with other agencies, the resources of the municipal council and the community for the purposes of recovery.
- Liaise with any MEMO appointed for the municipal district in relation to the use of the municipal council's resources for the purposes of recovery.
- Assist any MEMO appointed for the municipal district with planning and preparing for recovery.

Council has appointed a MRM and also has a number of deputy MRMs in place to support the MEMO.

Municipal Fire Prevention Officer

The *Country Fire Authority Act 1958* and the *Fire Rescue Victoria Act 1958* require each municipal council to appoint a Municipal Fire Prevention Officer (MFPO) and any number of assistant fire prevention officers. The MFPO provides its municipal council with expertise in relation to fire prevention and provides a connection to local fire services.

Council has appointed a MFPO and also has a number of deputy MFPOs in place to support the MEMO.

Cross Council Arrangements, Northwest Metropolitan Region (NWMR) Collaboration

Councils in the north west metropolitan region have established the Northwest Metropolitan Region (NWMR) Emergency Management Collaboration which sees participating councils work together in enhancing their emergency response capabilities and supporting each other during disaster events.

NWMR Collaboration members include:

Banyule City Council, Brimbank City Council, Darebin City Council, Hobsons Bay City Council, Hume City Council, Maribyrnong City Council, Melbourne City Council, Melton City Council, Moonee Valley City Council, Merri-bek City Council, Nillumbik Shire Council, Whittlesea City Council, Wyndham City Council, Yarra City Council.

The primary purpose of the NWMR Collaboration is to strengthen the capacity and readiness of the participating councils in responding to emergency events.

The NWMR Collaboration supports councils' commitment to a standardised approach for emergency management and resource sharing. Councils commit to support each other in maintaining critical business functions as per their Business Continuity Plans (BCPs). It also outlines the responsibilities for expenses incurred during assistance.

Councils participating in the NWMR Collaboration are also signatories or in-principle supporters of the Municipal Association of Victoria (MAV) Protocol for Inter-Council Emergency Resource Sharing, which complements the NWMR Collaboration.

Fire Prevention Program

The Fire Danger Period for the City of Melton began on Monday 20 November 2023. In the lead up to Fire Danger Period, Council Officers distributed 9,487 advisory letters to vacant landowners before the fire danger period was declared in an attempt reduce fire risks.

All Fire Danger Period roadside signs throughout the municipality have been changed; reminding community members that Fire Restrictions are in force.

Council's MFPO has commenced conducting inspections throughout the municipality, and as at 30 November 2023 in the order of 100 Fire Prevention Notices had been issued to property owners. These inspections will continue throughout Fire Danger Period.

Community Awareness and Education Campaigns

A range of emergency management campaigns are implemented to educate and inform the community including summer preparedness information, fire prevention notices campaign and tumbleweeds response plan.

Council proactively promotes summer preparedness messaging including the importance of cleaning up around properties prior to the fire season, the free green waste initiative, as well as local Emergency Ready and Fire Brigade open days. This information is promoted through a number of channels including Council's website, social media, media releases, and City of Melton eNews with 25,000 recipients.



Figure 1 Toolern Vale Primary School Event



Figure 2 Eynesbury Exercise

In addition, Council regularly shares emergency management information on social media from relevant agencies including Vic Emergency, CFA, Bureau of Meteorology, and the Better Health Channel.

Examples include severe weather warnings, thunderstorm asthma warnings, fire danger ratings, grassfire and flooding notifications and heat health alerts.

Each year a representative from Council's Communications Team attends the MAV Summer Preparedness Briefing Session.

Detailed emergency management information is also available on Council's website including:

Prepare for an Emergency Melton City Council

Are You Ready? is a joint initiative that encourages families to be prepared for any emergency by completing an emergency preparedness plan.

Via the Council website we encourage all residents to Download and complete an Emergency Preparedness Plan

A copy of the Emergency Preparedness Plan brochure is also available at Council's Community Centres, Melton Civic Centre and Melton & Caroline Springs Library and Learning Hubs.

Table 1 Emergency Ready Events in 2023 & Proposed Events in 2024

Feb 2023	Ex Walkaway Eynesbury	MCC/WCC "Move two Streets back" with Eynesbury CFA
Nov 2023	Toolern Vale PS CFA	Emergency Ready Day: Fire Safety and Get down low and go, go, go parachute session; Red Cross Pillow Case Stage Show The Country Fire Authority will present a Bushfire Scenario which will be a facilitated conversation about what you might do if there were a fire threatening Toolern Vale.
Feb 2024	Ex Walkaway Eynesbury	MCC/WCC "Move two Streets back" with Eynesbury CFA

Council has developed whole of organisation guidelines to Heat Health Alerts and days of Extreme and Catastrophic Fire Danger Ratings.

The aim of the Guidelines is to:

- Implement work procedures for extreme weather conditions that aim to protect staff, volunteers and contract staff as far as is reasonably practicable from heat and other weather-related illness.
- Using Business Continuity principles, maintain services to the community as far as practicable.
- Educate all staff on preventative strategies and health risks associated with heat related illness and days of Extreme and Catastrophic Fire Danger Ratings.

Preparedness for Dry Conditions (Drought) in Future Years

The City of Melton is characterised by basalt rich, reactive clay soils and low rainfall which have long favoured native grasslands tolerant of prolonged dry conditions with the ability to regenerate naturally.

Based on these conditions the City of Melton comparatively has a very low tree population as trees are highly exposed and require consistent water to survive. Given the environment, Council has been working to adapt and where possible has structured our public realm to be climate resilient.

Some examples of this include.

- Categorising Council's open space on a 4-tiered basis; where irrigation is limited to our Standard A sites to use water more effectively.
- Ensuring irrigated open space areas (Standard A) is available to as many residents as possible within a reasonable distance from their home.
- Utilising a planting palette with a preference for native trees and shrubs and selecting proven performing species that thrive in our natural ecosystem.
- Renewing sportsgrounds with a focus to transition away from cool season grass to utilise new warm season grass that are bred for drought resistance. This includes the current conversion at Burnside Heights Reserve to Santa Anna couch warm season grass.
- Council is currently planting more trees, shrubs and grasses than ever before; with programs embedded within our maintenance contracts for a business-as-usual approach to greening our city.
- Council accessing programs such as the Victorian Government's 'More trees for a cooler, greener west' and receiving funding to support increase in tree canopy cover.
- Council has embarked on an ambitious plan to mulch every garden bed in our city within a 3-year cycle to reduce water evaporation rates and improve fertility of soils with increased organic content.
- Investing in renewal of our irrigation systems to maximise efficiency, reliability, and use of recycled water (where available).
- Working with sporting clubs to focus training on artificial grass playing surfaces to minimise impacts on natural grass fields.
- Working in partnership with our communications team to raise community awareness to the natural changes that will occur seasonally to our open space network over the summer months.

Council has also several adopted documents, including the:

- Environment Plan,
- Integrated Water Management Plan and
- Climate Change Framework

These plans outline actions that Council needs to undertake to ensure readiness to future drought events. Actions that have been identified or actioned include:

- Implementation of passive irrigation of street trees from stormwater runoff.
- Utilisation of alternate water sources for irrigation of active open space and sporting fields.
- Selection of 'drought tolerant' grass species for sporting fields and plants used in open space plantings.

Further work will be undertaken in 2024 to determine other opportunities to future proof Council assets from dry conditions.

3. Council and Wellbeing Plan Reference and Policy Reference

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

2. A vibrant and healthy natural and built environment

2.2 The community and infrastructure are resilient to the impacts of a changing environment.

4. Financial Considerations

Funding for Council's role in emergency management is included in Council's Operating Budget and is in the order of \$150,000 per annum.

Funding for Council's role in fire prevention is included in Council's Operating Budget and is in the order of \$200,000 per annum.

Funding for upgrades of infrastructure to ensure more efficient use of water is included in Council's Capital Works Budget for Council's consideration as part of the Annual Budget process.

5. Consultation/Public Submissions

Both the MEMPlan and the MFMPPlan went out for consultation by the committees. Both committees have community membership.

6. Risk Analysis

Community Emergency Risk Assessment (CERA) is an all-hazards risk assessment tool which aims to identify, mitigate and reduce risk within the community following the Australian Standard for Risk Management, ISO 31000.

CERA identifies the hazard risk as a broad statement. For example: "There is a bush and grassfire risk in the Melton municipality".

This process includes identifying any gaps in action taken to mitigate the risk and identifying specific areas in the community that may be at greater risk.

The CERA process, facilitated by VICSES is designed for Municipal Emergency Management Planning Committees (MEMPCs) to:

- Identify the risks that pose the most significant threat to their community.
- Identify, describe, and understand the exposure and vulnerability of key community assets, values, and functions essential to the normal functioning of the community.
- Discuss and understand the consequence and likelihood, causes, and impacts for each risk.
- Identify opportunities for improvement to prevention, control, mitigation measures and collaboration.
- Inform emergency management planning.

The CERA process continues to be utilised as part of the ongoing review and updating of the Melton MEMPC and associated sub-plans.

7. Options

Council has the options to:

1. Adopt the recommendations as outlined in this report.
2. Move an alternate/amended motion.

LIST OF APPENDICES

Nil

12.5 NOMINATION OF COUNCILLOR DELEGATE FOR THE MELTON SUBURBAN REVITALISATION BOARD

Author: Renee Hodgson - Governance Coordinator

Presenter: Megan Kruger - Head of Governance

PURPOSE OF REPORT

To nominate a Councillor delegate for the Melton Suburban Revitalisation Board.

RECOMMENDATION:

That Council nominate Councillor _____ as a delegate to attend the Melton Suburban Revitalisation Board meetings on behalf of Council's appointed member when required.

REPORT

1. Executive Summary

The Melton Suburban Revitalisation Board is established by the Minister for Suburban Development (the Minister) and is responsible for providing recommendations on its revitalisation priorities and projects to the Victorian Government. The Minister approves the projects and conveys the Board's recommendations across government.

The appointment of members is determined by the Minister. The Mayor and Chief Executive Officer are both appointed in an ex-officio capacity, as defined in the Victorian Government Appointment and remuneration guidance. In accordance with Clause 3.1 of the Suburban Revitalisation Boards Terms of Reference, '*A delegate may be nominated to attend meetings on behalf of an appointed member and will have authority to carry out the functions, powers and duties (including the power to vote) of the appointed member*'.

Accordingly, this report is seeking Council to nominate a Councillor as a delegate to attend the Melton Suburban Revitalisation Board meetings on behalf of the Mayor when required. Delegates can attend up to a maximum of two meetings per year.

2. Background/Issues

The Office for Suburban Development, within the Department of Jobs, Skills, Industry and Regions (the Department) manages the Suburban Revitalisation Program which 'focuses on renewing small scale suburban activity and neighbourhood centres by improving the quality of public spaces and local infrastructure; unlocking economic assets and land use for jobs, housing and services; and building community capacity and participation.' (Suburban Revitalisation Boards Fund Guidelines, June 2023).

The Melton Suburban Revitalisation Board is established by the Minister and is responsible for providing recommendations on its revitalisation priorities and projects to the Victorian Government. The Minister approves the projects and conveys the Board's recommendations across government.

The composition, and operating arrangements for the Melton Suburban Revitalisation Board are set out in its Terms of Reference.

The Board is expected to meet a minimum of four times per year. Meetings are generally held each quarter for approximately 2 hours. The next meeting will be held on 14 March 2024.

The appointment of members is determined by the Minister. The Mayor and Chief Executive Officer are both appointed in an ex-officio capacity, as defined in the Victorian Government Appointment and remuneration guidance. In accordance with Clause 3.1 of the Suburban Revitalisation Boards Terms of Reference, *‘A delegate may be nominated to attend meetings on behalf of an appointed member and will have authority to carry out the functions, powers and duties (including the power to vote) of the appointed member’*.

Accordingly, this report is seeking Council to nominate a Councillor as a delegate to attend the Melton Suburban Revitalisation Board meetings on behalf of the Mayor when required. Delegates can attend up to a maximum of two meetings per year.

The Councillor attending Melton Suburban Revitalisation Board meetings has a responsibility to report to Council. These reports can be in writing in the form of minutes of the meetings. Where there are no minutes taken, items of significance from those meetings can be read into the minutes of the Council meeting via a short verbal 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

Costs associated with Councillor representation on external bodies are borne through normal budget estimates each financial year.

5. Consultation/Public Submissions

No public consultation is required.

6. Risk Analysis

Not Applicable.

7. Options

In accordance with the Melton Revitalisation Board Terms of Reference, Council has the option to nominate a delegate to attend Melton Revitalisation Board Meetings on behalf of its appointed member. Delegates can attend up to a maximum of two meetings per year.

LIST OF APPENDICES

Nil

12.6 ADVISORY COMMITTEES OF COUNCIL - AGGREGATED MEETING MINUTES

Author: Renee Hodgson - Governance Coordinator

Presenter: Megan Kruger - Head of Governance

PURPOSE OF REPORT

To present the aggregated minutes of Advisory Committee meetings yet to be considered by Council.

RECOMMENDATION:

That Council receive the minutes of the following Advisory Committee meetings, provided as **Appendices 1 - 4** to this report, and adopt the recommendations arising within the Minutes:

1. Heritage Advisory Committee – 26 October 2023
2. Preventing Family Violence Advisory Committee – 1 November 2023
3. Melton Weir Development Committee – 14 November 2023
4. Policy Review Panel Meeting – 5 December 2023

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 Committees attached to this report form the written record of the committee meetings, 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 Committees, attached to this report, form the written record of the committee meetings 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.	Heritage Advisory Committee	26 October 2023
2.	Preventing Family Violence Advisory Committee	1 November 2023
3.	Melton Weir Development Committee	14 November 2023
4.	Policy Review Panel	5 December 2023

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. Heritage Advisory Committee minutes dated 26 October 2023
2. Preventing Family Violence Advisory Committee minutes dated 1 November 2023
3. Melton Weir Development Committee minutes dated 14 November 2023
4. Policy Review Panel minutes dated 5 December 2023



MINUTES

HERITAGE ADVISORY COMMITTEE

Held on 26 October 2023 at 5:30pm at the Melton Library and Learning Hub

Present:

1. Cr Sophie Ramsey, Councillor
2. Cr Bob Turner, Councillor
3. Deb Slattery, Community Representative
4. Frank Sultana, Community Representative
5. Anne Wolf, Community Representative
6. Imran Mushtaq, Community Representative
7. Alan Perry, Community Representative
8. Lucy Slater, Coordinator Growth Area Planning
9. Sera Jane Peters, Heritage Advisor
10. Tunc Ozlatif, Strategic Planner
11. Sam Romaszko, Director City Futures

Cr Sophie Ramsey and Cr Bob Turner exited the meeting at 5:51pm prior to discussions on the Round 13 Applications to the Heritage Assistance Fund 2023.

Chairperson: Cr Sophie Ramsey / Sam Romaszko

Minute Taker: Tunc Ozlatif

1. Welcome

Cr Ramsey welcomed members to the Heritage Advisory Committee meeting and delivered an Acknowledgement of Country.

2. Apologies

- Benjamin Petkov, Community Representative

3. Declaration of interests and/or conflict of interests

Nil.

4. Business Arising

The following matters are business arising from the previous meeting of the Heritage Advisory Committee held on 7 September 2023:

- Ms Slattery speaking on behalf of the Melton and District Historical Society raised the matter that the Pound Book Register which was previously located at Caroline Springs Library had now been relocated as requested to the Willows Historical Park.



MINUTES

5. General Business

- **Heritage Festival Expressions of Interest**

Melton Library staff have launched an Expression of Interest for the Heritage Festival. Council staff are making approaches to the owners of Rockbank Inn and Eynesbury about the possibility of events for Heritage Festival 2024. The Melton and District Historical Society are planning an event at the Willows. Other events are planned to include some at the Bird Hide in Toolern Vale, which has received Heritage Assistance Funds in the past.

- **Members Terms / Advertisement**

Cr Ramsey reminded the committee that members terms are currently up for advertisement and encouraged those interested to reapply. Mr. Ozlatif stated that the advertisement period closes on 3 November 2023.

- **Round 13 Applications to the Heritage Assistance Fund 2023:**

Ms Peters provided an overview of the process to the Committee.

Four applications were received, one was withdrawn, and another was ineligible. Two were eligible and assessed by the Panel accordingly.

The first application was for repair works to a house; refixing loose roof sheeting and repair of roof sashing to restrict water ingress, and repainting and repair of the timbers. Additionally, landscape works and clearing of an area around a grave are proposed to provide better visibility to the area.

The second application was for the repair and reconstruction of a dry-stone wall. The funding will assist in works required to make the wall structurally sound and repair the wall ends in accordance with the Dry-Stone Wall Management Plan.

Ms. Peters explained that both applicants were applying for funds for works for the first time.

The two applications were evaluated by a Panel of three Council Officers who assessed the applications against the Heritage Assistance Fund guidelines. The total amount of funds requested was less than the fund pool and therefore each application will receive the total amount requested. The recommendations of the Panel were that each applicant receive the following amounts:

Application 2023-03 - \$22,814.50

Application 2023-06 - \$25,000.00

The Committee discussed the Panel's recommendation per the **Assessment Matrix 2023 Addenda 1**. The Committee unanimously carried the Panel's recommendations which was moved by Mr. Sultana and seconded by Mr. Perry.



MINUTES

6. Other Business

- Ms. Romaszko explained the procedural changes that are currently being undertaken in relation to Council's advisory committee's and how they will be run moving forward.
- Mr. Perry asked whether there was an update on the status of 56 Exford Road, Melton South in which Ms. Peters responded stating that there is no further information.

Recommendation

That Council award the following funds to the two applications to Round 13 of the Heritage Assistance Fund.

Application 2023-03 - \$22,814.50

Application 2023-06 - \$25,000.00

being a total of \$47,814.50 (moved by Mr. Sultana/sec by Mr. Perry)

Next Meeting

TBA

Close of Business

The meeting closed at 6:15pm.

Community Representative Member Terms

Name	Deb	Alan	Frank	Benjamin	Imran	Anne
Term Ends	December 2023	April 2024	April 2024	December 2023	December 2023	December 2023



MINUTES

PREVENTING FAMILY VIOLENCE ADVISORY COMMITTEE

held on 1 November 2023 at 11:00am on Microsoft Teams

Present:

Cr Lara Carli	Mayor
Cr Julie Shannon	Deputy Mayor
Elyse Rider	Melton City Council
Daisy Brundell	Melton City Council
Rayna Berg	Melton City Council
Aaron Tan	Melton City Council
Stephen Hiley	Melton City Council
Lisa Prentice-Evans	Victoria Police
Gehan Shehab	Department of Justice and Community Safety
Robyn Davis	MacKillop Family Services
Josie Mitchell	Department of Education (Respectful Relationships Brimbank Melton)
Dylan Aldous	Western Health
Lachlan Tom	Brimbank Melton Community Legal Service
Sarah Chong	MiCare
Rahel Goitom	Elizabeth Morgan House

Guests:

Nicola Verbeek	Victoria Police
Hala Abdelnour	Institute of Non-violence
Lian Tu	MiCare
Shemsiya Waritu	MiCare

Quorum: Quorum for the committee will require attendance of a minimum of one (1) Councillor, one (1) Council Officer, and comprising 30% of external agency committee members.

Chairperson: Cr Lara Carli, Mayor

Minute Taker: Rayna Berg, Health Promotion Officer

1. Welcome

Mayor Carli opened the meeting at 11:03am, welcoming all attendees to the meeting and proceeded with Acknowledgement of Country. 'Melton City Council acknowledges the Traditional Owners of this land, the people of the Kulin Nations, and pays respects to their Elders, past, present and emerging.'

2. Apologies

Cr Sophie Ramsey	Councillor
Sue Scott	Hope Street Youth and Family Services
Susan Timmins	GenWest
Peter Webster	Kirrip Aboriginal Corporation
Rachana Bangara	Brotherhood of St Laurence
Ngun Bor Chin	Wyndham Community and Education Centre

3. Declaration of interests and/or conflict of interests

Nil



MINUTES

4. Confirmation of minutes of previous meeting

Minutes of the Preventing Family Violence Advisory Committee meeting held on 9 August 2023 were circulated to the committee for confirmation and received at the 28 August Ordinary Meeting of Council.

5. Business Arising

5.1 Update on actions from previous meeting – Rayna Berg

R Berg provided an update on actions from the previous meeting.

6. General Business

6.1 Member updates – All

L Prentice-Evans provided an update on reported incidents of family violence in the City of Melton and thanked Melton City Council for support in the delivery of the CommSafe Forum held in October and reported on positive outcomes in relation to family violence.

R Berg advised that the revised Preventing Family Violence Advisory Committee Terms of Reference were endorsed at the 30 October Ordinary Council Meeting and that EOIs for new membership would be commencing soon.

6.2 Men's Family Violence Services – Dylan Aldous, Manager of Counselling and Family Violence, Western Health

D Aldous presented on the Men's Family Violence program at Western Health, covering the program outline, referrals, case management, family safety advocacy, and programs specific to Aboriginal and Torres Strait Islander men. Following this, program success rates and participation from culturally and linguistically diverse community members was discussed.

6.3 Prevention initiatives with migrant communities – Sarah Chong, Team Leader Women's Empowerment; Lian Tu, Settlement Worker; and Shemsiya Waritu, leader from the Kaayoo community, MiCare

S Chong provided an overview of MiCare settlement services and primary prevention work for migrant and refugee communities. L Tu spoke about his work facilitating the Burmese Community Playgroup and Parents Group and S Waritu shared her experiences participating in the Women's Leadership Program.

Action

R Berg to circulate presentation provided by D Aldous to Committee members.

7. Next Meeting

The next meeting is to be held on Wednesday 14 February 2024, commencing at 11:00am, online via Microsoft Teams.

8. Close of Business

Mayor Carli closed the meeting at 12:25pm.



MINUTES

MELTON WEIR DEVELOPMENT COMMITTEE

held on Tuesday 14th November 2023 at 7:00pm on Microsoft Teams

In Attendance: Cr Julie Shannon, Cr Sophie Ramsey, Cr Bob Turner, Mark Frisby, Sam Romaszko, Jeanette Simson, Terry Wells, Simon Jolly, Edward Smith, Shae Spalding, Callum Steele

Chairperson: Cr Julie Shannon

Minute Taker: Shae Spalding

1. **Welcome**
Acknowledgement of Country
2. **Apologies**
Mayor Cr Kathy Majdlik, Cr Lara Carli, Cr Justine Farrugia, Cr Steven Abboushi, Cr Ashleigh Vanderberg, Cr Goran Kesic, Troy Scoble, Trudy Martin, Nicole Vidac, Chris Dynon, Edward Allen, Adrian Cope, Meagan Merritt
3. **Confirmation of minutes of previous meeting**
Minutes of the Meeting on Tuesday 5th September 2023 were circulated.
4. **Actions from last meeting**
 - Revised draft strategy was presented to the committee.
5. **Update on boat ramp**
Ed Allen was an apology; Jeanette Simpson provided the following update:
 - Better Boating Victoria plans to open a public consultation at Melton Reservoir in the coming months. An online survey will seek feedback on design parameters and a public drop-in session will be hosted to allow for interested people to talk to design engineers about the plans.

NOTE: The session dates and times will be circulated to the Councillor's and committee members.
6. **Presentation of Draft Parkland Strategy**
Lead by Mark Frisby – Fitzgerald Frisby Landscape Architects
Reference: Melton Weir Parkland Strategy DRAFT
 - Has been no significant changes, mostly text changes and layout tweaks.
 - There is more clarity around items, making the document easy to understand.
 - Mark Frisby advised he believes there would be opportunities for grant funding or funding partnerships.
 - Mark Frisby will complete a costing breakdown to be either added to the report or for councils internal information.
 - Sam Romaszko would like to see the strategy really clear on what we are responsible for as Council not only as an internal document but as a key advocacy document when talking to other stakeholders.
 - Edward Smith updates on Better Boating Victoria are they are waiting on the public consultation.

ACTION: Mark Frisby welcomes the Committee's thoughts and has requested all feedback be passed onto him by the end of the week (17th November).

ACTION: Sam Romaszko to have internal meeting to work through that the implementation plan is and to be clear on what the outcomes of the strategy are

7. General Business

The request for an invitation to Steve McGhie MP to speak at the next meeting –to be decided if this will be before or after consultation.

8. Next Meeting

Tentative meeting date in December if needed, if not, February will be the next date – will come back to committee with specific dates.

9. Close of Business

The meeting closed at 7:46pm.



MELTON CITY COUNCIL

**Minutes of the Policy Review Panel
Meeting of the Melton City Council held
via videoconference**

5 December 2023

MINUTES OF THE POLICY REVIEW PANEL5 DECEMBER 2023

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MINUTES OF THE POLICY REVIEW PANEL5 DECEMBER 2023**MELTON CITY COUNCIL**

MINUTES OF THE POLICY REVIEW PANEL MEETING OF THE
MELTON CITY COUNCIL
HELD VIA VIDEOCONFERENCE ON
5 DECEMBER 2023 AT 2.30PM

Present: Cr Majdlik (Mayor)
Cr Carli (joined at 3.24pm)
Cr Ramsey
Cr Shannon

In Attendance:	P Leersen	Director Organisational Performance
	T Scoble	Director City Life
	N Marino	Manager Finance
	A Biscan	Manager Recreation and Facility Activation
	B Mehta	Manager City Infrastructure Planning
	H Taylor	Manager, Arts Events & Economic Development
	R Hodgson	Senior Coordinator Governance

1. WELCOME

The Mayor, Cr Majdlik, opened the meeting at 2.33pm and welcomed the Panel Members.

2. APOLOGIES

R Wai, CEO

M Kruger, Head of Governance

3. DECLARATION OF INTERESTS AND / OR CONFLICT OF INTEREST

Nil.

MINUTES OF THE POLICY REVIEW PANEL5 DECEMBER 2023

4. MINUTES OF PREVIOUS MEETINGS**RECOMMENDATION:**

That the Minutes of the Policy Review Panel held on 5 October and adopted by Council at the Scheduled Meeting held on 30 October 2023 be noted.

Motion

Crs Shannon/Ramsey.

That the Minutes of the Policy Review Panel held on 5 October and adopted by Council at the Scheduled Meeting held on 30 October 2023 be noted.

CARRIED**5. OTHER BUSINESS CARRIED OVER FROM A PREVIOUS MEETING**

Nil.

MINUTES OF THE POLICY REVIEW PANEL5 DECEMBER 2023

6. PRESENTATION OF STAFF REPORTS

At 2.38 pm, Peter Leersen and Natalie Marino entered the meeting and confirmed no General Conflict or Material Conflict in respect of any of the matters presenting to the Panel.

6.1 INVESTMENT POLICY STATEMENT

Responsible Officer: Peter Leersen - Director Organisational Performance

Document Author: Natalie Marino - Manager Finance

Date Prepared: 15 November 2023

Recommendation:

That the Policy Review Panel recommend Council adopt the Investment Policy Statement, provided as **Appendix 1** to this report.

Motion

Crs Ramsey/Shannon.

That the Policy Review Panel recommend Council adopt the Investment Policy Statement, with changes made by the Panel highlighted in yellow, provided as **Appendix 1** to this report.

CARRIED

1. Background**1.1 The Policy**

The existing Investment Policy Statement was due for review in October 2021. In that time, Council received a recommendation from the Minister that Council consider investing through the Victorian Funds Management Corporation (VFMC).

The Victorian Funds Management Corporation (VFMC) presented to Councillors at a briefing on 5 December 2022 about VFMC's investment fund options and the five-stage onboarding process should Council wish to proceed. Executive has since liaised with VFMC to review and revise the investment objectives and risk for each investment portfolio based on the revised Long Term Financial Plan financial forecasts.

To ensure clarity the Policy has been separated into 11 parts:

1. PURPOSE
2. APPLICATION AND SCOPE
3. ETHICS AND CONFLICT OF INTEREST
4. INVESTMENT OBJECTIVES
5. INVESTMENT STRATEGY IMPLEMENTATION
6. INVESTMENT DELEGATIONS
7. INVESTMENT RISKS
8. INTERNAL CONTROLS AND SYSTEMS
9. REPORTING TO COUNCIL

MINUTES OF THE POLICY REVIEW PANEL5 DECEMBER 2023

10. DEFINITIONS

11. RELATED DOCUMENTS

The key changes to the Policy are as follows:

- Purpose – clarified the purpose to include risk management and removal of reference to investment adviser.
- Application and Scope – added application to investments held with VFMC and TVC, Council funds and any other investments approved by the Minister or Treasurer.
- Ethics and conflict of interest – new section to ensure all investments are made exercising care and diligence.
- Investment objectives – redefined investment objectives matrix.
- Definitions – added definitions as required.
- Delegations – introduced delegations to administer Council investment transactions. Made further adjustments following the Audit and Risk Committee in regards to each delegation level having approval from the delegation level above.

This has resulted in formatting of the policy being completely updated, and therefore a tracked changes version has been unable to be supplied. A copy of the current policy has been attached for reference as **Appendix 2**.

1.2 Sources/benchmarking

VFMC provided the Department of Treasury and Finance standard investment policy statement used within Government that has been used to develop this Policy.

1.3 Consultation

Councillors have had three meetings with VFMC and also with Council Officers regarding the investment objectives and risks.

This is an update to the existing Investment Policy Statement and was developed collaboratively with VFMC. The updated Policy has also been reviewed by VFMC, Audit and Risk Committee and the Executive Leadership Team.

1.4 Communication and Implementation

If adopted, the Policy will be socialised with all staff to ensure that they understand the processes contained within. It will also be placed on the intranet site and Council's website.

1.5 Compliance

The updated Policy has been developed in accordance with the requirements of the *Local Government Act 2020* and *Gender Equality Act 2020*.

1.6 Measures of Success

Investment portfolio performance and compliance is reported to Audit and Risk Committee on a quarterly basis.

LIST OF APPENDICES

1. Updated Investment Policy Statement
2. Current Investment Policy Statement

MINUTES OF THE POLICY REVIEW PANEL

5 DECEMBER 2023

Item 6.1 Investment Policy Statement

Appendix 1 Updated Investment Policy Statement

Investment Policy Statement	
Date adopted	<insert date>
Adopted by	Council <insert date>
Endorsed by	Audit and Risk Committee - 8 November 2023
Review due	December 2025
Responsible officer	Manager Finance
Records reference	<insert reference>

1. Purpose

The purpose of this Policy is to provide a framework for the investment management of funds that maximises returns whilst managing risk within Council's approved investment objectives.

This Policy aims to ensure that:

- all funds are invested in accordance with legislative and Council requirements;
- effective internal controls are in place to minimise investment risk and unauthorised appropriation of Council funds;
- all investment transactions are appropriately authorised and documented;
- investment decisions are based on the security of funds by limiting unnecessary exposure to risk;
- the financial yield is enhanced through prudent investment of funds whilst ensuring sufficient liquidity for each fund's commitments;
- legally restricted funds are appropriately invested so as to earn a reasonable income towards their purposes (whilst limiting unnecessary exposure to risk).

2. Application and Scope

This Policy is made in accordance with Section 103 of the *Local Government Act 2020* (the Act). This Policy applies to all:

- investments held with the Victorian Funds Management Corporation (VFMC) and Authorised Deposit-taking Institution's (ADIs);
- funds in Council's operating bank account; and
- any other investments approved by the relevant Minister and the Treasurer as suitable for use by Council.

Council is only permitted to invest in those investments authorised under Section 103 of the Act, which include:

- in Government securities of the Commonwealth;
- in securities guaranteed by the Government of Victoria;
- with an ADI;
- with any financial institution guaranteed by the Government of Victoria;

MINUTES OF THE POLICY REVIEW PANEL

5 DECEMBER 2023

Item 6.1 Investment Policy Statement

Appendix 1 Updated Investment Policy Statement

- on deposit with an eligible money market dealer within the Corporations Act; and
- in any other manner approved by the Minister, either generally or specifically, to be an authorised manner of investment for the purposes of this section. (The Minister approved investments in the VFMC Pooled Funds in June 2022.)

3. Ethics and Conflicts of Interest

Councillors and Council Officers shall refrain from personal activities that would conflict with the proper execution and management of Council's investment portfolio. This includes activities that would impair the Councillor's or Council Officer's ability to make impartial decisions. The Policy requires that Councillors and Council Officers disclose any conflict of interest on any investment positions that could be related to the investment portfolio.

All investments are to be made exercising care, diligence and skill that a prudent financial officer would exercise in managing the affairs of other persons. When acting under the provisions of this policy Councillors and Council Officers must always maintain a professional balance of risk and return and act as a steward of Council funds.

4. Investment Objectives

Council operates five broad investment funds. The investment objectives, liquidity requirements and risk tolerances are outlined in the table below.

Table 1: Investment Fund Objectives

Investment Fund	Purpose	Liquidity	Investment Time Frame	Investment Objective		VFMC Fund Options
				Return:	Risk:	
Operating Funds	Operational, LSL provisions & short-term capital works	Daily	< 2 years	Funds within 90 days	n.a.	50% Term Deposits (via ADIs) 50% Enhanced Income
Major Capital Works	Medium to long term infrastructure projects	Moderate to Low	75% < 5 years 25% > 5 years	CPI + 2% p.a. over rolling 7 years	An expected negative return 1 in every 5 years	75% Conservative 25% Balanced
Strategic Land Purchases	Purchase of land	Medium	< 3 years	CPI + 0.50% p.a. over rolling 5 years	An expected negative return 1 in every 9 years	50% Enhanced Income 50% Conservative
Developer Contributions	Provision of future infrastructure from PSPs	Moderate to Low	75% < 5 years 25% > 5 years	CPI + 2% p.a. over rolling 7 years	An expected negative return 1 in every 5 years	75% Conservative 25% Balanced
Income Generating Investments	Commercial opportunities	Low	> 5 years	CPI + 3% p.a. over rolling 7 years	An expected negative return 1 in every 5 years	100% Balanced

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Item 6.1 Investment Policy Statement

Appendix 1 Updated Investment Policy Statement

4.1. Strategic Asset Allocation and Ranges

The Strategic Asset Allocation (SAA) target represents the long-term asset allocation that is expected to deliver the Council's investment return objective over the long term at an acceptable level of risk. It is understood that with market fluctuations, withdrawals and contributions, it is unlikely that at any point in time the actual asset allocation will equal the SAA targets exactly.

The SAA ranges provide room to account for natural variations against the SAA and also provide the flexibility to allow Council to take Dynamic Asset Allocation (DAA) positions away from SAA in light of the opportunities and risks in each of the asset classes throughout the investment cycle.

The asset allocation targets and ranges for each of the five broad investment funds are as follows:

Investment Fund	Strategic Asset Allocation (SAA)		Strategic Asset Allocation Range
Operating Fund	Cash and Term Deposits	50%	0% - 100%
	VFMC Enhanced Income Fund	50%	0% - 50%
Major Capital Works Fund	VFMC Conservation Fund	75%	0% - 100%
	VFMC Balanced Fund	25%	0% - 35%
Strategic Land Purchases Fund	VFMC Enhanced Income Fund	50%	0% - 100%
	VFMC Conservative Fund	50%	0% - 60%
Developer Contributions Fund	VFMC Conservative Fund	75%	0% - 100%
	VFMC Balanced Fund	25%	0% - 35%
Income Generating Investments Fund	VFMC Balanced Fund	100%	100%

4.2. Investment Restrictions

For investment in the cash asset class the following Standard & Poor's issuer credit rating exposure limits are to be adhered to:

Short Term Rating	Maximum Term to Maturity	Maximum % Investment Per One Institution	Percentage of Total Investments
A1+	2 Years	40%	100%
A1		25%	60%
A2		10%	40%

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Item 6.1 Investment Policy Statement

Appendix 1 Updated Investment Policy Statement

5. Investment Objective Implementation

The investment strategy will be implemented by investing:

- with the VFMC in its Enhanced Income, Conservative and Balanced Funds;
- in term deposits with ADI's or eligible money market dealers; and
- surplus short-term funds in the Commonwealth bank or with a designated bank to cover liquidity requirements.

6. Investment Delegations

These include:

- The Council must approve of any change to investment strategy including investment objectives, strategic asset allocations & ranges, and VFMC investment funds.
- All portfolio investment services must be provided by VFMC as the Investment Manager.
- All term deposits must be provided through an ADI.
- Approval of new deposits, rollovers and redemptions of funds are to be administered as per the below:
 - Up to a total of \$25 million in any one day by the Coordinator Accounting Services, with approval by the Manager Finance
 - Over \$25 million and up to a total of \$50 million in any one day by the Manager Finance, with approval by the Chief Financial Officer
 - In excess of \$50 million in any one day by the Chief Financial Officer
- Initial term deposit investments with a new institution must be approved by the Manager Finance.
- New investments must be made through the Accounts Payable process and authorised by two signatories to Council's bank account.

7. Investment Risks

In seeking to achieve the investment objectives in this Policy, the Council acknowledges that risks are being taken to achieve investment returns above the risk-free rate of return. Risks accepted to achieve the investment objective include the following:

7.1. Liquidity risk

Liquidity risk is the risk that the Council cannot satisfy its day to day cash flow commitments when they fall due. Liquidity risk is managed by investing a proportion of funds in highly liquid assets.

7.2. Credit risk

Credit risk is the risk that the Council will suffer financial loss due to the inability of a counterparty to meet its financial obligations in full and on time. Credit risk is reduced by diversifying exposures across a broad range of counterparties.

7.3. Inflation risk

Inflation risk is the risk that investment performance fails to match long-term inflation. This risk is being managed by maintaining a strategic allocation toward medium to long-term growth assets.

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7.4. Interest rate risk

Interest rate risk is the risk that movements in interest rates has an adverse impact on the value of the investment portfolio or of the valuation of the Council. This risk is being managed by maintaining a diversified investment portfolio with exposure to a broad range of asset classes, including an allocation to floating and fixed rate assets.

7.5. Market risk

Market risk is the financial risk associated with macroeconomic factors impacting portfolio performance. This risk is managed by maintaining a diversified investment portfolio with exposure to a broad range of assets classes.

7.6. Foreign exchange risk

Foreign exchange risk is the risk that the Council will suffer financial loss due to adverse movements in foreign exchange rates. This risk is managed by maintaining a diversified exposure within the investment portfolio and the investment manager's active foreign currency hedging approach within the Pooled Fund portfolios.

7.7. Operational risk

Operational risk is the risk that the Council will suffer loss owing to the mismanagement of the investment function. These may include risks of financial loss due to error, fraud or unauthorised dealing or use of financial products.

Operational risk is monitored and controlled through the following risk management practices:

- effective performance and compliance reporting of investment activities and operations to management and the Audit and Risk Committee;
- oversight by Executive and the Audit and Risk Committee;
- regular internal and external audits;
- the execution of the investment strategy through VFMC;
- adherence to the investment management policies and procedures outlined in this Investment Policy Statement, including fully documented dealing and authorisation limits;
- appropriate organisational structure, resourcing and segregation of duties within the investment function;
- measures to protect the integrity of information systems including security, backup, and disaster recovery of information systems.

7.8. Environmental, Social and Governance (ESG) risks

Council recognises that ESG considerations present both risks and potential opportunities. ESG considerations are factored into the selection, management and monitoring of internally and externally managed investments in accordance with VFMC's Investment Stewardship Policy. VFMC makes full use of ownership rights by actively exercising votes at company and fund meetings and by engaging with investee companies, fund managers and policymakers on material ESG issues.

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Item 6.1 Investment Policy Statement

Appendix 1 Updated Investment Policy Statement

8. Internal Controls and Systems

8.1. Internal Audit

Internal audits will be carried out by an appropriate accounting firm approved by Council.

Internal audits will be conducted at least every two years, and more regularly at the request of the Audit and Risk Committee. The internal audit reports will be provided to the Audit and Risk Committee for their consideration. The Audit and Risk Committee may recommend that Council engage additional internal audit activities at any time should it be required.

8.2. Operational policies

Management and Council staff must comply with the requirements of the relevant Directions and Instructions outlined in Council policies and relevant legislation and policies.

The Manager Finance is responsible for ensuring systems are in place to identify, measure and evaluate potential financial risks as and when they eventuate. The Accountable Officer should frequently review the risk environment of the Council and update the Investment Policy Statement as required.

The Council must ensure adequate segregation of duties to minimise the risk of error or fraud in the investment management process and enhance the probability of discovering error or fraud.

The Council is responsible for ensuring that management policies and directions, including this Investment Policy Statement, are being adhered to by management and staff.

8.3. Information systems

The Accountable Officer must ensure that computer systems, including accounting software and communications systems can support the investment function at all times.

8.4. Breach reporting

The Accountable Officer must ensure a process is in place to report breaches to the Council of any requirements in this Policy, including procedures to ensure that breaches are appropriately addressed, and internal controls amended if required.

All breaches of this Policy should be recorded to ensure that the breaches are learnt from and not repeated. Breaches must be reported in accordance with the Compliance and Reporting Direction.

9. Reporting to Council

The Chief Financial Officer must ensure that reports to the Council are provided on at least a quarterly basis detailing investment operations and performance of the investment portfolio.

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Appendix 1 Updated Investment Policy Statement

The Investment Manager (VFM) will provide comprehensive investment reporting on a monthly, quarterly, and annual basis. More frequent reporting may be prudent in periods of high market volatility.

Quarterly investment reports to Council should contain the following features:

- a regular reporting of portfolio values using the mark-to-market methodology;
- a breakdown of investment performance for each asset class or product including a comparison of performance against relevant benchmarks; and
- a note verifying compliance with the Investment Policy Statement, and all relevant legislation, subordinate legislation, Ministerial Directions and Instructions including the provision of a detailed explanation where any of the above requirements are breached.

10. DEFINITIONS

Term	Definition
The Act	means the <i>Local Government Act 2020 (Vic)</i>
ADI	means Authorised Deposit-taking Institution's which are corporations authorised under the Banking Act 1959. ADIs include banks, building societies, and credit unions.
Council	means the entire Melton City Council including Councillors, employees, all contractors, agents and consultants engaged by Council.
Credit rating	means an assessment of the creditworthiness of an investment in general terms or with respect to a particular debt or financial obligation.
ESG principles	refers to how VFM aims to improve risk-adjusted returns by managing environmental, social and governance (ESG) risks alongside other investment factors.
Investment Manager (VFM)	Refers to VFM being responsible for managing investments on behalf of Council
Risk-free rate of return	represents the interest an investor would expect from an absolutely risk-free investment over a specified period of time.
S&P	<p>means Standard & Poor's. This is the world's leading index provider and the foremost source of independent credit ratings.</p> <p>The following details the S&P's investment ratings:</p> <ul style="list-style-type: none"> • AAA – Highest credit quality – This rating indicates the lowest expectation of credit risk. They are assigned only in the case of exceptionally strong capacity for payment of financial commitments. This capacity is highly unlikely to be adversely affected by foreseeable events. • AA – Very high credit quality – This rating indicates expectations of very low credit risk. They indicate very strong

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Term	Definition
	<p>capacity for payment of financial commitments. This capacity is not significantly vulnerable to foreseeable events.</p> <ul style="list-style-type: none"> • A – High credit quality – This rating indicates expectations of low credit risk. The capacity for payment of financial commitments is considered strong. The capacity may, nevertheless, be more vulnerable to changes in circumstances or in economic conditions than is the case for higher ratings. • BBB – Good credit quality – this rating indicates that there is currently an expectation of low credit risk. The capacity for payment of financial commitments is considered adequate, but adverse changes in circumstances and in economic conditions is more likely to impair this capacity.
VFMC	Victorian Funds Management Corporation

11. RELATED DOCUMENTS

This document should be read in conjunction with the following legislation as it applies to the operations of the Council:

Name	Location
<i>Audit Act 1994</i>	http://www.legislation.vic.gov.au
<i>Borrowing and Investment Powers Act 1987</i>	http://www.legislation.vic.gov.au
<i>Local Government Act 2020 (Vic)</i>	http://www.legislation.vic.gov.au
Standing Directions of the Assistant Treasurer, especially Direction 3.7.2	http://www.dtf.vic.gov.au
<i>Treasury Corporation of Victoria Act 1992</i>	http://www.legislation.vic.gov.au
<i>Victorian Funds Management Corporation Act 1994</i>	http://www.legislation.vic.gov.au
<i>Compliance and Reporting Direction</i>	http://www.dtf.vic.gov.au
VFMC's Investment Stewardship Policy	https://www.vfmc.vic.gov.au

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Item 6.1 Investment Policy Statement

Appendix 2 Current Investment Policy Statement

Melton City Council

	Investment Policy Statement
Version No.	V 1.0 – 18 August 2020
Endorsement	Audit Committee – 1 July 2020 Policy Review Panel – 24 August 2020
Authorisation	Council – 14 September 2020 (Effective Date)
Review date	1 October 2021
Responsible officer	Manager Finance
Policy owner	Manager Finance

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Item 6.1 Investment Policy Statement

Appendix 2 Current Investment Policy Statement

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Item 6.1 Investment Policy Statement
Appendix 2 Current Investment Policy Statement

1. PURPOSE

1.1. Purpose of this Investment Policy Statement (IPS)

There are various purposes for this IPS:

- **Alignment of the portfolio to the needs of The Melton City Council assets** – The investments are required to exhibit characteristics and attributes that deliver on the liquidity, security, volatility and total return objectives.
- **Corporate & Investment Governance** – As an organisation we believe in strong corporate and investment governance. This document articulates a robust and considered investment policy for Melton City Council. It also articulates the authorities and responsibilities within the chain of processes. This policy forms a key part of our risk management process to provide confidence for our stakeholders.
- **Evidence of Prudence** – A policy paper trail which demonstrates our organisation's 'prudent' investment management principles and processes.
- **Continuity** – We believe that investment policy continuity during times of Melton City Council personnel change is important. Similarly, the investment policy will focus on the objectives through all investment market environments.
- **A framework to review the beliefs and portfolio objectives** – This document will serve as a reference point for reviewing the organisation's investment beliefs, portfolio objectives and performance on a periodic basis.
- **A framework to review the investment adviser** – This document will also serve as a reference point to evaluate the performance of the investment adviser on a periodic basis.
- **Legislative Compliance** – This document will ensure that Melton City Council's investments provide maximum returns from investments that are allowed within the parameters of the Local Government Act (including sections 143 and 193).

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Item 6.1 Investment Policy Statement

Appendix 2 Current Investment Policy Statement

2. THE INVESTMENT CORPUS

2.1. Background & Scope

This policy applies to investment of Council funds made by Council Officers with responsibility for managing funds (Finance) in accordance with the requirements of Section 143 of the Local Government Act.

2.2. Investment Objectives

In summary, Melton City Council operates five broad investment corporuses. These corporuses, their objectives, liquidity requirements and risk tolerances are outlined in the table below.

	Operational Funds	Major Capital Projects	Strategic Land Purchases	Developer Contributions	Income Investments
Purposes of Funds	Funds available to meet the operational requirements of Melton City Council (includes Long Service Leave provision assumed to be \$8m out of \$20m)	Funds available short term capital projects	Investment in commercial opportunities to generate alternate sources of income or purchase on land in non-precinct structure plan areas.	Payments (placed in a reserve) towards the provision of infrastructure made by the proponent of a new development	Investments made for future sustainability
Liquidity	Moderate to High. Daily access to part of the funds	Moderate to High. Daily access to part of the funds	Moderate. Funds not required short-term but liquidity should be available as requested to meet medium-term expenses	Moderate to Low. Funds are drawn on, however regularly contributed to	Low. Funds are unlikely to be drawn on
Expected Time Frame	Funds have a combination of time frames	Proportion (30%) of funds potentially required within 3-6 months, balance 3 to 5 years.	Funds likely to be called within the next 3 years	Majority of funds unlikely to be called on in the next 5 years	Majority of funds unlikely to be called on in the next 5 years
Investment Objective	Availability of non-long service leave provision capital within 90 days	Complete availability of 30% of capital within 90 days	Yield enhancement with a medium term time frame	Yield enhancement with a medium to long term time frame	Long-term growing income stream
Expected return after fees	BBSW30 + 0.25%	BBSW30 + 0.25%	BBSW30 + 1.0%	BBSW30 + 2.0%	BBSW30 + 3.0%

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Item 6.1 Investment Policy Statement

Appendix 2 Current Investment Policy Statement

2.3. Asset Allocation Considerations

The following factors are to be considered when determining the asset allocation for the investment corpuses:

- The income tax exempt status of Melton City Council funds;
 - Melton City Council is not able to benefit from franking credits.
- The purpose of the funds;
- The time horizon of capital;
- The investment objectives of the capital;
- The need for sufficient capital preservation requirements;
- The need for sufficient liquidity to meet cash flow requirements;
- The need for diversification to avoid over-exposure to individual asset classes, sectors, issuers, or instruments;
- The potential impact of inflation; and
- The utilisation of strategic asset allocation bands and dynamic asset allocation to provide for flexibility as the investment environment changes.

2.4. Asset Allocation Weights and Ranges

The **Strategic Asset Allocation** (SAA) weights represent the long-term asset allocation that we believe over the long term will deliver the investment return objective at an acceptable level of risk. It is understood that with market fluctuations, withdrawals and contributions it is unlikely that at any point in time the actual asset allocation will equal the weights exactly.

The ranges provide room to account for natural variations against the SAA and also provide the flexibility to allow Melton City Council to take **Dynamic Asset Allocation** (DAA) positions away from SAA in light of the opportunities and risks in each of the asset classes throughout the investment cycle.

The asset allocation weights and ranges for the Operational Funds are:

Asset Class	Strategic Asset Allocation (SAA)	Dynamic Asset Allocation Ranges (DAA)
Defensive Assets	100%	100%
Cash (incl. term deposits)	65%	55% - 85%
Fixed Income	35%	15% - 45%
Growth Assets	0%	0%
Total	100%	

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Asset Class	Strategic Asset Allocation (SAA)	Dynamic Asset Allocation Ranges (DAA)
Defensive Assets	100%	100%
Cash (incl. term deposits)	60%	50% - 80%
Fixed Income	40%	25% - 50%
Growth Assets	0%	0%
Total	100%	

The asset allocation weights and ranges for the Strategic Land Purchases are:

Asset Class	Strategic Asset Allocation (SAA)	Dynamic Asset Allocation Ranges (DAA)
Defensive Assets	100%	100%
Cash (incl. term deposits)	45%	35% - 60%
Fixed Income	55%	40% - 65%
Growth Assets	0%	0%
Total	100%	

The asset allocation weights and ranges for the Developer Contributions are:

Asset Class	Strategic Asset Allocation (SAA)	Dynamic Asset Allocation Ranges (DAA)
Defensive Assets	70%	30-90%
Cash (incl. term deposits)	15%	5% - 30%
Fixed Income	55%	25% - 65%
Growth Assets	30%	10-55%
Property & Infrastructure	10%	5% - 15%
Australian Equities	20%	5% - 30%
International Equities	0%	0%-10%
Total	100%	
Unhedged Foreign Currency Exposure	0%	0%

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The asset allocation weights and ranges for the Income Investments are:

Asset Class	Strategic Asset Allocation (SAA)	Dynamic Asset Allocation Ranges (DAA)
Defensive Assets	60%	40-85%
Cash (incl. term deposits)	5%	5% - 30%
Fixed Income	55%	25% - 65%
Growth Assets	40%	15-60%
Property & Infrastructure	10%	5% - 15%
Australian Equities	20%	5% - 30%
International Equities	10%	5%-15%
Total	100%	
Unhedged Foreign Currency Exposure	0%	0%

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3. INVESTMENT GUIDELINES

3.1. Allowable Investments

Any financial investment made in accordance with this Investment Policy Statement must also be within the parameters of the Local Government Act (including sections 143 and 193).

Only investments in the following types of investments are permitted in the below asset classes:

Cash:

- Cash deposits, Cash Management Trusts/investments with Australian licensed and regulated banks and deposit taking institutions
- Term deposits
- Other bank deposits of a short-term nature

Fixed Interest

- Government & Semi-Government bonds
- Investment grade Supranational/Sovereign and Corporate fixed income securities
- Market Listed Hybrid Capital issues
- Passively Managed Investments

Listed Property & Listed Infrastructure

- Market Listed Real Estate Investment Trusts
- Market Listed Infrastructure
- Passively Managed Investments

Australian Equities

- Direct Equities
- Passively Managed Investments

International Equities

- Passively Managed Investments

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3.2. Investment Restrictions

The following investment restrictions will apply:

Cash and term deposits

- For investment in the cash asset class the following Standard & Poor's issuer credit rating exposure limits are to be adhered to:

Short Term Rating	Maximum % Investment Per Institution	Percentage of Total Investments
A1+	40%	100%
A1	25%	60%
A2	10%	40%

Given the moderate illiquidity of term deposits it is recommended that maturities to not exceed 12 months.

Fixed Income

- No direct investments in fixed income instruments where the *issuer rating* is below investment grade (BBB- as rated by S&P)
- No more than 20% of the total portfolio in any one issuer
- For investment in the fixed interest asset class the following Standard & Poor's issuer credit rating exposure limits are to be adhered to (average credit rating used for managed investments):

Issuer Long Term Rating	Maximum % Investment Per Security	Maximum Total Exposure %
AAA	20%	100%
AA+ to AA-	15%	100%
A+ to A-	10%	75%
BBB+ to BBB-	5%	25%
Unrated / Sub Investment Grade	0%	0%

In most instances a rating on senior debt is the same as that assigned to the issuer; however, exceptions exist. Some senior debt investments do not have an issuer rating due to the structure of the investments. In this circumstance the S&P issue rating is to be used as a substitute.

Australian Equities, International Equities, Property & Infrastructure

- No direct equity ownership in companies whose market cap is below \$500m, given the liquidity constraints associated with these shares

General Conditions

- No illiquid investments, that is, investments that cannot be redeemed and converted to cash within 31 days under stressed conditions

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- No direct investment to represent more than 5% of the total portfolio
- No more than 20% of the total portfolio in any one passively managed product
- Managed investments that are passive (i.e. simply replicate an index) are permitted
- Managed investments that are active (i.e. discretion of investment selection from the fund manager) in nature are prohibited from investment.

3.3. Socially Responsible Investment Considerations

Melton City Council has determined that it has a responsibility to ensure that its investment practices are in accordance with the ethics, morals and beliefs of our stakeholders, people and community.

Integration of Ethical Considerations

Melton City Council strives to be a socially responsible and ethical investor in making any investment in individual securities or enterprises. As such the Council will actively avoid investments in sectors or companies whose core business and/or business practices contradicts its values.

Current and proposed investments shall be evaluated according to the source of the underlying revenue and its related industry. In some instances investment will be prohibited entirely, whereas in others, investment will be restricted (maximum of 10% of group revenue).

Details are as follows:

Investment Type	Prohibited Investment	Restricted Investment
Human Rights & Communities (Controversy Flag)	X	
Labor Rights & Supply Chain (Controversy Flag)	X	
Manufacture of Arms and Ammunition	X	
Production or Distribution of Pornography	X	
Tobacco	X	
Gambling	X	
Alcohol		X
Thermal Coal		X
Unconventional Oil & Gas		X
Conventional Oil & Gas		X

Melton City Council understands and accepts that the exclusion of industries, specific stocks or funds has the potential to limit the investment universe available to the Investment Adviser and as such, the potential to negatively affect the risk adjusted return generated.

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Environment Considerations

In accordance with the principles of the 2017-2021 Council & Wellbeing Plan, preference will be given to Financial Institutions that do not invest in the fossil fuel industry where the investment complies with this policy and all other considerations are equal.

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4. BENCHMARKS AND REPORTING

4.1. Performance Reporting

A performance report for the Funds should be compiled by the Investment Adviser and reviewed by the Investment Committee on a quarterly basis. The report should include:

- a review of the asset allocation strategy and its appropriateness in light of changing investment environments, which may lead to rebalancing or dynamic tilts;
- the performance of each Fund against the investment objectives and benchmark indices shown below;
- the performance for each Asset Class relative to the benchmark indexes shown below;
- quarterly, yearly and since invested performance returns within each asset class and individual investment relative to benchmark indexes;
- a review of any fund managers, investments and the risk profile of the portfolios; and
- a discussion of any investment recommendations

4.2. Performance Benchmarks

The following benchmarks are to be utilised:

Asset Class	Benchmark
Cash	Bloomberg AusBond Bank Bill Index
Fixed Interest - Domestic	Bloomberg AusBond Composite 0+ Yr Index
Fixed Interest - International	Bloomberg Barclays Global Aggregate Index \$A Hedged
Listed Property & Listed Infrastructure	S&P/ASX 200 Accumulation Index
Australian Equities	S&P/ASX 200 Accumulation Index

4.3. Reporting and Administration

The Investment Adviser will provide quarterly reports and an annual report summarising current investment strategies, the Funds' performance, and any other relevant information to the Investment Committee, which in turn will provide it to Melton City Council. This should include disclosure of any ethical issues, including breaches of human or labour rights.

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5. EXTERNAL ADVISERS AND REVIEW

5.1. Appointment of Investment Adviser

The Investment Committee may appoint an Investment Adviser to, amongst other things, invest and manage the Funds as its agent on a discretionary basis. In such an event, the organisation shall enter into an agreement with the Investment Adviser directing the Investment Adviser to manage the Funds according to this Policy.

The Investment Adviser should:

- hold an appropriate Australian Financial Services License (AFSL);
- have professional indemnity insurance cover and provide evidence of it upon request;
- comply with investment requirements imposed by State laws or Territory laws;
- clearly disclose any conflicts of interest before making any recommendation or undertaking a course of action;
- invest and manage the Funds on behalf of the Investment Committee, including sourcing and making suitable investments in accordance with this IPS;
- keep the Funds under review, including making full or partial realisation of or exit from individual investments, and to confer at regular intervals with the Investment Committee regarding the investment management of the Fund;
- exercise all due diligence and vigilance in carrying out the Investment Adviser's functions, powers and duties under the Policy; and
- advise the Investment Committee of any breaches of the Investment Mandate and any material matters relating to the Investment Adviser that in the opinion of the Investment Adviser should be disclosed to the Investment Committee.

5.2. Investment Adviser Performance

The performance of the Investment Adviser is to be reviewed on an annual basis. In assessing the Investment Adviser's performance, consideration will be given to the following:

- competence;
- responsiveness;
- communication;
- value adding customer service;
- IPS compliance;
- execution effectiveness;
- management of operational risk;
- transparency and management of conflicts of interest;
- flexible, accurate and timely reporting; and
- investment performance against the investment objectives and composite benchmarks.

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The Investment Committee recognises that short-term fluctuations may cause variations in performance; the Investment Committee intends to evaluate the Investment Adviser's performance from a long-term perspective.

5.3. Investment Adviser Review

Investment Advisers shall be formally reviewed by the Investment Committee at least every three years.

A material change in the circumstances of the Investment Adviser (e.g. significant change in key personnel, change in ownership structure) may trigger a formal review or result in immediate termination.

In addition, significant underperformance of the Investment Adviser against the assessment criteria mentioned in Section 7.2 above may result in Investment Adviser termination prior to the scheduled three year review.

5.4. Breaches of Investment Policy

The Investment Adviser will provide reporting on a quarterly basis where it will review and identify and disclose any breaches of this policy and the materiality of the breach to the Investment Committee.

A breach of more than 2% outside the benchmark ranges needs to be reported to the Investment Committee within 2 weeks of the breach.

Where the Investment Adviser is in breach of the terms of the IPS, the Investment Committee must consider and review the causes of the breach. Depending on the finding of this review the Investment Adviser may be terminated outside the formal review cycle.

5.5. Investment Policy Statement Review

Due to the nature of the financial markets and the potential for change in the underlying portfolio over time, an annual review of this policy, including allowable investments and restrictions will be conducted by the Investment Committee in conjunction with the Investment Adviser.

This review process will also address issues such as any proposals to alter the investment risk management strategy, alterations to delegated authority and any additional management information reporting requirements

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6. RISK STATEMENT

In seeking to maximise returns Melton City Council is mindful of the inherent risks. Those risks are considered because they offer a reasonable expectation of compensation in the form of returns above the risk free rate (excess returns) over the time horizon of the Funds. Risks accepted in order to pursue the investment objective fall into the following categories:

6.1. Liquidity Risk

Melton City Council also recognises that there is a premium to be earned on investments that are less liquid than others, such as term deposits or illiquid loans, and that this premium can be measured in the search for additional investment returns. The extra return earned should compensate for the illiquidity risk.

The Investment Committee recognises that short term risks may arise from the potential of the Funds to experience a shortfall in the income required to meet the expected cash outflows from the Funds. To offset this, the Funds should:

- maintain sufficient liquidity,
- take into account the expected cash flows and costs.

6.2. Credit Risk

Credit risk (or counterparty risk) is the risk of default by the counterparty on its contractual obligations. At a Fund level, a framework exists to ensure that risk exposures remain within approved exposure limits based on the credit ratings of financial instruments and counterparties. Appointed managers of investments are required to ensure:

- the average credit quality within the manager's portfolio is within agreed guidelines;
- the exposure to different tiers of credit (including unrated debt) are within agreed guidelines; and
- the maximum permitted exposure to any one issuer is within agreed guidelines.

6.3. Market Risk

The Funds hold exposure to a wide range of assets which Melton City Council expects will produce returns divergent from and superior to the risk-free rate over the long term.

Principal exposures include:

- broad equity market risk, both globally and in Australia;
- broad debt market risk, including interest rate duration, credit spread duration, credit quality migration and default risks;
- currency exposure, including risks of movement in the value of both the Australian dollar and the foreign currencies held;
- non-uniform performance within broad asset markets (e.g. divergence in returns by sector, geographic region, growth vs. value styles, and large vs. small stocks); and
- return uncertainties within the property, infrastructure and alternatives.

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6.4. Manager Risk

The requirements on the Funds' external Fund Managers to deliver superior returns also entail some risks. In particular, appointed managers may exceed or fall short of the objectives set for them by Melton City Council. Market returns (beta) and manager performance (alpha) should be largely independent (i.e. performance of a manager relative to the broader market should not be impacted by the performance of that market itself).

Manager risk is generally managed by:

- careful selection and monitoring of managers to ensure there is sufficient confidence that each manager warrants the allocation of active risk to them; and
- monitoring the composition of the portfolios of active managers to ensure that there are no unintended biases away from the intended investment strategy.

6.5. Operational Risk

This is general operational risk that may involve an economic loss or reputation risk. It includes fraud, theft, unauthorised use of financial instruments and other breaches of delegated authority. This also includes loss due to poor transaction documentation, inadequate information systems or human error. To minimise this risk the Investment Committee will:

- keep proper accounts and records of the transactions and affairs;
- maintain a sufficient internal control framework that minimises potential loss arising from unrecorded or unauthorised transactions;
- place priority on the retention and recruitment of high quality staff; and
- ensure the availability and reliability of hardware and software systems.

The Investment Adviser must also ensure that it maintains tight controls around operational risk. It must ensure that it has an appropriate degree of separation of duties at all times.

6.6. Currency Risk

Investments in securities that are not denominated in Australian dollars carry the risk that movements in the value of the related currencies will impact adversely on the carrying value of the underlying investment.

Investments in non-Australian securities may be hedged to mitigate the impact of these currency movements. A decision to invest in non-Australian securities may be a part of the approved investment strategy of the Melton City Council, and should be taken in tandem with a decision on currency hedging.

The Investment Adviser is required to identify potential risks arising on new investments from a hedged or unhedged position, and to make recommendations on an appropriate hedging strategy in accordance with the requirements stipulated above.

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7. POLICY ADOPTION

The Investment Committee will make all recommendations to Melton City Council for approval for any changes to this Investment Policy. The Policy adoption and amendments resulting from policy reviews must be approved and signed off by Melton City Council.

7.1. Change History

Version	Approval date	Approved by	Change
1.0	14 September 2020	Council	Investment Policy Adopted

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At 3.14 pm, Peter Leersen and Natalie Marino departed the meeting.

At 3.14 pm, Troy Scoble and Aaron Biscan entered the meeting and confirmed no General Conflict or Material Conflict in respect of any of the matters presenting to the Panel.

At 3.24 pm, Cr Lara Carli entered the meeting and confirmed no General Conflict or Material Conflict in respect of any of the matters being presented to the Panel.

6.4 SPORT AND RECREATION FACILITY DEVELOPMENT POLICY

Responsible Officer: Troy Scoble - Director City Life

Document Author: Aaron Biscan - Manager Recreation and Facility Activation

Date Prepared: 08 November 2023

Recommendation:

That the Policy Review Panel recommend Council adopt the Sport and Recreation Facility Development Policy provided as **Appendix 1** to this report.

Motion

Crs Shannon/Ramsey.

That the Policy Review Panel recommend Council adopt the Sport and Recreation Facility Development Policy, with changes made by the Panel highlighted in yellow, provided as **Appendix 1** to this report.

CARRIED

1. Background

1.1 The Policy

A review of the Community Group Capital Works Contribution Policy, which expired in 2015, was presented to the Policy Review Panel on 10 November 2022. Due to the volume of changes proposed this Policy was rescinded and it was to be replaced with a new Sport and Recreation Facility Development Policy.

The Sport and Recreation Facility Development Policy attached as **Appendix 1** to this report has been developed to guide Council's decision making in the provision of sport and recreation facilities and to provide a framework for Council to enter into partnerships with community groups to contribute towards the development of sport and recreation facilities.

The Policy once adopted will be implemented in conjunction with sport specific Facility Development Standards attached as **Appendix 2** to this report which describe the standard provision to which Council will fund the development of sport and recreation facilities.

1.2 Sources/benchmarking

Benchmarking other similar Local Government policies relating to the development of sport and recreation facilities has been referenced to inform the Policy.

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The Policy has been based on compliance with sport specific Facility Development Standards and the requirements outlined in Council's Community Infrastructure Plan ensuring facilities are planned to cater for fair and equitable access for everyone.

A Gender Impact Assessment (GIA) was completed to ensure compliance with the Gender Equality Act 2020 and the Equality and Respect 2030 Strategy. The GIA recommended that the provision of female friendly facilities be non-negotiable which now forms part of the standard Sport Association Facility Guidelines. This has been incorporated into the Facility Development Standards.

1.3 Consultation

Officers across relevant business units have been consulted about the process undertaken when community sporting clubs request to undertake facility improvements or contribute towards a project, current facility standards and compliance requirements to inform the Policy.

The RLAC were briefed about the Policy at the 27 July 2022 meeting.

RLAC members completed an electronic survey in August 2022 with the outcomes helping to inform the development of the Policy. Feedback from the survey confirmed support for having consistent standards for all facilities that support 'playing the game'.

Once drafted, the Policy was provided to the RLAC for discussion and feedback at the 13 September 2023 meeting.

One RLAC representative raised concerns that Council should fund the development of bars in sporting pavilions and lighting ovals to a higher standard. This feedback was noted and considered when finalising the policy. The Facility Development Standards comply with sporting association guidelines and benchmarking completed.

1.4 Communication and Implementation

The Policy once adopted will be uploaded on the Council website and intranet for community awareness, and it will be socialised with the RLAC and community sporting clubs. A summary Fact sheet will also be provided for the Community.

It is proposed that a 3-year review of implementation will occur and that an annual review of the Facility Development Standards take place to ensure these remain compliant with sporting association guidelines and the Policy objectives.

The Policy will be implemented using Operational Guidelines. These will be developed once the Policy has been finalised.

1.5 Compliance

In the past, some sporting clubs have undertaken works on Council facilities without Council authorisation and supervision. As the owner of these facilities, Council has obligations under the Occupational Health and Safety Act 2004 to ensure the health and safety of people so far as reasonably practicable.

It is important when Council supports community driven projects to be undertaken, clear guidelines, roles and responsibilities are understood to ensure best outcomes.

Council's Recreation, Facility Maintenance and Parks business units will support community sporting clubs when approval is provided for community sporting clubs to undertake works on Council facilities.

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1.6 Measures of Success

The Facility Development Standards describe the standard to which Council will develop sport and recreation facilities. The Standards are consistent with sport specific facility development guidelines. The Standards will help Council determine what it is prepared to fund and what facilities should be funded by other stakeholders. This will help inform forward budget planning and manage expectations of sporting clubs and associations. This will help deliver capital projects in a more efficient and effective manner.

The Policy supports Council entering into partnerships with community clubs to contribute towards the development of sport and recreation facilities and provides a framework to achieve this. The Policy aims to manage all risks associated with that investment by requiring that written agreements be entered into for all contributions and that Council approve and supervise all works at an appropriate level. This approach may reduce some of the financial burden on Council to fund all improvements and assist in attracting additional funding from the State Government and other sources.

LIST OF APPENDICES

1. Sport and Recreation Facility Development Policy
2. Facility Development Standards

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Item 6.4 Sport and Recreation Facility Development Policy
Appendix 1 Sport and Recreation Facility Development Policy**Sport and Recreation Facility Development Policy**

Date adopted	<insert date>
Adopted by	Council <insert date>
Review due	3 years from adoption <insert date>
Responsible officer	Manager Recreation and Facility Activation
Records reference	<insert reference>

1. Purpose

The purpose of the Sport and Recreation Facility Development Policy is to guide Council's decision making (investment) in relation to the provision of sport and recreation facilities in the City of Melton and provide a framework for Council to enter into partnerships with community groups to contribute towards the development of sport and recreation facilities.

2. Application And Scope

The Sport and Recreation Facility Development Policy will be implemented in conjunction with the Facility Development Standards (Appendix A) which describe the standard provision to which Council will fund the development of sport and recreation facilities. The policy also applies to contributions from clubs and other groups towards the development of sport and recreation facilities in the City of Melton.

3. General Provisions**3.1. Policy Objectives**

The objectives of this policy are:

- To provide a consistent and transparent approach to the development of Council's sport and recreation facilities.
- To ensure facilities are planned to cater for fair and equitable access for everyone.
- To clearly define the standard to which Council will develop sport and recreation facilities.
- To provide a framework to enter into partnerships with clubs and other community groups to contribute towards the development of Council's sport and recreation facilities.
- To ensure the efficient and effective use of resources during the development of Council's sport and recreation facilities.

3.2. Policy and Principles**3.2.1. General**

- The development of sport and recreation facilities will be determined as part of Council's annual budget process. Council's capital works program is informed by Council's strategic priorities and long-term financial plan.

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Appendix 1 Sport and Recreation Facility Development Policy

- Council will establish partnerships with clubs to contribute towards the development of sport and recreation facilities.
- Council approval is required for all club contributions and grant applications towards a facility development project at its sport and recreation facilities. Council will supervise at an appropriate level all facility development works at its sport and recreation facilities.
- Proposals for club contributions towards facility developments must be submitted through a formal application process to the Recreation and Facility Activation business unit. Clubs must provide Council with all information requested, such as designs and quotations, to consider a proposal.
- Council will consider all issues associated with a proposed club contribution during the approval process. Proposals that do not align with Council's strategic plans or priorities for a facility will not be considered.
- Clubs must enter into a written agreement with Council for all approved contributions.
- It is recommended clubs seek Council approval for a project prior to applying for or accepting any facility development grants.

3.2.2. Facility Development Standards

- The Facility Development Standards (Appendix A) describe the standard to which Council will fund the development of all new sport and recreation facilities.
- The Facility Development Standards will be reviewed annually to ensure these remain consistent with facility compliance requirements.
- Council will aim to meet any new standards that have been outlined post initial construction of a facility during the redevelopment of existing facilities.
- A framework to partner Clubs to fund any increase beyond the level described is supported. Council generally will not exceed the standards to facilitate a club's participation in or promotion to a higher level of competition.
- The standards will not apply to sport and recreation facilities identified in Council's strategic plans or priorities as requiring development to a regional level (or higher) standard.
- Council will consider all issues associated with the development of existing facilities prior to determining whether it will fund the like for like replacement of any facility components. This includes cost benefit analysis to the community, site constraints etc.
- Where there are no standards specified for a particular sport, this policy may, where appropriate be used as a planning framework to guide the development of all other sport and recreation facilities.

3.2.3. Club Contributions

- A club's capacity to contribute, including any outstanding debts, will be considered as part of evaluating a club's proposal to contribute to facility development projects.
- Clubs must enter into a payment plan with Council for all financial contributions. A deposit must be paid before a construction contract is awarded and the contribution paid in full by practical completion of the works.
- Council will not guarantee any loans for financial contributions.
- Occupancy agreements must be fully executed before works involving a club contribution commence.
- Club contributions will not imply ownership or control over a sport and

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Appendix 1 Sport and Recreation Facility Development Policy

recreation facility, nor guarantee a club exclusive use of, or access to a facility.

- Ownership of all buildings, fittings and fixtures of a permanent nature will reside with Council regardless of the level of club contribution, unless otherwise specified during the approval process.

3.2.4. Club Funded Projects

- Council is required to approve all facility projects on Council managed reserves and may apply conditions where appropriate.
- Council will consider applications for club funded projects including the level of risk, compliance with relevant codes and laws and sport specific compliance standards.
- Council resource requirements will be considered when evaluating submissions for club funded projects. The delivery of projects identified in Council's capital works program will take precedence when determining timelines for approved club funded projects.
- Clubs will be responsible for fully funding club funded projects.

4. Definitions

Term	Definition
Capital works program	A list of projects to be delivered by Council within a specified financial year. This program is adopted annually as part of Council's annual budget process.
Club	A community group or association that operates primarily for sport and recreation purposes.
Club funded project	A facility development project that is fully funded by a club.
Contribution	The financial contribution that Council, a club or other community group makes towards the development of a sport and recreation facility. Includes club funded projects.
Council	Refers to the Melton City Council
Facility development	Works undertaken that involve the construction of a new asset or the renewal, replacement or upgrade of an existing asset.
Occupancy agreement	A licence or lease agreement entered into between Council and a club for use of a nominated sport and recreation facility for an agreed period of time.
Sport and recreation facilities	Facilities such as pavilions, sportsgrounds, tennis and netball courts, floodlighting, cricket nets and other related infrastructure used primarily by clubs to support formal and informal sport and recreation. Does not include indoor stadiums or aquatic centres.

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Appendix 1 Sport and Recreation Facility Development Policy

5. Related Documents

Name	Location
Facility Development Standards	Appendix A

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Appendix 2 Facility Development Standards

APPENDIX A: FACILITY DEVELOPMENT STANDARDS

- All sport specific facility compliance components are considered **core components**. Council will fund the development of facilities up to the defined standard.
- Council will determine the need for **optional components** or components above the compliance standard on a project specific basis.
- Facilities will be planned to cater for fair and equitable access for everyone.

Table 1: Sports Pavilions

Facility Component	Defined Standard	Guidelines
Change Rooms	Australian Rules 2 x 45m ² up to 55m ² Up to two change rooms per senior oval.	<ul style="list-style-type: none"> • Council to determine size of the change rooms required at Australian Rules venues during the planning stages of a project. • Fit out includes bench seating and hooks. • It is preferred that any additional change rooms be co-located and separated via a movable (e.g. roller) door.
	Rugby League, Rugby Union 2 x 30m ² Up to two change rooms per senior sportsground.	
	Athletics, Baseball, Hockey 2 x 30m ² Up to two change rooms per venue.	
	Soccer, Cricket 2 x 25m ² Up to two change rooms per senior sportsground.	
	Netball 2 x 20m ² Up to two change rooms per venue.	
	Tennis, Bowls 2 x 10 up to 15m ² Up to two change rooms per venue.	
Participant Amenities	Australian Rules, Athletics, Baseball, Hockey, Rugby 2 x 25m ² 3 x showers, 3 toilets per amenity.	<ul style="list-style-type: none"> • One amenities room to be provided per change room. • Toilet and shower provision to meet NCC 2019 Building Code of Australia requirements. • Amenities to be unisex i.e. single cubicle toilets and showers. No urinals. • Amenities to be directly linked to the change rooms.
	Bowls, Tennis 2 x 15m ² 1 x showers, 2 x toilets per amenity.	
	Netball 2 x 14m ²	

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Appendix 2 Facility Development Standards

Facility Component	Defined Standard	Guidelines
	1 x showers, 2 x toilets per amenity.	
	Soccer, Cricket 2 x 16m ² 2 x showers, 2 x toilets per amenity	
First Aid Room	Optional Component: 10 up to 15m ² To provide external access for emergency services.	<ul style="list-style-type: none"> It is preferable that the room be co-located with home change rooms and have the capacity to also function as a massage / strapping room.
Community (Social) Room	Bowls - 150m ² Australian Rules, Cricket, Rugby, Soccer - 130m ² Athletics, Baseball, Hockey, Tennis, Netball - 100m ² Fit out to include heating and cooling. Optional Component: Fit out to include memorabilia cabinet.	<ul style="list-style-type: none"> It is preferred that the room provide a clear view of the sportsground / courts / playing surface. It is preferred that the memorabilia cabinet be recessed into the walls. Council will select fixtures, fittings and materials that are durable and of a similar standard across all sport and recreation facilities.
Storage – Internal	Optional Component: 10 up to 18m ² Fit out includes power and lighting.	<ul style="list-style-type: none"> It is preferred that the room to have a direct link to the community (social) room. Clubs are responsible for shelving, cabinets etc.
Undercover Spectator Area	50 to 100m ² To provide a clear view of the sportsground / courts / playing surface.	<ul style="list-style-type: none"> Council to determine the size of the spectator area required during the planning stages of a project. A veranda incorporated into the front of the pavilion is preferred.
Kitchen / Canteen	Australian Rules, Cricket, Soccer, Rugby, Athletics, Baseball, Hockey 30m ² (includes 5 up to 10m ² of storage). Tennis, Netball 25m ² (includes 5 up to 10m ² of storage).	<ul style="list-style-type: none"> To comply with the Australian Standard AS 4674 – 2004 Design, construction and fit-out of food premises and relevant Environmental Health Standards. It is preferred that an internal and external servery be provided. Council will not fund facilities that primarily support the serving of alcohol (i.e. bars). Fit out to include, lockable cabinets, pantry/storage, oven (domestic), exhaust fan, hot plates/stove top, deep fryer, kitchen benches, space for the installation of fridges and power outlets for club equipment. Clubs are responsible for fridges and other equipment not listed.
Meeting Room	Optional Component: 10 up to 15m ² Fit out includes power and lighting.	<ul style="list-style-type: none"> Council to determine the size of the room during the planning stages of a project.

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Item 6.4 Sport and Recreation Facility Development Policy

Appendix 2 Facility Development Standards

Facility Component	Defined Standard	Guidelines
Pavilion Toilets – Internal Access	Accessible toilets Male & female toilets	<ul style="list-style-type: none"> Toilet provision to meet Building Code of Australia requirements. Accessible toilets to be unisex and include baby change facilities.
Pavilion Toilet – External Access	Optional Component: Accessible toilets	<ul style="list-style-type: none"> Accessible toilets to be unisex and include baby change facilities.
Umpires Room	Optional Component: 5 up to 25m ² Room to have direct external access.	<ul style="list-style-type: none"> Council to determine the size of the room during the planning stages of a project. Fit out include bench seating and hooks.
Umpires Amenities	Optional Component: 2 x 5 up to 8m ² rooms 1 x shower, 1 x toilet, 1 x hand basin per amenity.	<ul style="list-style-type: none"> Council to determine the size of the room during the planning stages of a project. Amenities to be directly linked to the umpires room. No urinals.
Storage – External	20m ² or 10m ² per home club. Fit out includes power and lighting.	<ul style="list-style-type: none"> Council to determine storage provision during the planning stages of a project. Clubs are responsible for shelving, cabinets etc. Separate secure access is preferred to each clubs storage area. May be provided as a detached shed / structure.
Utilities / Plant	Spatial requirements to be determined by Council during the planning stages of a project.	<ul style="list-style-type: none"> External access is preferred.
Cleaners Room	5m ²	<ul style="list-style-type: none"> Fit out includes, power, water and a large trough sink
Circulation Space	Spatial requirements to be determined by Council during the planning stages of a project.	
Internal Fit Out	<ul style="list-style-type: none"> Floor coverings (including non-slip flooring in wet areas). Fixtures such as hooks, hangers, toilet roll holders, paper towel dispensers, mirrors, partition walls, wall tiles, soap holders/dispensers, baby change facilities, locks, light fittings, sanitary bins. Hot water service. Plumbing fixtures including fittings for showers, toilets and sinks. Essential safety equipment including fire equipment. Security lighting and doors. Optional Component: Alarms to social, kitchen/canteen areas. 	<ul style="list-style-type: none"> Council will select fixtures, fittings and materials that are durable and of a similar standard across all sport and recreation facilities.

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Item 6.4 Sport and Recreation Facility Development Policy

Appendix 2 Facility Development Standards

Table 2: Other Sport and Recreation Facilities

Facility Component	Defined Standard	Guidelines
Sportsgrounds	Natural turf surface Optional Component: Synthetic surfaces Dimensions, including run-offs, to meet the requirements of the relevant sporting code.	<ul style="list-style-type: none"> The number of sportsgrounds and surface type will be determined during the planning stages of a project. Construction to reflect local conditions / requirements to meet the level of sport played. Automated irrigation connected to Councils central control system.
Sportsground Fencing	Optional Component: 1050mm high black chain wire mesh fencing.	<ul style="list-style-type: none"> A suitable number of pedestrian and maintenance / emergency vehicle access points to be included.
Ball Protection Fencing	Optional Component: Appropriate for the level of sport played.	<ul style="list-style-type: none"> Council to determine the need for ball protection fencing during the planning stages of a project and requirement to minimise risk associated.
Goals	Appropriate for the level of sport played.	<ul style="list-style-type: none"> Clubs are responsible for nets, padding and portable goals as required.
Cricket Wickets	Synthetic wicket Dimensions - 28m x 2.8m An all seasons cover to be provided to support winter use of the sportsground.	<ul style="list-style-type: none"> Turf wicket installations are subject to Council approval as per the City of Melton Cricket Strategy 2022 - Turf Wicket Facility Development Framework. Clubs to fund 50% of the construction cost for turf wicket installations. Clubs to fund 100% of the preparation and maintenance costs for turf wicket installations.
Tennis Courts – Club Venues	Court sizes to comply with Tennis Australia guidelines. 3.6m black chain wire mesh fencing. A suitable number of pedestrian and maintenance access points to be included.	<ul style="list-style-type: none"> The number of courts and surface type will be determined during the planning stages of a project. Designed and constructed in response to site specific soil conditions. It is preferable that tennis courts are fenced in pairs or fours. Clubs to fund nets at club venues. Book a court technology at club venues is subject to Council approval. Clubs to fund 100% any upgrades required to connect to book a court technology at club venues with limited public access.
Netball Courts	Court sizes to comply with Netball Australia guidelines. Optional Component: 3.6m black chain wire mesh fencing behind the goals. 1050mm black chain wire mesh fencing along sides of courts. A suitable number of pedestrian and maintenance access points to be included.	<ul style="list-style-type: none"> The number of courts and surface type will be determined during the planning stages of a project. Hard courts (i.e. acrylic) are preferred. Designed and constructed in response to site specific soil conditions.

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Item 6.4 Sport and Recreation Facility Development Policy

Appendix 2 Facility Development Standards

Facility Component	Defined Standard	Guidelines
		<ul style="list-style-type: none"> It is preferable that netball courts are fenced in pairs or fours.
Floodlights	<p>Australian Rules - 100 lux</p> <p>Rugby - 100 lux</p> <p>Soccer - 100 lux</p> <p>Netball - 200 lux</p> <p>Tennis - 350 lux</p> <p>Cricket – Optional Component: 100 lux</p> <p>Lux levels to be reviewed consistent with sport specific facility guidelines.</p> <p>LED lighting to comply with Australian Standards.</p> <p>Dimming control gear to allow switching between competition and training standard lighting.</p>	<ul style="list-style-type: none"> The number of sportsgrounds/ courts to be floodlit and lux levels provided will be determined during the planning stages of a project. Clubs to fund 100% of any upgrades required to increase lux levels beyond the standard specified.
Scoreboards	<p>Australian Rules, Cricket, Soccer, Rugby, Baseball, Hockey</p> <p>Electronic scoreboard (fixed-digit) (numeric digital) on main playing field.</p> <p>The scoreboard will display the scores and identify the teams playing. It will be visible from main spectator area and electronically controlled.</p> <p>Optional Component: Scoreboard stand provided on additional playing fields.</p> <p>Netball, Tennis</p> <p>Optional Component: Access to power to support the use of a portable electronic scoreboard.</p>	<ul style="list-style-type: none"> Maximum of 1 electronic scoreboard provided per venue/reserve. Council will select scoreboards that are durable and of a similar standard across all sport and recreation facilities. Where an electronic scoreboard provided, clubs to fund 100% of any additional costs to upgrade to a an LED and video capable scoreboard. Clubs are responsible for portable electronic and manual scoreboards.
Cricket (Training) Nets	<p>2 synthetic wicket cricket nets and associated fencing per senior oval.</p> <p>Cricket Nets to comply with Cricket Australia guidelines.</p>	<ul style="list-style-type: none"> Additional synthetic wicket cricket net installations are subject to Council approval. Clubs to fund 50% of the construction cost for additional synthetic wicket cricket net installations. It is preferred that training nets and run ups be positioned off the field of play. All nets to remain available for public use outside of club allocations (i.e. not locked). Turf wickets / Power / Lighting - Where approved, clubs to contribute 100% of the total installation and maintenance costs.
Car parking and vehicle access	Optional Component: Car parking requirements to be determined by Council during the planning stages of a project.	<ul style="list-style-type: none"> To include maintenance and emergency access points to playing fields.
Spectator seating	Optional Component: Seating requirements to be determined by Council during the planning stages of a project.	<ul style="list-style-type: none"> Council will select seating that is durable and of a similar standard across all sport and recreation facilities.

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Item 6.4 Sport and Recreation Facility Development Policy

Appendix 2 Facility Development Standards

Facility Component	Defined Standard	Guidelines
Player Shelters	Australian Rules, Soccer, Rugby, Baseball, Hockey, Netball 2 player shelters on main playing field / court. Optional Component: Player shelters on additional playing fields / courts. Player shelters to be appropriate for the level of sport played.	<ul style="list-style-type: none"> The number and location of player shelters provided will be determined during the planning stages of a project. Council will select player shelters that are durable and of a similar standard / size across all sport and recreation facilities.
Timekeepers / Coaches Box	Optional Component: Appropriate for the level of sport played.	<ul style="list-style-type: none"> The number and location of timekeepers / coaches' boxes provided will be determined during the planning stages of a project. Council will select boxes that are durable and of a similar standard / size across all sport and recreation facilities.
Reserve fencing	Optional Component: Vehicle and pedestrian fencing around the reserve/facility with a suitable number of pedestrian access points and an appropriately located maintenance and emergency vehicle access gates.	
Bin Cages	1 x per sports pavilion To be located in close proximity to pavilion, carpark and truck access areas.	<ul style="list-style-type: none"> Council will select bin cages that are durable and of a similar standard across all sport and recreation facilities.
Drinking Fountains	1 x per venue / reserve. Optional Component: Additional drinking fountains.	<ul style="list-style-type: none"> Council will select drinking fountains that are durable and of a similar standard across all sport and recreation facilities.

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At 3.41 pm, Troy Scoble and Aaron Biscan departed the meeting.

At 3.41 pm, Bhavin Mehta entered the meeting and confirmed no General Conflict or Material Conflict in respect of any of the matters presenting to the Panel.

6.2 NON-STANDARD LIGHTING POLICY

Responsible Officer: Sam Romaszko - Director City Futures

Document Author: Bhavin Mehta - Manager City Infrastructure Planning

Date Prepared: 16 November 2023

Recommendation:

That the Policy Review Panel recommend Council adopt the Non-Standard Lighting Policy, provided as **Appendix 1** of this report.

Motion

Crs Carli/Ramsey.

That the Policy Review Panel recommend Council request a full review be conducted of existing non-standard public lighting and fittings, and the Non-Standard Lighting Policy be presented to a briefing of Councillors for further consideration.

CARRIED

1. Background

1.1 The Policy

The Non-Standard Lighting Policy ceased in June 2023.

Prior to 1993, only standard public lighting fittings were used in new subdivisions within the City of Melton. These consisted of mild steel poles that were hot dipped in zinc and galvanised, a luminaire made of aluminium with an acrylic visor and ancillary components.

Subsequently developers have requested the use of non-standard (decorative) public lighting fittings in their estates. This policy outlines the criteria for the approval of non-standard public lighting fittings.

1.2 Sources/benchmarking

As part of this review, officers liaised with Wyndham City Council, Cardinia Shire Council, City of Casey, and City of Whittlesea in order to gain insight into the management of non-standard lighting within the growth area councils. It was determined these growth area councils do not currently have a policy of this nature.

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1.3 Consultation

Consultation was undertaken through the revision of the Non-Standard Lighting Policy with various departments across council, including but not limited to Operations, Engineering and Asset Services. The draft policy has also been reviewed by Council's Executive Leadership Team.

1.4 Communication and Implementation

If adopted by Council, Governance will also update Council's Policy Register and Intranet. Council's Internet site will also be updated for the awareness of our development community.

1.5 Compliance

The draft policy presented for consideration is compliant with Australian Standard AS1158 Lighting for Roads and Public Spaces.

1.6 Measures of Success

The success of this policy will be measured through the financial collection of the non standard lighting fee that is received to offset maintenance costs associated with the ongoing maintenance and replacement of non standard lighting components.

LIST OF APPENDICES

1. Revised Non Standard Public Lighting Policy
2. Current Non-Standard Public Lighting Policy

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Item 6.2 Non-Standard Lighting Policy

Appendix 1 Revised Non Standard Public Lighting Policy

	Non-Standard Public Lighting Fittings – Subdivision Approvals Policy
Version No.	<u>3.0-4.0 January October 2018 2023</u>
Endorsement	<u>General Manager, Planning and Development – 21-May-2019</u> <u>Director City Future - xxx</u> <u>Executive – 23-May-2019</u> <u>Policy Review Panel – 12-June-2019</u>
Authorisation	<u>Council – 24-June-2019</u>
Expiry date:	<u>30-June-2023 30 June 2025</u>
Responsible officer:	<u>Engineering Services Manager Manager City Infrastructure Planning</u>
Policy owner	<u>Infrastructure Planning Coordinator Coordinator Engineering Development</u>

1. Purpose

Prior to 1993 only standard public lighting fittings were used in new subdivisions within the City of Melton. These consisted of mild steel poles that were hot dipped in zinc and galvanised, a luminaire made of aluminium with an acrylic visor, and ancillary components. A typical standard public lighting pole is shown in Figure 1.



Figure 1

Subsequently, developers have requested the use of non-standard (decorative) public lighting fittings in their estates. Therefore, in response, Council has produced this policy to outline the criteria for the approval of non-standard public lighting fittings. The policy also sets the fee structure paid to Council by developers for non-standard public lighting fittings.

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Item 6.2 Non-Standard Lighting Policy

Appendix 1 Revised Non Standard Public Lighting Policy

2. Scope

This policy covers all non-standard public lighting fittings located within road reserves in new subdivisions where Council is the Responsible Authority. It does not cover road reserves abutting Activity Centres.

3. Definitions

Word/Term	Definition
Act	The Electricity Industry Act 2000 (Vic)
Activity Centre	Urban planning term to designate area where there is a concentration of commercial and other land uses
Distributor	A person or company that holds a licence to distribute and supply electricity granted under the Act.
Council	Melton City Council
AS 1158	Australian Standards – Lighting for roads and public spaces
Public lighting pole	An unmetered light pole that is located within a road reserve
Lamp	A source made in order to produce an optical radiation
Luminaire	An apparatus that distributes, filters or transforms the light transmitted from a lamp.
LED	Light emitting diode lamps
Public lighting fitting	Comprises the lamp, luminaire, public lighting pole and ancillary components.
Standard	Any of the following public lighting components acceptable to a distributor - lamp, luminaire, public lighting pole and ancillary components
Non Standard	Any of the following public lighting components not acceptable to a distributor – lamp, luminaire, public lighting poles and ancillary components
Standard load table	Table of lamps lamps and luminaires that have been accepted by the Distributor in their standard range of fittings
Road classification	Categories based on traffic volume or function of road. Examples, in descending order are:are are freeways, highways, arterial roads, connector roads and local roads.
Arterial road	A road that is classified to provide direct access from one district to another
Connector road	A road that is classified to provide connection through and between neighbourhoods
Local road	A road that is classified to provide local residential access
Cul-de-sac	A road that is closed at one end; a dead-end road
Precinct Structure Plans (PSP)	Master plans for whole communities which are usually between ten to thirty thousand people. PSP's lay out roads, shopping centres, schools, parks, housing, employment and the connections to transport.
GST	Goods and Services Tax

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Item 6.2 Non-Standard Lighting Policy

Appendix 1 Revised Non Standard Public Lighting Policy

4. Policy**4.1 Non-standard public lighting fitting**

It is Council's policy to allow developers an option for beautified street lighting in new subdivisions that consist of non-standard public lighting fittings.

4.1.1 Types of non-standard public lighting poles

Apart from the standard pole types, Council will only accept the following non-standard public lighting poles or Council approved equivalent:

- Lincoln*
- Manningham*
- Promenade*

* See Appendix 1

4.1.2 Non-standard public lighting pole colour

Non-standard public lighting poles must be uniform in colour. A pole that has more than one colour or shade of paint is not allowed.

Only the following colours or Council approved equivalent will be accepted by Council for non-standard public lighting poles:

- Black^
- Galvanised Zinc^

^ See Appendix 2

4.1.3 Decorative insets or additions to non-standard public lighting poles

Non-standard public lighting poles must not have decorative insets or additions to the basic design of the pole.

4.1.4 Public lighting lamp and luminaire

Public lighting lamps and luminaires must be energy efficient LED types and be on the standard load table of the relevant Distributor. See Appendix 3.

4.2 Public lighting plans

All public lighting plans must be designed by a qualified public lighting designer and must comply with AS1158 and the current Melton Council Public Lighting Guidelines.

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Item 6.2 Non-Standard Lighting Policy

Appendix 1 Revised Non Standard Public Lighting Policy

4.3 Road classification where non-standard public lighting fittings are allowed

Non-standard public lighting fittings can only be installed in connector and local roads. Any designated arterial road and its associated intersections must have standard public lighting fittings and use frangible poles. The exception is on arterial roads that abut Activity Centres.

4.4 Non-standard public lighting within Precinct Structure Plans

All connector and local roads within a Precinct Structure Plan, or a defined area within a Precinct Structure Plan, must use the same public lighting fitting and colour as the first approved in that area, with the exception of section 4.5 of this policy.

Defined areas within a Precinct Structure Plan are determined by the Subdivision Coordination Group.

4.5 Non-standard public lighting fittings in adjoining developments

For a connector or local road that continues from an existing development outside the Precinct Structure Plan, the same public lighting fitting erected in that existing development must be continued up to:

- The end of the road, where it is a cul-de-sac or;
- One public light pole spacing away from the termination of that part of road at an intersection. At the intersection, the public lighting fitting for the new development must be used.

4.6 Initial installation costs of non-standard public lighting fittings

The developer must make arrangements with the relevant distributor to cover all costs associated with the initial supply and installation of the public lighting fitting for the subdivision, as well as any ancillary works.

4.7 Non-standard public lighting fee

The developer must pay a cash contribution to Council equal to the cost and supply of 10% of the total number of public lighting fittings within the subdivision, except where there are less than ten public lighting poles. In this case, the developer must pay Council a cash contribution equal to the cost and supply of one public lighting fitting.

The cash contribution for the non-standard public lighting fitting must be provided to Council prior to the Engineering Plans being endorsed for that stage of development.

The formula for calculating the Non-Standard Public Lighting Fee (NSPLF) is:

$$\text{NSPLF} = \text{S} + \text{P} \quad (\text{for } N \text{ less than } 10)$$

$$\text{NSPLF} = \text{N}(\text{S} + \text{P}) / 10 \quad (\text{for } N \text{ equal to or greater than } 10)$$

Where:

NSPLF – Non-standard public lighting fee

N – Number of non-standard public lighting poles in the subdivision

S – Cost of supply of each non-standard public lighting pole

P – Cost of each non-standard public lighting pole

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Appendix 1 Revised Non Standard Public Lighting Policy

The non-standard public lighting fee paid to Council is GST exclusive.

4.8 Non-standard public lighting fittings at end of useful design life

Prior to the end of their useful design life when bulk changeover is required, residents will be consulted regarding the type of public lighting fixture that will be erected in place of the existing, in accordance with this policy. Also, the type of public lighting fitting replacement will be subject to a report to Council as part of the budget process.

5. Responsibility

5.1	Graduate Engineer and Development Engineer
	<ul style="list-style-type: none">Responsible for assessing public lighting plans provided by public lighting designers.
5.2	Infrastructure Planning Coordinator
	<ul style="list-style-type: none">Responsible for resolving technical issues and overseeing disputed applications

6. References and links to other documents

- Australian Standards - AS1158 – Lighting for roads and public spaces
- Electricity Industry Act 2000 (Vic)
- Melton City Council Public Lighting Guidelines: In Road Reserves

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Item 6.2 Non-Standard Lighting Policy

Appendix 1 Revised Non Standard Public Lighting Policy

7. Appendices:

Appendix 1 –Lincoln, Manningham and Promenade public lighting poles

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Appendix 1 Revised Non Standard Public Lighting Policy



Appendix 2 – Non-standard public lighting pole colours



Black



Galvanised Zinc

Appendix 3 – LED lamps and luminaires



– StreetLED or approved equivalent

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LED – V LED or approved equivalent

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Item 6.2 Non-Standard Lighting Policy

Appendix 2 Current Non-Standard Public Lighting Policy

	Non-Standard Public Lighting Fittings – Subdivision Approvals Policy
Version No.	.4.0 October 2023
Endorsement	Director City Future - xxx Executive – Policy Review Panel –
Authorisation	Council –
Expiry date:	30 June 2025
Responsible officer:	Manager City Infrastructure Planning
Policy owner	Coordinator Engineering Development

1. Purpose

Prior to 1993 only standard public lighting fittings were used in new subdivisions within the City of Melton. These consisted of mild steel poles that were hot dipped in zinc and galvanised, a luminaire made of aluminium with an acrylic visor, and ancillary components. A typical standard public lighting pole is shown in Figure 1.



Figure 1

Subsequently, developers have requested the use of non-standard (decorative) public lighting fittings in their estates. Therefore, in response, Council has produced this policy to outline the criteria for the approval of non-standard public lighting fittings. The policy also sets the fee structure paid to Council by developers for non-standard public lighting fittings.

2. Scope

This policy covers all non-standard public lighting fittings located within road reserves in new subdivisions where Council is the Responsible Authority. It does not cover road reserves abutting Activity Centres.

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Item 6.2 Non-Standard Lighting Policy

Appendix 2 Current Non-Standard Public Lighting Policy

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Word/Term	Definition
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Arterial road	A road that is classified to provide direct access from one district to another
Connector road	A road that is classified to provide connection through and between neighbourhoods
Local road	A road that is classified to provide local residential access
Cul-de-sac	A road that is closed at one end; a dead-end road
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GST	Goods and Services Tax

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Appendix 2 Current Non-Standard Public Lighting Policy

4. Policy**4.1 Non-standard public lighting fitting**

It is Council's policy to allow developers an option for beautified street lighting in new subdivisions that consist of non-standard public lighting fittings.

4.1.1 Types of non-standard public lighting poles

Apart from the standard pole types, Council will only accept the following non-standard public lighting poles or Council approved equivalent:

- Lincoln⁺
- Manningham⁺
- Promenade⁺

⁺ See Appendix 1

4.1.2 Non-standard public lighting pole colour

Non-standard public lighting poles must be uniform in colour. A pole that has more than one colour or shade of paint is not allowed.

Only the following colours or Council approved equivalent will be accepted by Council for non-standard public lighting poles:

- Black[^]
- Galvanised Zinc[^]

[^] See Appendix 2

4.1.3 Decorative insets or additions to non-standard public lighting poles

Non-standard public lighting poles must not have decorative insets or additions to the basic design of the pole.

4.1.4 Public lighting lamp and luminaire

Public lighting lamps and luminaires must be energy efficient LED types and be on the standard load table of the relevant Distributor. See Appendix 3.

4.2 Public lighting plans

All public lighting plans must be designed by a qualified public lighting designer and must comply with AS1158 and the current Melton Council Public Lighting Guidelines.

4.3 Road classification where non-standard public lighting fittings are allowed

Non-standard public lighting fittings can only be installed in connector and local roads. Any designated arterial road and its associated intersections must have standard public lighting fittings and use frangible poles. The exception is on arterial roads that abut Activity Centres.

4.4 Non-standard public lighting within Precinct Structure Plans

All connector and local roads within a Precinct Structure Plan, or a defined area within a Precinct Structure Plan, must use the same public lighting fitting and colour as the first approved in that area, with the exception of section 4.5 of this policy.

Defined areas within a Precinct Structure Plan are determined by the Subdivision Coordination Group.

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4.5 Non-standard public lighting fittings in adjoining developments

For a connector or local road that continues from an existing development outside the Precinct Structure Plan, the same public lighting fitting erected in that existing development must be continued up to:

- The end of the road, where it is a cul-de-sac or;
- One public light pole spacing away from the termination of that part of road at an intersection. At the intersection, the public lighting fitting for the new development must be used.

4.6 Initial installation costs of non-standard public lighting fittings

The developer must make arrangements with the relevant distributor to cover all costs associated with the initial supply and installation of the public lighting fitting for the subdivision, as well as any ancillary works.

4.7 Non-standard public lighting fee

The developer must pay a cash contribution to Council equal to the cost and supply of 10% of the total number of public lighting fittings within the subdivision, except where there are less than ten public lighting poles. In this case, the developer must pay Council a cash contribution equal to the cost and supply of one public lighting fitting.

The cash contribution for the non-standard public lighting fitting must be provided to Council prior to the Engineering Plans being endorsed for that stage of development.

The formula for calculating the Non-Standard Public Lighting Fee (NSPLF) is:

$$\text{NSPLF} = \text{S} + \text{P} \quad (\text{for } N \text{ less than } 10)$$

$$\text{NSPLF} = \text{N}(\text{S} + \text{P}) / 10 \quad (\text{for } N \text{ equal to or greater than } 10)$$

Where:

- NSPLF – Non-standard public lighting fee
- N – Number of non-standard public lighting poles in the subdivision
- S – Cost of supply of each non-standard public lighting pole
- P – Cost of each non-standard public lighting pole

The non-standard public lighting fee paid to Council is GST exclusive.

4.8 Non-standard public lighting fittings at end of useful design life

Prior to the end of their useful design life when bulk changeover is required, residents will be consulted regarding the type of public lighting fixture that will be erected in place of the existing, in accordance with this policy. Also, the type of public lighting fitting replacement will be subject to a report to Council as part of the budget process.

MINUTES OF THE POLICY REVIEW PANEL

5 DECEMBER 2023

Item 6.2 Non-Standard Lighting Policy

Appendix 2 Current Non-Standard Public Lighting Policy

5. Responsibility

5.1	Graduate Engineer and Development Engineer
	<ul style="list-style-type: none">• Responsible for assessing public lighting plans provided by public lighting designers.
5.2	Infrastructure Planning Coordinator
	<ul style="list-style-type: none">• Responsible for resolving technical issues and overseeing disputed applications

6. References and links to other documents

- Australian Standards - AS1158 – Lighting for roads and public spaces
- Electricity Industry Act 2000 (Vic)
- Melton City Council Public Lighting Guidelines: In Road Reserves

MINUTES OF THE POLICY REVIEW PANEL

5 DECEMBER 2023

Item 6.2 Non-Standard Lighting Policy

Appendix 2 Current Non-Standard Public Lighting Policy

7. Appendices:**Appendix 1 –Lincoln, Manningham and Promenade public lighting poles**

Lincoln	Manningham	Promenade
		

Appendix 2 – Non-standard public lighting pole colours

Black



Galvanised Zinc

MINUTES OF THE POLICY REVIEW PANEL

5 DECEMBER 2023

Item 6.2 Non-Standard Lighting Policy

Appendix 2 Current Non-Standard Public Lighting Policy

Appendix 3 – LED lamps and luminaires

– StreetLED or approved equivalent



LED – V LED or approved equivalent

MINUTES OF THE POLICY REVIEW PANEL5 DECEMBER 2023

At 4.05 pm, Bhavin Mehta departed the meeting.

At 4.05 pm, Troy Scoble and Heidi Taylor entered the meeting and confirmed no General Conflict or Material Conflict in respect of any of the matters presenting to the Panel.

6.3 MOBILE FOOD VEHICLE POLICY

Responsible Officer: Troy Scoble - Director City Life
Document Author: Heidi Taylor - Manager Arts, Events and Economic Development
Date Prepared: 16 November 2023

Recommendation:

That the Policy Review Panel recommend Council approve the revised Mobile Food Vehicle Policy (**Appendix 2**).

Motion

Crs Carli/Shannon.

That the Policy Review Panel recommend Council approve the revised Mobile Food Vehicle Policy, (**Appendix 2**) with changes made by the Panel highlighted in yellow, including an extra location in the vicinity of Caroline Springs.

CARRIED

1. Background

1.1 Review

The current Mobile Food Vehicle Policy was endorsed in June 2021 for review in 2023.

The policy guides Roadside Trading permit applications under Council's General Local Law 2015. It establishes the framework for managing mobile food vehicles (MFVs) on public land within the municipality.

Currently, there are up to 12 mobile food permits issued per year – some of which are single day trade whilst others are multiple day trading. Each permit enables the business to trade at one or more of the 36 mobile food vendor sites across 12 venues within the municipality.

This is an important policy position for Council as Food Van provision is trending upward across the municipality.

In July 2023, Council partnered with Service Victoria to streamline food truck vendor processes, replacing the existing Expression of Interest (EOI) method. This change in process necessitated a change to policy to ensure alignment with the new Services Victoria Roadside Trading process.

Recent modifications in Services Victoria's Roadside Trading application process have triggered a need to revise the existing Mobile Food Vehicle Policy. This revision which includes the existing EOI procedure for MFV permits no longer being compatible aligns with the scheduled policy review that was planned for 2023.

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The review found the previous approach relied on an Expression of Interest for those business wanting to trade at one or more of the vendor sites while the updated current method involves submitting a direct application for permit. It was also found that applications were being processed twice, with inquiries going to both the Economic Development and Compliance departments for permit execution. This is counterproductive and the aim was to improve this process to ensure customers access an easy user-friendly process to apply for

1.2 The Policy

The key change/amendments proposed for the new policy are driven by the transition from the Council's existing Expression of Interest (EOI) methodology to the more streamlined online permit process offered by Services Victoria. Current Mobile Food Van sites with permits will operate through FY 23/24, pending a further April review for their ongoing viability.

The policy's ownership is also recommended to transition from the Economic Development team to the Manager Community Safety, ensuring process uniformity across Local Government Authorities (LGAs). This shift centralises oversight under a single department, enhancing compliance and consistency efforts. The Manager Community Safety has been a part of the review process.

1.3 Sources/benchmarking

The key change/amendments proposed for the new policy are driven by the transition from the Council's existing Expression of Interest (EOI) methodology to the more streamlined online permit process offered by Services Victoria.

1.4 Consultation

During policy revision, all known existing Mobile Food Van sites were evaluated, and internal engagement with various Council teams occurred.

1.5 Communication and Implementation

Following approval by Council of the new policy, Council's website and Services Victoria process will be updated to ensure community and trader awareness of the new policy.

The policy will be communicated and implemented through, distribution via Council intranet/public website, and Economic Development newsletters.

1.6 Compliance

The Policy is being revised, and all delegations remain the same.

The policy is compliant with the *Local Government Act 1989* (Vic) and the Corporate Policy Management Framework.

LIST OF APPENDICES


1. Current Mobile Food Vehicle Policy
2. Revised Mobile Food Vehicle Policy
3. Mobile Food Van - Food Vehicle Sites 2023

MINUTES OF THE POLICY REVIEW PANEL

5 DECEMBER 2023

Item 6.3 Mobile Food Vehicle Policy

Appendix 1 Current Mobile Food Vehicle Policy

	Mobile Food Vehicle Policy	
Version No.	3.0 - August 2023	Deleted: 2
Endorsement	Executive - <insert date> Policy Review Panel - <insert date>	Deleted: - 20 May 2021 Deleted: 17 June 2021
Authorisation	Council - <insert date>	
Review date	31 December, 2026	Deleted: 2022
Responsible officer	Manager Community Safety	Deleted: Manager Engagement and Advocacy
Policy owner	Manager Community Safety	

1. Purpose

The purpose of this Policy is to guide Council's consideration of applications for Roadside Trading permits under Council's General Local Law 2015 and to provide a framework for management of mobile food vehicles (MFV) on public land (ie. parks or reserves, streets or roads) within the municipality.

The policy does not apply to:

- mobile food vehicles operating as part of a permitted event
- mobile food vehicles operating from private land or land operated by other government authorities

2. Scope

Melton City Council is committed to supporting and enhancing local business and in creating vibrant and active spaces for people.

Council recognises that MFVs can add to the vitality of the municipality through the creation of a broad range of food options, particularly in areas where permanent food outlets are not operating in the immediate area. Melton City Council also recognises the role that MFVs can play in attracting visitors to an area and in the activation of public spaces.

Council also has a commitment to the wellbeing of the Melton community, economically, socially, and environmentally, and seeks to support activities which do not have a detrimental impact on surrounding residences, businesses or public property. Council supports the growth of its local business community and therefore looks to identify local businesses first for participation in the MFV permit process.

As detailed in Part 4 of Council's General Local Law 2015, a permit is required for the sale of goods in or within any street, vacant land, public place or land in which he or she does not normally occupy.

This policy has been developed to support the operations of MFVs within the municipality and to provide a framework for both Council staff and mobile food vehicle operators in regards to obtaining a permit for operation as well as the ongoing management of sites.

Mobile Food Van Policy 1 of 7

Deleted: V2.0 20 May 2021

Deleted: Mobile Food Vehicle (MFV)

MINUTES OF THE POLICY REVIEW PANEL

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Item 6.3 Mobile Food Vehicle Policy

Appendix 1 Current Mobile Food Vehicle Policy

3. Definitions

Word/Term	Definition
Mobile Food Vehicle	<p>A Mobile Food Vehicle (MFV) includes any:</p> <ul style="list-style-type: none"> a) Registered Vehicle, caravan, trailer or any other method of transport from which food is sold; b) Non-road registered vehicles such as, but not limited to coffee carts, hot dog carts or similar vehicles.
Public Place	<p>As detailed in the definitions in Part 1 of the General Local Law 2015 which refers to the definition in the <i>Summary Offences Act 1966</i> which says as follows:</p> <p>Public place includes and applies to—</p> <ul style="list-style-type: none"> (a) any public highway road street bridge footway footpath court alley passage or thoroughfare notwithstanding that it may be formed on private property; (b) any park garden reserve or other place of public recreation or resort; (c) any railway station platform or carriage; (d) any wharf pier or jetty; (e) any passenger ship or boat plying for hire; (f) any public vehicle plying for hire; (g) any church or chapel open to the public or any other building where divine service is being publicly held; (h) any Government school or the land or premises in connexion therewith; (i) any public hall theatre or room while members of the public are in attendance at, or are assembling for or departing from, a public entertainment or meeting therein; (j) any market; (k) any auction room or mart or place while a sale by auction is there proceeding; (l) any licensed premises or authorised premises within the meaning of the Liquor Control Reform Act 1998; (m) any race-course cricket ground football ground or other such place while members of the public are present or are permitted to have access thereto whether with or without payment for admission; (n) any place of public resort; (o) any open place to which the public whether upon or without payment for admittance have or are permitted to have access; or (p) any public place within the meaning of the words "public place" whether by virtue of this Act or otherwise;

Mobile Food Van Policy

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Deleted: V2.0 20 May 2021

MINUTES OF THE POLICY REVIEW PANEL

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Item 6.3 Mobile Food Vehicle Policy

Appendix 1 Current Mobile Food Vehicle Policy

Sell	<p>Sell means the definition in the <i>Food Act 1984</i> as follows:</p> <ul style="list-style-type: none"> (a) barter, offer or attempt to sell; and (b) receive for sale; and (c) have in possession for sale; and (d) display for sale; and (e) cause or permit to be sold or offered for sale; and (f) send, forward or deliver for sale; and (g) dispose of by any method for valuable consideration; and (h) dispose of to an agent for sale on consignment; and (i) provide under a contract of service; and (j) supply food as a meal or part of a meal to an employee in accordance with a term of an award governing the employment of the employee or a term of the employee's contract of service, for consumption by the employee at the employee's place of work; and (k) dispose of by way of raffle, lottery or other game of chance; and (l) offer as a prize or reward; and (m) give away for the purpose of advertisement or in furtherance of trade or business; and (n) supply food under a contract (whether or not the contract is made with the consumer of the food), together with accommodation, service or entertainment, in consideration of an inclusive charge for the food supplied and the accommodation, service or entertainment; and (o) supply food (whether or not for consideration) in the course of providing services to patients in hospitals or prisoners in prisons; and (p) sell for the purpose of resale;
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4. Policy**4.1 Permit Eligibility**

To be eligible for a [Roadside Trading](#) permit, operators need to meet the basic standards required for the operation of a business of this nature including:-

- Australian Business Registration
- Registration with [FoodTrader](#) under the *Food Act 1984*,
- Current VicRoads registration
- Public Liability Insurance (not less than \$20,000,000 in respect of any single occurrence)

[All](#) the above items must be submitted with the [v](#) permit application.

4.2 Locations

Council will nominate a number of sites annually from which MFVs can operate. These sites are reviewed on an annual basis and are selected on the following criteria:

- proximity to surrounding businesses and commercial precincts;
- no obstruction to roads, footpaths, traffic signals and road signage;

Mobile Food Van Policy

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MINUTES OF THE POLICY REVIEW PANEL

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Item 6.3 Mobile Food Vehicle Policy

Appendix 1 Current Mobile Food Vehicle Policy

- minimum clearance of 25 metres from a school crossing or other similar traffic control facility;
- minimal disruption to surrounding residential areas;
- availability of parking

A MFV site will be allocated to the permit holder for the entire permit period (maximum of 12 months).

The number of permits available for each site and which days and times they can be used will be included in the 'Mobile Food Vehicle Approved Sites' which are updated annually and listed on Council's website.

4.3 Trader Responsibilities

It is the responsibility of the trader to ensure that:

- the MFV does not cause any obstructions to footpaths and pedestrian movement, roads and traffic conditions and or sightlines;
- the MFV complies with existing parking conditions;
- the MFV only trades within the nominated hours of operation of the permit;
- residential amenity is not unreasonably compromised by the MFV including patron behaviour, noise, odour, lighting and disposal of litter;
- provision is made for the disposal of all litter and waste associated with the MFV. Trade waste must not be placed in public street bins or stormwater;
- the preparation, handling and serving of food and drinks to patrons must be conducted in accordance with the requirements of the *Food Act 1984* and Council's Environmental Health Unit.

The trader can cancel the permit with 30 days written notice. A pro-rata refund may be provided on cancellation.

4.4 Trader Restrictions

To ensure a MFV does not compromise the operation of existing food businesses or future businesses and protects the wellbeing of the community:

- must only operate at the designated site
- designated MFV sites have been identified as those not sufficiently serviced by existing businesses and to create a broader offering to the community; food and beverages offered for sale from the MFV include a quality, diversity and uniqueness of offering compared to existing traders near to the location
- street furniture or additional promotional signage is prohibited;
- sale of alcohol and cigarettes is prohibited from MFV's operating in the City of Melton.

MFV Roadside trading permits will be reviewed annually to ensure local food businesses within the municipality are not compromised by MFV traders. No guarantees will be given for the following year.

Permits issued within any financial period will only attract a 'pro-rata' fee.

Events and Festivals

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Appendix 1 Current Mobile Food Vehicle Policy

During annual festivals, parades or special events a MFV [Roadside Trading](#) permit located within the event precinct **will not be valid**. Permits to participate in other Council festival and events need to be obtained separately.

Deleted: MFV

Participation in Council Run events is via an EOI process, <https://www.melton.vic.gov.au/Out-n-About/Events/Get-involved-in-Council-events> provides forms and appropriate dates.

Mobile Food Vehicles on Private Land

Use of private land by a Mobile Food Vehicle may require a Planning Permit. <https://www.melton.vic.gov.au/Regulations/Permits-and-forms/Planning-Permits> provides further information.

Permits are issued for use by individual traders and cannot be transferred or re-sold to third-parties.

If a new 'bricks and mortar' business opens up in the vicinity of MFV site which sells a similar cuisine as a MFV [Roadside Trading](#) permit holder, the permit holder is able to operate until the permit expires at which time the 'Mobile Food Vehicle Approved Sites' will be updated and new restrictions may be added to a site.

Deleted: MFV

Food Truck Parks

Under this policy, permits are issued for individual operators at specific sites. Regular groupings of Mobile Food Vehicles (Food Truck Parks or similar) will be considered on a case by case basis through Events and Planning permit provisions.

Roaming Mobile Food Vehicles

To ensure the safety of the community and vehicle operators, permits for roaming operations, such as Ice Cream Vans and Coffee vans are not available under this policy. Operators are encouraged to apply for a permit to operate from a designated site.

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4.5 Council Responsibilities

Council authorised officers are responsible for the issuing and monitoring of [MFV Roadside Trading](#) permits. Following a complaint or observation of a breach of the [MFV Roadside Trading](#) permit, Council officers will contact the permit holder and take appropriate enforcement action which may include on the spot fines or cancellation of permit.

Any operators found to be selling alcohol, cigarettes or committing a criminal or Food Safety Act offence whilst selling goods from a MFV operating in the City of Melton will have their permit instantly cancelled.

Council can cancel the permit at any time with 30 days written notice.

4.6 Mobile Food Vehicle Roadside Trading permit process

Expressions of Interest [Applications](#) for [MFV Roadside Trading](#) Permits will be called for [available](#) on Council's website and [Services Victoria](#).

Businesses can [apply](#) to express their interest in obtaining a permit at any time of the year, and permits will be issued based on availability with fees charged pro-rata for the remainder of the financial year.

All permits will automatically expire at the end of each financial year and permit holders will have the option to reapply. Permits will designate which days of the week and times of day the permit holder is able to trade at that site. A trader may apply for and hold permits for multiple sites. Selection of MFV's will be made on set criteria including:

- quality, diversity and uniqueness of offering
- presentation/ quality of van
- safety and amenity
- financial/ environmental sustainability
- history with current or previous trader operations
- locality of operators
- prioritisation of local vendors where possible
- references
- evidence of all relevant licenses and registration as detailed in Section 4.1

Where two or more applications are assessed as being of equal specification, Council may exercise its discretion in favour of a business registered within the municipality.

When submitting an Expression of Interest [Application](#) for a [Roadside Trading Permit](#), MFV, the following information is required:

- [copy of all registrations and licences as detailed in section 4.1](#)
- [current photo of mobile food vehicle](#)
- [menu of food to be sold](#)
- details of the size of the vehicle: a detailed plan at scale 1:100 of the vehicle must be submitted showing exterior and interior dimensions.
- [copy of all registrations and licences as detailed in section 4.1](#)
- details of preferred location/s, days and hours of operation
- [menu of food to be sold](#)
- details of associated lighting, banners, bunting
- [payment of fee](#)

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Deleted: Selection of MFV's will be made on set criteria including:
 quality, diversity and uniqueness of offering
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 safety and amenity
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 history with current or previous trader operations
 locality of operators
 prioritisation of local vendors where possible
 references
 evidence of all relevant licenses and registration as detailed in Section 4.1
 Where two or more applications are assessed as being of equal specification, Council may exercise its discretion in favour of a business registered within the municipality.

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Moved up [2]: <#>menu of food to be sold

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Appendix 1 Current Mobile Food Vehicle Policy

permit application form

Failure to submit all the above details may will result in the trader not being considered for a permit.

If a permit is issued the trader will then be required to provide a certificate of currency to indemnify the Council against all claims of any kind arising from any negligent act either by the permit holder or the permit holders agents or users, and pay the required permit fee prior to the commencement of any operation.

Social enterprises and registered charities may apply to have fees waived pending evidence of charitable or not-for-profit status.

Permit holders must have a copy of their current permit on display when operating.

5. Responsibility /Accountability

5.1 Coordinator Amenity Protection

- Responsibility for development of policy framework

Deleted: Economic Development and Tourism

5.2 Coordinator Health and Building

- Responsibility for ensuring compliance with the *Food Act 1984*

5.3 Local Laws Officer

- Responsibility for monitoring and responding to complaints

6. References and links to legislation and other documents

Name	Location
Melton City Council General Local Law 2015	
Part 4 – Sale of Goods, Street Selling, Collections and Distributions and Special Events	www.melton.vic.gov.au
City of Melton, Economic Development and Tourism Plan 2014 – 2030	www.melton.vic.gov.au
Mobile Food Vehicle List of Approved Sites	www.melton.vic.gov.au

Deleted: V2.0 20 May 2021

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Item 6.3 Mobile Food Vehicle Policy
Appendix 2 Revised Mobile Food Vehicle Policy**Mobile Food Vehicle Policy**

Date adopted	<insert date>
Adopted by	Council <insert date>
Review due	31 December 2026
Responsible officer	Manager, Community Safety
Records reference	<insert reference>

1. Purpose

The purpose of this Policy is to guide Council's consideration of applications for Roadside Trading permits under Council's General Local Law 2015 and to provide a framework for management of mobile (MFV) food vehicles on public land (ie. parks or reserves, streets or roads) within the municipality.

The policy does not apply to:

- mobile food vehicles operating as part of a permitted event
- mobile food vehicles operating from private land or land operated by other government authorities

2. Application And Scope

Melton City Council is committed to supporting and enhancing local business and in creating vibrant and active spaces for people.

Council recognises that MFVs can add to the vitality of the municipality through the creation of a broad range of food options, particularly in areas where permanent food outlets are not operating in the immediate area. Melton City Council also recognises the role that MFVs can play in attracting visitors to an area and in the activation of public spaces.

Council also has a commitment to the wellbeing of the Melton community; economically, socially, and environmentally, and seeks to support activities which do not have a detrimental impact on surrounding residences, businesses or public property. Council supports the growth of its local business community and therefore looks to identify local businesses first for participation in the MFV permit process.

As detailed in Part 4 of Council's General Local Law 2015, a permit is required for the sale of goods in or within any street, vacant land, public place or land in which **they do** not normally occupy.

This policy has been developed to support the operations of MFVs within the municipality and to provide a framework for both Council staff and mobile food vehicle operators in regards to obtaining a permit for operation as well as the ongoing management of sites.

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Appendix 2 Revised Mobile Food Vehicle Policy

3. General Provisions

3.1. Permit Eligibility

To be eligible for a Roadside Trading permit, operators need to meet the basic standards required for the operation of a business of this nature including:-

- Australian Business Registration
- Registration with FoodTrader under the *Food Act* 1984,
- Current VicRoads registration
- Public Liability Insurance (not less than \$20,000,000 in respect of any single occurrence)

All the above items must be submitted with the v permit application.

The council is committed to actively promoting and marketing the Services Victoria Roadside Trading website and the permit process to its local food vendor network" Where appropriate the council encourages and gives strong consideration, whenever feasible, to support local vendors applying to trade within the municipality.

3.2. Locations

Council will nominate a number of sites annually from which MFVs can operate. These sites are reviewed on an annual basis and are selected on the following criteria:

- proximity to surrounding businesses and commercial precincts;
- no obstruction to roads, footpaths, traffic signals and road signage;
- minimum clearance of 25 metres from a school crossing or other similar traffic control facility;
- minimal disruption to surrounding residential areas;
- availability of parking

A MFV site will be allocated to the permit holder for the entire permit period (maximum of 12 months).

The number of permits available for each site and which days and times they can be used will be included in the 'Mobile Food Vehicle Approved Sites' which are updated annually and listed on Council's website.

The Council will annually assess both the distribution of locations and the quantity of permits issued across the municipalities to ensure an equitable spread.

3.3. Trader Responsibilities

It is the responsibility of the trader to ensure that:

- the MFV does not cause any obstructions to footpaths and pedestrian movement, roads and traffic conditions and sightlines;
- the MFV complies with existing parking conditions;
- the MFV only trades within the nominated hours of operation of the permit;
- residential amenity is not unreasonably compromised by the MFV including patron behaviour, noise, odour, lighting and disposal of litter;

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- provision is made for the disposal of all litter and waste associated with the MFV. Trade waste must not be placed in public street bins or stormwater;
- the preparation, handling and serving of food and drinks to patrons must be conducted in accordance with the requirements of the *Food Act 1984* and Council's Environmental Health Unit.

The trader can cancel the permit with 30 days written notice. A pro-rata refund may be provided on cancellation.

Non-compliance with the aforementioned responsibilities will lead to the immediate revocation of the MFV trader permit.

3.4. Trader Restrictions

To ensure a MFV does not compromise the operation of existing food businesses or future businesses and protects the wellbeing of the community:

- ~~must only operate at the designated site~~
- Mobile Food Vendors (MFVs) are required to operate solely within their assigned designated site, which encompasses any signage used.
- designated MFV sites have been identified as those not sufficiently serviced by existing businesses and to create a broader offering to the community; food and beverages offered for sale from the MFV include a quality, diversity and uniqueness of offering compared to existing traders near to the location
- street furniture or additional promotional signage is prohibited;
- ~~sale of alcohol and cigarettes is prohibited from MFV's operating in the City of Melton.~~
- the vending of alcohol, vapes, cigarettes, and illegal substances from Mobile Food Vendors (MFVs) within the City of Melton is explicitly prohibited.

Non-compliance with the aforementioned restrictions will lead to the immediate revocation of the MFV trader permit.

Roadside trading permits will be reviewed annually to ensure local food businesses within the municipality are not compromised by MFV traders. No guarantees will be given for the following year.

Permits issued within any financial period will only attract a 'pro-rata' fee.

Events and Festivals

During annual festivals, parades or special events a Roadside Trading permit located within the event precinct **will not be valid**. Permits to participate in other Council festival and events need to be obtained separately.

Participation in Council Run events is via an EOI process, <https://www.melton.vic.gov.au/Out-n-About/Events/Get-involved-in-Council-events> provides forms and appropriate dates.


Mobile Food Vehicles on Private Land

Use of private land by a Mobile Food Vehicle may require a Planning Permit. <https://www.melton.vic.gov.au/Regulations/Permits-and-forms/Planning-Permits> provides further information.

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Permits are issued for use by individual traders and cannot be transferred or re-sold to third-parties.

If a new 'bricks and mortar' business opens up in the vicinity of MFV site which sells a similar cuisine as a Roadside Trading permit holder, the permit holder is able to operate until the permit expires at which time the 'Mobile Food Vehicle Approved Sites' will be updated and new restrictions may be added to a site.

Food Truck Parks

Under this policy, permits are issued for individual operators at specific sites. Regular groupings of Mobile Food Vehicles (Food Truck Parks or similar) will be considered on a case by case basis through Events and Planning permit provisions.

Roaming Mobile Food Vehicles

To ensure the safety of the community and vehicle operators, permits for roaming operations, such as Ice Cream Vans and Coffee vans are not available under this policy. Operators are encouraged to apply for a permit to operate from a designated site.

3.5. Council Responsibilities

Council authorised officers are responsible for the issuing and monitoring of Roadside Trading permits. Following a complaint or observation of a breach of the Roadside Trading permit, Council officers will contact the permit holder and take appropriate enforcement action which may include on the spot fines or cancellation of permit.

Any operators found to be selling alcohol, cigarettes or committing a criminal or Food Safety Act offence whilst selling goods from a MFV operating in the City of Melton will have their permit instantly cancelled.

Council can cancel the permit at any time with 30 days written notice.

3.6. Roadside Trading permit process

Applications for Roadside Trading Permits will be available on Council's website and Services Victoria.

Businesses can apply for a permit at any time of the year, and permits will be issued based on availability with fees charged pro-rata for the remainder of the financial year.

All permits will automatically expire at the end of each financial year and permit holders will have the option to reapply. Permits will designate which days of the week and times of day the permit holder is able to trade at that site. A trader may apply for and hold permits for multiple sites.

When submitting an Application for a Roadside Trading Permit, the following information is required:

- copy of all registrations and licences as detailed in section 4.1
- current photo of mobile food vehicle
- menu of food to be sold
- details of the size of the vehicle: a detailed plan at scale 1:100 of the vehicle must be submitted showing exterior and interior dimensions.
- details of associated lighting, banners, bunting
- payment of fee

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Item 6.3 Mobile Food Vehicle Policy

Appendix 2 Revised Mobile Food Vehicle Policy

Failure to submit all the above details will result in the trader not being considered for a permit.

Social enterprises and registered charities may apply to have fees waived pending evidence of charitable or not-for-profit status.

Permit holders must have a copy of their current permit on display when operating.

4. Definitions

Word/Term	Definition
Mobile Food Vehicle	<p>A Mobile Food Vehicle (MFV) includes any:</p> <ul style="list-style-type: none"> a) Registered Vehicle, caravan, trailer or any other method of transport from which food is sold; b) Non-road registered vehicles such as, but not limited to coffee carts, hot dog carts or similar vehicles.
Public Place	<p>As detailed in the definitions in Part 1 of the General Local Law 2015 which refers to the definition in the Summary Offences Act 1966 which says as follows:</p> <p>Public place includes and applies to—</p> <ul style="list-style-type: none"> (a) any public highway road street bridge footway footpath court alley passage or thoroughfare notwithstanding that it may be formed on private property; (b) any park garden reserve or other place of public recreation or resort; (c) any railway station platform or carriage; (d) any wharf pier or jetty; (e) any passenger ship or boat plying for hire; (f) any public vehicle plying for hire; (g) any church or chapel open to the public or any other building where divine service is being publicly held; (h) any Government school or the land or premises in connexion therewith; (i) any public hall theatre or room while members of the public are in attendance at, or are assembling for or departing from, a public entertainment or meeting therein; (j) any market; (k) any auction room or mart or place while a sale by auction is there proceeding; (l) any licensed premises or authorised premises within the meaning of the Liquor Control Reform Act 1998;

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Appendix 2 Revised Mobile Food Vehicle Policy

	<p>(m) any race-course cricket ground football ground or other such place while members of the public are present or are permitted to have access thereto whether with or without payment for admission;</p> <p>(n) any place of public resort;</p> <p>(o) any open place to which the public whether upon or without payment for admittance have or are permitted to have access; or</p> <p>(p) any public place within the meaning of the words "public place" whether by virtue of this Act or otherwise;</p>
Sell	<p>Sell means the definition in the Food Act 1984 as follows:</p> <p>(a) barter, offer or attempt to sell; and</p> <p>(b) receive for sale; and</p> <p>(c) have in possession for sale; and</p> <p>(d) display for sale; and</p> <p>(e) cause or permit to be sold or offered for sale; and</p> <p>(f) send, forward or deliver for sale; and</p> <p>(g) dispose of by any method for valuable consideration; and</p> <p>(h) dispose of to an agent for sale on consignment; and</p> <p>(i) provide under a contract of service; and</p> <p>(j) supply food as a meal or part of a meal to an employee in accordance with a term of an award governing the employment of the employee or a term of the employee's contract of service, for consumption by the employee at the employee's place of work; and</p> <p>(k) dispose of by way of raffle, lottery or other game of chance; and</p> <p>(l) offer as a prize or reward; and</p> <p>(m) give away for the purpose of advertisement or in furtherance of trade or business; and</p> <p>(n) supply food under a contract (whether or not the contract is made with the consumer of the food), together with accommodation, service or entertainment, in consideration of an inclusive charge for the food supplied and the accommodation, service or entertainment; and</p> <p>(o) supply food (whether or not for consideration) in the course of providing services to patients in hospitals or prisoners in prisons; and</p> <p>(p) sell for the purpose of resale;</p>

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5. Responsibility/Accountability

5.1 Coordinator Amenity Protection	<ul style="list-style-type: none"> Responsibility for development of policy framework
5.2 Coordinator Health and Building	<ul style="list-style-type: none"> Responsibility for ensuring compliance with the <i>Food Act 1984</i>
5.3 Local Laws Officer	<ul style="list-style-type: none"> Responsibility for monitoring and responding to complaints

6. Related Documents

Name	Location
Melton City Council General Local Law 2015 Part 4 – Sale of Goods, Street Selling, Collections and Distributions and Special Events	www.melton.vic.gov.au
City of Melton, Economic Development and Tourism Plan 2014 – 2030	www.melton.vic.gov.au
Mobile Food Vehicle List of Approved Sites	www.melton.vic.gov.au

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Appendix 3 Mobile Food Van - Food Vehicle Sites 2023

Food Vehicle Sites

Name	Tier	Address	Number of sites	Current permits (23/24)
Navan Park	1	Centenary Ave, Harkness	3 (missing signage)	2
Taylors Hill	1	Calder Park Drive, Taylors Hill	5 (5 sites signed)	1
Hannah Watts Park	1	High St, Melton	3 (4 sites signed)	2 spots (3 permits)
Bridge Rd Play Space / Atherstone Athletics Facility	1	Bridge Rd, Cobblebank	5 (2 sites signed)	1
Frontier Park / Woodlea Oval	1	Frontier Ave, Aintree	5 (3 sites signed)	1 spot (2 permits)
Wiltshire Park	2	Wiltshire Blvd, Thornhill Park	2	0
Burnside Heights Recreation Reserve	2	Tenterfield Drive, Burnside Heights	3 (signage TBC)	1
Eynesbury Recreation Reserve	2	Avoca Street, Eynesbury	3	0
Diggers Rest Recreation Reserve	2	Plumpton Rd, Diggers Rest	3 (no signage)	1
Melton Botanical Gardens	2	40 Lakewood Blvd	2 (no signage)	0
Scott Street Park/Reserve	2	Cnr Scott St & Plover St, Melton	1	0
Exford Road North BioDiversity Reserve – Car Park	2	In front of 1221 Exford Road	1	1
			36	

* Sites are available 7 days a week, with permits available for time slots 6.00am-11am, 11.00am-4.30pm, 4.30pm-10.00pm

*Hannah Watts Park and Frontier Park host public events across the year. During these festivals, parades or special events a MFV permit located within the event precinct **will not be valid**. Permits to participate in these events need to be obtained separately. Contact should be made with the event organiser to discuss.

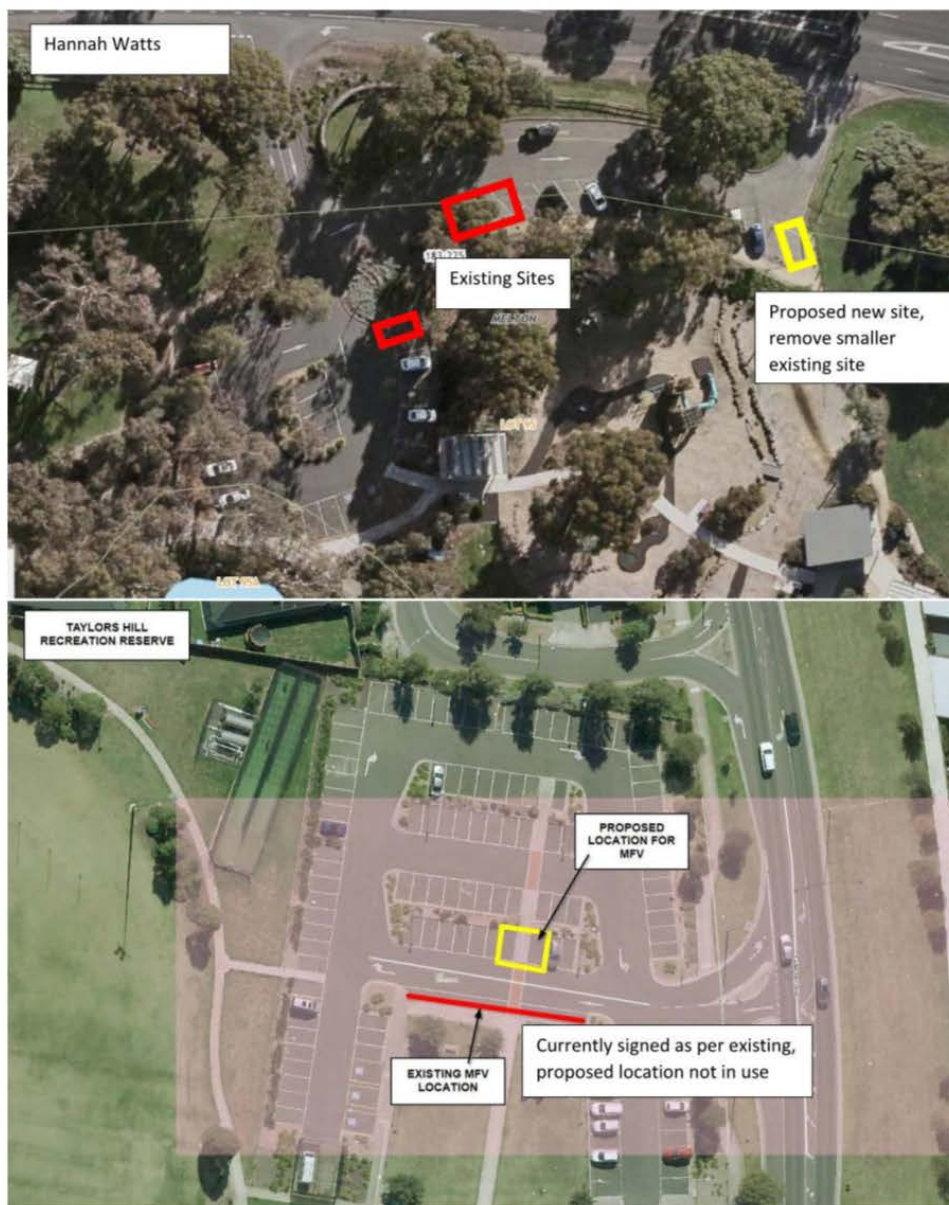
* Atherstone Athletics Facility, Frontier Park, Burnside Heights Recreation Reserve, Eynesbury Recreation Reserve, Taylors Hill Recreation Reserve and Diggers Rest Recreation Reserve host community sporting events, predominantly on weekends. Permit conditions may restrict times while sporting events are being held.

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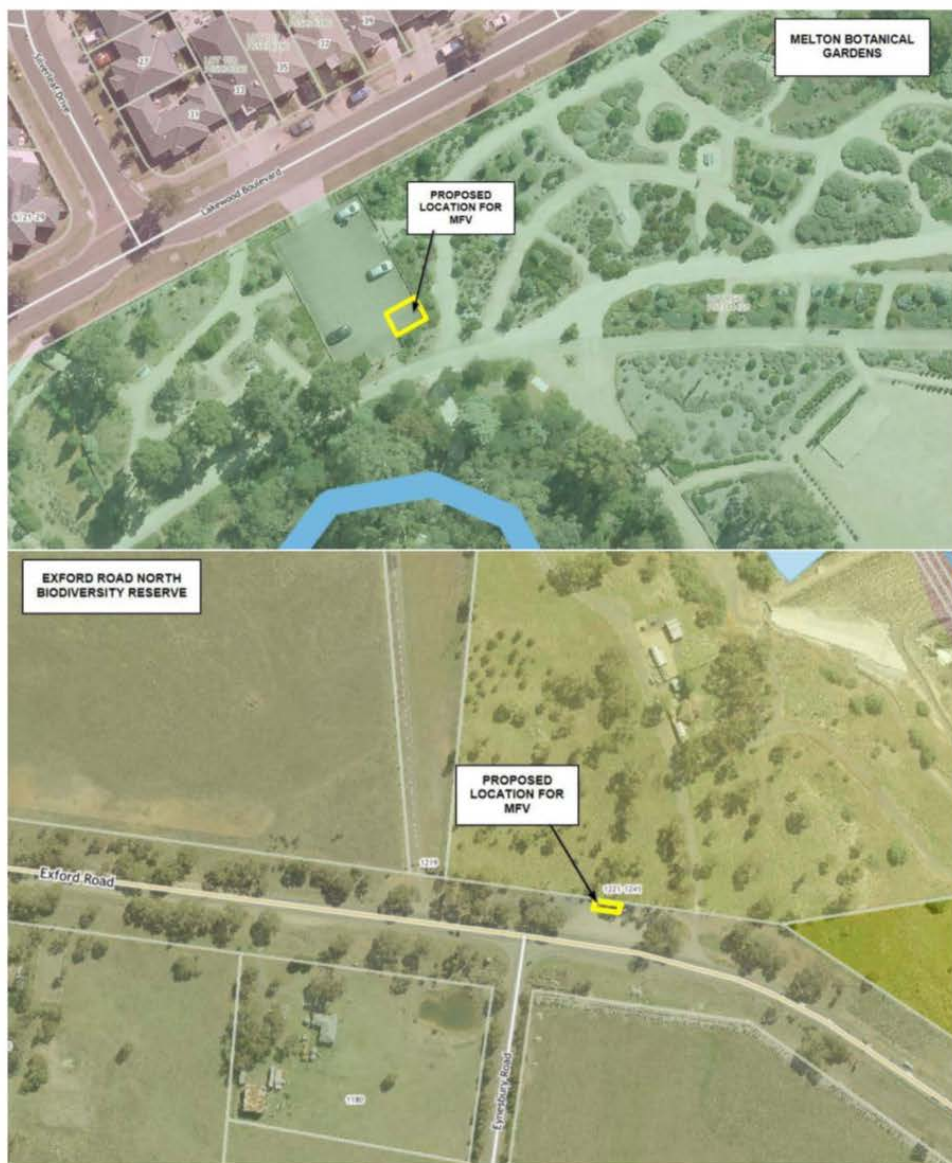


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MINUTES OF THE POLICY REVIEW PANEL5 DECEMBER 2023

At 4.47 pm, Heidi Taylor departed the meeting.

7. GENERAL BUSINESS**Motion**

Crs Carli/Ramsey.

That Items 6.5 to 6.12 be deferred to the first Policy Review Panel meetings in 2024.

CARRIED

8. NEXT MEETING

The Panel scheduled the following meetings for the first quarter of 2024, with a monthly schedule of meetings to be prepared for the remainder of 2024:

- Thursday 8 February 2024, 9.00 am – 11.00 am
- Thursday 15 February 2024, 10.00am – 12.00pm
- Thursday 14 March 2024, 10.00 am – 12.00 pm

9. CLOSE OF BUSINESS

The meeting closed at 5.02pm.

Confirmed

Dated this

.....CHAIRPERSON

12.7 HERITAGE ASSISTANCE FUND ROUND 13 - OUTCOME

Author: Tunc Ozlatif - Strategic Planner
Presenter: Sam Romaszko - Director City Futures

PURPOSE OF REPORT

To present the recommendations for the allocation of funds from the Heritage Assistance Fund.

RECOMMENDATION:

That Council adopt the recommendation of the Heritage Advisory Committee awarding \$47,814.50 of the allocated funds from the Heritage Assistance Fund Round 13, as presented in **Appendix 1**.

REPORT

1. Executive Summary

Melton City Council acknowledges its role in supporting, assisting, and partnering with community groups in providing services that benefit the wider community, enhance community wellbeing, and contribute to Council's strategic objectives. Council achieves this through the provision of a range of grants and funds available to the City of Melton community, including the Heritage Assistance Fund Program.

This report outlines the recommendations of the assessment panel for the Heritage Assistance Fund, as supported by the Heritage Advisory Committee, in relation to Round 13 of the Heritage Assistance Fund Program.

The Heritage Assistance Fund provides financial assistance to landowners, companies or community groups to maintain, repair or conserve a heritage place or for preparation of conservation management plans for a heritage place within the municipality.

2. Background/Issues

Letters were sent on 11 August 2023 to all landowners in the municipality who have a Heritage Overlay on their property. This included information on the Heritage Assistance Fund.

The application period opened on 18 August 2023 and closed on 22 September 2023; allowing applications to be submitted to Council.

An assessment period was undertaken between 23 September – 5 October 2023 which involved Council's Heritage Advisor determining which applications were eligible. Four applications were received.

One application was found to be ineligible as the building it related to was not covered by a Heritage Overlay. Another application was withdrawn as it didn't have the adequate documents required for submission.

Two applications were forwarded to the panel members for assessment. The panel members carried out their assessment between 6 October – 20 October 2023.

The Heritage Advisory Committee meeting was then held on 26 October 2023. The minutes are included in Item 12.5 - Advisory Committees of Council – Aggregated Meeting Minutes of this council agenda. Councillor Ramsey and Councillor Turner left the meeting when the consideration of the assessment commenced. During the meeting the remaining Committee members assessed the two applications and provided a recommendation, which resulted in the endorsement of the applications.

Funding

The amount of funds approved by Council each year can vary. The fund can provide only 50% of the cost of works proposed, and the other 50% is to be paid by the applicant. Applicants can apply to the fund more than once but not in the same round.

Assessment criteria

Each application for funding is evaluated against the following criteria:

- The heritage significance of the place.
- The positive impact of the proposed works on the long-term viability of the place.
- The long-term benefits of the proposed works to the community.
- The type and urgency of the work required.
- Whether the proposed work accords with the principles of the Australia ICOMOS Burra Charter.
- The willingness of the applicant to pay for at least 50% of the works and to enter into a funding agreement with Council.
- Demonstrated local support for the project (i.e., joint applications from joint owners of dry-stone walls).
- The proposed works must demonstrate compliance with planning and building permits, and compliance with other plans such as Precinct Structure Plans.

Eligibility requirements

The fund is open to companies, individuals, community groups and committees who own or manage a heritage place in the City of Melton.

The fund may be used for projects which:

- Enhance the viability or appearance of a heritage place.
- Undertake approved repairs or conservation works to a heritage place.
- Undertake a conservation management plan for a heritage place.
- Undertake assessment or research into a heritage place for conservation purposes.

The type of works funded include:

- Repairing of timber work.
- Replacing roofing materials.
- Rebuilding collapsed sections of dry-stone walls.
- Repointing stonework or masonry.
- Treatment of termite damage.
- Restumping.

Panel recommendations

The panel's recommendations in relation to funding against the selection criteria are detailed at **Appendix 2**, which includes the assessment rationales and funding recommendations.

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

Funding for this Heritage Assistance Fund Round 13 is as per the table below in the 2023/2024 Council budget:

Available budget 2023/24	Recommended funding	Remaining budget
\$80,000	\$47,814.50	\$32,185.50

5. Consultation/Public Submissions

All funding available through Council's Heritage Assistance Fund is promoted across our community through a range of media and other opportunities, as well as letters to landowners whose property is within a Heritage Overlay.

Landowners are encouraged to contact Council's Heritage Advisor to find out more information as to whether they are eligible to apply for the fund.

6. Risk Analysis

If the funding isn't allocated as per the recommendation of the assessment panel and support by the Heritage Advisory Committee then the Heritage Assistance Fund would not achieve its intended purpose which is to provide financial assistance to landowners, companies, or community groups to maintain, repair or conserve their heritage places.

7. Options

That Council either:

1. Adopt the Heritage Advisory Committee's recommendation of the allocation of \$47,814.50 for Round 13 of the Heritage Assistance Fund, or
2. Not adopt the Heritage Advisory Committee's recommendation of the allocation of \$47,814.50 for Round 13 of the Heritage Assistance Fund.

LIST OF APPENDICES

1. Assessment Matrix - Round 13 (CONFIDENTIAL) - **CONFIDENTIAL**

**13. REPORTS FROM DELEGATES APPOINTED TO OTHER BODIES
AND COUNCILLOR REPRESENTATIONS AND
ACKNOWLEDGEMENTS**

Reports on external Committees and external Representative Bodies for which Councillors have been appointed by Council.

Address from Councillors in relation to matters of civic leadership and community representation, including acknowledgement of community groups and individuals, information arising from internal Committees, advocacy on behalf of constituents and other topics of significance.

14. NOTICES OF MOTION**14.1 NOTICE OF MOTION 908 (CR ABBOUSHI) - FEASIBILITY STUDY FOR A CITY OF MELTON YOUTH HUB****Councillor: Steven Abboushi**

I hereby give notice of my intention to move the following motion at the Scheduled Meeting of Council to be held on 18 December 2023.

MOTION:

That Council undertake a feasibility study for the future development of a City of Melton Youth Hub. The feasibility study project brief would include:

1. An audit of what existing Youth related Facilities exist in the City of Melton;
2. An assessment of the key components that define a valued functioning Youth Hub that can deliver key services and engagement outcomes for youth including building size and associated amenities;
3. Assess the organisations and services that would be required to provide wrap around support for young people at a centralised facility. This includes types of programs, services and activities;
4. Explore the opportunities within the City of Melton (sites) that a Youth Hub could be located to maximise access and utilisation;
5. Assess appropriate facility management models;
6. As part of the feasibility, undertake some community engagement inviting ideas from the community and our young people to input the future concept for a City of Melton Youth Hub.

The feasibility report must provide City of Melton with information, evidence and research to make an informed decision when considering options of a Youth Hub.

The feasibility study to be considered by Council as part of budget discussions that will inform the 2024/25 Council budget.

OFFICER'S COMMENTS:

Council officers will action in accordance with the Notice of Motion, subject to Council decision.

14.2 NOTICE OF MOTION 909 (CR ABBOUSHI) - LIVE STREAMING OF COUNCIL MEETINGS**Councillor: Steven Abboushi**

I hereby give notice of my intention to move the following motion at the Scheduled Meeting of Council to be held on Insert date

MOTION:

That Council Officers brief Councillors on:

1. The capability of the existing Council Chamber technology to live stream Council Meetings on other social media platforms such as Facebook live and YouTube, and
2. Provide information on any financial investment needed for live streaming to other social platforms for consideration within Council's 2024/25 budget.

OFFICER'S COMMENTS:

Council officers will action in accordance with the Notice of Motion, subject to Council decision.

14.3 NOTICE OF MOTION 910 (CR ABBOUSHI) - DISABILITY EMPLOYMENT AND WORK PLACEMENT PROGRAM**Councillor: Steven Abboushi**

I hereby give notice of my intention to move the following motion at the Scheduled Meeting of Council to be held on 18 December 2023.

MOTION:

That Council Officers provide a briefing to Councillors on any existing or planned initiatives related to developing a Disability Employment and Work Placement program for City of Melton residents, including potential opportunities for further consideration.

OFFICER'S COMMENTS:

Council officers will action in accordance with the Notice of Motion, subject to Council decision.

14.4 NOTICE OF MOTION 911 (CR KESIC) - HOLIDAY WISHES TO SERVICE PERSONNEL**Councillor: Goran Kesic**

I hereby give notice of my intention to move the following motion at the Scheduled Meeting of Council to be held on 18 December 2023.

MOTION:

That Council write to The Hon Matt Keogh MP Minister for Defence Personnel to pass on Council's warm wishes to Australian troops and extend a heartfelt Merry Christmas and Happy New Year, as a gesture to boost the morale of our service personnel, and remind our defence forces that their efforts and dedication are deeply appreciated, especially during the holiday season.

OFFICER'S COMMENTS:

Council officers will action in accordance with the Notice of Motion, subject to Council decision.

15. COUNCILLOR'S QUESTIONS WITHOUT NOTICE

16. URGENT BUSINESS

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 Mt Atkinson East Active Open Space (Sports Facility) - Project Update**
(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 Rockbank North Active Open Space (Sports Facility) - Project Update**
(a) as it relates to Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.
- 17.3 Aintree Community Centre - Project Update**
(a) as it relates to Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.
- 17.4 Aintree Recreation Facility - Land Purchase**
(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 Contract No. 24-009 - Operation of the Melton Recycling Facility**
(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.
- 17.6 Contract No. 24-013 - MacPherson Park Rugby Pitches Construction**
(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.
- 17.7 Appointment of Independent Audit and Risk Committee Member**
(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.
- 17.8 Appointment of Independent Member - CEO Employment and Remuneration Committee**
(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.

18. CLOSE OF BUSINESS