MELTON CITY COUNCIL

Notice is hereby given that the Meeting of the Melton City Council will be held in the Council Chambers, Melton Civic Centre, 232 High Street Melton on 22 September 2025 at 7:00 PM.

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 79.2.
- 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 80.
- 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 10am 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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12.1 ANNUAL COMMUNITY SATISFACTION SURVEY 2025 24

To present the Annual Community Satisfaction Survey Results 2025.

12.2 AUDIT AND RISK COMMITTEE MATTERS 333

To present to Council the confirmed minutes (minutes) of the Audit and Risk Committee meeting held on 18 September 2025.

12.3 ANNUAL FINANCIAL STATEMENTS AND PERFORMANCE STATEMENT 30 JUNE 2025 356

To present to Council for approval in principle the Annual Financial Statements and Performance Statement for 30 June 2025, prior to reports being submitted to Council's Auditor, in accordance with section 99(2) and 99(3) of the *Local Government Act 2020.*

12.4 COMMUNITY GRANT AND FUND PROGRAM ROUND MAY - JUNE 2025 431

To advise Council of the outcomes of the May June round of Community Grants and Funds.

12.5 AINTREE MAJOR TOWN CENTRE URBAN DESIGN FRAMEWORK 443

To consider the Aintree Major Town Centre Urban Design Framework.

12.6 DRAFT MT ATKINSON MAJOR TOWN CENTRE URBAN DESIGN FRAMEWORK 580

To present to Council the Draft Mt Atkinson Major Town Centre Urban Design Framework for endorsement to proceed to community engagement.

12.7 PLANNING APPLICATION PA 2025/9025/1 - DEVELOPMENT OF THE LAND FOR 11 DWELLINGS AND A REDUCTION IN STANDARD CAR PARKING REQUIREMENTS AT 37 CREEKSIDE CIRCUIT HILLSIDE 1057

To consider and determine the planning application for the development of the land for 11 dwellings and a reduction in standard car parking requirements at 37 Creekside Circuit Hillside.

12.8 PLANNING APPLICATION PA PA2025/9068/1 - USE AND DEVELOPMENT OF LAND FOR THE PURPOSES OF CHILD CARE CENTRE WITH ASSOCIATED CAR PARKING AND CONSTRUCTION AND DISPLAY OF NON-ILLUMINATED AND INTERNALLY ILLUMINATED BUSINESS IDENTIFICATION SIGNAGE AT 12 BREEZE TERRACE HILLSIDE 1119

To consider and determine the planning application for the Use and development of land for the purposes of Child Care Centre with associated car parking and construction and display of non-illuminated and internally illuminated business identification signage at 12 Breeze Terrace Hillside.

12.9 LEADWEST JOINT DELEGATED COMMITTEE MEETING MINUTES 1177

To present the unconfirmed minutes of the LeadWest Joint Delegated Committee held on 3 September 2025 and the 2024/25 Annual Report.

12.10 REVIEW OF INSTRUMENT OF DELEGATION - JOINT DELEGATED COMMITTEE - LEADWEST 1190

To recommend that Council adopts the amended Instrument of Delegation to the Joint Delegated Committee under s.64 of the *Local Government Act 2020* (**Act**), known as the "LeadWest Committee".

12.11 ADVISORY COMMITTEES OF COUNCIL - AGGREGATED MEETING MINUTES 1207

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16. CONFIDENTIAL BUSINESS 1241

16.1 NOMINATION OF ADVISORY COMMITTEE MEMBERS FOR COUNCIL'S MELTON WEIR DEVELOPMENT COMMITTEE 1242

To seek Council approval for the appointment of nominated community and organisational representatives to Council's Melton Weir Development Committee.

16.2 MAJOR MAINTENANCE CONTRACTS - PERFORMANCE REPORT 2024/25 1248

To provide Council with an update on the annual performance of Council's Major Maintenance Contracts for 2024/25.

16.3 CEO EMPLOYMENT AND REMUNERATION COMMITTEE MEETING MINUTES AND RECOMMENDATIONS 1271

To present the minutes and recommendations of the CEO Employment and Remuneration Committee Meeting held on 28 August 2025.

17. CLOSE OF BUSINESS 1276

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

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 25 August 2025 be confirmed as a true and correct record.

7. SUMMARY OF INFORMAL MEETING OF COUNCILLORS

7.1 SUMMARY OF INFORMAL MEETINGS OF COUNCILLORS

- Monday 11 August 2025 Summary of Informal Meeting of Councillors
- Monday 25 August 2025 Summary of Informal Meeting of Councillors
- Monday 1 September 2025 Summary of Informal Meeting of Councillors

RECOMMENDATION:

That the Summaries of Informal Meetings of Councillors dated 11 August 2025, 25 August 2025 and 1 September 2025 provided as **Appendices 1 - 3** respectively to this report, be received and noted.

LIST OF APPENDICES

1. Summary of Informal Meeting of Councillors - 11 August 2025
2. Summary of Informal Meeting of Councillors - 25 August 2025
3. Summary of Informal Meeting of Councillors - 1 September 2025

INFORMAL MEETING OF COUNCILLORS

MEETING DETAILS:			
Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 11 August 2025	**Time Opened:**	6.22 pm
		Time Closed:	9.00 pm
Councillors present:	Cr S Abboushi (Mayor) Cr L Carli (Deputy Mayor) Cr K Majdlik (online) Cr B Morris Cr S Ramsey Cr J Shannon Cr J Verdon Cr Dr P Zada (online)		
Officers present:	R Wai – Chief Executive Officer S Romaszko – Director City Futures T Scoble – Director City Life N Whiteside – Director City Delivery B Howard – Interim Director Organisational Performance E Keogh – Head of Governance R Hodgson – Manager Governance C Ciciulla – Head Major Project Delivery (Item 1 and 2) S Rainford – Senior Lawyer and Property Advisor (Item 2) T Conway – Manager City Strategy (Item 4)		
Guests	Nil		
Apologies	Cr B Turner Cr A Vandenberg		
Matters discussed:	1. Contract No. 25-254 – Plumpton Aquatic and Leisure Centre-Head Contractor Update 2. Naming Process for Plumpton Aquatic and Cobblebank Community Services Hub 3. Council and Wellbeing Plan draft Action Plan 2025/26 4. Draft Reports 5. General Updates from Officers		

CONFLICT OF INTEREST DISCLOSURES:		
Were there any conflict of interest disclosures?		Yes
Officer	**Matter No.**	**Officer left meeting**
Sam Romaszko, Director City Futures	Draft Report - Western Renewables Link, Environmental Effects Statement Council Submission	Yes

REPORT PRODUCED BY:			
Officer name:	Renee Hodgson, Manager Governance	**Date:**	Monday 11 August 2025

INFORMAL MEETING OF COUNCILLORS

MEETING DETAILS:			
Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 25 August 2025	**Time Opened:**	6.16 pm
		Time Closed:	6.56 pm
Councillors present:	Cr S Abboushi (Mayor) Cr L Carli (Deputy Mayor) Cr K Majdlik Cr S Ramsey Cr J Shannon Cr B Turner Cr A Vandenberg Cr J Verdon Cr Dr P Zada		
Officers present:	R Wai – Chief Executive Officer S Romaszko – Director City Futures T Scoble – Director City Life N Whiteside – Director City Delivery B Howard – Interim Director Organisational Performance E Keogh – Head of Governance R Hodgson – Manager Governance T Conway – Manager City Strategy		
Guests	Nil		
Apologies	Cr B Morris		
Matters discussed:	1. Council Agenda		

CONFLICT OF INTEREST DISCLOSURES:		
Were there any conflict of interest disclosures by Councillors?		Yes
Matter No.	**Councillor making disclosure**	**Councillor left meeting**
Conflict of Interest foreshadowed for Council Meeting Agenda Item 12.1, Action 1.5.1.3	Cr Vandenberg	No (no discussion was held on this item)

REPORT PRODUCED BY:			
Officer name:	Renee Hodgson, Manager Governance	**Date:**	Monday 25 August 2025

INFORMAL MEETING OF COUNCILLORS

MEETING DETAILS:			
Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 1 September 2025	**Time Opened:**	6.18 pm
		Time Closed:	9.12 pm
Councillors present:	Cr S Abboushi (Mayor) Cr L Carli (Deputy Mayor) Cr K Majdlik Cr B Morris Cr S Ramsey (online) - (joined at 7.05pm - not present for Item 1) Cr J Shannon Cr B Turner Cr J Verdon Cr Dr P Zada		
Officers present:	R Wai Chief Executive Officer S Romaszko Director City Futures T Scoble Director City Life B Howard Interim Director Organisational Performance E Keogh Head of Governance T Conway Manager City Strategy S Prestney Manager Libraries and Learning (online)		
Guests	M Malouf – Malouf Management Services Pty Ltd (online)		
Apologies	Cr A Vandenberg N Whiteside Director City Delivery		
Matters discussed:	1. CEO Employment and Remuneration Committee Meeting Briefing of Council 2. Community Achievement Awards Policy Update 3. NoM Response 966 – Sports Equipment Library Program 4. Aintree Major Town Centre Urban Design Framework 5. Urban Design Frameworks Update 6. Master Planning the City Project Scope 7. General Updates from Officers		
CONFLICT OF INTEREST DISCLOSURES:			
Were there any conflict of interest disclosures by Councillors?	No		
REPORT PRODUCED BY:			
Officer name:	Emily Keogh, Head of Governance	**Date:**	1 September 2025

8. CORRESPONDENCE INWARD

8.1 PARLIAMENTARIAN AND DEPARTMENTAL LETTERS RECEIVED BY THE MAYOR IN RESPONSE TO NOTICES OF MOTIONS

- The Hon. Ben Carroll MP, Minister for Education – Response to Notice of Motion 985
- The Hon. Nick Staikos MP, Minister for Consumer Affairs – Response to Notice of Motion 981

RECOMMENDATION:

That Council receive and note the following Parliamentarian and Departmental letters received by the Mayor in response to Notices of Motions, provided as **Appendix 1 and 2** to this report:

1. The Hon. Ben Carroll MP, Minister for Education – Response to Notice of Motion 985
2. The Hon. Nick Staikos MP, Minister for Consumer Affairs – Response to Notice of Motion 981

LIST OF APPENDICES

1. The Hon. Ben Carroll MP, Minister for Education dated 22 August 2025
2. The Hon. Nick Staikos MP, Minister for Consumer Affairs dated 1 September 2025

The Hon. Ben Carroll MP

Deputy Premier
Minister for Education
Minister for WorkSafe and the TAC

1 Treasury Place
East Melbourne Victoria 3002
Telephone +61 3 7022 5600

COR25167034

Cr Steve Abboushi
Mayor, Melton City Council
steve.abboushi@melton.vic.gov.au

Dear Cr Abboushi Steve,

Thank you for your correspondence regarding new schools in Rockbank.

The Allan Labor Government is committed to growing educational opportunities for all Victorians. The Government has invested $18.5 billion over the past 11 years to build new schools and modernise existing educational facilities across Victoria.

Sites for 3 proposed primary schools and one proposed secondary school in Rockbank were identified in the Rockbank Precinct Structure Plan. These are known to the Department of Education (the department) as Rockbank Toolern Road Proposed P6, Rockbank Creekside Proposed P6, Rockbank Sports Hub Proposed P6, and Rockbank Sports Hub Proposed 7-12.

Each year the department reviews forecast demographic data and actual school enrolments to identify expected government school shortfalls. The department uses this information to advise the Victorian Government when and where schools need to be delivered to meet growing demand. To support the annual new schools planning process, the department consults with various stakeholders, including Melton City Council.

The department is actively assessing the need for new schools in Rockbank by considering the capacity of existing schools to accommodate growth in enrolments and will continue to review this information annually. The need, timing and allocation of funding for the construction of new schools in Rockbank will be considered as part of each State Budget.

Thank you for raising this matter with me. I trust this information is of assistance.

Yours sincerely

The Hon. Ben Carroll MP
Deputy Premier
Minister for Education
Minister for WorkSafe and the TAC

27/8/25

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.

VICTORIA State Government

Document Set ID: 11537625
Version: 1, Version Date: 27/08/2025

The Hon Nick Staikos MP

Minister for Consumer Affairs
Minister for Local Government

Level 1, 2 Treasury Place
East Melbourne, Victoria 3002

Cr Steve Abboushi
Mayor, Melton City Council
By email: mayor@melton.vic.gov.au

CMIN-250800006

Dear Cr Abboushi, Steve

Thank you for your letter dated 31 July 2025 on behalf of Melton City Council, raising Council's interest in stronger consumer protections for new land and homebuyers within your municipality.

The Victorian Government is committed to ensuring Victorian homebuyers are treated fairly and safely, whether they are buying an established home or an off the plan purchase.

Earlier this year we introduced amendments to Victorian laws, passed by the Parliament in March, that will increase the penalties for estate agents who underquote, as well as requiring mandatory licensing and ongoing professional development for property industry professionals.

In addition, under the Australian Consumer Law, false and misleading representations are prohibited when advertising house and land packages. This includes false or misleading representations concerning the characteristics of the land or the existence or availability of facilities associated with the land. Maximum penalties of up to $50 million for businesses and $2.5 million for individuals can apply for making false or misleading representations about the sale of land.

Under existing Victorian laws, estate agents must also comply with clear professional conduct obligations, including always acting with fairness, honesty and in good faith. Changes to the *Sale of Land Act 1962* which came into effect in March 2020 also strengthened buyer protections against developers seeking to use sunset clauses in contracts to cancel off-the-plan sales to re-sell the property at a higher price.

While these laws provide important protections for homebuyers, I appreciate Council raising its concerns about these matters and want to assure you that I take these issues very seriously. I share your concerns that some developers and estate agents may be finding ways to make unreliable representations about future infrastructure or services when selling new land and home developments.

Consumer Affairs Victoria (CAV) monitors and enforces compliance with these laws and has experience with complaints and investigations on these issues. I have asked the Director of CAV to investigate and report back to me on any further regulation that is needed in this area.

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.

VICTORIA State Government

Please also encourage any constituents concerned about potential misleading property sales conduct to contact CAV for further assistance or to make a formal complaint.

Thank you again for taking the time to write to me about these important matters.

Sincerely,

The Hon Nick Staikos MP
Minister for Consumer Affairs
Minister for Local Government
1/9/2025

Copy to:

Luba Grigorovitch, Member for Kororoit: luba.grigorovitch@parliament.vic.gov.au
Steve McGhie, Member for Melton: Stephen.McGhie@parliament.vic.gov.au
The Hon Natalie Hutchins, Member for Sydenham: natalie.hutchins@parliament.vic.gov.au
Josh Bull, Member for Sunbury: josh.bull@parliament.vic.gov.au

VICTORIA State Government

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 ANNUAL COMMUNITY SATISFACTION SURVEY 2025

Author: Stephen Hiley - Coordinator, Social Planning and Wellbeing
Presenter: Troy Scoble - Director City Life

PURPOSE OF REPORT

To present the Annual Community Satisfaction Survey Results 2025.

RECOMMENDATION:

That Council:

1. Notes the *Melton City Council –2025 Annual Community Satisfaction Survey Findings Report* at **Appendix 1**
2. Approves key findings of the report to be communicated to the community and other stakeholder through appropriate communication channels.

REPORT

1. Executive Summary

This year's Community Satisfaction Survey was conducted in May-June 2025 as a face-to-face interview survey. Independent research company Metropolis Research Pty Ltd conducted Council's eleventh annual survey with 800 randomly selected residents, consistent with the timing of previous years.

The aim of the research was to measure community satisfaction with the broad range of Council services and facilities, aspects of governance and leadership, planning and development, customer service, and the overall performance of Council across all areas of responsibility.

The survey also measured the importance to the community of 32 individual services and facilities, explored the top issues the community feel needs to be addressed in the municipality and measured the perception of safety in the City's public areas, local sense of community, and volunteering.

The survey sample reflects the cultural and linguistic diversity of the City of Melton community with over 40% of respondents reporting that members of their household spoke a language other than English at home.

The survey meets the requirements of Local Government Victoria (LGV) by providing importance and satisfaction ratings for the core measures and satisfaction with Council's overall performance.

The survey results are useful to Council as they highlight areas where Council is performing well, identify areas for improvement, and help Council track its performance over time.

2. Background/Issues

Key Findings

Annual Melton City Council - 2025 Annual Community Satisfaction Survey Findings Report is provided at **Appendix 1**.

Satisfaction with the overall performance of Melton City Council remained stable this year, at 7 out of 10. This result was lower than the Metropolitan Melbourne and western region councils' (7.1) average. Overall satisfaction with the City of Melton remains in the "good" range.

Key satisfaction results, including the Local Government Performance Reporting Framework reporting requirement scores for the City of Melton are listed in below:

Satisfaction with	City of Melton 2025	City of Melton 2024
Customer service (average score across six indicators)	7.4	7.7
Council's Overall performance	7.0	7.0
Making decisions in the interests of community	7.0	7.0
Community consultation and engagement	7.0	6.9
Representation, lobbying and advocacy	7.0	6.9
Maintaining trust and confidence of the community	7.0	7.1
Responsiveness of Council to local community needs	7.0	6.9
Maintenance and repair of sealed local roads	6.9	6.8

The average satisfaction with the 32 included Council services and facilities was 7.8, up two percent on the 7.6 recorded last year. This was an "excellent" level of satisfaction, with a significant increase in satisfaction for 'health services for babies, infants, and toddlers' (up 7%), and increases for 'services for people with disability' (up 2%), and 'services for young people' (up 2%).

The services with the highest levels of satisfaction this year include Regular garbage collection (8.8), Regular recycling (8.8), Green waste collection (8.7), Hard rubbish collection (8.4) and Library services (8.4).

The perception of safety in the public areas of the City of Melton during the day remained stable at 7.7 and at night declined to 5.7 from 6.0. The average perception of safety in all situation and locations declined by two percent this year. The perception of safety in the City of Melton remains measurably lower than the metropolitan Melbourne, western region, and growth area councils' averages.

Areas for further assessment

The main issues identified in this year's survey were traffic management (23% up from 18%); Safety, policing and crime (19% up from 6%), Roads including roadworks (15% up from 8%), Street trees (6% down from 9%) and public transport (6% up from 5%).

The continued nomination of traffic management by respondents reinforces the importance of traffic and road related issues in the municipality. The feedback provides Council information on what matters to residents and supports Council in organisational improvement, or advocacy to responsible levels of Government for more effective service and infrastructure delivery that is responsive to community needs.

Summary Comments

Council thanks those community members who gave their time and shared insights to participate in the 2025 Community Satisfaction Survey. The feedback provided gives Council direction on what matters to residents and supports Council in organisational improvement for more effective service and infrastructure delivery that is responsive to community needs.

The Findings Report of this survey has been made public (in this meeting's agenda) and will be communicated to residents via a media release and Council's website.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2025-2029 Council and Wellbeing Plan references:

3. A progressive and trusted Council

3.2 An organisation that prioritises good governance, integrity and accountability and is community minded in its decision-making.

4. Financial Considerations

The cost of the survey is budgeted for within Council's annual recurrent budget.

5. Consultation/Public Submissions

The survey is an important aspect of Council's community consultation program and represents Council's ongoing commitment to engaging with the community to improve performance, advocacy, and service delivery.

6. Risk Analysis

There are no risks identified in receiving the results of the Survey.

7. Options

That Council notes the *Melton City Council – 2025 Annual Community Satisfaction Survey Findings Report* in **Appendix 1** and that specific areas have been identified for further attention or improvement.

LIST OF APPENDICES

1. Melton CIty Council Annual Community Satisfaction Survey 2025 - Detailed Findings Report

Metropolis RESEARCH

Melton City Council

2025 Annual Community Satisfaction Survey
Detailed Findings Report

July 2025



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Contact details

This report was prepared by Metropolis Research Pty Ltd on behalf of the Melton City Council. For more information, please contact:

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Executive summary

Survey aims and methodology:

Metropolis Research conducted Council's 11th independent *Annual Community Satisfaction Survey* as a door-to-door, in-person interview survey of 800 respondents in May and June 2025.

The aim of the research was to measure community satisfaction with the broad range of Council services and facilities, aspects of governance and leadership, planning and development, customer service, and the overall performance of Council.

The survey also measured the importance to the community of 32 individual services and facilities, explored the top issues the community feel need to be addressed in the municipality 'at the moment', as well as measuring the perception of safety in the City of Melton's public areas, the local sense of community, physical activity, food security, commuting times, transport choices to local facilities, and volunteering.

The survey meets the needs of the Local Government Victorian annual satisfaction survey by providing ratings on importance and satisfaction for the major services and facilities provided by Council, as well as scores for satisfaction with Council.

The response rate for this survey (i.e., the proportion of residents who were invited to participate who did participate) was 41% (up from 37%), which was significantly higher than is typically obtained using the telephone methodology.

The 95% confidence interval around these results is plus and / or minus 3.4% at the 50% level. In other words, if a yes / no question obtains a result of 50% yes, it is 95% certain that the true value of this result is within the range of 46.6% and 53.4%.

The report provides a categorisation of satisfaction with aspects of performance, ranging from "excellent", "very good", "good", "solid", "poor", "very poor", and "extremely poor".

The details of the scores within each range are outlined in the main report but importantly scores of 7.75 or more are categorised as "excellent", and scores of less than 6.5 are categorised as "solid".

Key findings:

The key finding from the survey is that satisfaction with almost all areas of Council performance remained relatively stable this year, maintaining the improvement in satisfaction recorded in 2023 following the lower-than-average pandemic-era results.

Many aspects of Council's performance remain at or around record high levels for the City of Melton.

This included the following broad service areas:

• Average satisfaction with 31 services and facilities	7.8	up 2%
• Planning for population growth by all levels of government	7.1	up 2%
• Satisfaction with Council's overall performance	7.0	stable
• Average satisfaction with 8 aspects of governance and leadership	7.0	stable
• Overall satisfaction with the customer service experience	7.4	new
• Average satisfaction with 2 planning and development outcomes	7.4	down 1%
• Average satisfaction with 6 aspects of customer service	7.4	down 3%.

The key issues highlighted by respondents remain traffic management, road maintenance and repairs, and safety, policing, and crime.

All three of these issues appear to be negative influences on satisfaction with Council's overall performance.

The significant increase in community concern around safety, policing, and crime was one of the key findings from the research this year. This increase in community concern has been observed elsewhere across metropolitan Melbourne, however, the City of Melton recorded one of the larger increases in safety, policing, and crime related issues (19% up from 6%).

Some of the other issues that appear to negatively impact on overall satisfaction with Council for the respondents who raise the issues, include Council rates fees and charges (28 respondents 9% less satisfied), cleanliness of the area (24, 8% less), public transport (46, 4% less), and parks and gardens (38, 2% less).

Satisfaction with 20 of the 31 Council services and facilities increased this year, with the standout positive results including health services for babies, infants, and toddlers (up 7%), Council provided services and programs for children (up 5%), the provision and maintenance of parks and gardens (up 4%), and public toilets (up 4%).

Satisfaction with only three services declined this year including provision of community and cultural events and festivals (down 2%), library services (down 1%), and green waste collection (down 1%).

The following table outlines the key satisfaction results, including the Local Government Performance Reporting Framework reporting requirement scores.

Satisfaction with	***Metro. Melb. 2025***	***City of Melton 2024***	***City of Melton 2025***
Customer service *(average score across 6 indicators)*	7.8	7.7	7.4
Council's Overall performance	7.1	7.0	7.0
Making decisions in the interests of community	7.2	7.0	7.0
Community consultation and engagement	7.5	6.9	7.0
Representation, lobbying and advocacy	6.9	6.9	7.0
Maintaining trust and confidence of the community	7.3	7.1	7.0
Responsiveness of Council to local community needs	7.2	6.9	7.0
Maintenance and repair of sealed local roads	7.3	6.8	6.9

Satisfaction with the performance of Council:

Satisfaction with the overall performance of Melton City Council remained stable this year at 7.0 out of 10, which remained a "good" level of satisfaction.

This result was marginally (1%) lower than the metropolitan and western region councils' averages (7.1), as recorded in the *Governing Melbourne* research conducted independently by Metropolis Research in January 2025 using the same methodology.

More than two-thirds (39%) of respondents providing a score were "very satisfied" with Council's overall performance (rating satisfaction at eight or more out of 10), whilst six percent (down from 7%) were dissatisfied (rating from zero to four).

There was some variation in satisfaction with Council's overall performance observed across the municipality and by respondent profile groups this year, as follows:

- ***Somewhat MORE satisfied than average*** – included respondents from Kurunjang, Fraser Rise, and Harkness, multilingual households, new residents (less than one year in the City of Melton).
- ***Somewhat LESS satisfied than average*** – included respondents from the rural precinct and Melton precinct, middle-aged adults (aged 45 to 59 years), long-term residents (10 years or more in the municipality), respondents who had contacted Council in the last 12 months, respondents from households with a member with disability, and respondents who owned a business in Melton.

The most common reasons why 73 respondents were "dissatisfied" with Council's overall performance included issues with Council support, governance, and performance (16 comments), various Council services and facilities (15 comments), communication, consultation, and responsiveness (7 comments), transport including roads, roads, traffic, parking, and public transport (4 comments), and rates and financial issues (3 comments).

The average satisfaction with the five core aspects of governance and leadership remained stable this year at 7.0 out of 10, which remained a "good" level of satisfaction. This result was somewhat (2%) lower than the metropolitan and western region councils' averages.

These results confirm that most respondents remain satisfied with Council's performance in meeting its environmental responsibilities (7.4), advocacy on behalf of the community for local educational opportunities (7.1), community consultation and engagement (7.0), maintaining community trust and confidence (7.0), responsiveness of Council to local community needs (7.0), making decisions in the interests of the community (7.0), representation, lobbying, and advocacy (7.0), and opportunities offered by Council to engage or be consulted with on Council decisions (6.9).

Respondents were asked to rate their agreement with three statements about Melton City. The average agreement with all three statements remained essentially stable this year, including that Council infrastructure is equitable, inclusive, and accessible (7.5), that Melton is a city that encourages and enable people to work, shop, and spend time locally (7.3 down from 7.5), and that Council is efficient and well run (7.2).

Approximately half of the respondents providing a score "strongly agreed" with each of these three statements, whilst five percent or less "disagreed".

Satisfaction with Council's customer service delivery was at a "very good" level, with an increase of five percent to an average satisfaction of 7.4 (down from 7.7) out of 10. This result was somewhat (3%) lower than the unusually high metropolitan average of 7.7 (up from 7.1).

The courtesy and professionalism of staff remained the aspect of customer service with the highest satisfaction, despite a marginal (2%) decline this year to 7.9 out of 10, which remains an "excellent" level.

Satisfaction with planning for population growth by all levels of government increased somewhat this year, up two percent to 7.1, which remains a "good" level. This was the highest score recorded for this variable, and identical to the metropolitan average.

Satisfaction with the planning and development outcomes including maintaining local heritage and sites of significance (7.3 down from 7.5) and the appearance and quality of new developments (stable at 7.4) remained essentially stable at historically high levels. Satisfaction with maintaining local heritage and sites of significance was somewhat (2%) lower than the metropolitan average, due to a significant increase in metropolitan satisfaction.

The average satisfaction with the 32 Council provided services and facilities included in the survey increased somewhat again this year, up two percent to 7.8 out of 10, which was an "excellent", up from a "very good" level, and identical to the metropolitan average.

Satisfaction with 26 of the 32 services and facilities increased this year, and satisfaction with three declined, including:

- ***Notably HIGHER satisfaction in 2025 than in 2024*** – included health services for babies, infants, and toddlers (7% higher in 2025), Council provided services and programs for children (5% higher), the provision and maintenance of parks and gardens (4% higher), and public toilets (4% higher).
- ***Notably LOWER satisfaction in 2025 than in 2024*** – no services recorded notably lower satisfaction in 2025 than in 2024.

Metropolis Research notes that the average satisfaction with the 32 included services and facilities was eight percent higher than satisfaction with Council's overall performance.

The eight percent difference between average satisfaction with services (7.8) and overall satisfaction with Council (7.0) reflects well on the performance of the Melton City Council providing services and facilities to the community.

Further, satisfaction with all but three services and facilities recorded satisfaction scores higher than the overall satisfaction with Council this year. The three services and facilities to record a satisfaction score lower than the overall satisfaction score were public toilets (6.7 up from 6.3), local traffic management (6.9 up from 6.5), sealed local roads (6.9 up from 6.8).

Satisfaction with sealed local roads managed by Council was measurably (3%) higher than satisfaction with major arterial roads and highways managed by VicRoads (6.9 compared to 6.6).

There was significant variation in satisfaction with the 32 included services and facilities observed, as follows:

- ***Measurably HIGHER than average satisfaction*** - included regular garbage collection, regular recycling collection, green waste collection, hard rubbish collection, library services, and health services for babies, infants, and toddlers.

- ***Measurably LOWER than average satisfaction*** – included the maintenance and repair of major arterial roads managed by VicRoads, public toilets, local traffic management, the maintenance and repair of sealed local roads, parking enforcement, footpath maintenance and repairs, and the provision and maintenance of street trees.

Many of the services and facilities with the highest levels of satisfaction were also those with higher-than-average importance scores (i.e., received an average importance score measurably higher than the average of all services and facilities). This shows that many of the services and facilities of most importance to the community are those with which the community was most satisfied.

There were no services to report a "poor", "very poor", or "extremely poor" level of satisfaction, reflecting the strong performance of Council providing services and facilities.

Issues to address for the City of Melton:

The main issues to address for the City of Melton were traffic management (23% up from 18%), safety, policing, and crime related issues (19% up from 6%), roads including roadworks (15% up from 8%).

The substantial proportion of respondents nominating traffic management and roads as the top issues to address for the City of Melton at the moment remains one of the significant results in the survey this year.

This reinforces the importance of traffic and road related issues in the municipality and was in line with the lower-than-metropolitan average satisfaction with local traffic management (6% lower), the maintenance and repair of sealed local roads (4% lower), and the maintenance and repair of major arterial roads and highways managed by VicRoads (4% lower).

The significant increase in community concern around issues with safety, policing, and crime (19% up from 6%) was one of the standout results in the survey this year. Increasing community concern around safety, policing, and crime issues have been observed by Metropolis Research in many municipalities across metropolitan Melbourne this year.



The issues that appeared most likely to be exerting a negative influence on satisfaction with the performance of Council for the respondents raising the issues included Council rates fees and charges (28 respondents 9% less satisfied), cleanliness of the area (24, 8% less), roads including roadworks (116, 5% less), public transport (46, 4% less), safety, policing, and crime (151, 3% less), and parks and gardens (38, 2% less).

It is important to bear in mind, however, that these results reflect the views of the respondents who raised each of these issues and does not imply that these services are a negative influence on community satisfaction with the overall performance of Council for all or most respondents.

Metropolis Research notes that many of these issues were, at least in part, the responsibility of the state government, which may suggest that increased advocacy on behalf of the community in relation to these issues may be a positive influence on community satisfaction with the performance of Council.

Community engagement consultation activities:

In 2025, 11% (down from 15%) of respondents reported that they had been involved in a community engagement activity in the past 12 months, with completing a Council survey and Melton Conversations the most common methods.

Local employment and educational opportunities:

Respondents were again in 2025, asked to rate the importance of and their satisfaction with the accessibility of local education and local job opportunities.

Both these aspects were considered extremely important with scores of approximately nine out of 10. Satisfaction with local job opportunities was "good" at 6.9 (up from 6.7) out of 10, and satisfaction with the accessibility of local education declined three percent to 7.3, which remained "very good".

Perception of safety in the public areas of the City of Melton:

The perception of safety in the public areas of the City of Melton during the day (stable at 7.7) and at night (5.7 down from 6.0) were measurably lower than the metropolitan averages.

The perception of safety in the public areas of the City of Melton at night was 16% lower than the metropolitan average, reflecting the significance of safety and crime issues in the City of Melton.

In 2025, 24% (up from 23% last year) of respondents felt "unsafe" in the public areas of the City of Melton at night, and female respondents felt somewhat (2%) less safe than male respondents.

Additional perception of safety variables were included in the survey again this year, including perception of safety at local community events (7.3 down 2%), in and around Caroline Springs Shopping Centre (7.2 down 1%), at home alone after dark (7.2 down 3%), in and around local shopping areas (7.0 down 1%), in and around the Melton Town Centre (7.0 down 2%), travelling on / waiting for public transport (6.9 down 1%), in and around Woodgrove Shopping Centre (6.8 down 2%), and at Lake Caroline at night (6.5 down 3%).

The most common reasons for feeling unsafe were related to fear or experience of crime including theft, robbery, violence (85 comments), police presence / lack of consequences (19 comments), general safety (16 comments), concerns around people (13 comments), and lighting issues (8 comments).

Sense of community:

There were 18 statements about aspects of the local sense of community and associated issues.

The average agreement with many of these statements declined measurably this year, down three to four percent, although they remain at or around the long-term average.

Metropolis Research suggests that some of these declines may well reflect the increase in community concern around safety, policing, and crime related issues this year.

The average agreement with these statements were at strong to extremely strong levels of agreement, with the highest agreement in 2025 being for the Melton community is welcoming and supportive of people from diverse cultures and backgrounds (7.6), Melton City Council respects, reflects, and is inclusive of our diverse community (7.6), Melton is a child-friendly community (7.6), and Melton City Council respects, reflects, and is inclusive of Aboriginal and / or Torres Strait Islander persons (7.6), respondents could turn to the neighbours for help (7.6), and that Melton is an 'age-friendly' community (7.7).

Agreement was lowest for there is public transport that goes where I need to go (6.9) and that there is affordable and efficient public transport (7.0).

Average commuting times:

There was a 12% increase this year in the proportion of respondents who reported that the commute to and from work took one hour or more (64% up from 52%) and a corresponding decrease in the proportion reporting that it took less than one hour (37% down from 48%).

Food security:

In 2025, 81 of the 800 respondent households (10%) reported that their household had run out of food and couldn't afford to buy more at least once in the last 12 months.

This was the highest proportion of respondent households reporting food security issues recorded for the City of Melton and was double the pre-pandemic average of five percent.

Family violence:

In 2025, 15% (up from 13%) of respondents agreed that family violence was common in their community, 42% were neutral or could not say, and 43% (down from 51%) disagreed.

On average, respondents reported similar results to previous years as to whether they agreed or disagreed with five statements. 72% (down from 76%) of respondents disagreed that family violence can be excused if it is acceptable in the person's culture, and 58% disagreed that women prefer men to be in charge of the relationship.

Volunteering:

In 2025, 14% of respondents reported that they volunteer.

This includes eight percent (down from 11%) who report that they volunteer locally, and six percent (stable) who report that they volunteer elsewhere.



Introduction

Metropolis Research was commissioned by Melton City Council to undertake this, its *Annual Community Satisfaction Survey*.

The survey has been designed to measure community satisfaction with a broad range of Council services and facilities as well as to measure community sentiment across a range of additional issues of concern in the municipality.

The *Community Satisfaction Survey* program comprises the following core components which are included each year:

- Satisfaction with Council's ***overall performance*** and ***change in performance***.
- Satisfaction with aspects of ***governance and leadership***.
- Importance of and satisfaction with a range of 32 ***Council services and facilities***.
- ***Issues of importance*** to address for the City of Melton "at the moment".
- Satisfaction with aspects of ***planning and housing development***.
- Community ***perception of safety*** in public areas of Melton.
- Satisfaction with Council's ***customer service performance***.
- Respondent profile.

In addition to these core components, *Community Satisfaction Survey* program includes questions exploring current issues of importance that reflect Council's current requirements. The 2025 survey includes questions related to the following issues:

- Local employment and educational opportunities
- Sense of community
- Average commuting time
- Food security
- Family violence
- Volunteering.

Rationale

The *Community Satisfaction Survey* has been designed to provide Council with a wide range of information covering community satisfaction, sentiment, and involvement.

The survey meets the requirements of Local Government Victoria (LGV) requirements by providing importance and satisfaction ratings for the core measures and satisfaction with Council's overall performance.

The survey is used by Council in meeting its legislative requirements, including reporting performance indicators against the Local Government Performance Reporting Framework and associated requirements under the *Local Government Act 2020* and *Public Health and Wellbeing Act 2008.*

The survey also assists Council in gauging achievement toward the delivery of the commitments contained with the *Council and Wellbeing Plan 2021-2025* and achieving the aspirations of the *Community Vision 2041 – The City We Imagine*, and other strategic council plans.

Criteria considered in determining the survey questions included consistency with questions previously asked, strategic indicators from the *Council and Wellbeing Plan 2021-2025* and information that feeds into the online Know Your Council website (which provides consistent information regarding the performance of local councils across Victoria).

The *Community Satisfaction Survey* provides an in-depth coverage of Council services and facilities as well as additional community issues and expectations.

This information is critical to informing Council of the attitudes, levels of satisfaction and issues facing the community in the City of Melton.

In addition, the *Community Satisfaction Survey* includes a range of demographic and socio-economic variables against which the results can be analysed including age structure, period of residence, language, gender, and household structure.

These variables have been included to facilitate in-depth analysis of the results of the survey by demographic profile and to ensure that the sample selected represents the underlying population of the City of Melton.

Methodology, response rate and statistical significance

The survey was conducted as a door-to-door interview style survey of 800 households drawn proportionally from across all the suburbs / localities that comprise the municipality.

The survey fieldwork was conducted over weekends in May and June 2025.

Trained Metropolis Research fieldwork staff conducted face-to-face interviews of approximately 20 minutes duration with randomly approached householders.

This methodology has produced highly consistent results in terms of the demographic profile of respondents, obtaining a sample of respondents that more closely reflects the underlying population of the municipality than can be obtained using the alternative telephone methodology.

The sample was pre-weighted by suburb / locality population to ensure that each of the suburbs / localities contributed proportionally to the overall municipal result.

The final sample was then weighted by respondents' age and gender to reflect the age and gender profile of the City of Melton community, as reported in the 2021 *Census*. This two-stage process ensured that the municipal results effectively reflect the geographical and demographic makeup of the City of Melton community.

A total of 3,824 households were approached to participate in the survey. Of these households, 1,879 were unattended when approached, were therefore not invited to participate, and played no further part in the research.

A total of 1,145 refused the offer to participate in the research and 800 completed the survey.

This provides a response rate of 41%, which was up on the 37% recorded last year, and down significantly on the unusually high 53% recorded in 2023, but consistent with the 35% obtained in 2019 pre-pandemic, using the same door-to-door methodology.

The 95% confidence interval (margin of error) of these results is plus or minus 3.4% at the 50% level. In other words, if a yes / no question obtains a result of 50% yes, it is 95% certain that the true value of this result is within the range of 46.6% and 53.4%.

This is based on a total sample size of 800 respondents, and an underlying estimated population of the City of Melton of approximately 192,865.

The margin of error increases as the sample size decreases, such as for the precinct results, and the breakdown of results for individual age groups, genders, and other sub-groupings for which results are provided. Each separate result has a different margin of error based on its unique sample size and the actual result.

Governing Melbourne

Governing Melbourne is a service provided by Metropolis Research since 2010. *Governing Melbourne* included a sample of 800 respondents in 2025, drawn in equal numbers from all 31 metropolitan Melbourne municipalities.

Governing Melbourne provides an objective, consistent and reliable basis on which to compare the results of the survey. It is not intended to provide a "league table" for individual councils, rather to provide both a metropolitan and local region framework within which to understand these survey results.

This report provides some comparisons sourced from *Governing Melbourne* against the metropolitan Melbourne average, which includes all municipalities located within the Melbourne Greater Capital City Statistical Area as well as the western region (which includes the cities of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley, and Wyndham).

The report also provides some comparisons with the growth area councils of Cardinia, Casey, Hume, Knox, Melton, Whittlesea, and Wyndham.

Glossary of terms

Precinct

The results of this report are presented at both the municipal and precinct level. The term precinct is used by Metropolis Research to describe the sub-municipal areas for which results are presented, as agreed with officers of Council. The precinct boundaries are most often the sub-municipal areas as published on Council's *Community Profile*.

Measurable and statistically significant

A measurable difference is one where the difference between or change in results is sufficiently large to ensure that they are in fact different results, i.e., the difference is statistically significant. This is because survey results are subject to a margin of error or an area of uncertainty.

Significant result

Metropolis Research uses the term *significant result* to describe a change or difference between results that Metropolis Research believes to be of sufficient magnitude that they may impact on relevant aspects of policy development, service delivery and the evaluation of performance and are therefore identified and noted as significant or important.

Marginal / somewhat / notable

Metropolis Research will describe some results or changes in results as being marginally, somewhat, or notably higher or lower. These are not statistical terms, rather they are interpretive. They are used to draw attention to results that may be of interest or relevant to policy development and service delivery.

In order of significance, "marginal" is the least significant, followed by "somewhat", and with "notable" the most significant of the subjective terms used to describe variations that were not statistically significant.

These terms are often used for results that may not be statistically significant due to sample size or other factors but may nonetheless provide some insight into the variation in community sentiment across the municipality or between groups within the community, or in changes in results over time.

95% confidence interval

Average satisfaction results are presented in this report with a 95% confidence interval included. These figures reflect the range of values within which it is 95% certain that the true average satisfaction falls.

The 95% confidence interval based on a one-sample t-test is used for the mean scores presented in this report. The margin of error around the other results in this report at the municipal level is plus or minus 3.4%.

Satisfaction categories

Metropolis Research typically categorises satisfaction results to assist in the understanding and interpretation of the results.

Metropolis Research has worked primarily with local government and developed these categories as a guide to satisfaction with the performance of local government across a wide range of service delivery and policy related areas of Council responsibility.

The scores presented in the report are designed to give a general context about satisfaction with variables in this report, and are defined as follows:

- ***Excellent -*** scores of 7.75 and above are categorised as excellent.
- ***Very good -*** scores of 7.25 to less than 7.75 are categorised as very good.
- ***Good -*** scores of 6.5 to less than 7.25 are categorised as good.
- ***Solid -*** scores of 6 to less than 6.5 are categorised as solid.
- ***Poor -*** scores of 5.5 to less than 6 are categorised as poor.
- ***Very Poor -*** scores of 5 to less than 5.5 are categorised as very poor.
- ***Extremely Poor*** – scores of less than 5 are categorised as extremely poor.

Precincts

This report provides results at both the municipal and precinct level.

The precincts are consistent with those used for the *Melton Community Profile* as available via Council's website.

The precincts used in this report are as follows:

- ***Melton Township*** – includes the precincts of Melton precinct (35 respondents), Melton West (37), Kurunjang (43), Melton South / Brookfield (90), and Harkness (49).
- ***Eastern Corridor*** – includes the precincts of Burnside (48), Caroline Springs (102), Hillside (60), Taylors Hill (59), Cobblebank / Strathtulloh (46), and Fraser Rise (53).
- ***Rural precinct (176 respondents)*** - includes the rural townships of Diggers Rest (22), Aintree (47), Eynesbury (20), Rockbank (19), and rural balance including Toolern Vale and other locations (68).

Summary of results

The following is a summary of the results from the *Melton City Council – 2025 Annual Community Satisfaction Survey*.

Overall performance

- Satisfaction with Council's overall performance remained stable this year at 7.0 out of 10, which remains a "good" level of satisfaction.
- This result was marginally lower than the 2025 metropolitan Melbourne (7.1) average and the western region councils' (7.1) average.
- Approximately two-fifths (39%, stable) were "very satisfied" with Council's overall performance, and there was a small decrease in the proportion of "dissatisfied" respondents (6% down from 7%).
- Respondents from Kurunjang were marginally more satisfied than the municipal average, whilst respondents from Rural precinct and Melton precinct were notably less satisfied.
- Respondents from multilingual households, new residents (less than one year in the City of Melton) were more satisfied with Council's overall performance.
- Middle-aged adults (aged 45 to 59 years), long-term residents (10 years or more in the municipality), respondents who had contacted Council in the last 12 months, respondents from households with a member with disability, and respondents who owned a business in Melton were somewhat less satisfied.

Governance and leadership

- The average satisfaction with the eight aspects of governance and leadership remained stable at 7.0 out of 10 this year.
- The average satisfaction with the five core measures of governance and leadership (including advocacy and representation, communication and consultation, responsiveness, maintaining community trust, and making decisions in the interests of the community) remained stable this year at 7.0 out of 10, which was a "good" level of satisfaction.
- Satisfaction with the eight aspects of governance and leadership were as follows:
  - Meeting environmental responsibilities *(7.4, stable)* *"very good"*
  - Advocacy on behalf of the community for local educational opportunities *(7.1, stable)* *"good"*
  - Community consultation and engagement *(7.0 up from 6.9)* *"good"*
  - Maintaining community trust and confidence *(7.0 dn from 7.1)* *"good"*
  - Responsiveness to local community needs *(7.0 up from 6.9)* *"good"*
  - Making decisions in the interests of the community *(7.0, stable)* *"good"*
  - Representation, lobbying, and advocacy *(7.0, stable)* *"good"*
  - Making decisions in the interests of the community *(6.9, new)* *"good".*

Statements about City of Melton

- Respondents were asked their level of agreement with three statements about Melton City Council, on a scale from zero (strongly disagree) to 10 (strongly agree), with the average agreement as follows:
  - Council infrastructure is equitable, inclusive, and accessible *(7.5, stable)*
  - Melton is a city that encourages and enables people to work, shop and spend time locally *(7.3 dn from 7.5)*
  - Council is efficient and well run *(7.2, stable).*

Customer service

- 27% of respondents reported that they had contacted Council in the last 12 months, similar to last year, but significantly below the long-term average since 2015 of 36%.
- The most common form of contact with Council was by telephone during office hours, with approximately two-thirds (65% up from 59%) of respondents using this method, with 14% (up from 7%) contacting Council by website, and 12% (down from 18%) by email.
- Average satisfaction with the six aspects of customer service declined somewhat this year, down three percent to 7.4 (from 7.7), which was a "very good" level.
- These can best be summarised as follows:

Courtesy and professionalism of staff	*(7.9 dn from 8.1)*	*"excellent"*
Provision of information	*(7.7, stable)*	*"very good"*
Access to relevant officer / area	*(7.5, stable)*	*"very good"*
Overall satisfaction	*(7.4, new)*	*"very good"*
Satisfaction with the "final outcome"	*(7.1 dn from 7.6)*	*"good"*
Speed and efficiency of service	*(7.0 dn from 7.5)*	*"good".*

Planning for population growth

- Satisfaction with planning for population growth by all levels of government increased again this year, up two percent to 7.1 (from 6.9), which remains a "good" level of satisfaction.

Planning and housing development

- Satisfaction with the appearance and quality of new developments remained stable this year, while satisfaction with maintaining local heritage and sites of significance declined somewhat (down 2%), with both remaining at "very good" levels of satisfaction as follows:

Appearance and quality of new developments	*(7.4, stable)*	*"very good"*
Maintaining local heritage and sites of significance	*(7.3 dn from 7.5)*	*"very good".*

Council services and facilities

- The average satisfaction with the 32 included Council services and facilities was 7.8, up two percent on the 7.6 recorded last year. This was an "excellent", up from a "very good" level of satisfaction.

- Satisfaction with the 32 services and facilities included in the survey were as follows:

○ Regular garbage collection	*(8.8 up from 8.7)*	*"Excellent"*
○ Regular recycling	*(8.8 up from 8.6)*	*"excellent"*
○ Green waste collection service	*(8.7 dn from 8.8)*	*"excellent"*
○ Hard rubbish collection	*(8.4 up from 8.2)*	*"excellent"*
○ Library services	*(8.4 dn from 8.5)*	*"excellent"*
○ Health services for babies, infants, and toddlers	*(8.2 up from 7.5)*	*"excellent"*
○ Melton Recycling Facility	*(8.2 up from 8.0)*	*"excellent"*
○ Services for seniors	*(8.0 up from 7.8)*	*"excellent"*
○ Community centres / Neighbourhood houses	*(8.0 up from 7.8)*	*"excellent"*
○ Council provided services and programs for children	*(8.0 up from 7.5)*	*"excellent"*
○ Access services through digital or online channels	*(8.0 up from 7.7)*	*"excellent"*
○ Sports grounds and associated facilities	*(8.0 up from 7.8)*	*"excellent"*
○ Council's website	*(8.0 up from 7.8)*	*"excellent"*
○ Council provided services for young people	*(8.0 up from 7.8)*	*"excellent"*
○ Provision of cultural events	*(7.9, stable)*	*"excellent"*
○ Provision of community events and festivals	*(7.8 dn from 8.0)*	*"excellent"*
○ Animal management	*(7.8 up from 7.7)*	*"excellent"*
○ Recreation and Leisure Centres	*(7.8 up from 7.6)*	*"excellent"*
○ Services for people with disability	*(7.7 up from 7.5)*	*"very good"*
○ Provision and maintenance of parks and gardens	*(7.7 up from 7.3)*	*"very good"*
○ On and off-road bike and / or walking paths	*(7.6 up from 7.3)*	*"very good"*
○ Provision and maintenance of playgrounds	*(7.6 up from 7.5)*	*"very good"*
○ Moving Ahead *(Council's printed newsletter)*	*(7.6 up from 7.4)*	*"very good"*
○ Public Spaces	*(7.6 up from 7.5)*	*"very good"*
○ Council activities promoting local business growth	*(7.5 up from 7.2)*	*"very good"*
○ Provision and maintenance of street trees	*(7.4 up from 7.1)*	*"very good"*
○ Footpath maintenance and repairs	*(7.2 up from 6.9)*	*"good"*
○ Parking enforcement	*(7.1, stable)*	*"good"*
○ Maintenance and repair of sealed local roads	*(6.9 up from 6.8)*	*"good"*
○ Local traffic management	*(6.9 up from 6.5)*	*"good"*
○ Public toilets	*(6.7 up from 6.3)*	*"good"*
○ Maintenance and repair of major arterial roads	*(6.6, new)*	*"good".*

Issues for Council to address 'at the moment'

- A total of 532 respondents (67% up from 60%) nominated a total of 1,008 individual issues to address for the City of Melton 'at the moment'.

- The top five issues for the City of Melton this year were as follows:

○ Traffic management	*(23% up from 18%)*
○ Safety, policing, and crime	*(19% up from 6%)*
○ Roads (including roadworks)	*(15% up from 8%)*
○ Street trees	*(6% dn from 9%)*
○ Public transport	*(6% up from 5%).*

Community engagement consultation activities

- In 2025, 11% (down from 15%) reported that they had been involved in a community engagement activity in the past 12 months.
- The most common consultation engagement activity undertaken by respondents in the past 12 months was completing a Council survey, with 5% (down from 10%) reporting that they completed a Council survey in the past year.

Local employment and educational opportunities

- Respondents were again in 2025, asked to rate both the importance of and their personal level of satisfaction with local job opportunities and the accessibility of local education.
- The importance of both local job and local employment opportunities decreased marginally this year (down 2%), although both remain very important to almost 90% of respondents.
- Satisfaction with the accessibility of local education declined somewhat this year, down three percent to 7.3 from 7.6, remains at a "very good" level of satisfaction.
- Satisfaction with local job opportunities increased somewhat this year, up two percent to 6.9 from 6.7, remains at a "good" level of satisfaction.
- These can best be summarised as follows:
  - Importance of accessibility of local education *(9.0 dn from 9.2) "excellent"*
  - Satisfaction with accessibility of local education *(7.3 dn from 7.6) "very good"*
  - Importance of local job opportunities *(8.9 dn from 9.1) "excellent"*
  - Satisfaction with local job opportunities *(6.9 up from 6.7) "good".*

Perception of safety in the public areas of the City of Melton

- Respondents were again in 2025, asked to rate how safe they felt in 10 situations and locations across the City of Melton.
- The average perception of safety in all situations and locations declined somewhat this year, down two percent from 7.1 to 6.9 out of 10.
- These can best be summarised as follows:
  - In the public areas of the municipality during the day *(7.7, stable)*
  - At local community events *(7.3 dn from 7.5)*
  - In and around Caroline Spring Shopping Centre *(7.2 dn from 7.3)*
  - At home alone after dark *(7.2 dn from 7.5)*
  - In and around local shopping area *(7.0 dn from 7.1)*
  - In and around Melton Town Centre *(7.0 up from 7.2)*
  - Travelling on or waiting for public transport *(6.9 dn from 7.0)*
  - In and around the Woodgrove Shopping Centre *(6.8 dn from 7.0)*
  - At Lake Caroline at night *(6.5 dn from 6.8)*
  - In the public areas of the municipality at night *(5.7 dn from 6.0).*

Sense of community

- Respondents were again in 2025, asked to rate their agreement or disagreement with 18 statements about the local sense of community including aspects such as Council engagement with the community, and some aspects relating to public transport.

- The average agreement with the 18 statements declined somewhat this year, down two percent to 7.4 (from 7.6) out of 10.

- The average agreement with these statements was as follows:

  - "Age-friendly" community *(7.7 dn from 7.8)*
  - Council respects ATSI peoples *(7.6 dn from 7.9)*
  - Could turn neighbours for help *(7.6 dn from 7.7)*
  - Welcome diverse cultures' people *(7.6 dn from 8.0)*
  - "Child-friendly" community *(7.6 dn from 7.9)*
  - Council respects diverse community *(7.6 dn from 7.9)*
  - Community is vibrant and engaging *(7.5 dn from 7.7)*
  - Distinct community character *(7.5, stable)*
  - Welcome LGBTIQA+ people *(7.5 dn from 7.7)*
  - People locally can be trusted *(7.4 dn from 7.5)*
  - Accessible and inclusive for people with disability *(7.4 dn from 7.8)*
  - Feel sense of optimism about future *(7.4 dn from 7.7)*
  - Adequate opportunities to socialise / meet people *(7.4 dn from 7.6)*
  - Local health services available *(7.3 up from 7.0)*
  - Feel part of local community *(7.3 dn from 7.6)*
  - Active community *(7.1 dn from 7.3)*
  - Affordable and efficient public transport *(7.0 dn from 7.1)*
  - Public transport goes where I need to go *(6.9 up from 6.8).*

Average commuting time

- Approximately one-third (37%, down from 48% in 2024, 53% in 2023 and 54% in 2022) of employed respondents took less than one hour to commute to and from work (combined both ways), whilst approximately two-thirds (63%, up from 52% in 2024, 46% in 2023 and 45% in 2022) took one hour or more.

Food security

- 81 of the 800 respondents (10%, up from 9%) reported that their household had run out of food and couldn't afford to buy more at least once in the last 12 months.

Family violence

- The family violence component of the survey includes a preliminary question asking respondents if they believe that family violence is common in the community, and then a follow up set of questions asking respondents if they agree or disagree with five statements relating to some of the drivers of, or myths that can justify or excuse family violence in the community.

- 15% of the 800 respondents agreed that family violence is common in the community, a small increase on the 13% recorded last year, but a significant decrease on the historically high result of 29% recorded in 2021 and 2022. There was a marginal decrease in the proportion of respondents who disagreed that family violence is common in the community, down from 51% to 43%.

- These were substantial variations from the historical results, which have averaged 22% of respondents agreeing and 29% disagreeing with the statement.

- Respondents were again in 2025, asked whether they agreed or disagreed with five statements about family violence. These results confirm that the majority of the City of Melton community continues to disagree with these five statements about family violence, as follows:

  - Family violence can be excused if it is acceptable in the persons' culture *(72% dn from 76%)*
  - Family violence can be excused if, afterwards, the violent person genuinely regrets what they have done *(68% up from 66%)*
  - Men should take control in relationships and be the head of the household *(62% dn from 63%)*
  - Men make better political leaders *(61% dn from 68%)*
  - Women prefer a man to be in charge of the relationship *(58% dn from 57%).*

Volunteering

- The proportion of respondents from households with a member who regularly volunteers locally decreased somewhat this year to 8% (from 11%).

- The proportion of respondents from households with a member that volunteers non-locally, remained stable at six percent this year.

Council's overall performance

Respondents were asked:

"On a scale of 0 (lowest) to 10 (highest), can you please rate your satisfaction with the performance of Council across all areas of responsibility?"

Satisfaction with the performance of Melton City Council across all areas of responsibility (overall performance) remained stable this year at 7.0 out of 10.

This remained the equal second highest satisfaction score recorded for the City of Melton, the high point being the 7.1 out of 10 recorded in 2018.

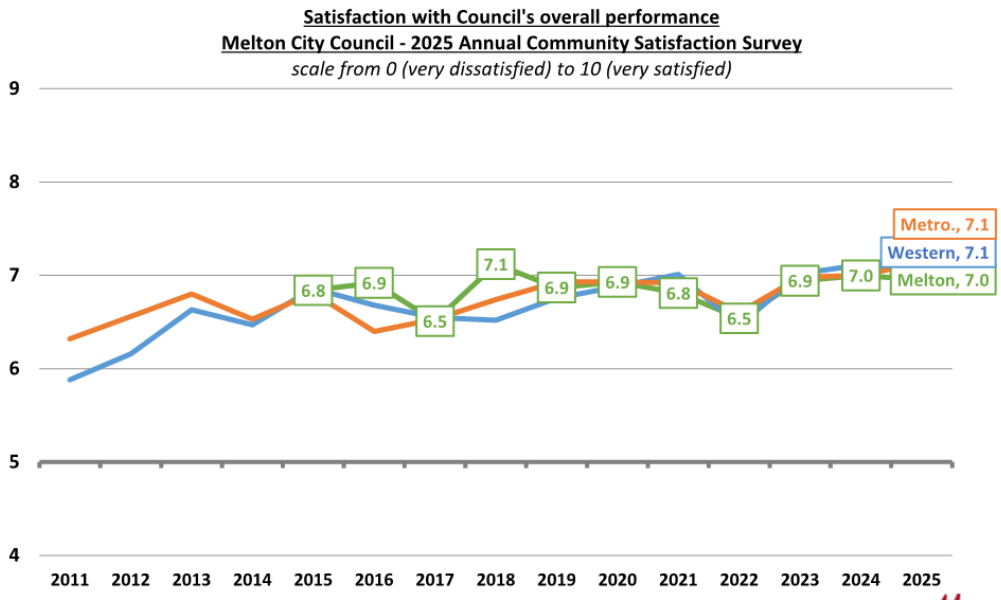
This remains a "good" level of satisfaction, and marginally (1%) above the long-term average satisfaction since 2015 of 6.9.

This result reinforces the return to above long-term trend satisfaction with the overall performance of Melton City Council, reversing the three percent decline recorded in 2022.

Metropolis Research notes that 2022 was an unusual year for satisfaction with local government across metropolitan Melbourne, with many municipalities, as well as the metropolitan Melbourne average recording notable declines in satisfaction.

By way of comparison, this result was marginally (1%) lower than the metropolitan average of 7.1, as recorded in the 2025 *Governing Melbourne* research.

Governing Melbourne was conducted independently by Metropolis Research in January 2025, using the same door-to-door, in-person interview methodology.

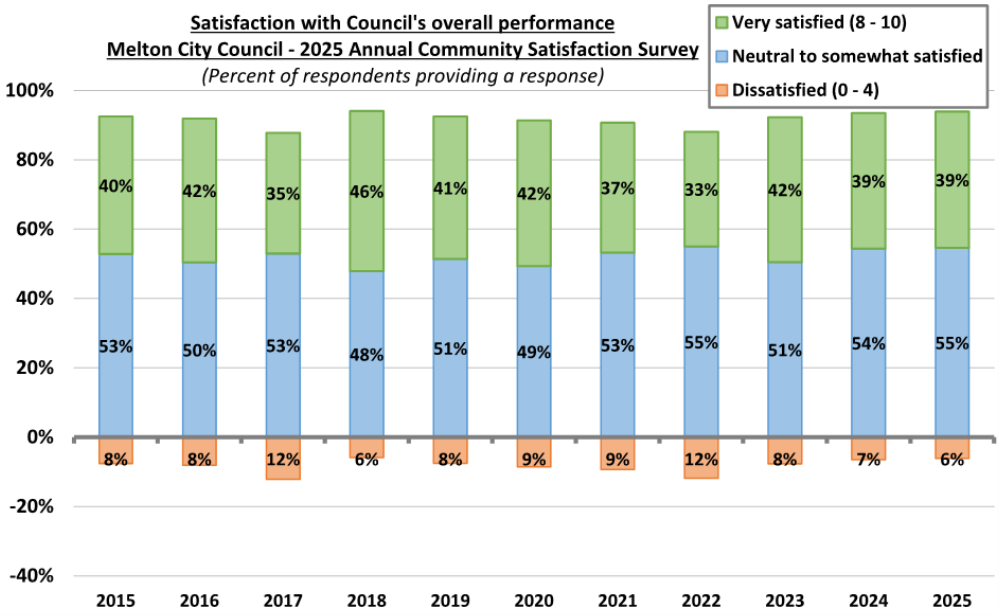


The following graph provides a breakdown of these results into the proportion of respondents (providing a score) who were "very satisfied" (i.e., rated satisfaction at eight or more out of 10), those who were "neutral to somewhat satisfied" (i.e., rated satisfaction at five to seven), and those who were "dissatisfied" (i.e., rated satisfaction at less than five out of 10).

Consistent with the long-term results, 39% of respondents were "very satisfied" with Council's overall performance, whilst six percent (down from 7%) were "dissatisfied".

This was the equal lowest proportion of respondents "dissatisfied" with Council's overall performance recorded for the City of Melton (equal with 2018).

Metropolis Research notes that it is extremely unusual for less than five percent of respondents to be "dissatisfied" with the performance of their local council, with the 2025 metropolitan Melbourne average being six percent.

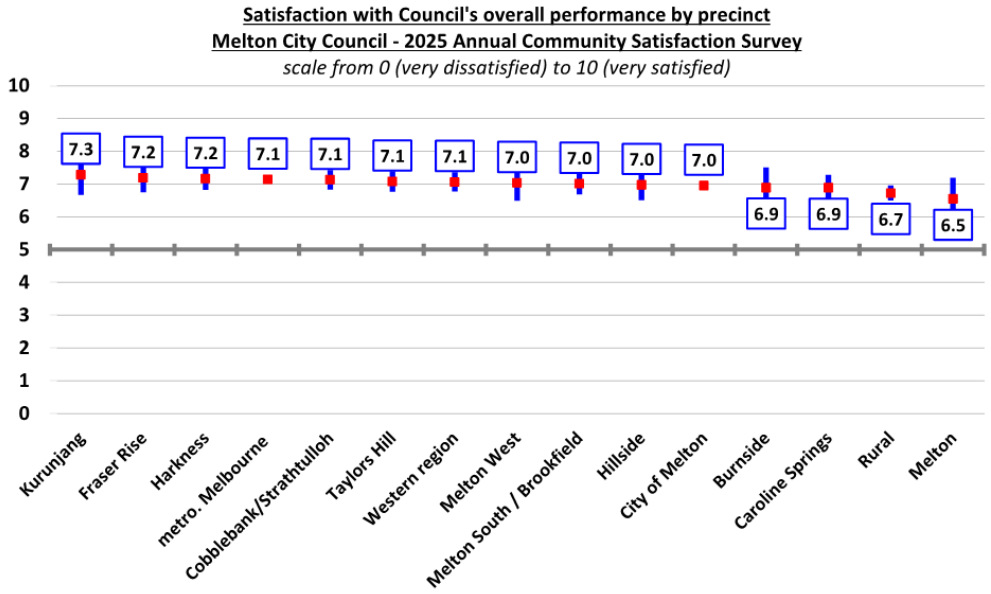


The following graph provides a comparison of satisfaction with Council's overall performance across the 12 precincts comprising the City of Melton.

While there was no measurable (statistically significant) variation in satisfaction with Council's overall performance observed across the municipality, it is noted that 41 respondents from Kurunjang were somewhat (3%) more satisfied than average, and at a "very good" level.

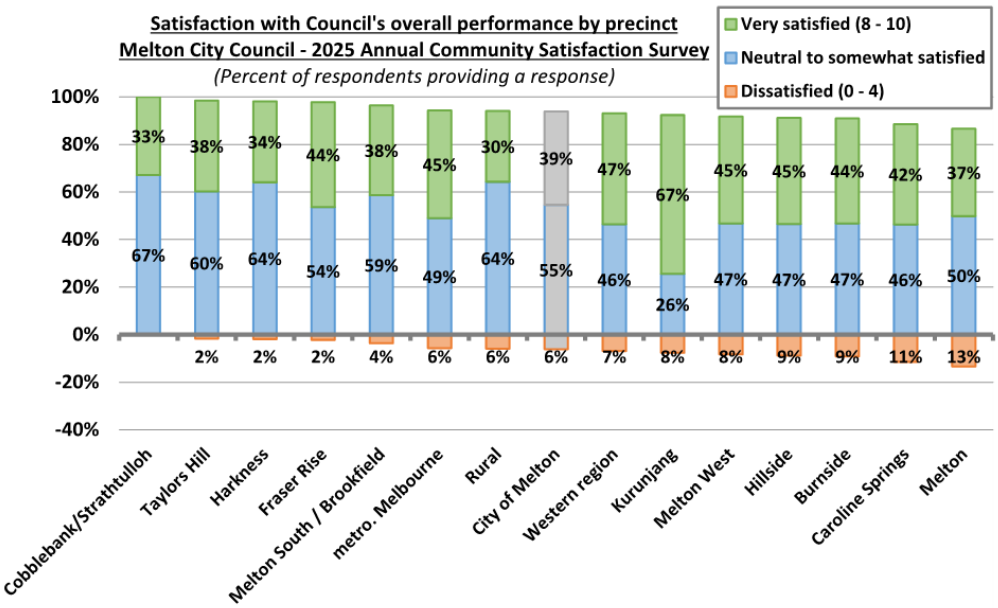
Metropolis Research notes that Kurunjang also recorded notably higher than average satisfaction in 2024.

By contrast, respondents from the Rural precinct (3%) and 34 respondents from Melton precinct were notably (3% and 5% respectively) less satisfied than average, although both still at "good" levels of satisfaction.



It is noted that two-thirds (67%) of respondents from Kurunjang were "very satisfied" with Council's overall performance, and approximately half from Fraser Rise (44%), Melton West (45%), Hillside (45%), and Burnside (44%) were "very satisfied".

By contrast, more than 10% of respondents from Caroline Springs (11%) and Melton precinct (13%) were "dissatisfied".



Overall performance by respondent profile

The following section provides a comparison of satisfaction with Council's overall performance by respondent profile, including age structure, gender, language spoken at home, household disability status, housing situation, period of residence in the City of Melton, whether or not a business owner or manager in the City of Melton, and household structure.

There was relatively little significant variation in satisfaction with Council's overall performance observed by respondent profile, which reflects a relatively consistent level of satisfaction with Council observed across the community.

This was a positive result as it suggests that most groups across the community were relatively satisfied with Council's overall performance, although the following variations are noted:

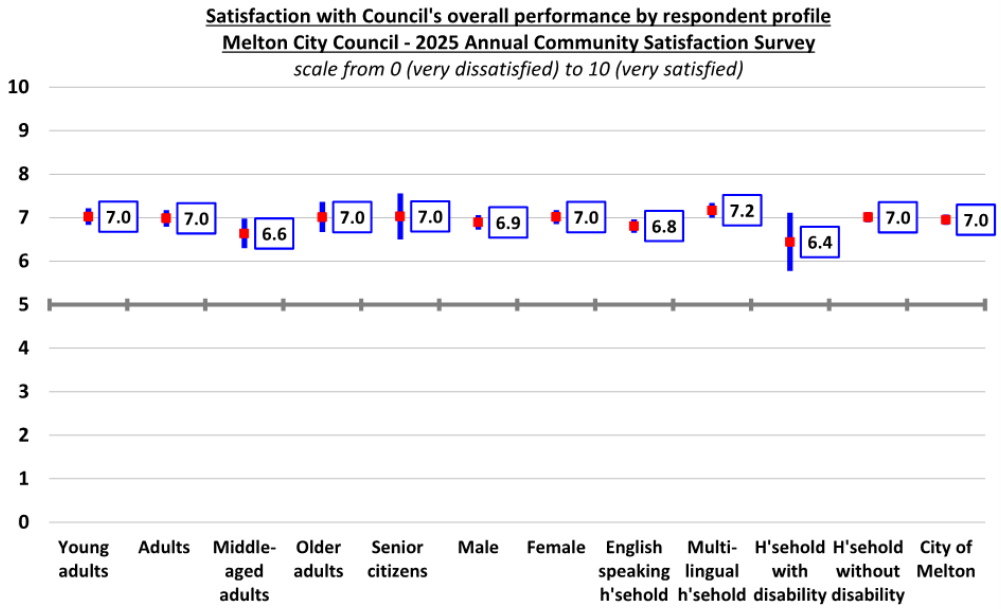
- ***Somewhat MORE satisfied than average*** – included respondents from multilingual households, new residents (less than one year in the City of Melton).
- ***Somewhat LESS satisfied than average*** – included middle-aged adults (aged 45 to 59 years), long-term residents (10 years or more in the municipality), respondents who had contacted Council in the last 12 months, respondents from households with a member with disability, and respondents who owned a business in Melton.

Metropolis Research notes that the variation in satisfaction with Council's overall performance by respondent profile was notably less significant this year than in most previous years.

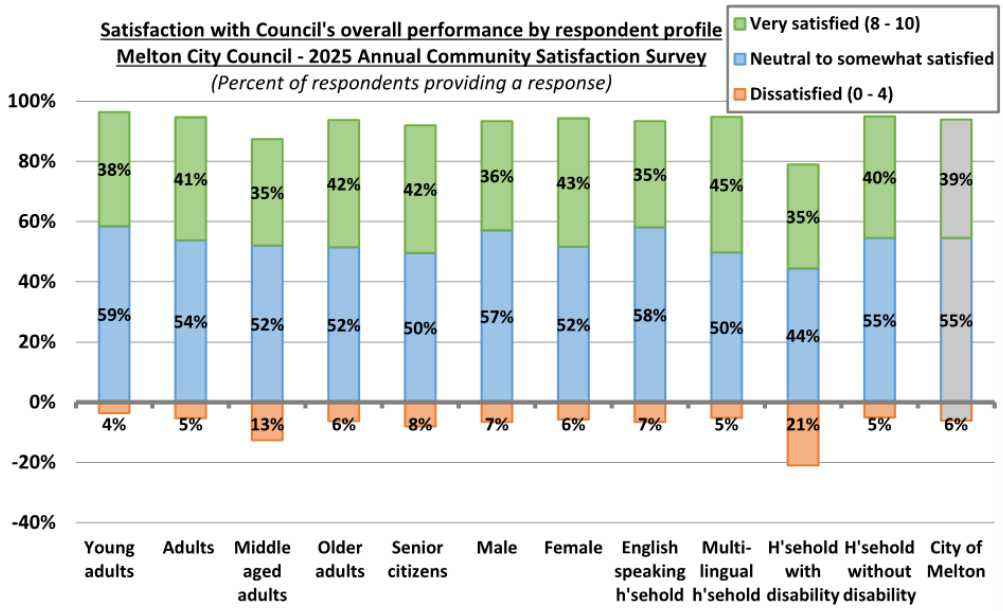
It is often observed that younger adults (aged 18 to 34 years) and senior citizens (aged 75 years and over) will tend to report higher than average satisfaction. These respondents, on average, this year reported identical satisfaction to the municipal average.

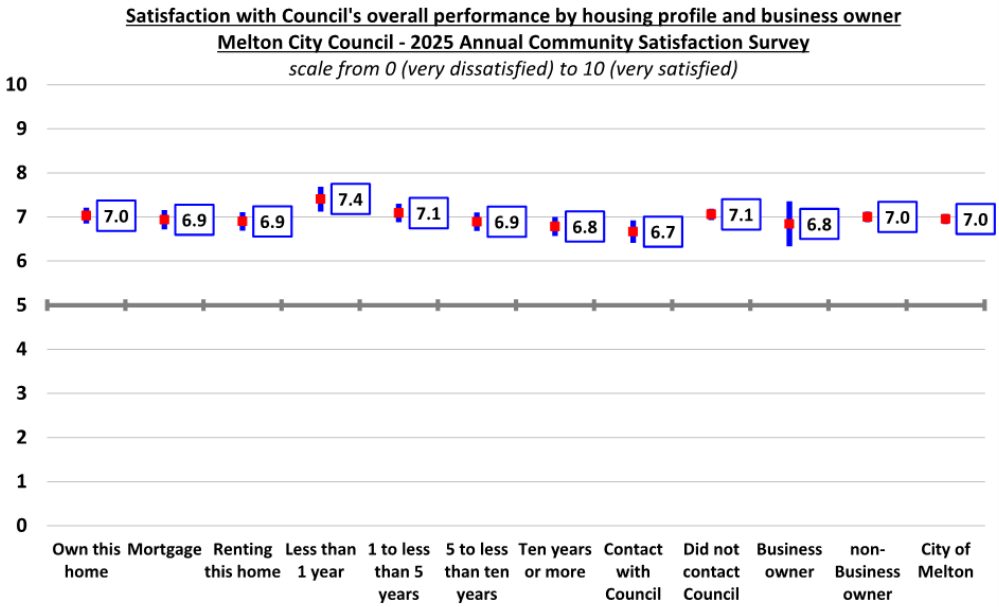
There was also less variation in satisfaction observed by housing situation this year, along with period of residence in the municipality.

This relatively even spread of satisfaction with Council's overall performance does imply a relatively even performance by Council in meeting the needs of the diverse City of Melton community.

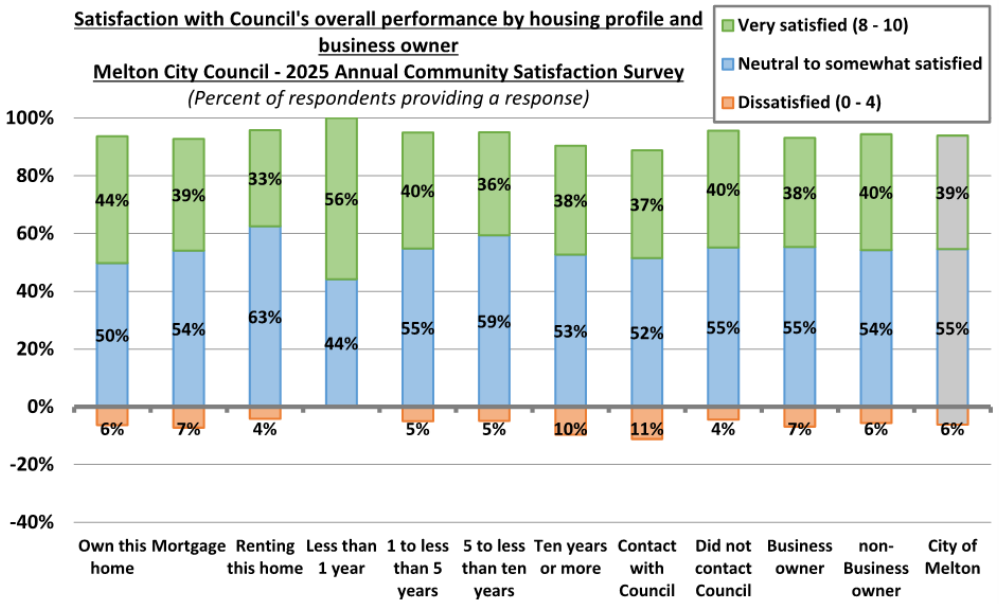


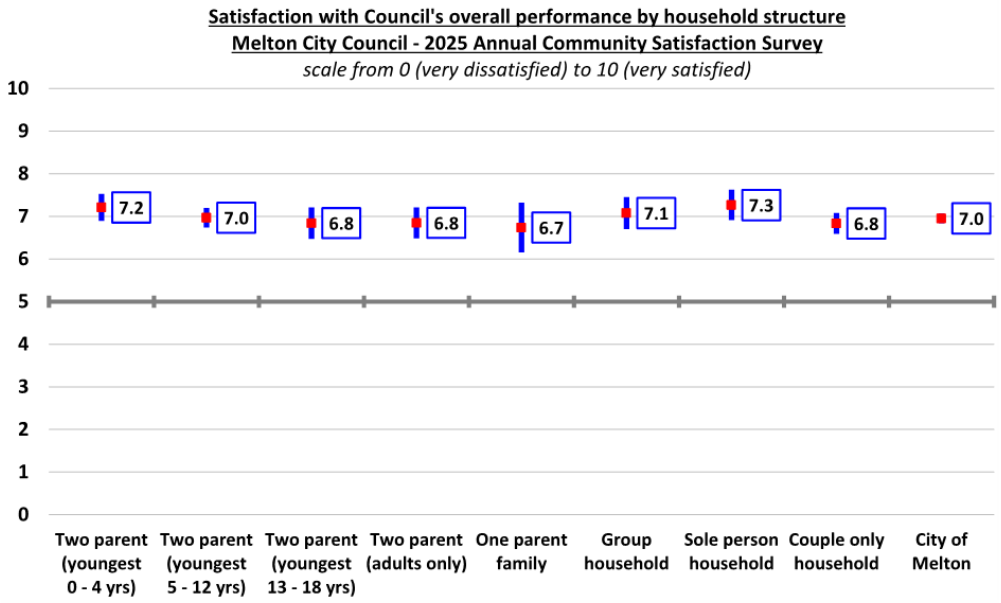
It is noted that 21% of the 46 respondents from households with a member with disability were "dissatisfied" with Council's overall performance, along with 13% of the middle-aged adults (aged 45 to 59 years).



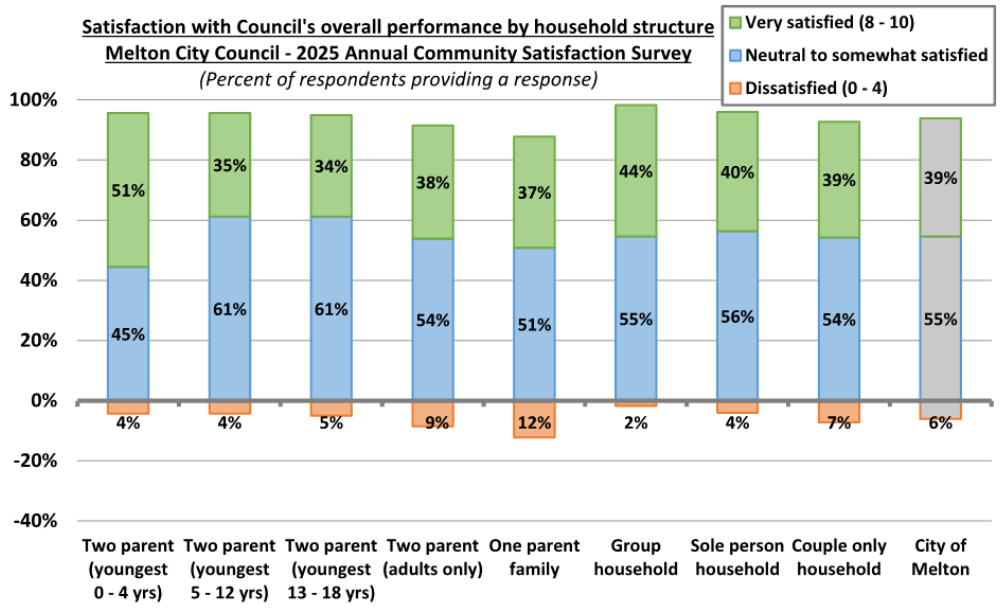


Almost half (44%) of respondents who owned their home outright were "very satisfied" with Council's overall performance. By contrast, 10% of long-term residents (10 years or more in the City of Melton), and 11% of respondents who had contacted Council in the last 12 months were "dissatisfied".





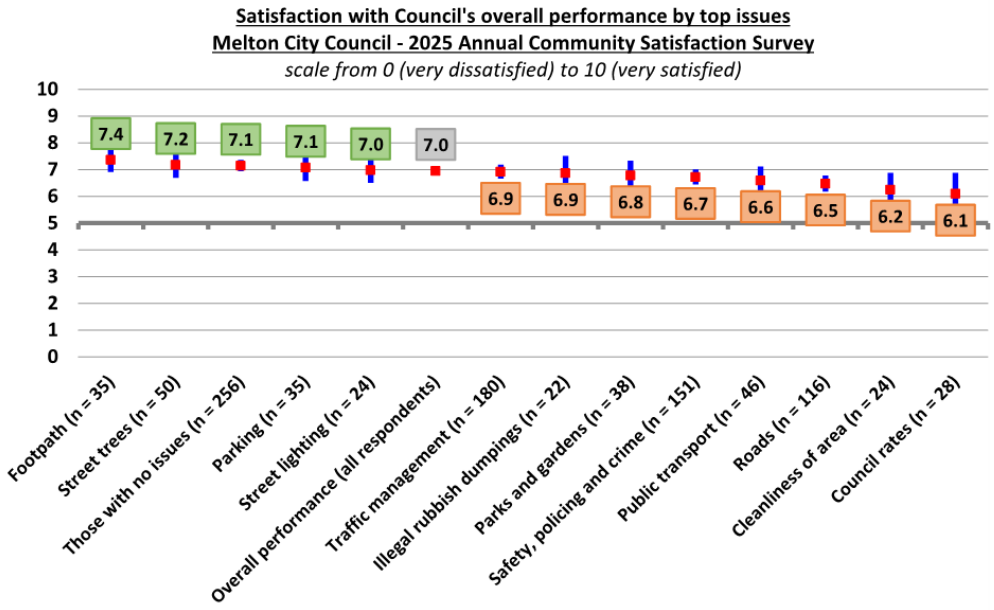
Approximately half (51%) of respondents from two-parent families (youngest child aged 0 to 4 years) and 44% of the 41 respondents from group households were "very satisfied" with Council's overall performance. By contrast, 12% of the 45 respondents from one-parent families (with children of all ages) were "dissatisfied".



Relationship between issues and satisfaction with overall performance

The following graph displays the average overall satisfaction score for respondents nominating each of the top 12 issues to address for the City of Melton 'at the moment', with a comparison to the overall satisfaction score of all respondents (7.0), as well as to the overall satisfaction of the 256 respondents who did not nominate any issues to address (7.1).

The detailed analysis of the top issues to address in the City of Melton 'at the moment' is discussed in the Current Issues for the City of Melton section of this report.



The aim of this data is to explore the relationship between the issues raised by respondents and their satisfaction with Council's overall performance.

The data does not prove a causal relationship between the issue and satisfaction with Council's overall performance but does provide meaningful insight into whether these issues are likely to be exerting a positive or negative influence on these respondents' satisfaction with Council's overall performance.

Clearly the number of respondents nominating each of these issues varies substantially, which is reflected in the size of the blue vertical bars (the 95% confidence interval).

The 256 (down from 321) respondents who did not feel compelled to raise any issues that they felt needed to be addressed in the municipality, recorded the same overall satisfaction with Council as the municipal average.

This is a somewhat unusual result, as it is typically observed that those in the community who cannot think of any issues to address will tend to be more satisfied with their local council than those who do have issues that they feel need to be addressed.

This reflects the fact that residents who do not feel there are issues in their local area that need addressing are going to be more satisfied with the performance of their local council than respondents who believe that there are issues to address.

There was a range of issues that were negatively related to overall satisfaction (for the respondents who raise the issues).

The most significant issue negatively related to overall satisfaction was safety, policing, and crime, with 151 respondents raising these issues this year.

The respondents who raised these issues were, on average, three percent less satisfied with Council's overall performance than the municipal average.

A range of other issues were also negatively related to overall satisfaction for those who raised them.

These included the issues of Council rates, fees and charges (28 respondents 9% less satisfied), cleanliness of the local area (24 respondents 8% less), roads maintenance and repairs (116 respondents, 5% less), public transport (46 respondents, 4% less), parks and gardens (38 respondents, 2% less), illegal dumping of rubbish (22 respondents, 1% less), and traffic management (180 respondents, 1% less).

Metropolis Research notes that many of these issues were, at least in part, the responsibility of the state government, including traffic management, roads, public transport, and safety, policing and crime related issues.

The following table provides an alternative method of exploring the relationship between issues to address for the City of Melton and satisfaction with Council's overall performance.

It is important to bear in mind that just 52 respondents were "dissatisfied" with Council's overall performance, and only 40 of these provided an issue to address.

The table displays the proportion of respondents who were dissatisfied with Council's overall performance and who nominated each of the top 15 issues, with a comparison to the proportion of all respondents who nominated each of these issues.

These results highlight the fact that respondents who were "dissatisfied" with Council's overall performance were more likely than average to nominate most of these issues, with attention drawn to roads maintenance and repair including roadworks. Respondents who were "dissatisfied" with Council's overall performance were notably more likely to raise these issues than the municipal average.

These results reinforce the average satisfaction results discussed above and highlight the degree to which these issues appear to influence community satisfaction with Council.

This result suggests that attention to advocacy on behalf of the City of Melton community in relation to roads, as well as traffic management (i.e., traffic congestion and commuting) related issues may well have a positive impact on community satisfaction with the performance of Council.

Top issues for Melton of respondents' dissatisfied with overall performance
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of total respondents who dissatisfied with overall performance)

Issue	*Dissatisfied respondents*		*All*
	Number	*Percent*	*respondents*
Roads *(including roadworks)*	12	26%	15%
Safety, policing and crime	12	26%	19%
Traffic management	11	23%	23%
Council rates	4	9%	4%
Public transport	4	9%	6%
Street trees	4	9%	6%
Cleanliness and maintenance of area	3	6%	3%
General infrastructure *(e.g. internet, electricity)*	3	6%	2%
Council governance and performance	3	6%	1%
Parks, gardens and open spaces	2	4%	5%
Communication and consultation	2	4%	2%
Cost of living	2	4%	1%
Children's activities and facilities	2	4%	2%
Health and medical services	2	4%	2%
Retail and hospitality	2	4%	2%
All other issues *(33 separately identified issues)*	12	26%	38%
Total responses	**80**		**1,008**
Respondents identifying at least one issue	*33*		*532*
(percent of total respondents)	*(70%)*		*(67%)*

Relationship between satisfaction with services and facilities and satisfaction with overall performance

The following graph provides the average satisfaction with Council's overall performance of respondents dissatisfied with individual services and facilities.

Services and facilities with fewer than 10 dissatisfied respondents have been excluded from these results.

It is important to bear in mind that for many of these services, there were relatively few dissatisfied respondents (an average of approximately 48 dissatisfied respondents), hence the relatively large 95% confidence interval around these results.

Attention is drawn to the fact that respondents who were dissatisfied with individual services and facilities were also, on average, measurably and significantly less satisfied with Council's overall performance than the municipal average of all respondents (7.0), with all reporting "poor" to "extremely poor" levels of satisfaction.

It is also acknowledged that a relatively small sample of respondents were dissatisfied with most core services and facilities, with a significant degree of overlap between services.

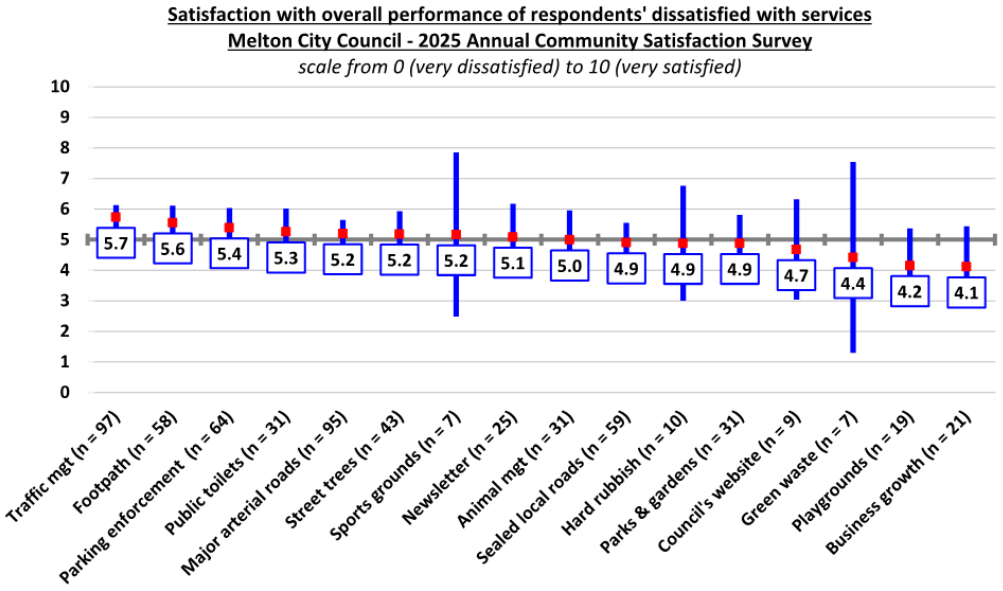
In other words, respondents who were dissatisfied with one service and facility were likely to be dissatisfied with several services and facilities and were also measurably less satisfied with Council's overall performance.

This reflects the fact that some (a small number) of respondents were dissatisfied with Council's performance, and this tended to influence their satisfaction ratings for many, if not all, services and facilities included in the survey.

The opposite is also true for many respondents who tended to provide the same satisfaction rating for many, if not all, services, and facilities. This again reflects the fact that these respondents tended to see Council performance as being generally consistent across the full range of services and facilities provided by Council.

The services and facilities that appear to be most strongly associated with lower overall satisfaction scores this year for the small number of respondents who were dissatisfied with these services include business growth, playgrounds, green waste, the website, parks and gardens, hard rubbish collection, and sealed local roads.

Metropolis Research recommends caution in the over-interpretation of these results, given how similar these results are for most of the services.



Reasons for dissatisfaction with Council's overall performance

Respondents dissatisfied with Council's overall performance were asked:

"If satisfaction with Council's overall performance rated less than 5, why do you say that?"

The following table outlines the 47 (down from 73) reasons for dissatisfaction with Council's overall performance provided by the 48 respondents who were "dissatisfied".

There were more comments this year related to issues with Council support, governance, and performance (16 up from 8 comments).

There were fewer comments relating to various Council services and facilities (15 down from 25 comments), communication, consultation, and responsiveness (7 down from 10 comments), transport including roads, roads, traffic, parking, and public transport (4 down from 16 comments), and rates and financial issues (3 down from 9 comments).

Reasons for dissatisfaction with Council's overall performance
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of responses from respondents rating satisfaction less than 5 out of 10)

Comment	*2025*		*2024*	*2023*	*2022*	*2021*
	Number	*Percent*				
Council support, governance, performance	16	34%	11%	19%	16%	22%
Service and facilities	15	32%	34%	40%	23%	12%
Communication, consultation, responsiveness	7	15%	14%	19%	20%	27%
Public transport, traffic and parking	4	9%	22%	14%	19%	10%
Rates and money spending	3	6%	12%	3%	11%	19%
Safety and crime	0	0%	3%	1%	2%	1%
Other	2	4%	4%	4%	10%	9%
Total	**47**	**100%**	**73**	**73**	**113**	**81**

The verbatim comments underpinning these summary results are included as an appendix to this report.

Governance and leadership

Respondents were asked:

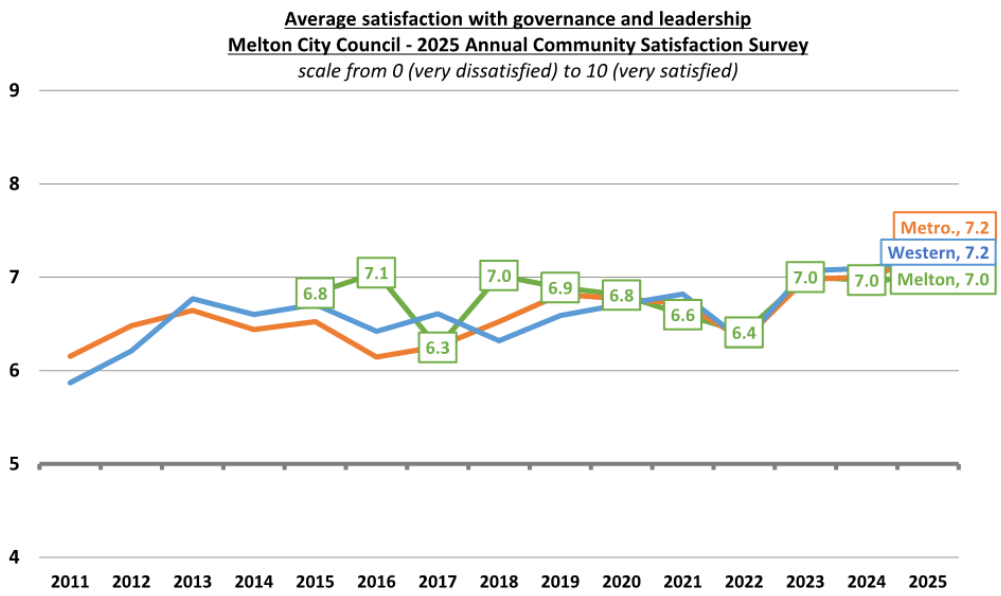
"On a scale of 0 (lowest) to 10 (highest), can you please rate your satisfaction with the following aspects of Council's governance and leadership?"

Respondents were again in 2025, asked to rate their satisfaction with eight aspects of governance and leadership.

Five of the eight aspects are considered the core aspects of governance and leadership (representation, making decisions, maintaining trust, responsiveness, and consultation / engagement).

The average satisfaction with the five core measures of governance and leadership remained stable this year at 7.0 out of 10, or a "good" level of satisfaction.

This result was somewhat (2%) lower than the metropolitan and western region average satisfaction with the five same core aspects of governance and leadership of 7.2, as recorded in the 2025 *Governing Melbourne* research conducted independently by Metropolis Research in January 2025 using the same methodology.



The average satisfaction with each of the eight aspects of governance and leadership remained relatively stable this year, with community consultation and engagement (up 1%) and responsiveness of Council to local community needs (up 1%) increasing marginally this year.

There was, however, a marginal (1%) declines in satisfaction with Council performance maintaining the trust and confidence of the local community.

The City of Melton survey included a specific measure of governance and leadership not included in *Governing Melbourne*, relating to satisfaction with Council's advocacy on behalf of the community for local educational opportunities.

Satisfaction with this aspect remained stable this year at 7.1, which remained a "good" level.

There was a new aspect of governance and leadership included in the survey this year, asking satisfaction with the opportunities offered by Council to engage or be consulted with on Council decisions. This new variable will be replacing the current variable asking satisfaction with Council's community consultation and engagement.

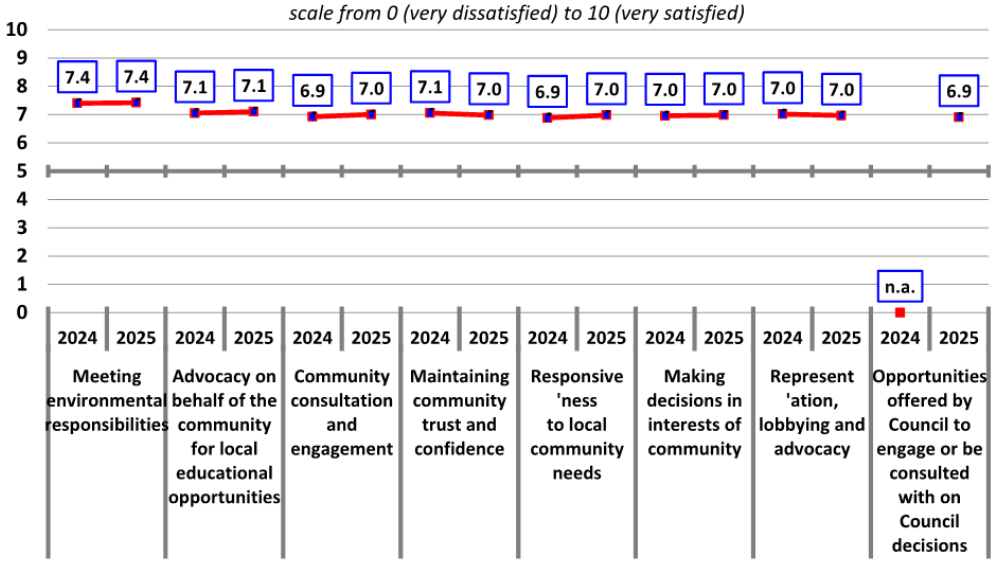
Metropolis Research notes that the new variable recorded a satisfaction score marginally (1%) lower than the old measure. This has been observed in all other municipalities where both questions have been included.

The lower satisfaction for the new variable is likely, in the view of Metropolis Research, to reflect the implied more proactive nature of Council offering opportunities to the community to engage or be consulted with on Council decisions.

It does appear that the substantial increase in satisfaction with governance and leadership for the City of Melton in 2023 has continued to be maintained, in line with the measurable increase in satisfaction with Council's overall performance recorded in 2023.

In 2025, satisfaction with many of these aspects of governance and leadership remained at historically high levels for the City of Melton.

Satisfaction with aspects of governance and leadership
Melton City Council - 2025 Annual Community Satisfaction Survey
scale from 0 (very dissatisfied) to 10 (very satisfied)



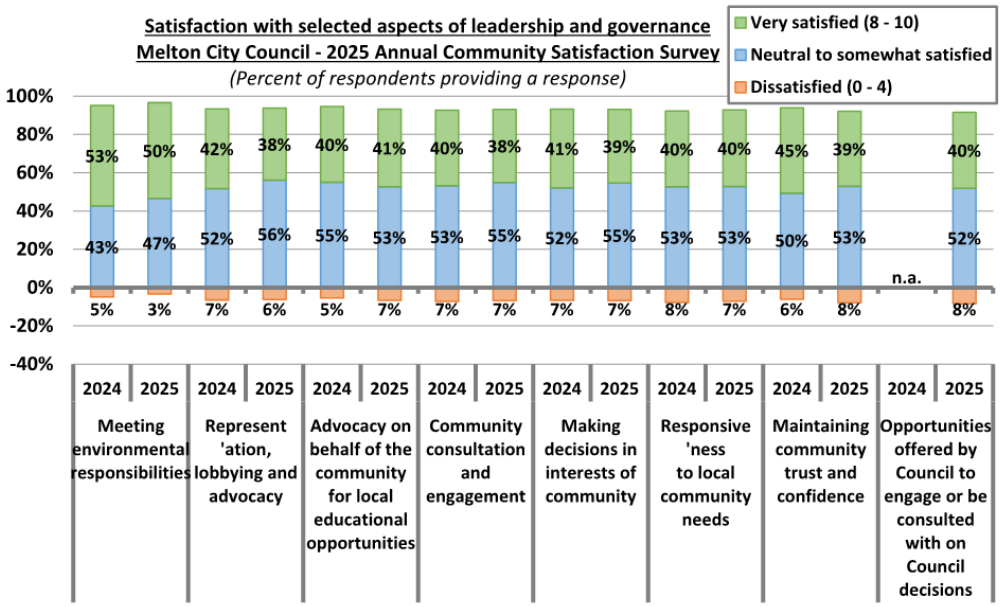
The following graph provides a breakdown of these results into the proportion of respondents (providing a score) who were "very satisfied" (i.e., rated satisfaction at eight or more out of 10), those who were "neutral to somewhat satisfied" (i.e., rated satisfaction at five to seven), and those who were "dissatisfied" (i.e., rated satisfaction at less than five out of 10).

It is noted that half (50% down from 55%) of respondents who provided a score were "very satisfied" with Council's performance meeting its responsibilities towards the environment, while three percent were "dissatisfied".

There were also declines in the proportion of respondent who were "very satisfied" with Council's performance maintaining the trust and confidence of the local community (down 6% to 39%), and Council's representation, lobbying, and advocacy performance (down 4% to 38%).

There was not, however, a notable increase in the proportion of respondents who were "dissatisfied" with these aspects of Council performance.

The proportion of respondents "dissatisfied" with most of these aspects of governance and leadership remained relatively stable, seven of the eight aspects recording between six and eight percent "dissatisfied" respondents. This was a positive result reflecting well on Council's performance providing consistent governance and leadership performance.



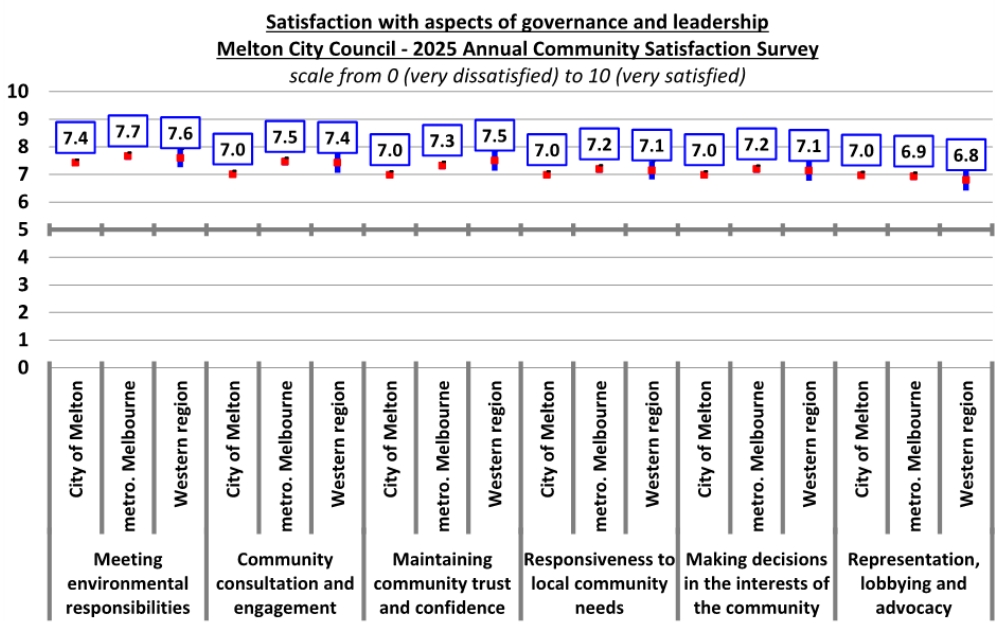
The following graph provides a comparison of satisfaction with six of these aspects of governance and leadership against the western region councils and the metropolitan Melbourne average. These comparisons were sourced from the 2025 *Governing Melbourne* research conducted independently by Metropolis Research in January 2025, using the same methodology.

Some minor variation from the metropolitan Melbourne average satisfaction with governance and leadership was noted, as follows:

- ***HIGHER satisfaction in the City of Melton*** – included Council's representation, lobbying, and advocacy (1% higher).
- ***Lower satisfaction in the City of Melton*** – included community consultation and engagement (5% lower), meeting environmental responsibilities (3% lower), maintaining community trust and confidence (3% lower), responsiveness to local community needs (2%), and making decisions in the interests of the community (2%).

Of these, Metropolis Research again this year draws attention to the five percent lower satisfaction with community consultation and engagement.

Satisfaction with this aspect of performance has been notably to measurably lower than the metropolitan average in each of the last three years.



The following section provides a more detailed examination of satisfaction with each aspect of governance and leadership, including satisfaction by precinct and by respondent profile.

Whilst there was some variation in the results for individual aspects of governance and leadership, in general terms the following variations were noted:

- ***Generally, MORE satisfied than average*** – included respondents from Kurunjang, Cobblebank / Strathtulloh, and Caroline Springs, and respondents from multilingual households.
- ***Generally, LESS satisfied than average*** – included respondents from Hillside, Melton West, Melton South / Brookfield, middle aged adults (aged 45 to 59 years), and respondents from English speaking households.

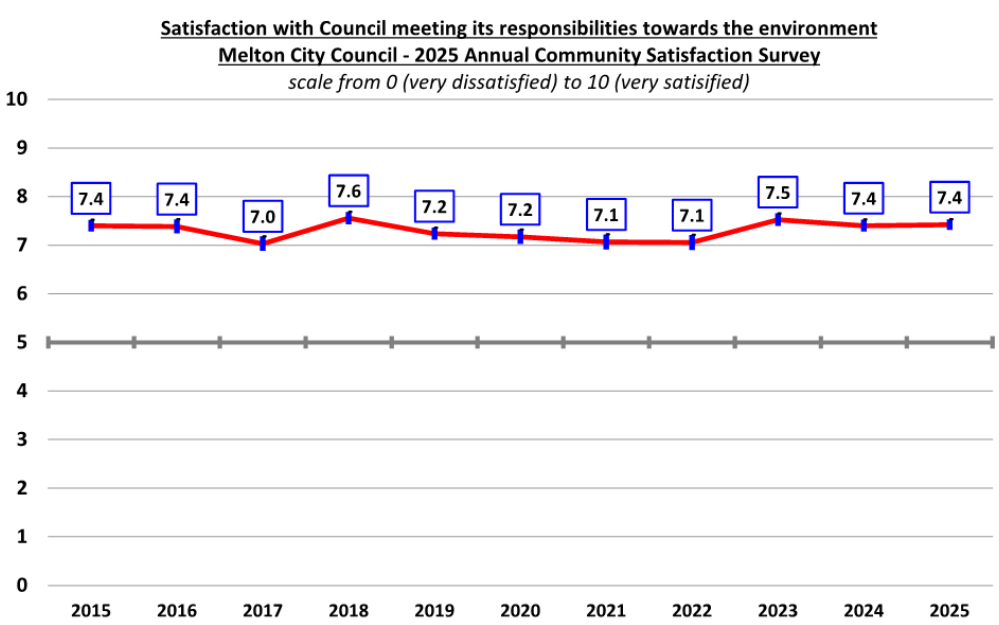
Meeting responsibilities towards the environment

Satisfaction with the performance of Council meeting its responsibilities towards the environment remained stable this year at 7.4 out of 10, which remained a "very good" level.

This result remained marginally (1%) above the long-term average satisfaction since 2015 of 7.3 out of 10.

This result comprised 50% (down from 55%) "very satisfied" and three percent (down from 5%) "dissatisfied".

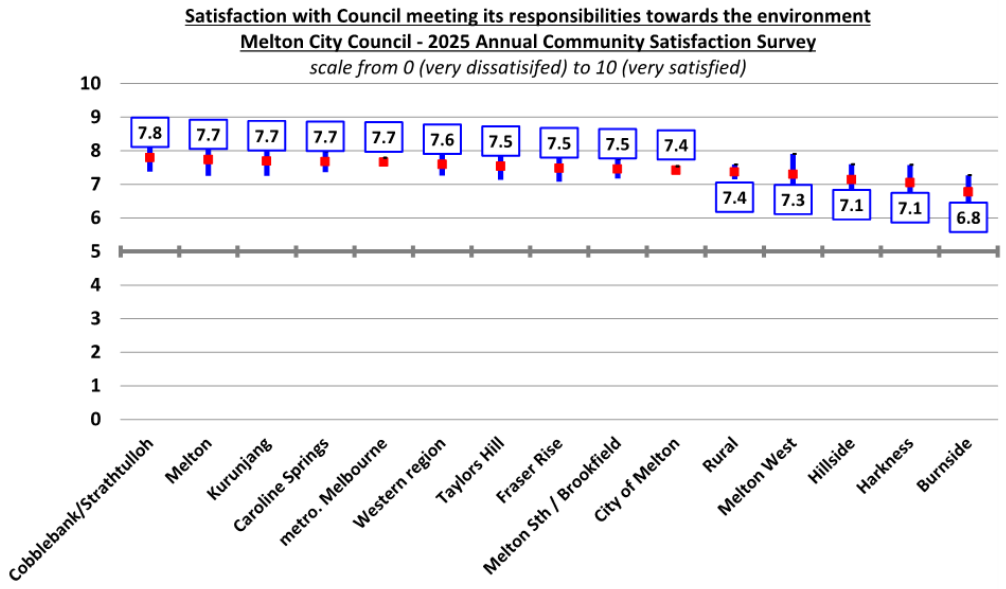
By way of comparison, this result was measurably (3%) lower than the metropolitan average.



There was measurable variation in this result observed across the municipality.

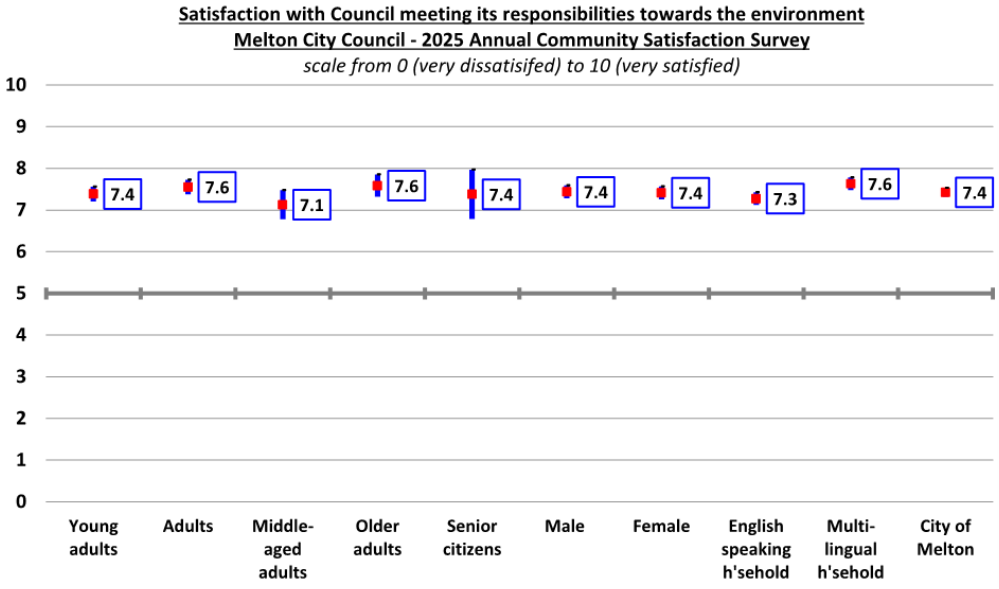
Respondents from Cobblebank / Strathtulloh (4%), Melton precinct (3%), Kurunjang (3%), and Caroline Springs (3%) were all somewhat to notably more satisfied than average.

By contrast, respondents from Hillside and Harkness were somewhat (3%) and respondents from Burnside were measurably (6%) less satisfied than average, and at "good" rather than "very good" levels.



There was measurable variation in satisfaction with this aspect of performance observed by respondent profile, with middle-aged adults (aged 45 to 59 years) notably (3%) less satisfied than average, and at a “good” rather than a “very good” level.

Respondents from multilingual households were measurably (3%) more satisfied than respondents from English speaking households.



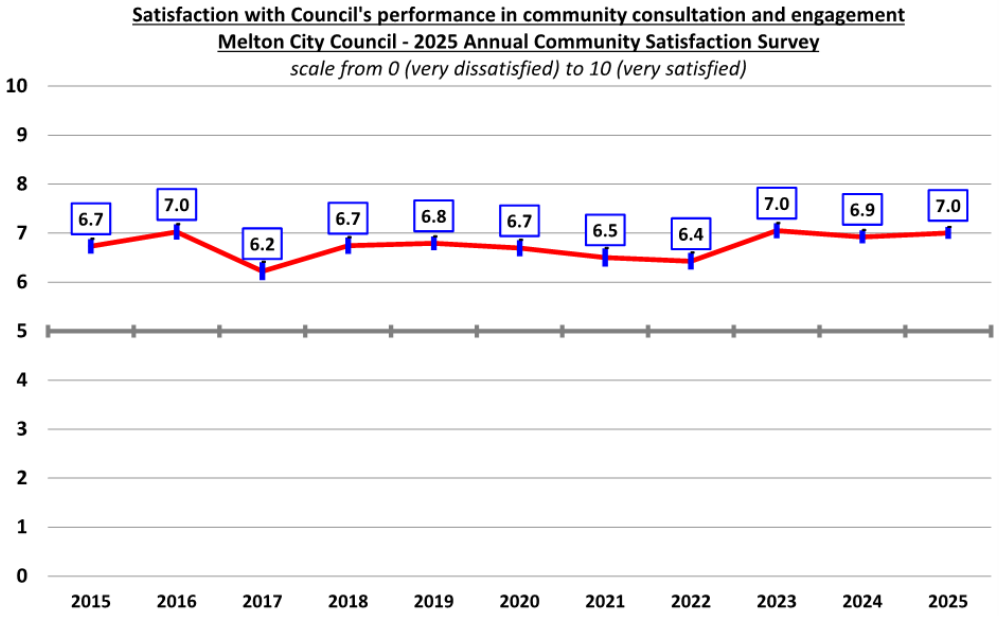
Community consultation and engagement

Satisfaction with Council's community consultation and engagement performance increased marginally this year, up one percent to 7.0 out of 10, although it remained at a "good" level.

This result was measurably (3%) above the long-term average satisfaction since 2015 of 6.7 out of 10.

This result comprised 38% (down from 40%) "very satisfied" and seven percent (stable) "dissatisfied".

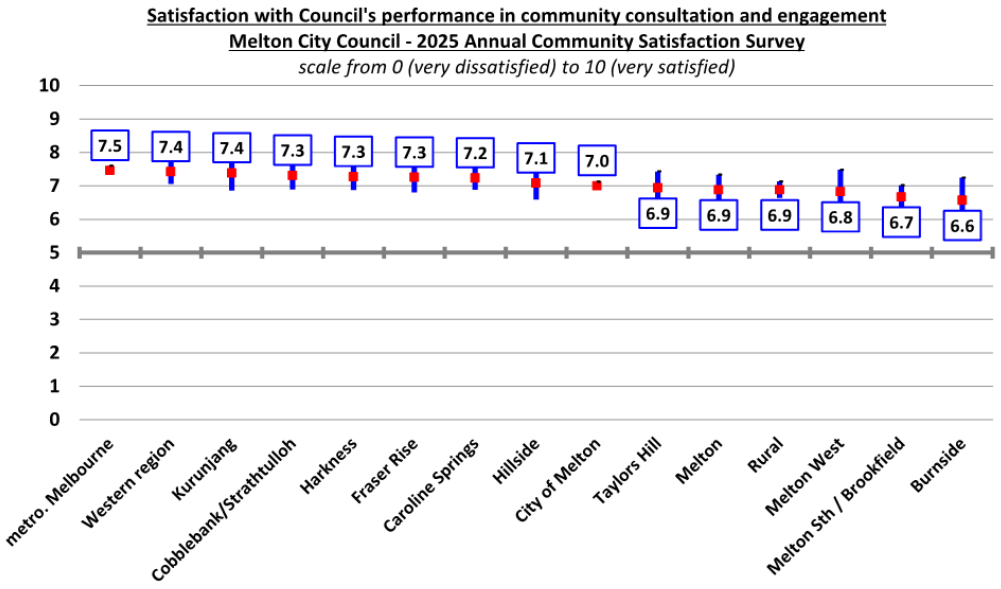
By way of comparison, this result was measurably (5%) lower than the metropolitan average, and measurably (4%) lower than the western region councils' average.



There was no measurable variation in this result observed across the municipality.

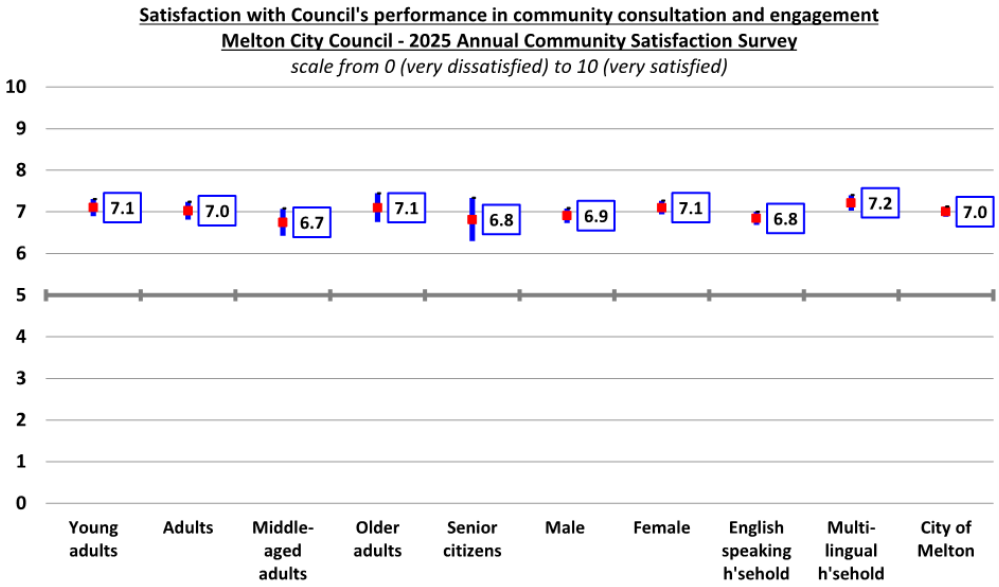
It was noted, however, that respondents from Kurunjang (4%), Cobblebank / Strathtulloh (3%), Harkness (3%), and Fraser Rise (3%) were all somewhat to notably more satisfied than average, and at "very good" rather than "good" levels.

By contrast, respondents from Melton South / Brookfield (3%) and Burnside (4%) were somewhat less satisfied than average, although still at "good" levels.



There was measurable variation in satisfaction with this aspect of performance observed by respondent profile, with middle-aged adults (aged 45 to 59 years) notably (3%) less satisfied than average.

Female respondents were somewhat (2%) more satisfied than male respondents, and respondents from multilingual households were measurably (4%) more satisfied than respondents from English speaking households.



The opportunities offered by Council to engage or be consulted with on Council decisions

Satisfaction with the opportunities offered by Council to engage or be consulted with on Council decisions was 6.9 out of 10 this year.

It is noted that this result was marginally (1%) lower than satisfaction with Council's community consultation and engagement performance of 7.0 out of 10.

This variation in satisfaction likely reflects the more proactive nature of the question, asking about opportunities offered by Council.

This result comprised 40% "very satisfied" and eight percent "dissatisfied" respondents.

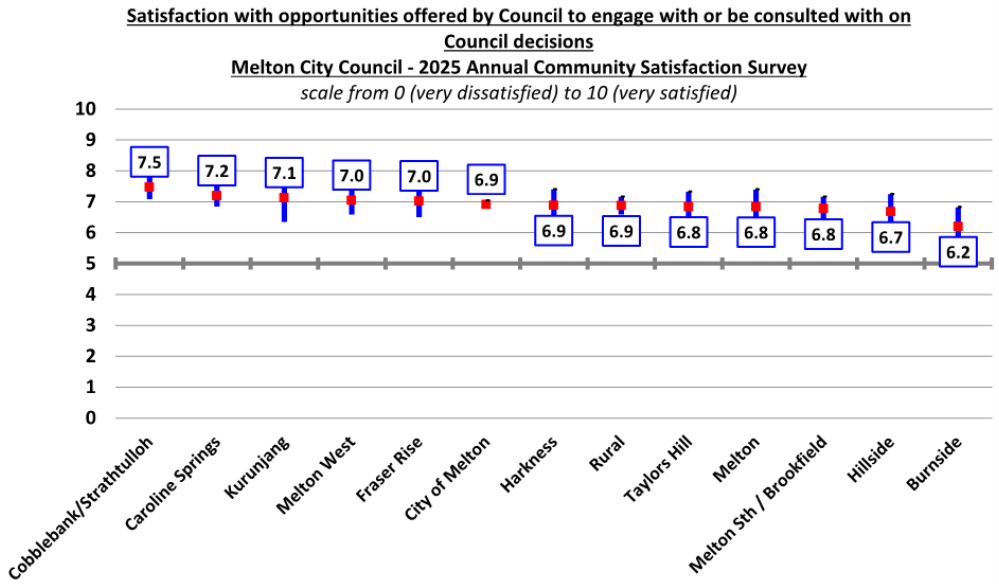
This variable was not included in the 2025 *Governing Melbourne* research and therefore no metropolitan comparisons were available for publication this year.

There was measurable variation in this result observed across the municipality.

Respondents from Cobblebank / Strathtulloh were measurably (6%) more satisfied than average, and at a "very good" level.

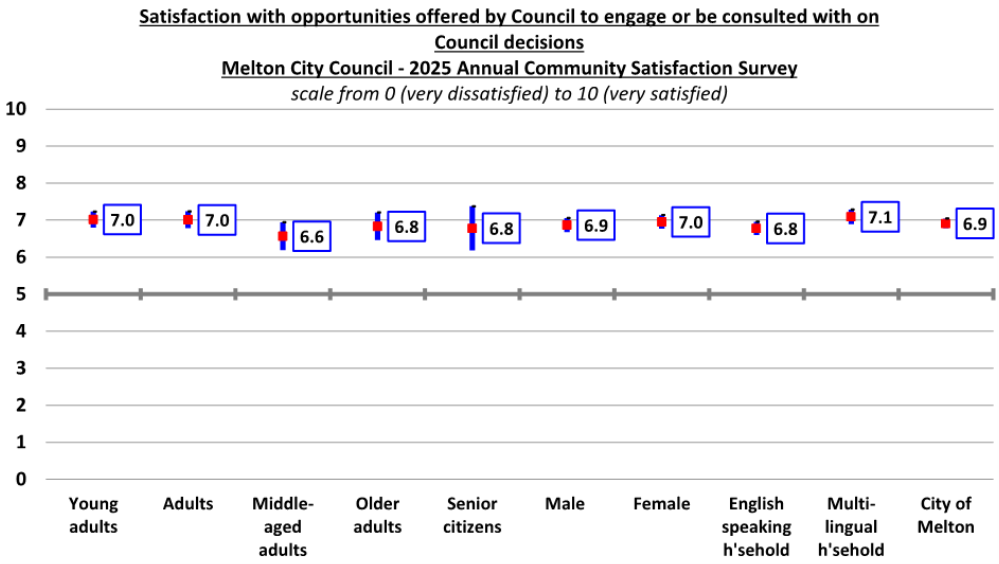
Respondents from Caroline Springs were somewhat (3%) more satisfied than average.

By contrast, respondents from Burnside were measurably (7%) less satisfied than average, and at a "solid" rather than a "good" level.



There was no measurable variation in satisfaction with this aspect of performance observed by respondent profile, although middle-aged adults (aged 45 to 59 years) were notably (3%) less satisfied than average.

Respondents from multilingual households were notably (3%) more satisfied than respondents from English speaking households.



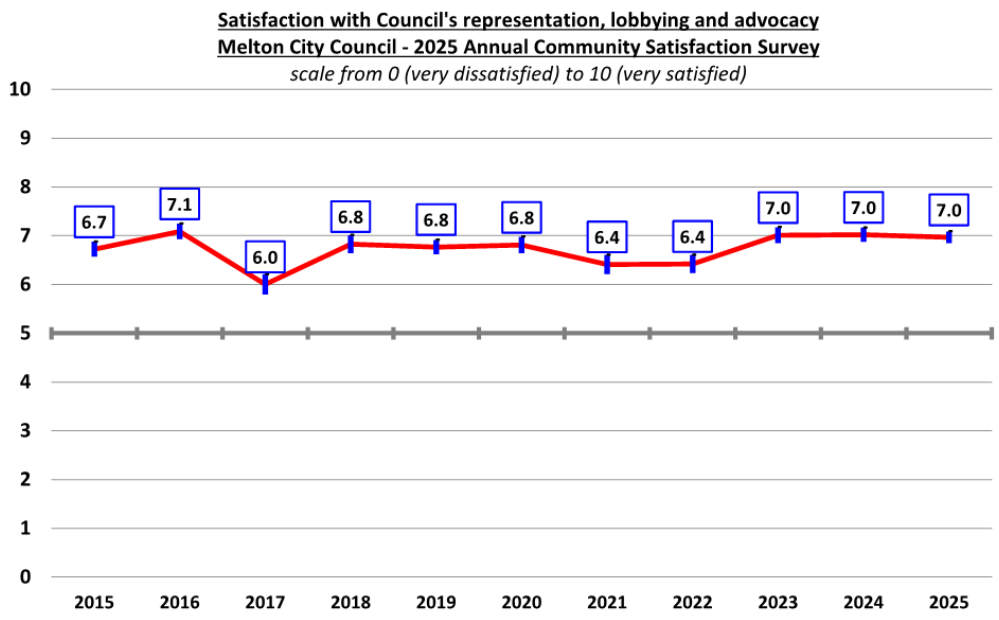
Representation, lobbying and advocacy

Satisfaction with Council's representation, lobbying, and advocacy performance remained stable this year at 7.0 out of 10, which remained a "good" level.

This result was measurably (3%) above the long-term average satisfaction since 2015 of 6.7 out of 10.

This result comprised 38% (down from 42%) "very satisfied" and six percent (down from 7%) "dissatisfied".

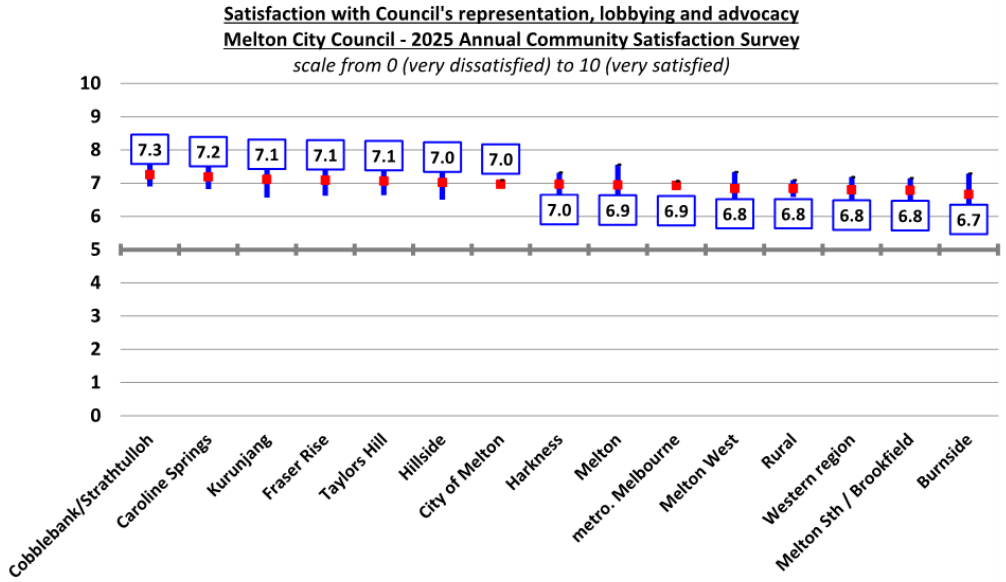
By way of comparison, this result was marginally higher than the metropolitan (1%) and western region councils (2%) averages, as recorded in *Governing Melbourne*.



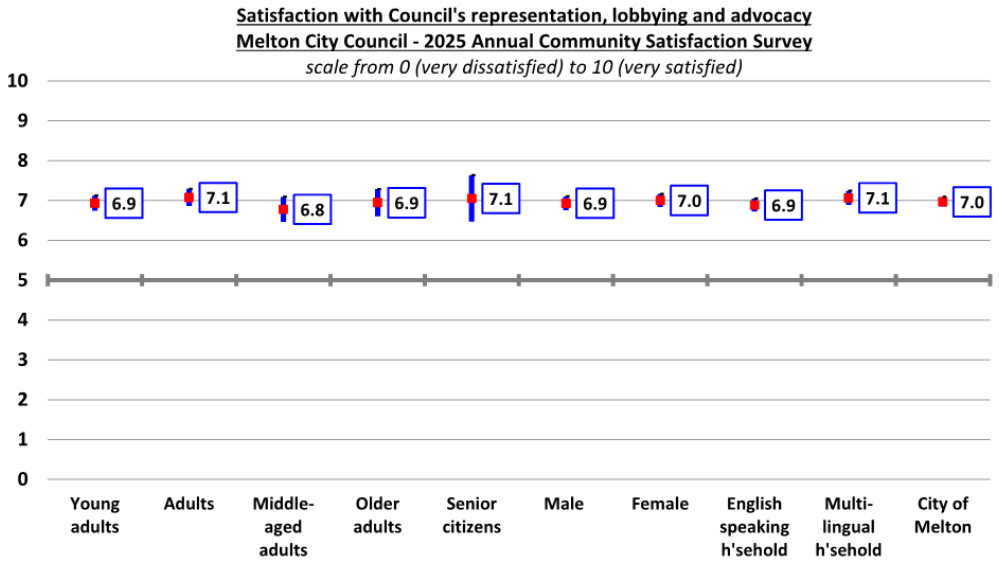
There was no measurable variation in this result observed across the municipality.

It was noted, however, that respondents from Cobblebank / Strathtulloh were somewhat (3%) more satisfied than average, and at a "very good" rather than a "good" level.

By contrast, respondents from Burnside were somewhat (3%) less satisfied than average, although still at a "good" level.



There was no measurable variation in satisfaction with this aspect of performance observed by respondent profile, although respondents from multilingual households were somewhat (2%) more satisfied than respondents from English speaking households.



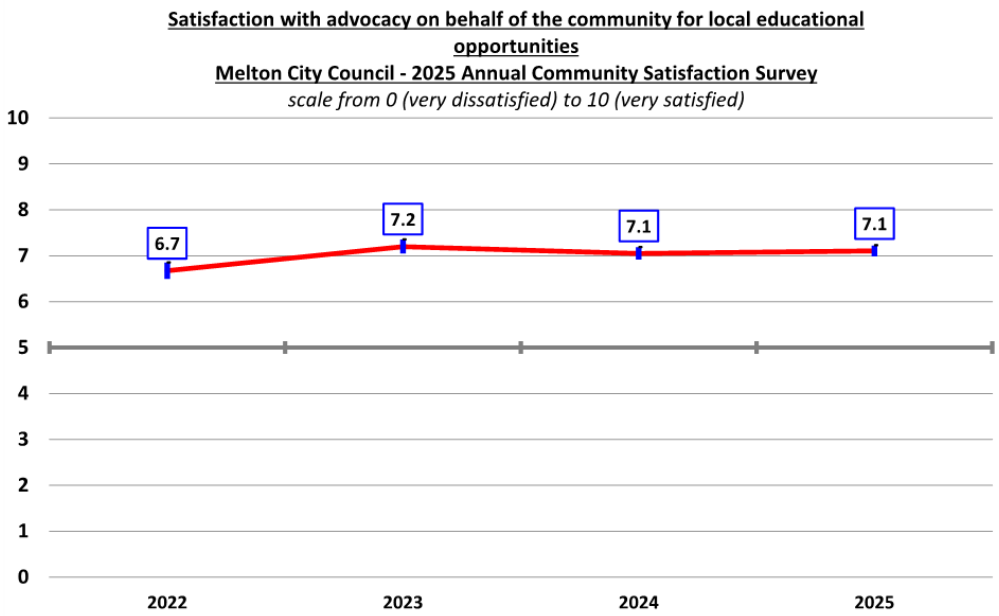
Advocacy on behalf of the community for local educational opportunities

Satisfaction with Council's advocacy on behalf of the community for local educational opportunities remained stable this year at 7.1 out of 10, which remained a "good" level.

This result was marginally (1%) above the long-term average satisfaction since 2022 of 7.0 out of 10.

This result comprised 41% (up from 40%) "very satisfied" and seven percent (up from 5%) "dissatisfied".

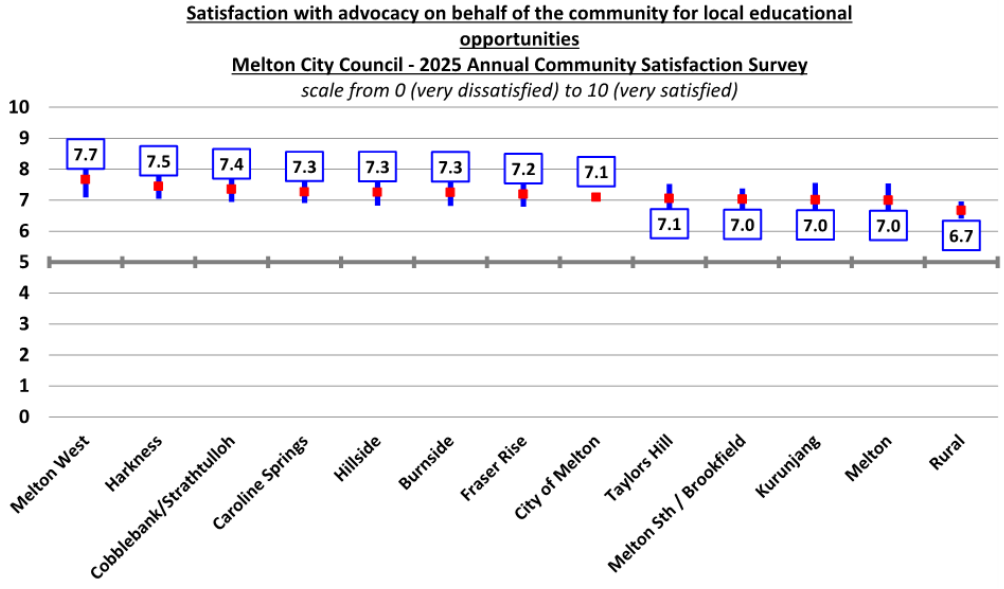
This variable was not included in the 2025 *Governing Melbourne* research and therefore no metropolitan comparisons were available for publication this year.



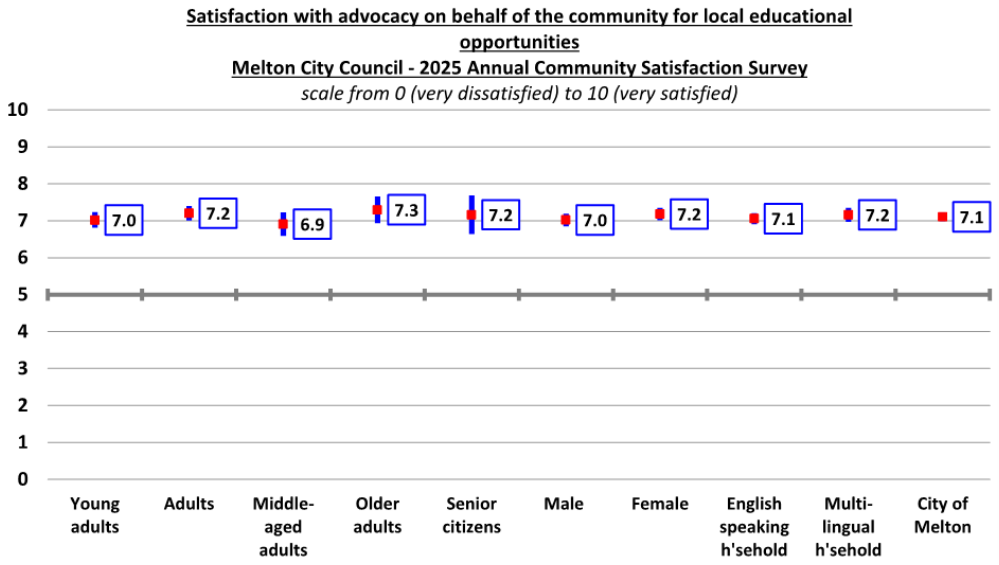
There was measurable variation in this result observed across the municipality.

Respondents from Melton West were notably (6%), and respondents from Harkness (4%), Cobblebank / Strathtulloh (3%) and Caroline Springs (3%) were somewhat more satisfied than average, and at "very good" levels.

By contrast, respondents from the rural precinct were notably (4%) less satisfied than average, although still at a "good" level.



There was no notable variation in satisfaction with this aspect of performance observed by respondent profile, although female respondents were somewhat (2%) more satisfied than male respondents.



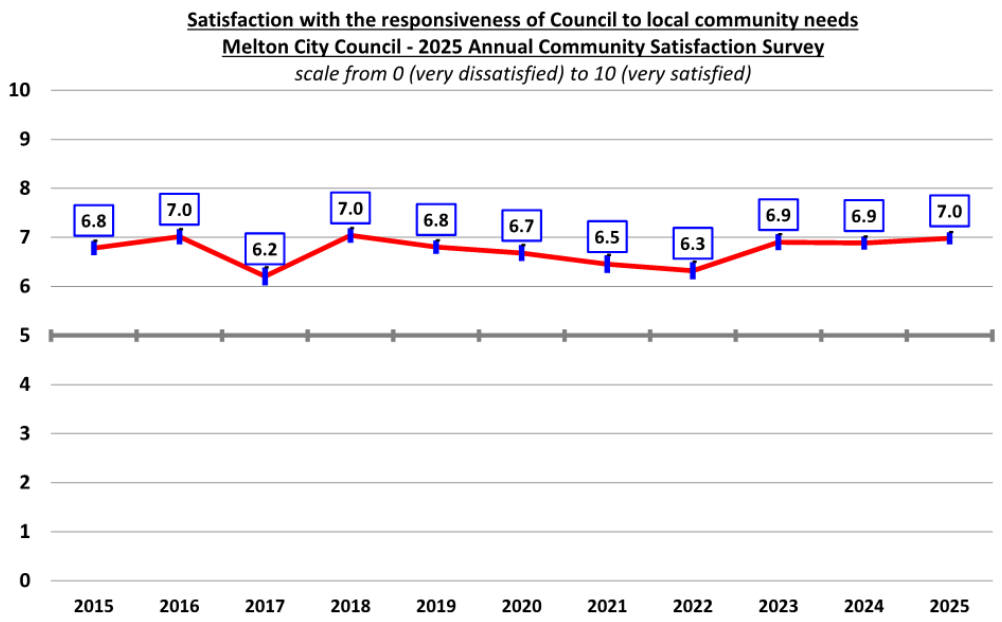
Responsiveness to local community needs

Satisfaction with the responsiveness of Council to local community needs increased marginally this year, up one percent to 7.0 out of 10, although it remained at a "good" level.

This result was measurably (3%) above the long-term average satisfaction since 2015 of 6.7 out of 10.

This result comprised 40% (stable) "very satisfied" and seven percent (down from 8%) "dissatisfied".

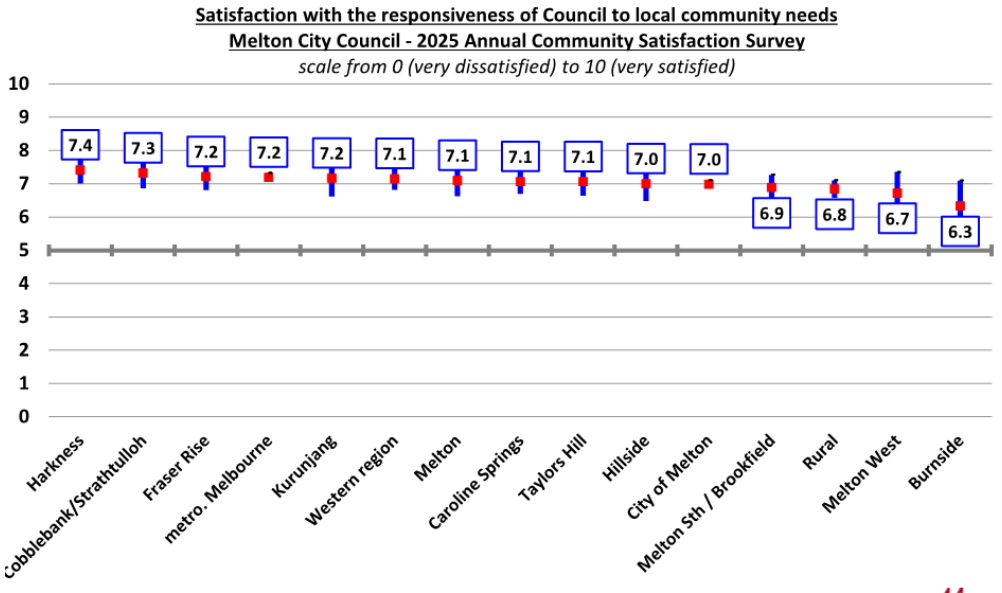
By way of comparison, this result was measurably (2%) lower than the metropolitan average, and marginally (1%) lower than the western region councils' averages, as recorded in *Governing Melbourne*.



There was no measurable variation in this result observed across the municipality.

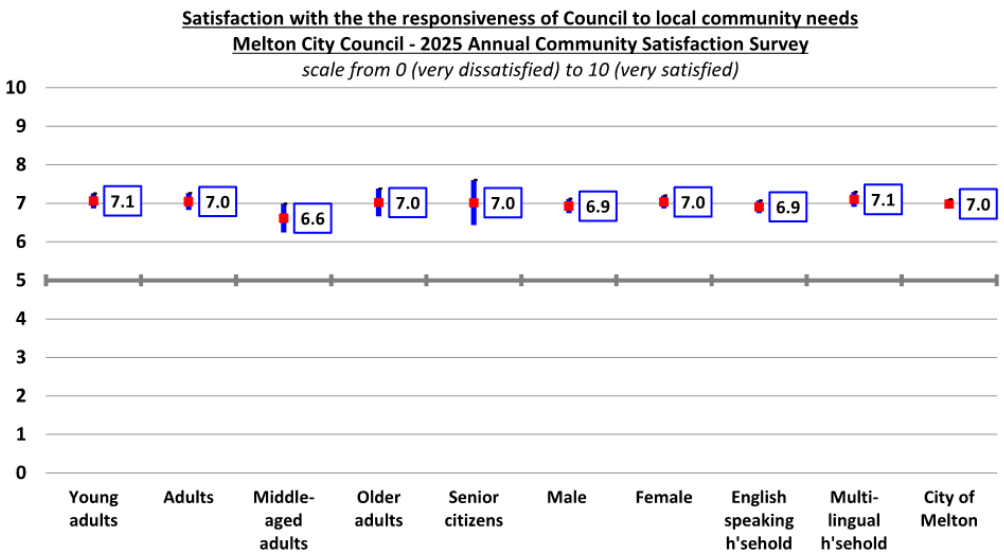
It was noted, however, that respondents from Harkness (4%) and Cobblebank / Strathtulloh (3%) were somewhat more satisfied than average, and at "very good" rather than "good" levels.

By contrast, respondents from Melton West were somewhat (3%), and respondents from Burnside were notably (7%) less satisfied than average. Respondents from Burnside rated satisfaction at a "solid" rather than a "good" level.



There was no measurable variation in satisfaction with this aspect of performance observed by respondent profile, although middle-aged adults (aged 45 to 59 years) were notably (4%) less satisfied than average, although still at a "good" level.

Respondents from multilingual households were somewhat (2%) more satisfied than respondents from English speaking households.



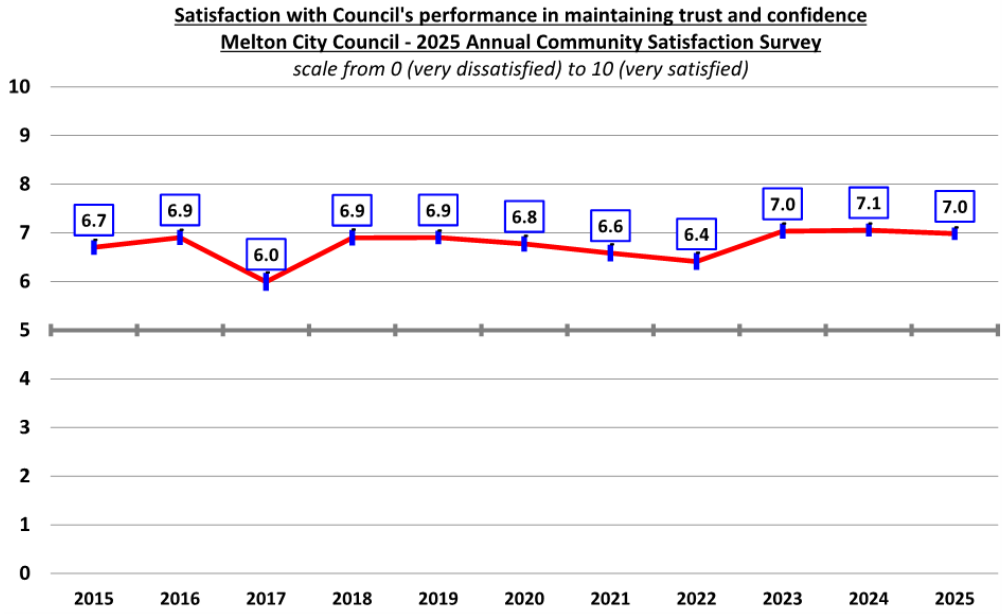
Maintaining trust and confidence of the local community

Satisfaction with the performance of Council maintaining the trust and confidence of the local community declined marginally this year, down one percent to 7.0 out of 10, although it remained at a "good" level.

This result was notably (2%) above the long-term average satisfaction since 2015 of 6.8 out of 10.

This result comprised 39% (down from 45%) "very satisfied" and eight percent (up from 6%) "dissatisfied".

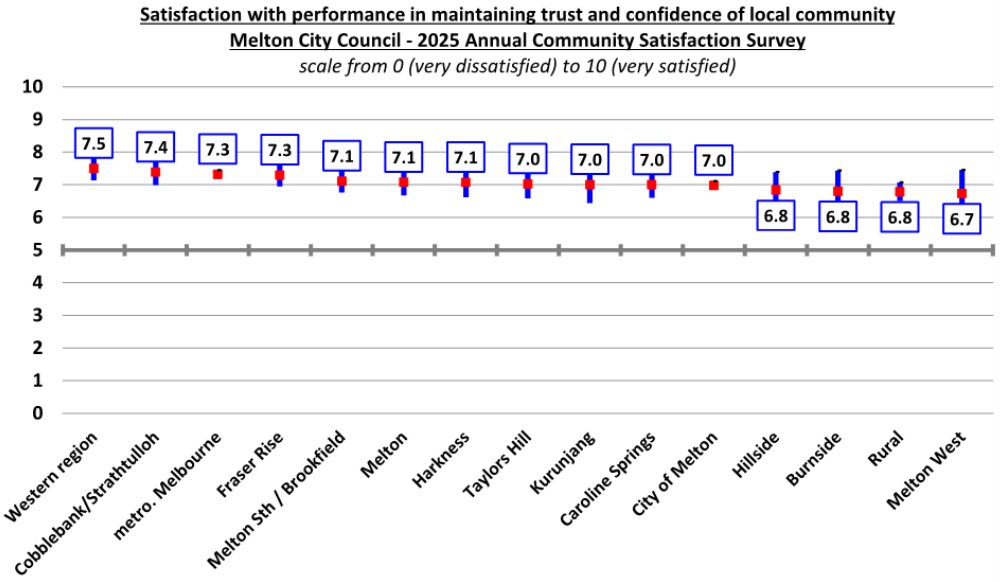
By way of comparison, this result was measurably lower than the metropolitan (3%) and the western region councils' (5%) averages, as recorded in *Governing Melbourne*.



There was no measurable variation in this result observed across the municipality.

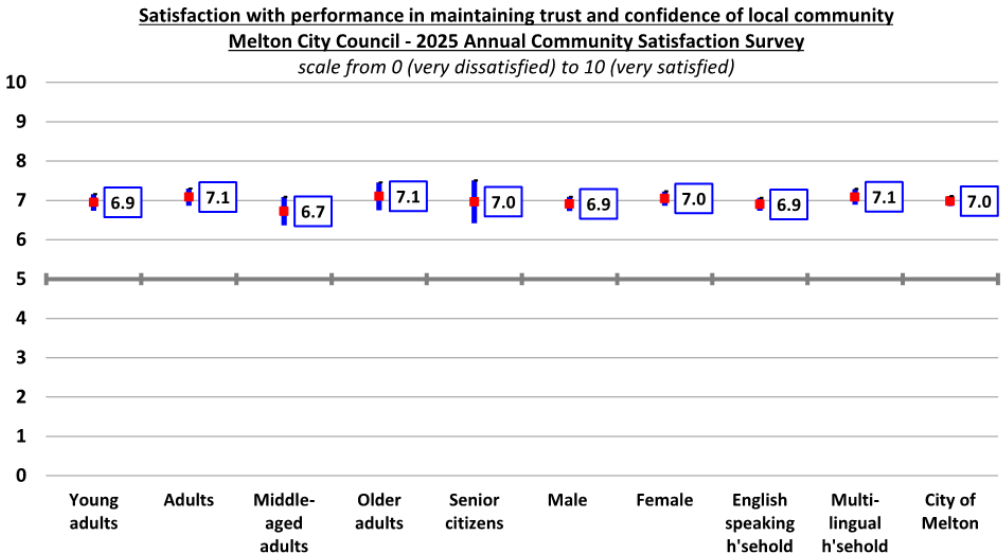
It was noted, however, that respondents from Cobblebank / Strathtulloh (4%) and Fraser Rise (3%) were somewhat more satisfied than average, and at "very good" rather than "good" levels.

By contrast, respondents from Melton West were somewhat (3%), although still at a "good" level.



There was no measurable variation in satisfaction with this aspect of performance observed by respondent profile, although middle-aged adults (aged 45 to 59 years) were notably (3%) less satisfied than average.

Respondents from multilingual households were somewhat (2%) more satisfied than respondents from English speaking households.



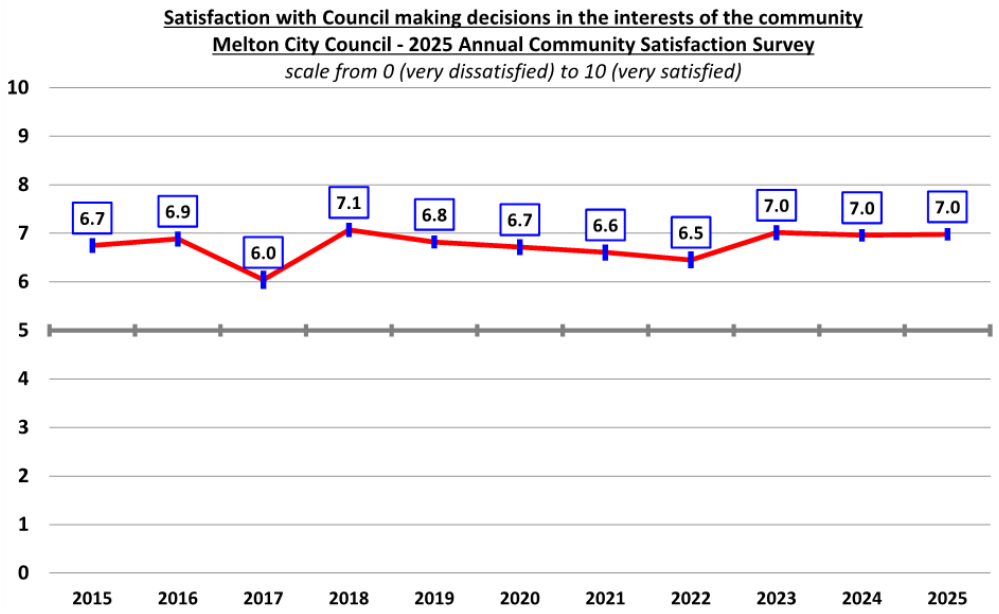
Making and implementing decisions in the interests of the community

Satisfaction with the performance of Council making decisions in the interests of the community remained stable this year at 7.0 out of 10, or a "good" level of satisfaction.

This result was notably (2%) above the long-term average satisfaction since 2015 of 6.8 out of 10.

This result comprised 39% (down from 41%) "very satisfied" and seven percent (stable) "dissatisfied".

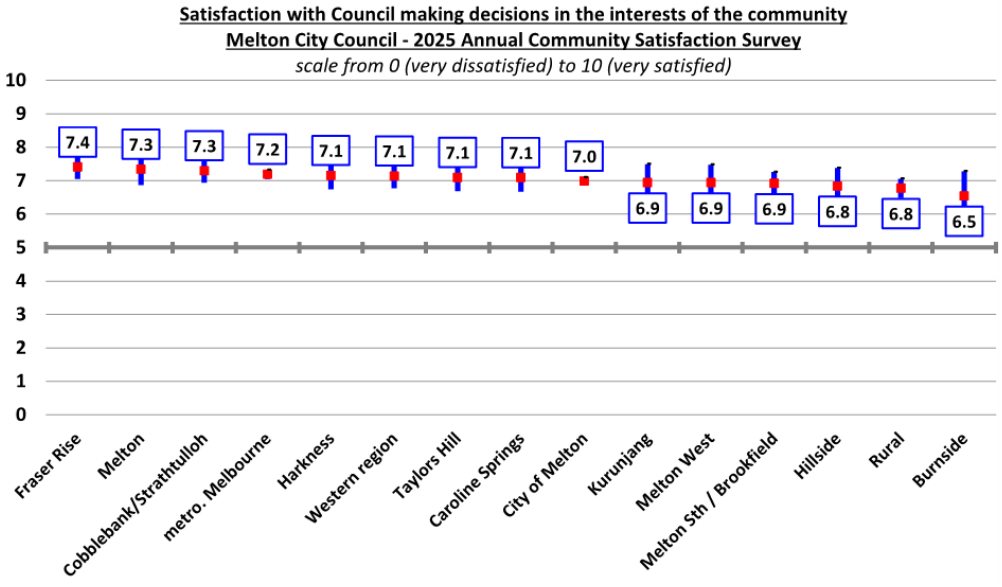
By way of comparison, this result was measurably (2%) lower than the metropolitan average and marginally (1%) lower than the western region councils' average, as recorded in *Governing Melbourne*.



There was no measurable variation in this result observed across the municipality.

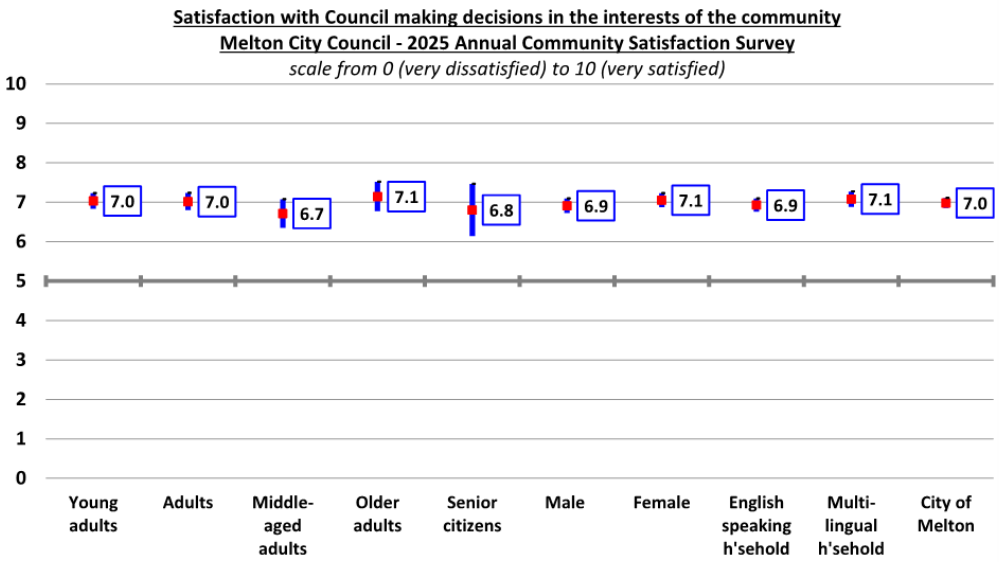
It was noted, however, that respondents from Fraser Rise (4%), Melton precinct (3%), and Cobblebank / Strathtulloh (3%) were somewhat more satisfied than average, and at "very good" rather than "good" levels.

By contrast, respondents from Burnside were notably (5%) less satisfied than average, although still at a "good" level.



There was no measurable variation in satisfaction with this aspect of performance observed by respondent profile, although middle-aged adults (aged 45 to 59 years) were notably (3%) less satisfied than average.

Respondents from multilingual households were somewhat (2%) more satisfied than respondents from English speaking households, and female respondents were somewhat (2%) more satisfied than male respondents.



Statements about Melton City Council

Respondents were asked:

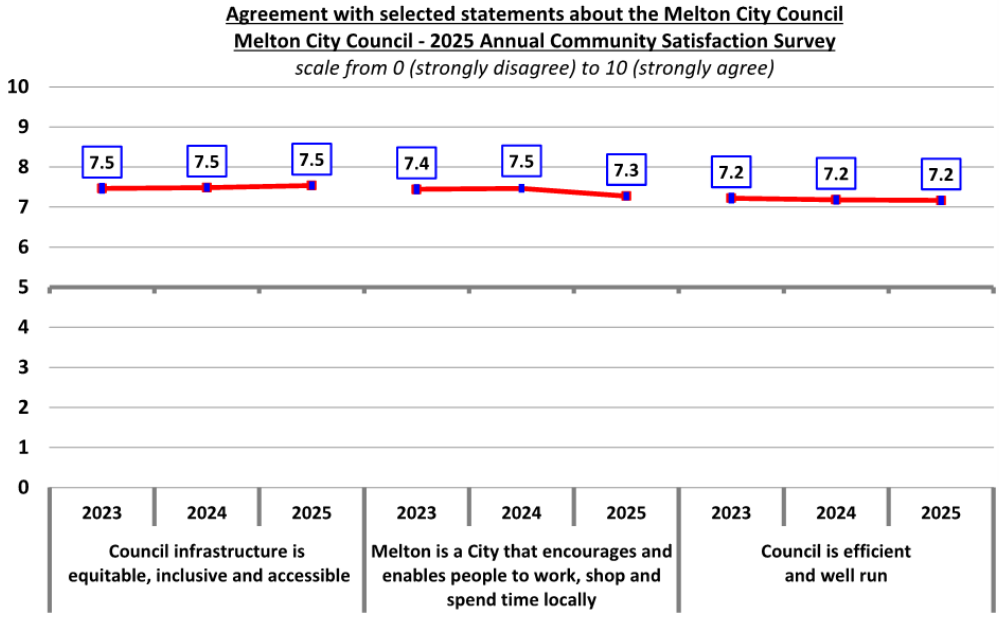
"On a scale of 0 (strongly disagree) to 10 (strongly agree), please rate your agreement with the following statements about the Melton City Council."

Respondents were again in 2025, asked to rate their agreement or disagreement with three statements about Melton City Council as an organisation.

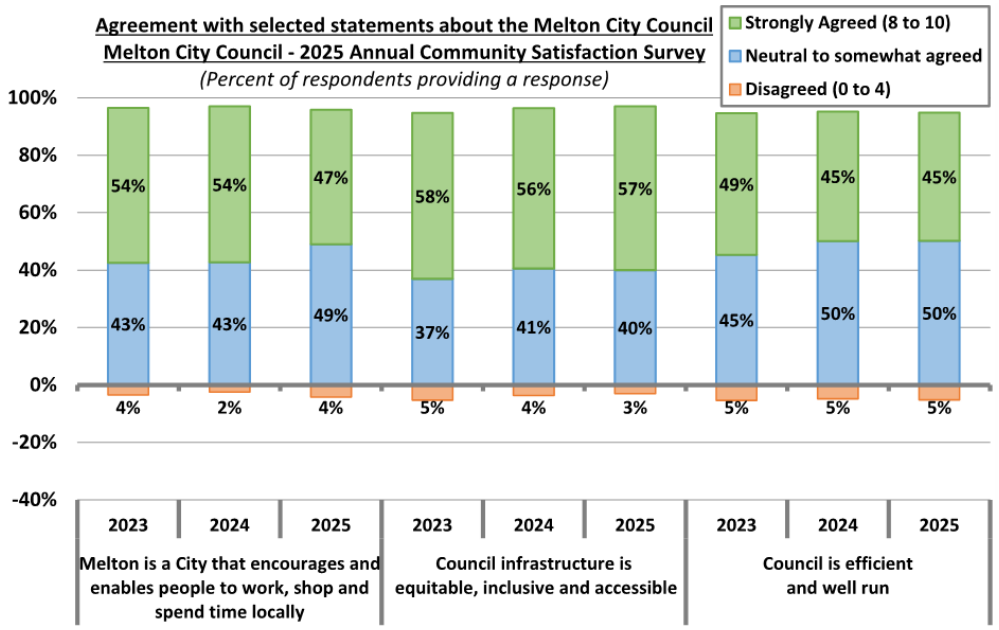
The average agreement with two of the three statements remained stable this year, whilst satisfaction that Melton is a City that encourages and enables people to work, shop, and spend time locally decreased measurably (down 2%) but not significantly.

The average agreement with all three statements can best be summarised as "strong" agreement with scores of more than seven out of 10, consistent with the results recorded last year.

Metropolis Research notes that these results reflect the general pattern observed in terms of overall satisfaction with Melton City Council this year, that being maintenance of satisfaction at or around record high levels.

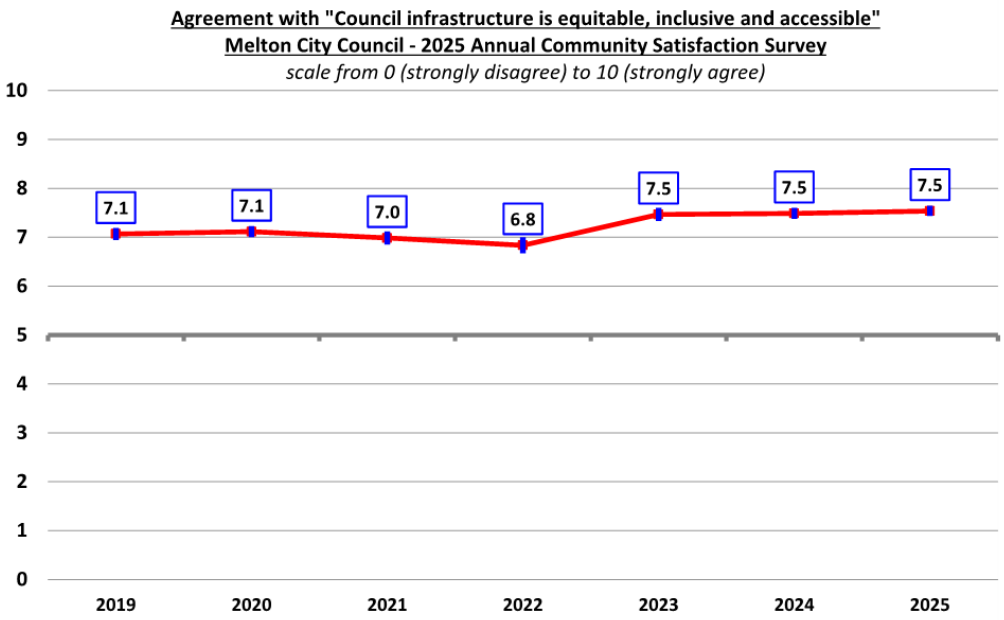


It is noted that approximately half of the respondents providing an agreement score "strongly agreed" (i.e., rated agreement at eight or more) with each statement, whilst five percent or less "disagreed" (i.e., rated agreement at less than five).



Council infrastructure is equitable, inclusive, and accessible:

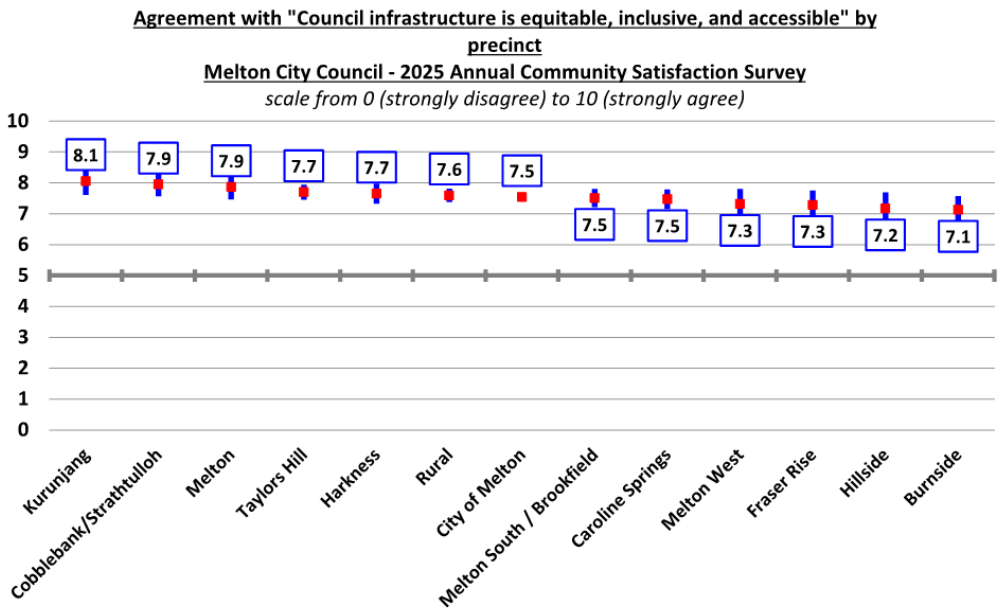
The average agreement that Council infrastructure is equitable, inclusive, and accessible remained stable again this year at 7.5 out of 10, which was a strong level of agreement, remained the highest agreement recorded, and above the long-term average of 7.2.



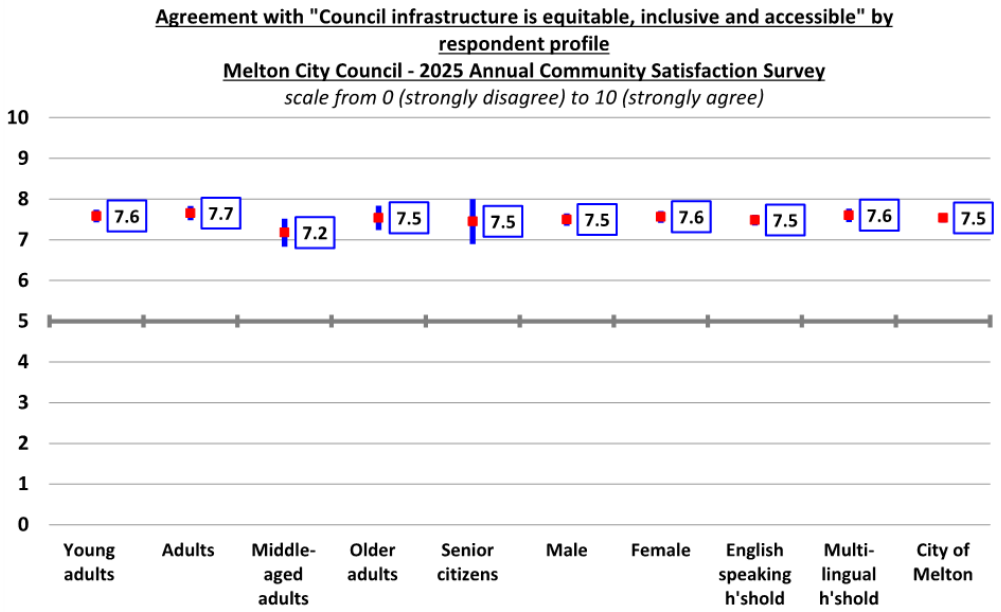
There was measurable variation in this result observed across the municipality.

Respondents from Kurunjang (6%) and Cobblebank / Strathtulloh (4%) were measurably, and respondents from Melton precinct (4%) were notably more in agreement than average.

By contrast, respondents from Hillside were somewhat (3%) and respondents from Burnside were notably (4%) less in agreement than the municipal average.



There was no measurable variation in this result observed by respondent profile, although it is noted that middle-aged adults (aged 45 to 59 years) were notably (3%) less in agreement than the municipal average.



The following table outlines the 15 comments received from respondents in relation to Council infrastructure being equitable, inclusive, and accessible.

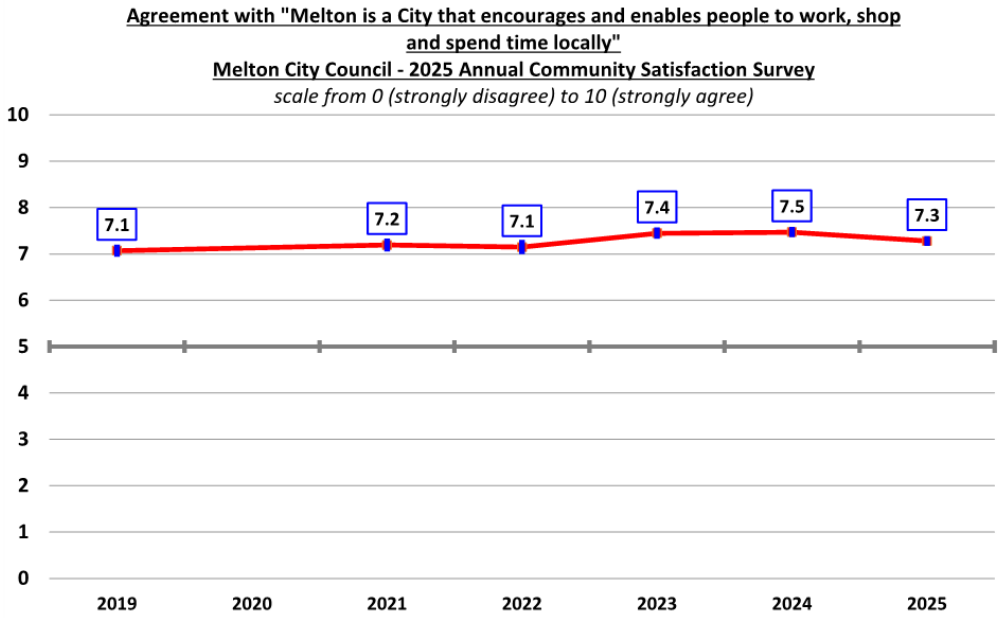
Reasons for disagreement with "Council infrastructure is equitable, inclusive and accessible"
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Reason	*Number*
Traffic and roads	
The road network infrastructure needs to be updated / improved	2
Roads	1
Roads not maintained	1
Some roads are hard to crossing (dangerous)	1
There is congestion everywhere	1
Traffic and parking overflowing	1
Total	**7**
Planning and development	
Cannot keep up with population growth	1
Inadequate and growth is over the capacity of infrastructure	1
They don't seem to be doing what's required	1
Total	**3**
Infrastructure availability / condition	
Are not great	1
We have no infrastructure	1
Total	**2**
Communication / consultation	
Because I'm struggling to get a date for the road construction and I can't get it	1
Total	**1**
Council governance, management, performance	
They just do not seem to care	1
Total	**1**
Council services / facilities	
The library is at Melton; there is nothing in Diggers Rest	1
Total	**1**
Total responses	**15**

Melton is a city that encourages and enables people to work, shop and spend time locally:

The average agreement that Melton is a city that encourages and enables people to work, shop and spend time locally declined measurably this year, down two percent to 7.3 out of 10, although it remains at a strong level of agreement.

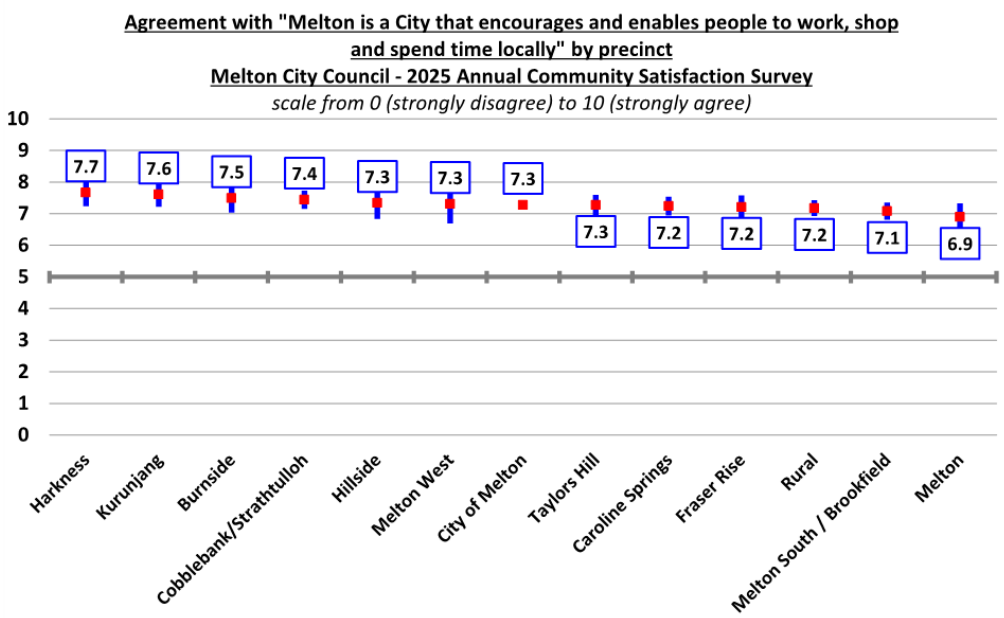
This result was marginally (1%) higher than the long-term average agreement since 2019 of 7.2 out of 10.



There was no measurable variation in this result observed across the municipality.

Respondents from Kurunjang (4%) and Cobblebank / Strathtulloh (3%) were notably more in agreement than average.

By contrast, respondents from Melton precinct were notably (4%) less in agreement than the municipal average.



There was no measurable variation in this result observed by respondent profile, although it is noted that middle-aged adults (aged 45 to 59 years) were notably (3%) less in agreement than the municipal average.

Respondents from multilingual households were somewhat (2%) more in agreement than respondents from English speaking households.



The following table outlines the 17 comments received from respondents in relation to Melton being a city that encourages and enables people to work, shop, and spend time locally.

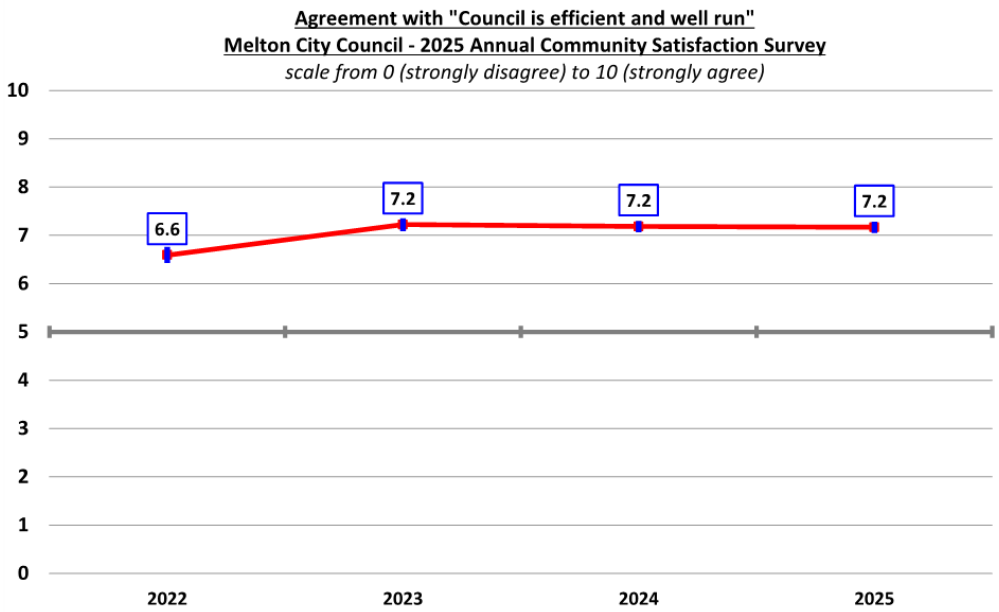
Reasons for disagreement with "Melton is a City that encourages and enables people to work, shop and spend time locally"
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Reason	*Number*
Can do more industry for workers rather than traveling miles into city	1
For the money, not for community	1
High St is unattractive	1
I don't see much advertisement in that regard	1
I shop in Brimbank	1
Local shops need more support from Council	1
No shops	1
Not in Diggers Rest	1
Not many jobs nearby	1
Nothing that stands out in Melton, use facilities from a different city	1
Reduce the crime	1
Safety concerns	1
There is nothing here. Everything is in Melbourne	1
There used to be learning facilities and special events lately it's not happening	1
There was a staging and a hostage situation in the mall	1
They do not seem to care	1
They put focus into new communities only	1
Total	**17**

Council is efficient and well run:

The average agreement that Melton City Council is efficient and well run remained stable this year at 7.2 out of 10, or a strong level of agreement.

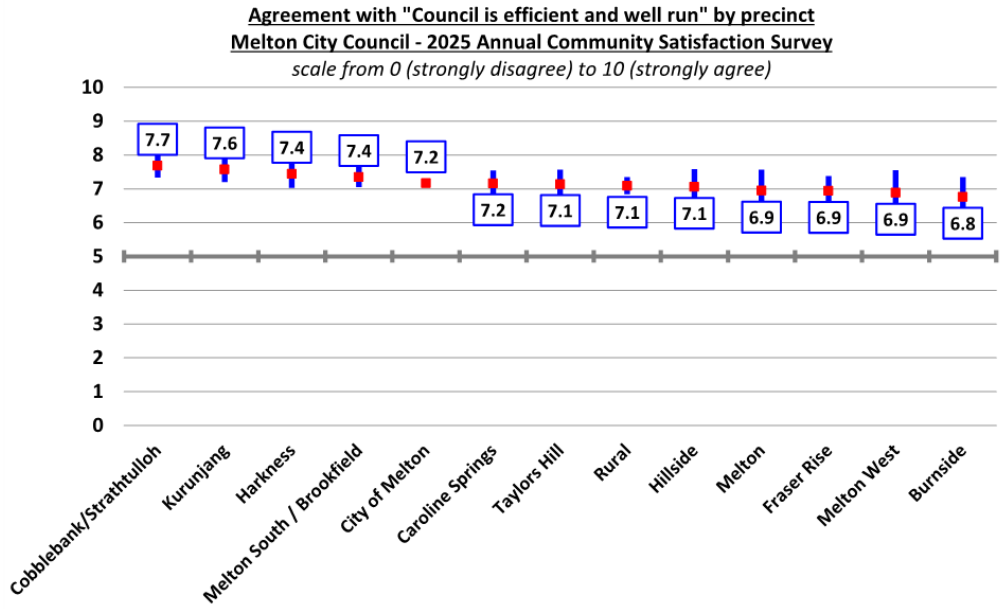
This result was somewhat (2%) higher than the long-term average agreement since 2022 of 7.0 out of 10.



There was measurable variation in this result observed across the municipality.

Respondents from Cobblebank / Strathtulloh were measurably (5%), and respondents from Kurunjang were notably (4%) more in agreement than average.

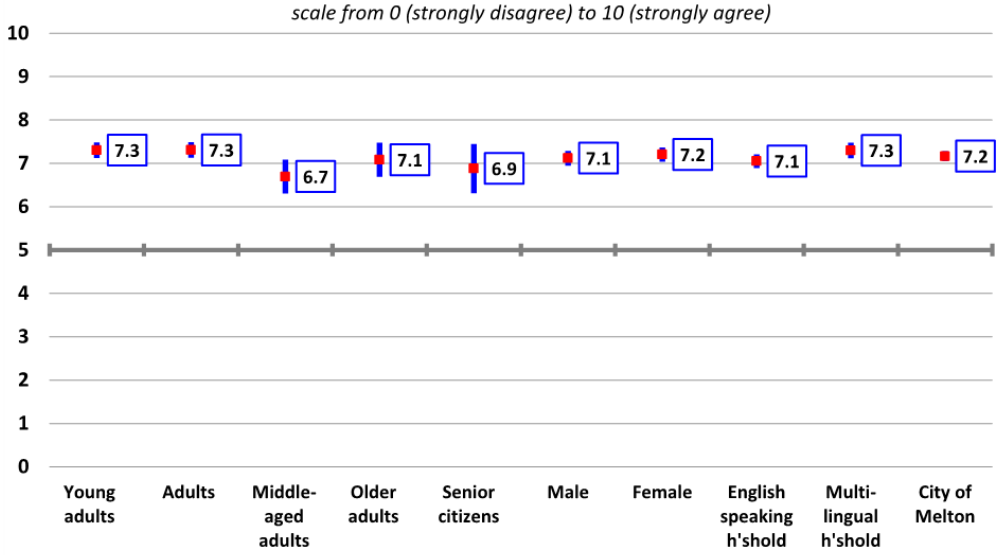
By contrast, respondents from Melton precinct, Fraser Rise, and Melton West were somewhat (3%), and respondents from Burnside were notably (4%), less in agreement than the municipal average.



There was no measurable variation in this result observed by respondent profile, although it is noted that middle-aged adults (aged 45 to 59 years) were notably (5%) and senior citizens (aged 75 years and over) were somewhat (3%) less in agreement than the municipal average.

Respondents from multilingual households were somewhat (2%) more in agreement than respondents from English speaking households.

Agreement with "Council is efficient and well run" by respondent profile
Melton City Council - 2025 Annual Community Satisfaction Survey
scale from 0 (strongly disagree) to 10 (strongly agree)



The following table outlines the 27 comments received from respondents in relation to Council being efficient and well run.

Reasons for disagreement with "Council is efficient and well run"
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Reason	*Number*
It takes too long to do things / too slow	2
Not listening to the community	2
Poor performance	2
Response is too slow	2
That's because they are terrible / hopeless	2
Acts irresponsibly	1
Compared to my rate, benefit is low	1
Complaints raised are not resolved	1
Council spends money unnecessarily	1
Follow through on the promised such as hospital	1
I always contact Council regarding with maintenance issue, not satisfied	1
Just when I have had to contact Council services and I didn't get a response or was getting different answers	1

Lower the rates or provide better services	1
No hospital in Melton	1
Poor maintenance	1
Rates are too high	1
The Council is money hungry	1
The projects are too expensive	1
They need to do more	1
To many replanning of roads	1
Very hard to communicate with them	1
Widening of Western Fwy	1
Total	**27**

Customer service

Contact with Council in the last twelve months:

Respondents were asked:

"Have you contacted Melton City Council in the last 12 months?"

Consistent with the results recorded last year, 27% of respondents reported that they had contacted Melton City Council in the last 12 months.

This result remains significantly below the long-term average result recorded for this question over the last 11 years of the survey program of 36%.

Contacted Council in the last 12 months
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Response	*2025*		*2024*	*2023*	*2022*	*2021*	*2020*
	Number	*Percent*					
Yes	211	27%	28%	27%	40%	35%	43%
No	580	73%	72%	73%	60%	66%	57%
Not stated	9		2	7	9	0	2
Total	**800**	**100%**	**801**	**806**	**800**	**800**	**804**

Forms of contact

Respondents who had contacted Council were asked:

"When you last contacted Council, was it… (via telephone / email / the website / in person, etc.,)?"

Consistent with the results recorded in recent years, approximately two-thirds (65% up from 59%) of the 211 respondents who had contacted Council in the last 12 months reported that they did so by telephone during office hours.

A significant proportion of respondents reported that they contacted Council via the website (14% up from 7%), and by email (12% down from 18%).

Metropolis Research notes that the proportion of respondents who last contacted Council by visiting in person declined this year to just five percent. This compared to the pre-pandemic average of 23%.

These results do suggest that there may have been a longer-term change in the ways in which the community interacts with Council, with an increased level of engagement by email and the website, and fewer visits in person.

This increased level of engagement with Council via email has been observed in many municipalities through and post-pandemic, and it does create a challenge for local government in ensuring high quality customer service via this method of contact.

Form of last contact with Council
Melton City Council - 2024 Annual Community Satisfaction Survey
(Number and percent of respondents who contacting Council and providing a response)

Response	*2025*		*2024*	*2023*	*2022*	*2021*
	Number	*Percent*				
Telephone *(during office hours)*	138	65%	59%	64%	64%	73%
Website	30	14%	7%	12%	8%	3%
Email	26	12%	18%	10%	14%	14%
Visit in person	10	5%	9%	8%	10%	8%
Social media	3	1%	1%	1%	1%	0%
Visitor Information Centre / Pop-Up	2	0.9%	0%	0%	0%	1%
Telephone *(after hours service)*	1	0%	2%	4%	1%	0%
Mail	1	0%	2%	1%	2%	1%
Community Portal	0	0%	2%	0%	1%	n.a.
Not stated	0		1	2	0	2
Total	**211**	**100%**	**221**	**219**	**318**	**276**

Satisfaction with Council's customer service

Respondents who had contacted Council were asked:

"On a scale of 0 (lowest) to 10 (highest), how satisfied were you with the following aspects of service when you last contacted the Melton City Council?"

The 221 respondents who had contacted Council in the last 12 months, were asked to rate their satisfaction with six aspects of customer service, including satisfaction with the final outcome.

There was a new aspect of customer service included this year, asking overall satisfaction with the customer service experience.

This new aspect was included to bring the City of Melton in line with the questions included in *Governing Melbourne* and other councils surveyed by Metropolis Research.

The average satisfaction with the six aspects of customer service declined somewhat this year, down three percent to 7.4 out of 10, although it remained at a "very good" level.

This result was in 2025, somewhat (4%) lower than the metropolitan average satisfaction with customer service, although it is noted that the metropolitan average increased an unusually large six percent this year to a new record high.

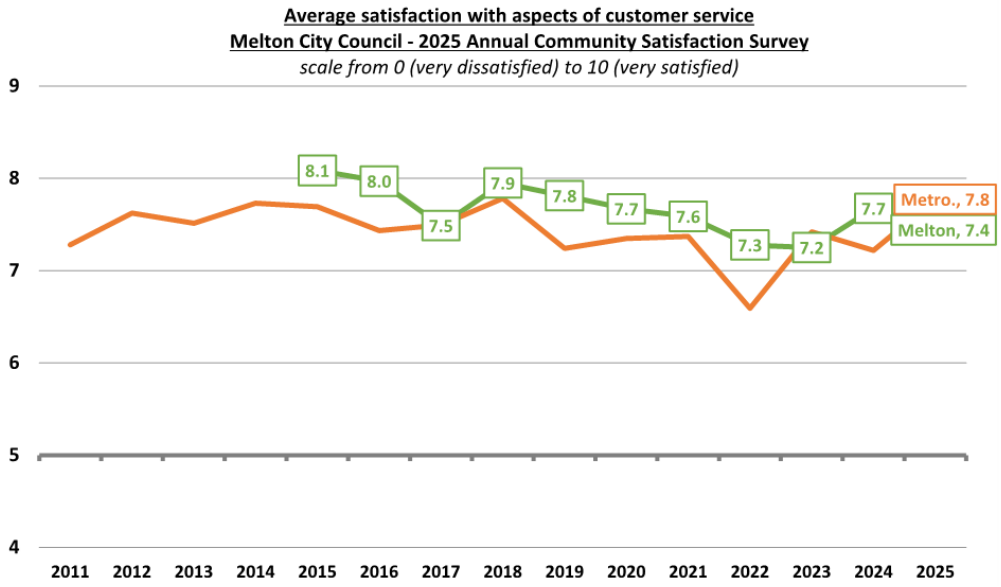
Metropolis Research believes that the metropolitan average was likely to be somewhat of an outlier result this year.

It is noted that satisfaction with the final outcome declined five percent this year, which may well have been a factor underpinning the decline in customer service.

Satisfaction with the speed and efficiency of service also declined five percent.

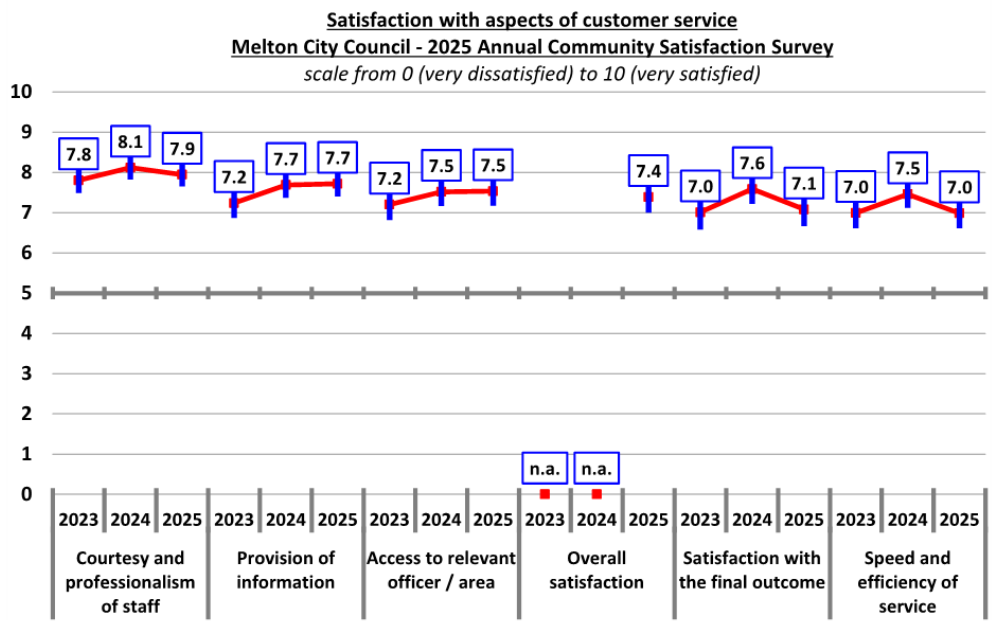
Council has only limited capacity to influence the final outcome of interactions with the community.

The final outcome can clearly influence satisfaction with the customer service interaction and therefore should be borne in mind when interpreting the decline in customer service this year.



Satisfaction with the six aspects of customer service can best be summarised as follows:

- ***Excellent*** - for the courtesy and professionalism of staff
- ***Very Good*** – for satisfaction with the provision of information, access to relevant officer / area, and overall satisfaction with the customer service experience
- ***Good*** – for satisfaction with the final outcome, and satisfaction with the speed and efficiency of service.



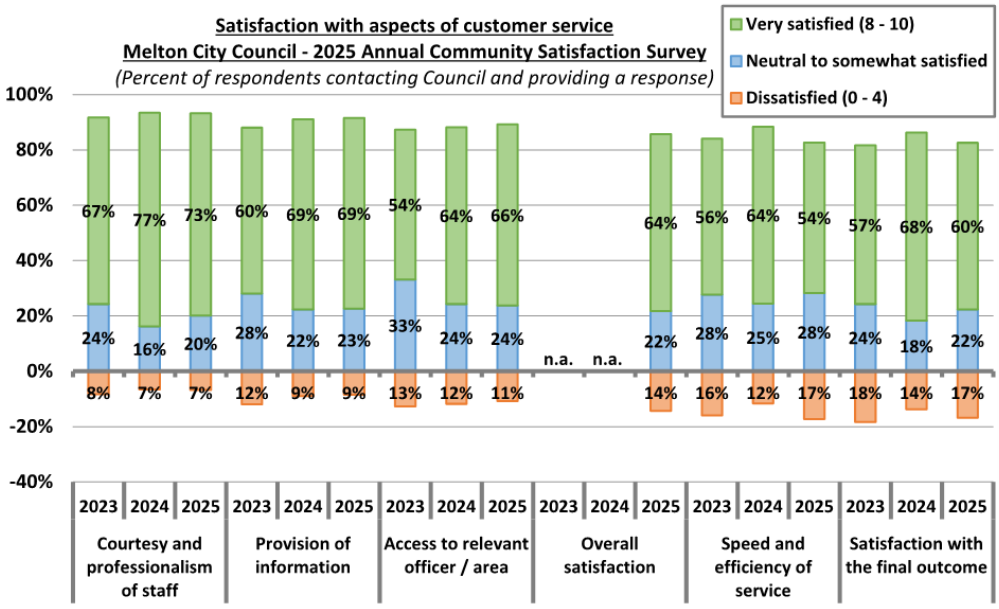
The following graph provides a breakdown of these results into the proportion of respondents (providing a score) who were "very satisfied" (i.e., rated satisfaction at eight or more out of 10), those who were "neutral to somewhat satisfied" (i.e., rated satisfaction at five to seven), and those who were "dissatisfied" (i.e., rated satisfaction at less than five out of 10).

It is noted that at least 60% of respondents providing a score were "very satisfied" (i.e., rated satisfaction at eight or more) with five of the six aspects of customer service.

There was a notable decline this year, however, in the proportion of respondents "very satisfied" with the speed and efficiency of service, which declined 10% from 64% to 54%.

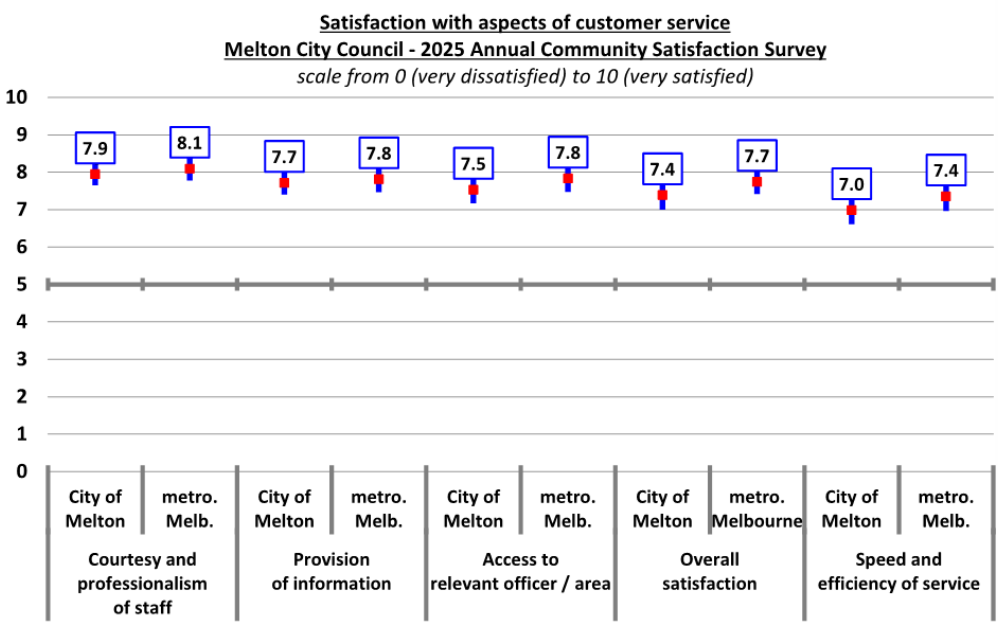
The proportion of respondents "dissatisfied" with the speed and efficiency of service increased from 12% to 17% this year.

A total of seven percent (down from 8%) of respondents were "dissatisfied" with the staff courtesy and professionalism, which remains a positive result from the survey again this year.



The average satisfaction with five of the six aspects (excluding satisfaction with the final outcome) was 7.5 out of 10 this year, somewhat (3%) below the metropolitan Melbourne average. This was a reversal of the five percent higher satisfaction with aspects of customer service recorded last year.

Metropolis Research notes that the metropolitan average results for customer service increased unexpectedly by an average of approximately six percent this year, which Metropolis Research suggests may be an outlier result.



The following graph provides a comparison of satisfaction with the six aspects of customer service between respondents who telephoned Council, visited the website, emailed Council, or visited in person.

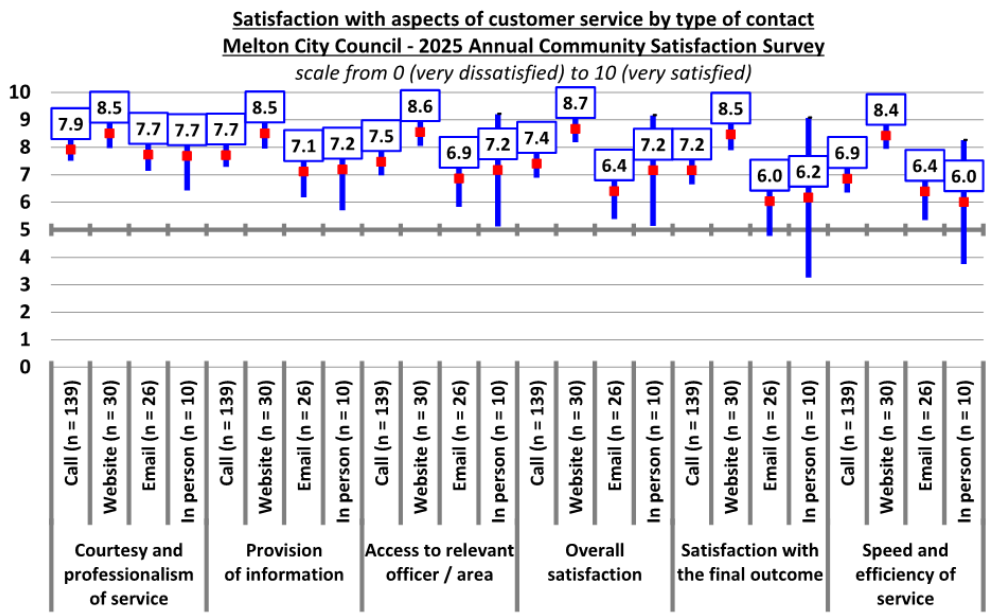
While noting the small sample size for these results, it is noted that respondents who emailed Council and visited Council in person tended to report lower levels of satisfaction with the aspects of customer service than respondents who telephoned Council or visited the website.

Metropolis Research notes that this result has been observed elsewhere across metropolitan Melbourne, with most municipalities surveyed by Metropolis Research in 2025 reporting similar results in relation to contacting Council by email.

Given the recent increase in the use of email as means of engaging with Council, some attention to how Council can ensure a high level of customer service when engaging with the community by email maybe required to maintain service levels.

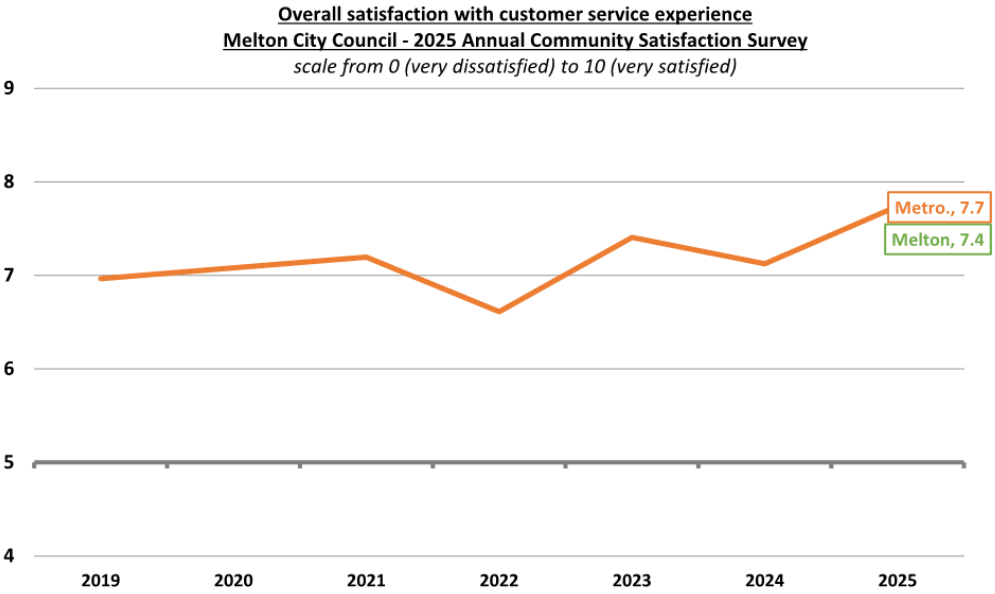
The lower-than-average satisfaction recorded for the small sample of 10 respondents who visited Council in person has also been observed elsewhere across metropolitan Melbourne this year.

This result may reflect a changing profile of the interactions that take place in-person rather than via telephone or the website. It may be the case that the small number who visit in person have more complex interactions or potentially may have other issues that made them visit in person.



Overall satisfaction with customer service experience

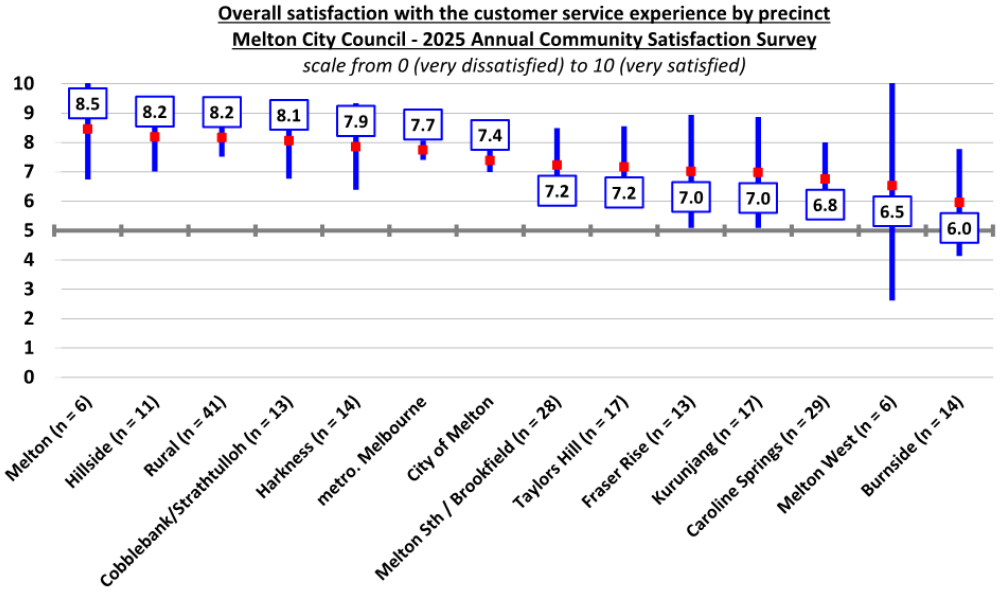
Overall satisfaction with the customer service experience was 7.4 out of 10 this year, or a "very good" level of satisfaction.



This result was somewhat (4%) lower than the metropolitan average, however, Metropolis Research notes that the metropolitan average increased six percent this year to a record high.

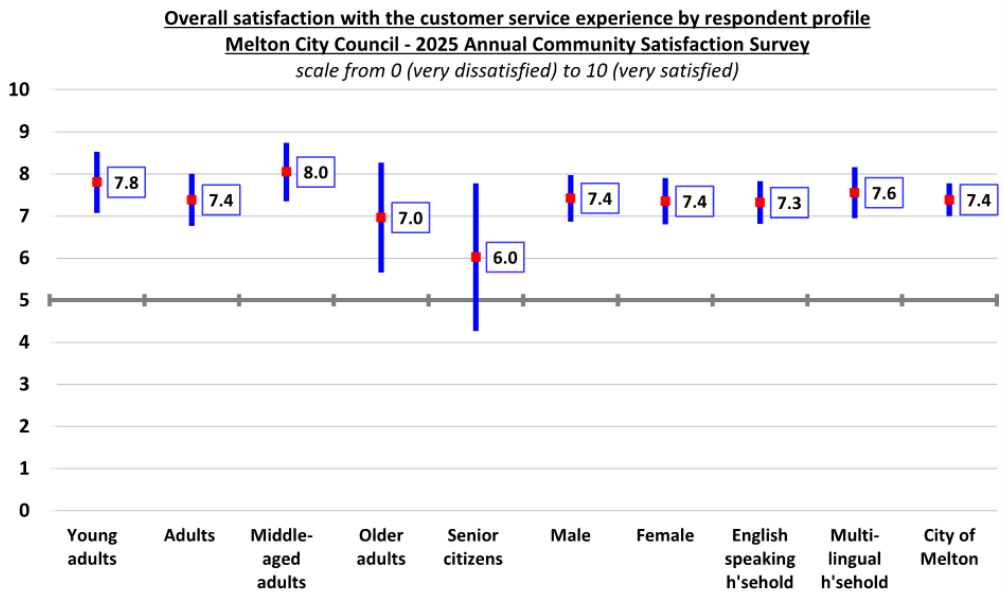
Given the results observed elsewhere across metropolitan Melbourne through 2025, Metropolis Research is of the view that the metropolitan average may well be somewhat of an outlier result this year.

While there was no measurable variation in overall satisfaction with the customer service experience observed across the municipality, it is noted that 29 respondents from Caroline Springs (6%), six respondents from Melton West (9%), and 14 respondents from Burnside (14%) were notably less satisfied than the municipal average.

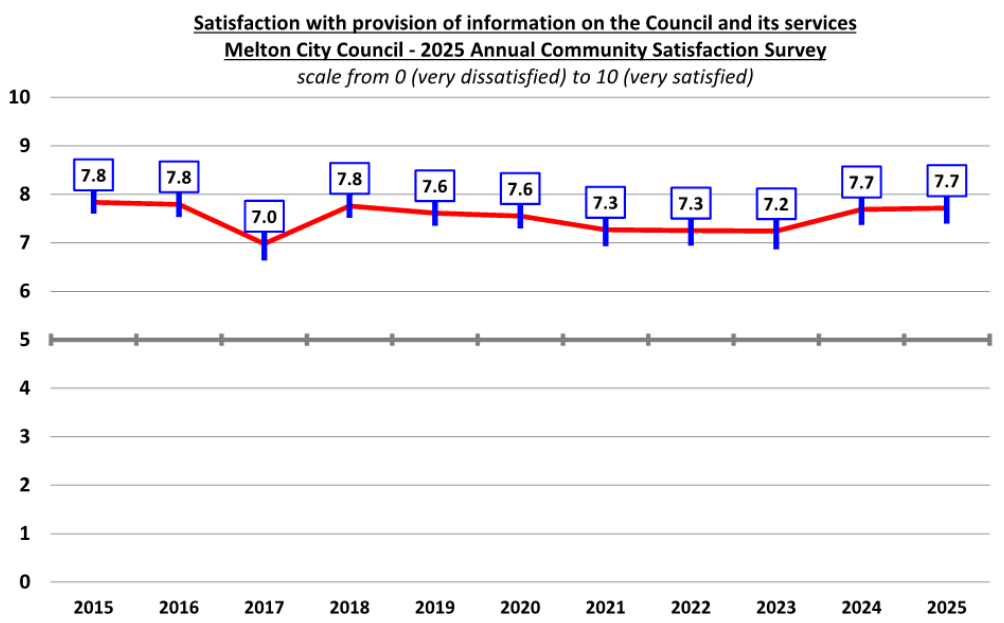


While there was no measurable variation in overall satisfaction with the customer service experience observed by respondent profile, it is noted that 19 senior citizens (aged 75 years and over) were notably (14%) less satisfied than average, and at a "solid" level.

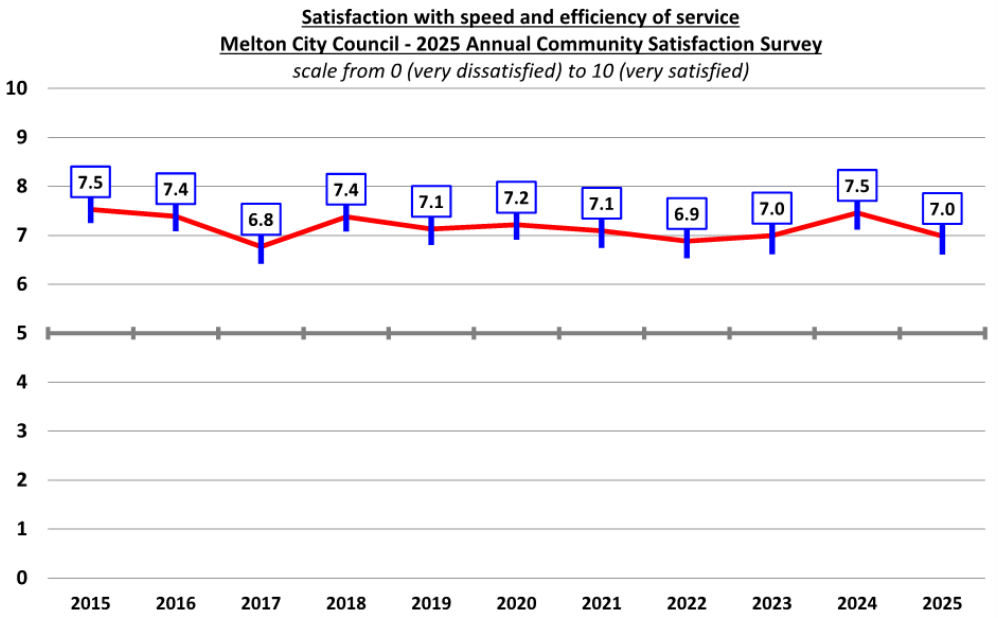
Conversely, 58 young adults (aged 18 to 34 years) and 28 middle-aged adults (aged 45 to 59 years) were somewhat more satisfied than average, and at "excellent" levels of satisfaction.



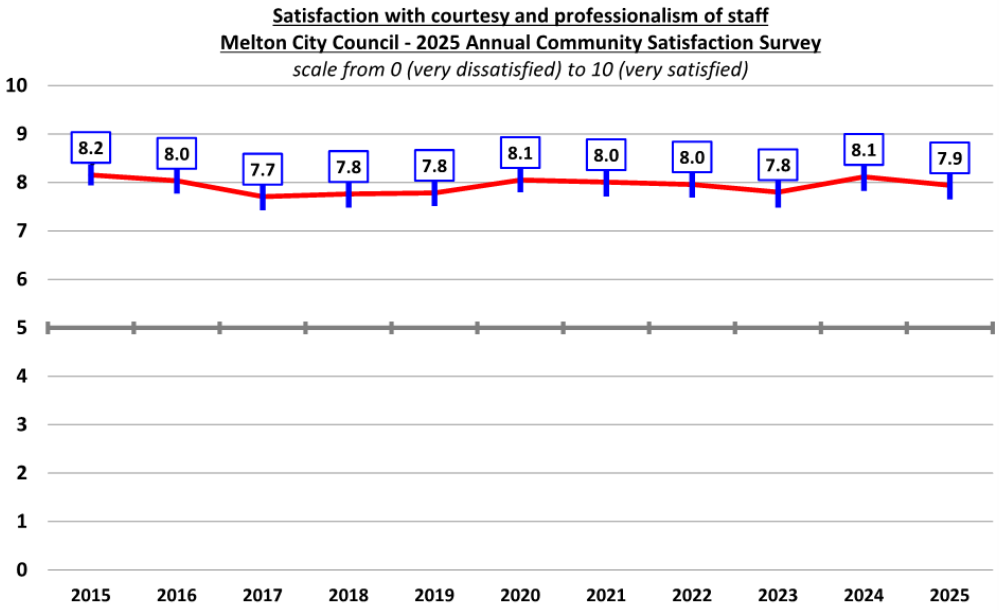
Satisfaction with the provision of information on the Council and its services remained stable at a "very good" 7.7 out of 10. This result was somewhat (3%) higher than the long-term average satisfaction since 2015 of 7.4 out of 10, or a "very good" level.



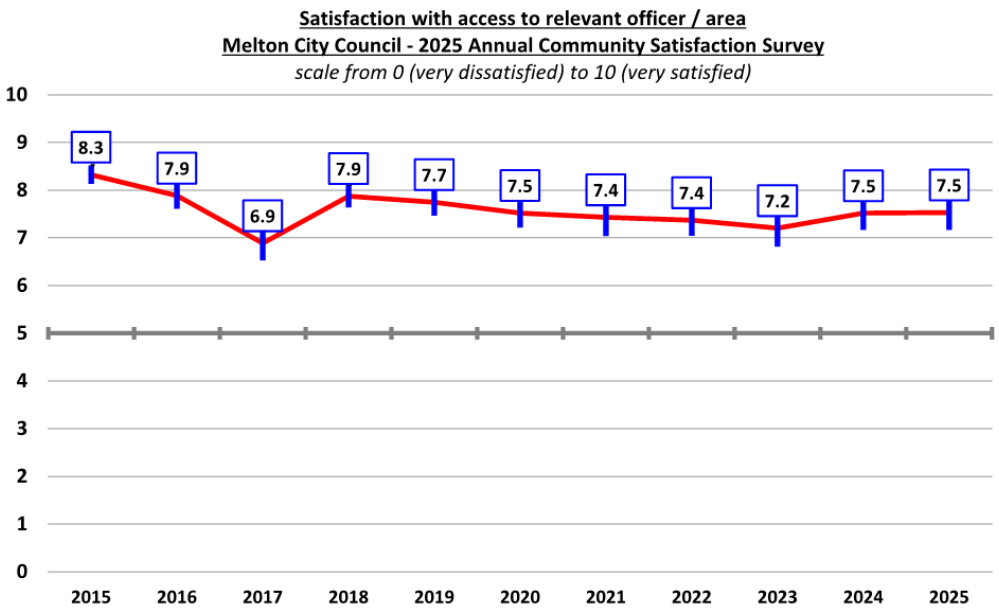
Satisfaction with the speed and efficiency of service declined somewhat this year, down five percent to 7.0 out of 10, which was a "good", down from a "very good" level. This result was marginally (2%) lower than the long-term average satisfaction since 2015 of 7.2 out of 10.



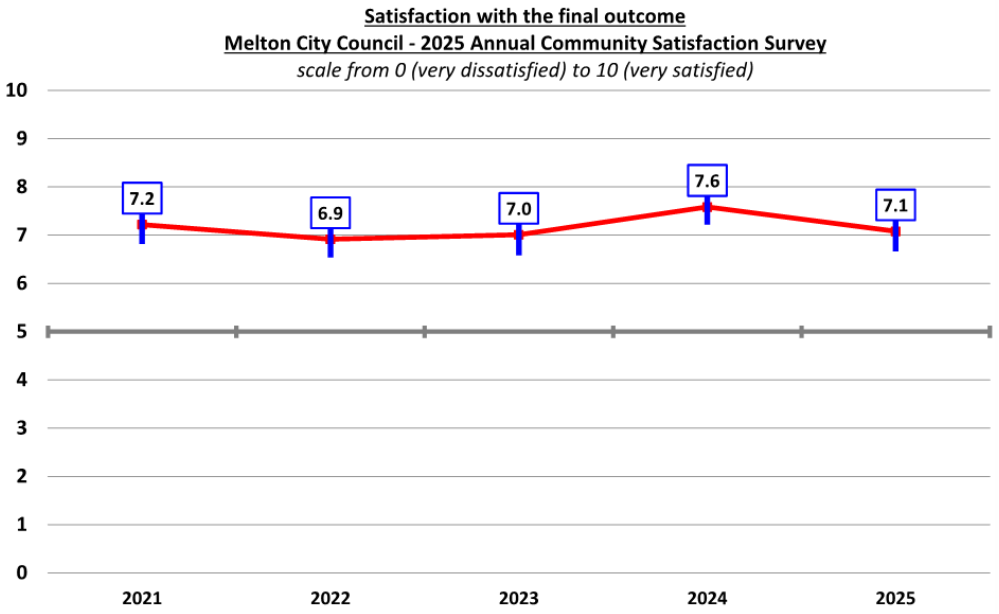
Satisfaction with the courtesy and professionalism of staff declined marginally this year, down one percent to 7.9 out of 10, which remained an "excellent" level. This result was identical to the long-term average satisfaction since 2015 of 7.9 out of 10.



Satisfaction with the access to relevant officer / area remained stable at a "very good" 7.5 out of 10. This result was marginally (1%) lower than the long-term average satisfaction since 2015 of 7.6 out of 10, or a "very good" level.



Satisfaction with the final outcome declined somewhat this year, down five percent to 7.1 out of 10, which was a "good", down from a "very good" level. This result was marginally (1%) lower than the long-term average satisfaction since 2021 of 7.2 out of 10.



Planning for population growth by all levels of government

Respondents were informed that:

"The State Government has planned for the population of the City of Melton to double in size to more than 300,000 over the next 20 years. The responsibility for providing services, transport infrastructure, and facilities rests with both Council and the State Government."

Respondents were then asked:

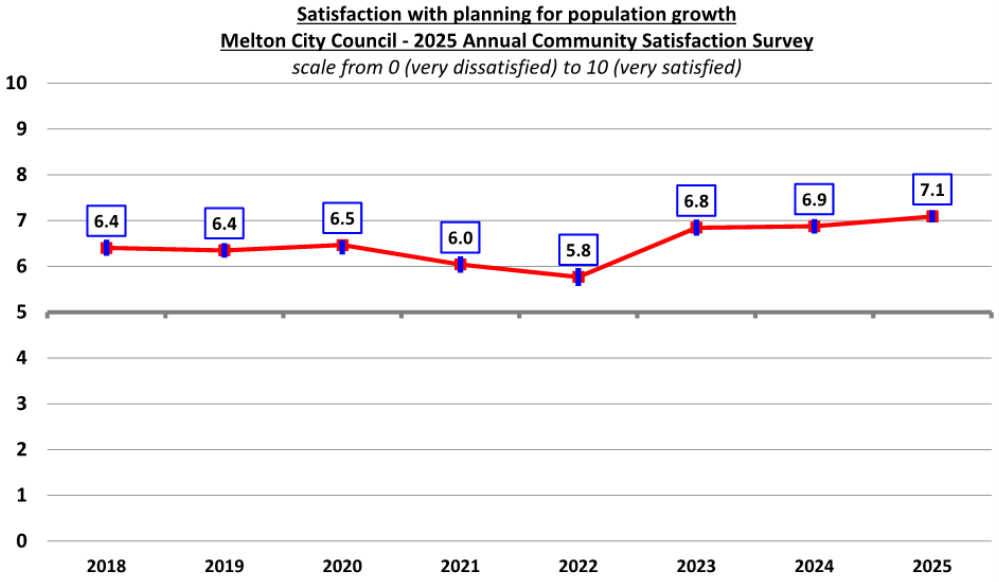
"On a scale from 0 (lowest) to 10 (highest), can you please rate your satisfaction with planning for population growth?"

Respondents were again in 2025, asked to rate their satisfaction with planning for population growth by all levels of government.

The question specifically references 'by all levels of government' in recognition that it is unreasonable to expect residents to have a detailed knowledge of the split of responsibilities in terms of planning for population growth between local and state government.

The average satisfaction with this aspect increased again this year, up two percent to 7.1 out of 10, although it remains a "good" level of satisfaction.

This is the third consecutive highest satisfaction with planning for population growth recorded for the City of Melton and was measurably (5%) higher than the long-term average satisfaction since 2018 of 6.5 or "solid".



By way of comparison, this result was identical to the metropolitan average and marginally (1%) higher than the western region average.

It was, however, marginally (1%) lower than the growth area councils' averages of 7.2, as recorded in the 2025 *Governing Melbourne* research.

Governing Melbourne was conducted independently by Metropolis Research in January 2025 using the same door-to-door, in-person interview methodology.

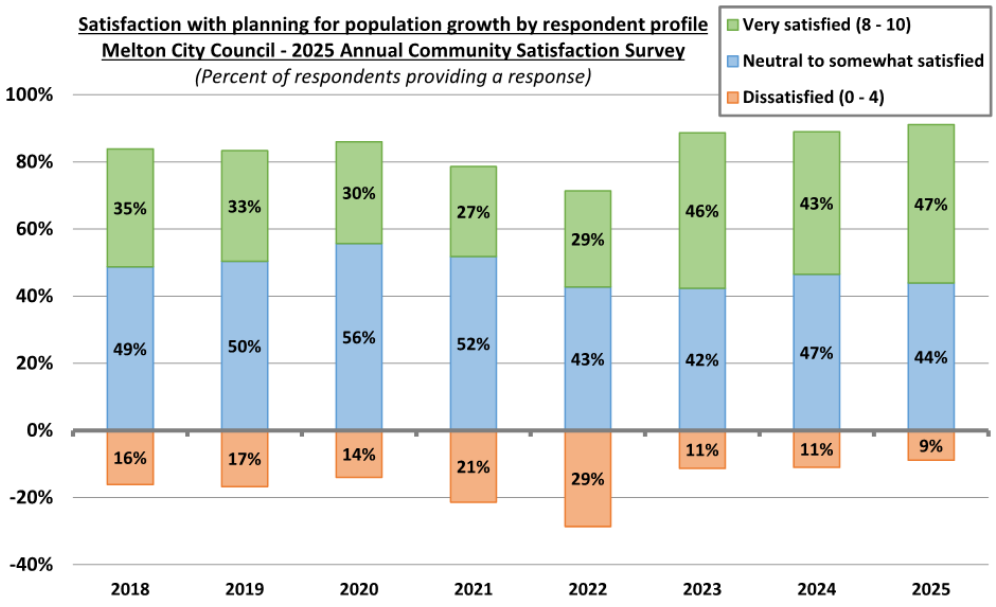
Metropolis Research notes the decline in the proportion of respondents who had lived in the City of Melton for 10 years or more in the sample both last year and this year (34% in 2025 and 40% in 2024, down from 68% in 2022), and the increase in the proportion of new residents who had lived in the City of Melton for less than one year (9%, up from 2% in 2022).

These variations were clearly related to the impact of the pandemic and were at part of the reason for the significant decline in satisfaction with planning for population growth recorded in 2021 and 2022. The significant increase in satisfaction with planning for population growth recorded in 2023 has been maintained and built on again this year.

As outlined later in this section, long-term residents tended to report lower satisfaction with planning for population growth, whilst new residents report significantly higher levels of satisfaction.

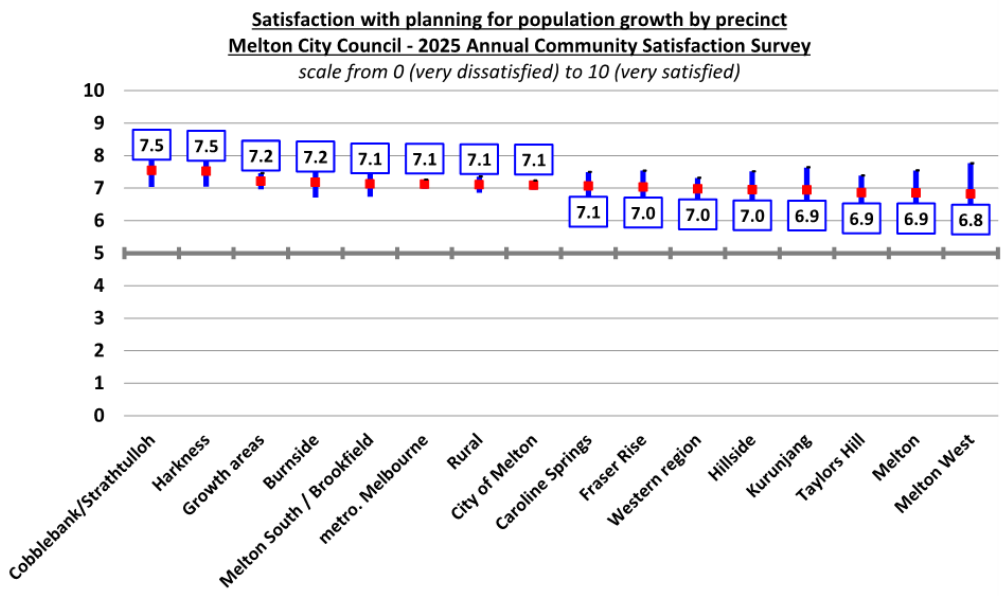
This reflects that some of the concerns around planning for population growth tend to be felt most strongly by those who have lived in the community for a long time, and who can perceive negative impacts on amenity, lifestyle, and access to services and facilities due to population growth.

Almost half (47% up from 43%) of respondents "very satisfied" (i.e., rated satisfaction at eight or more), and nine percent (down from 11%) of "dissatisfied" respondents (i.e., rated satisfaction at less than five).



There was no measurable variation in satisfaction with planning for population growth observed across the municipality, although respondents from Cobblebank / Strathtulloh and Harkness were notably (4%) more satisfied than average, and at "very good" levels.

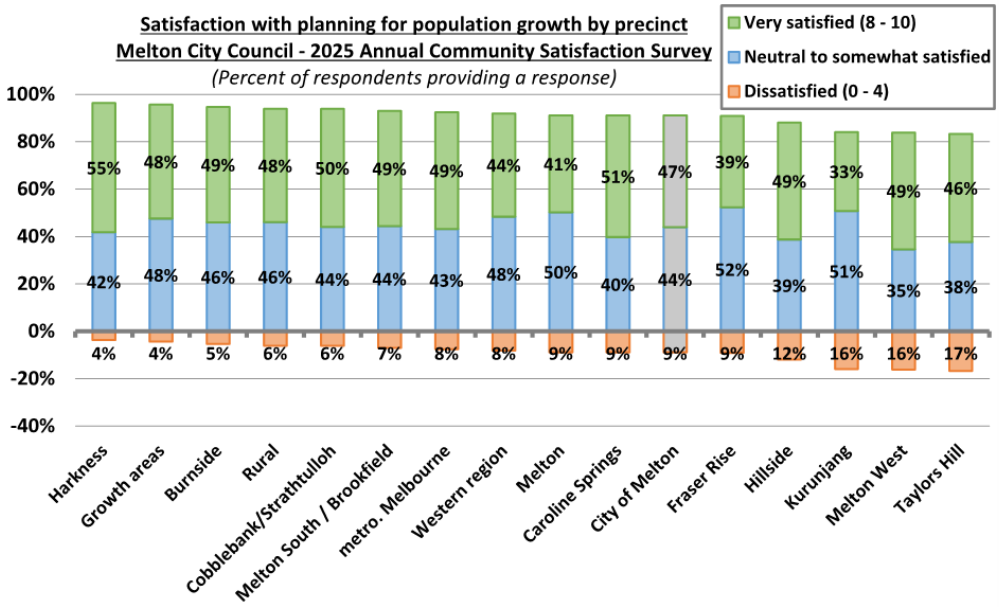
By contrast, respondents from Melton West were somewhat (3%) less satisfied than average, although still at a "good" level.



The following graph provides a breakdown of these results into the proportion of respondents (providing a score) who were "very satisfied" (i.e., rated satisfaction at eight or more out of 10), those who were "neutral to somewhat satisfied" (i.e., rated satisfaction at five to seven), and those who were "dissatisfied" (i.e., rated satisfaction at less than five out of 10).

At least half of the respondents from Harkness (55%), Caroline Springs (51%), and Cobblebank / Strathtulloh (50%) were "very satisfied" with planning for population growth.

By contrast, it is noted that 16% of respondents from Kurunjang and Melton West, and 17% of respondents from Taylors Hill were "dissatisfied".



The following graphs provide a comparison of satisfaction with planning for population growth by all levels of government by respondent profile.

This includes age, gender, language spoken at home, household disability status, housing situation, period of residence in the City of Melton, and household structure.

The following variations in satisfaction were noted:

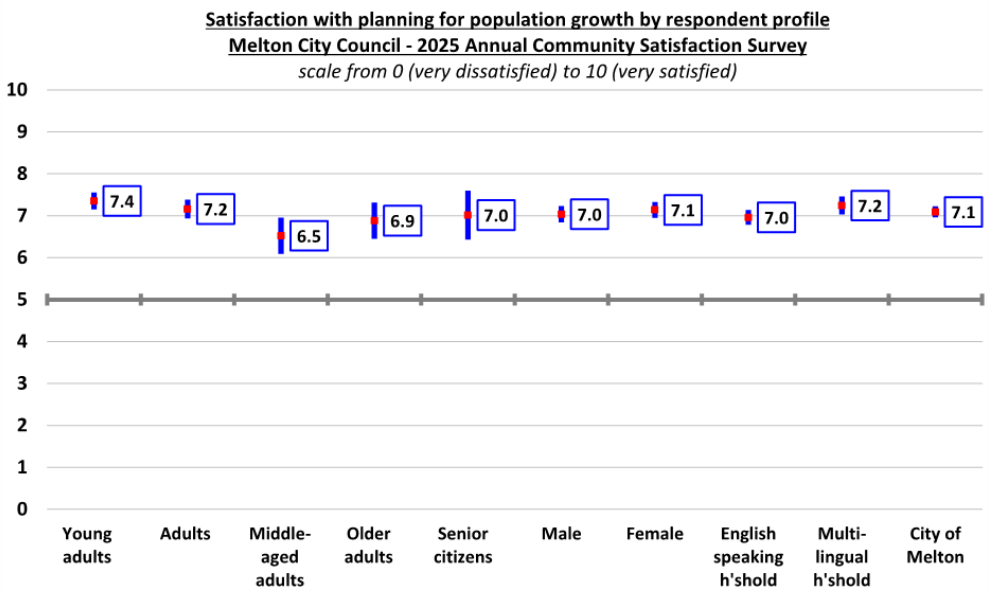
- ***Somewhat to notably MORE satisfied than average*** – included young adults (aged 18 to 34 years), respondents from multilingual households, new residents (less than one year in the City of Melton), and respondents from two-parent families (youngest child aged 5 to 12 years).

- ***Somewhat to notably LESS satisfied than average*** - included middle-aged adults (aged 45 to 59 years), and respondents from households with a member with disability.

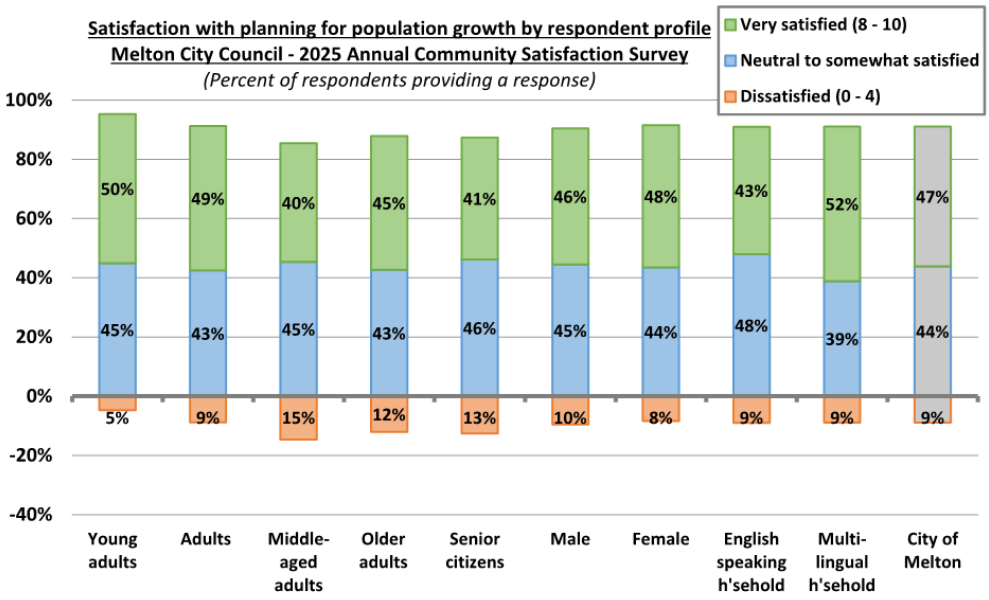
These results reinforce the finding that satisfaction with planning for population growth was notably related to the respondents' age, as well as how long they have lived in the municipality.

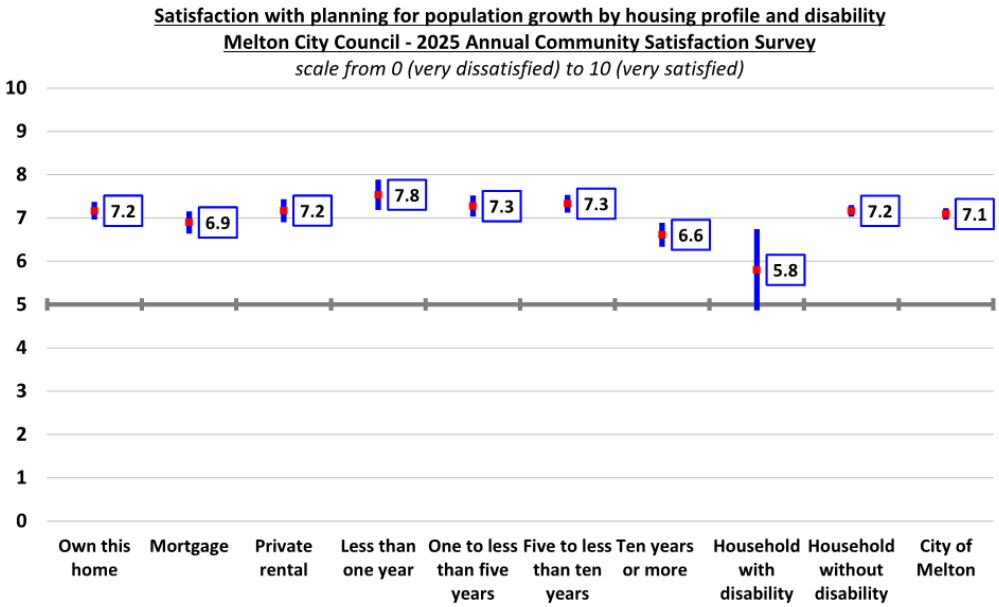
Younger residents tended to be more satisfied with planning for population growth, as did new residents who have moved into the City recently.

It tended to be middle-aged and older adults who were the least satisfied with planning for population growth, with some of their concerns focused on the impact of the increased population on infrastructure and lifestyle in the municipality.



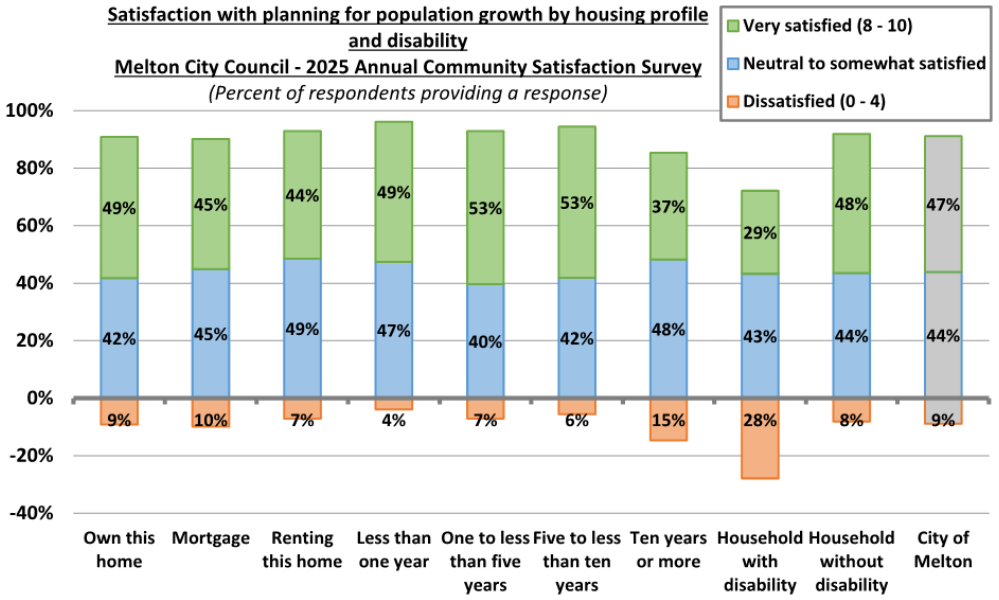
Half (50%) of the young adults (aged 18 to 34 years) and 52% of the respondents from multilingual households were "very satisfied" with planning for population growth. By contrast, more than 10% of respondents aged 45 years and over were "dissatisfied".

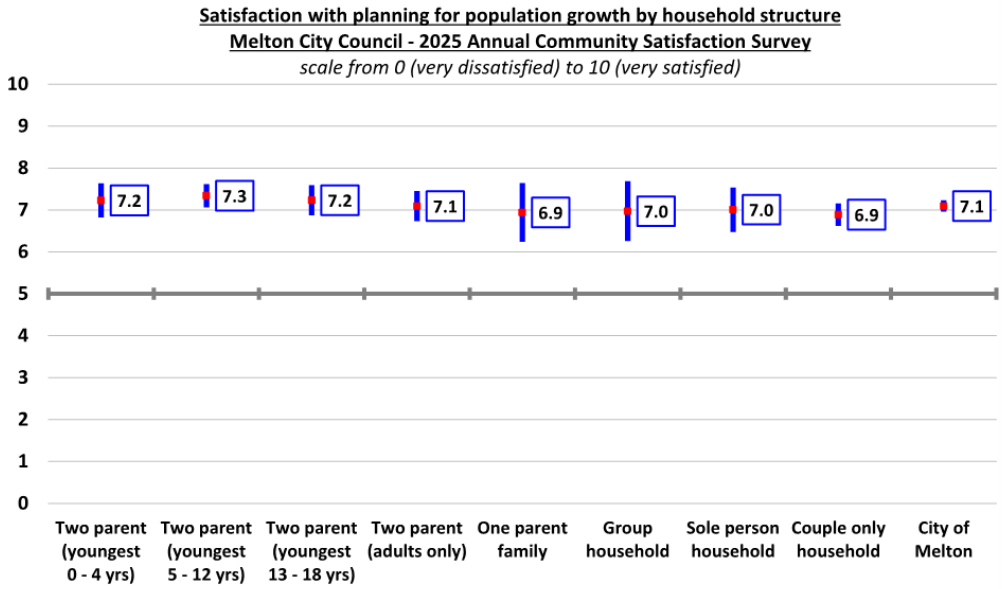




More than half (53%) of the new and newer residents (less than five years in the City of Melton) were "very satisfied" with planning for population growth. By contrast, 15% of long-term residents (10 years or more in the municipality) were "dissatisfied".

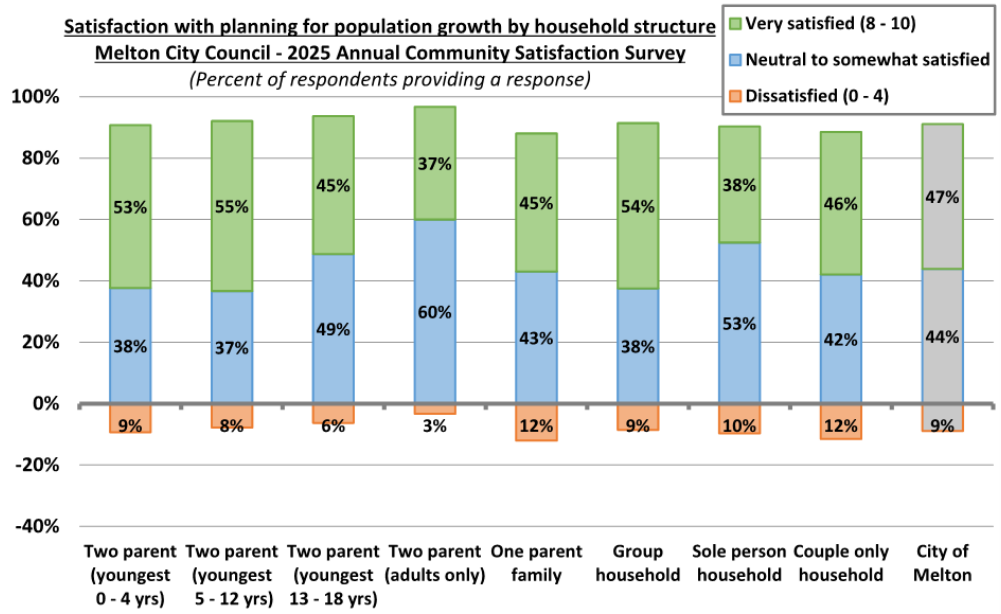
It is also noted that 28% of the 41 respondents from households with a member with disability were "dissatisfied" with planning for population growth.





More than half of the respondents from two-parent families (youngest child aged 0 to 12) and respondents from group households were "very satisfied" with planning for population growth.

By contrast, 10% of more of respondents from one-parent families (with children of any age), sole person households and couple-only households were "dissatisfied".



Reasons for dissatisfaction with planning for population growth

The following table outlines the 72 (down from 116) comments received from respondents who were "dissatisfied" with planning for population growth by all levels of government.

Thees comments have been broadly categorised, with the most common issues relating to perceived impacts of population growth on roads, traffic, public transport, and parking issues (27 comments), perceived impacts on infrastructure (21 comments), perceived impacts on services and facilities (11 comments), planning and development related issues (7 comments), and concerns about population (4 comments).

Reasons for dissatisfaction with planning for population growth
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Reason	*Number*
Parking, traffic, roads and public transport	
Inadequate road infrastructure for the population increase	6
Roads	3
Traffic congestion	3
The roads are skinny / need widening	2
Basically, they don't have public transport ready for the wider community	1
Getting out of Melton is a mess, everyday there is a crash at those rounds. It is very bad around this side of Melton, and they should focus more on that	1
Narrow roads causing congestion	1
Planning for main roads before suburbs are built	1
Road doubling is not enough for the growth of the population in the area	1
The freeways are horrible; it takes do long	1
The traffic is too much. The highway is single lane	1
There is not enough parking	1
They have done nothing for Melton. Over the freeway they have huge developments near it but only one road supporting all those houses	1
They have not thought through, making double lanes in tiny roads now	1
They need new passes to manage the traffic congestion	1
They should do something and plan ahead about traffic	1
Western Fwy needs to be widened	1
Total	**27**
Infrastructure	
Inadequate infrastructure compared to growth	11
300,000 is a lot of people. You need to build houses, hospitals and roads first	1
Awful infrastructure cannot support those many people	1
Because the infrastructure around new developments is lacking	1
Because they are putting the new estates and the infrastructure is not enough	1
Infrastructure development is poor	1
Not electrified	1
The infrastructure needs to be developed at a faster pace than population rise	1

They are not ready; there is not enough infrastructure even now	1
They don't have basic infrastructure in small suburbs of Melton, all of that is missing	1
They need to put more infrastructure around	1
Total	**21**

Services and facilities

There needs to be more services and facilities to accommodate the coming population	2
Council hardly meets the needs of the population now	1
Health services not up to date	1
Hospital being the biggest issue. It is small for the size of the population	1
Hospital should have been done 20 years ago	1
Need another high school as well	1
Public schools around here don't have great rating, so that should be improve	1
Schools are not up to date for whatever growth of population is happening	1
The shopping facilities is not enough for the growth	1
The size of shopping centre	1
Total	**11**

Planning and housing development

Lack of housing	2
Just things are not being planned properly, there is no foresight into completion	1
More strategic than reactive for the projected population growth	1
The community has grown way too quick; there is still house shortage even though they are being built	1
They need to pre-plan	1
High density	1
Total	**7**

Population

Overcrowding	2
No more, we are crowded enough	1
Too much crowding, so much land available but cramping	1
Total	**4**

Other

Cultural demographics, heavily leaning in one	1
There's too much space in Australia	1
Total	**2**
Total responses	**72**

Planning and housing development

Satisfaction with aspects of planning and housing development

Respondents were asked:

"On a scale of 0 (lowest) to 10 (highest), please rate your satisfaction with the following aspects of planning and development in the City of Melton."

All respondents were again in 2025, asked to rate their satisfaction with two planning and development outcomes in the City of Melton.

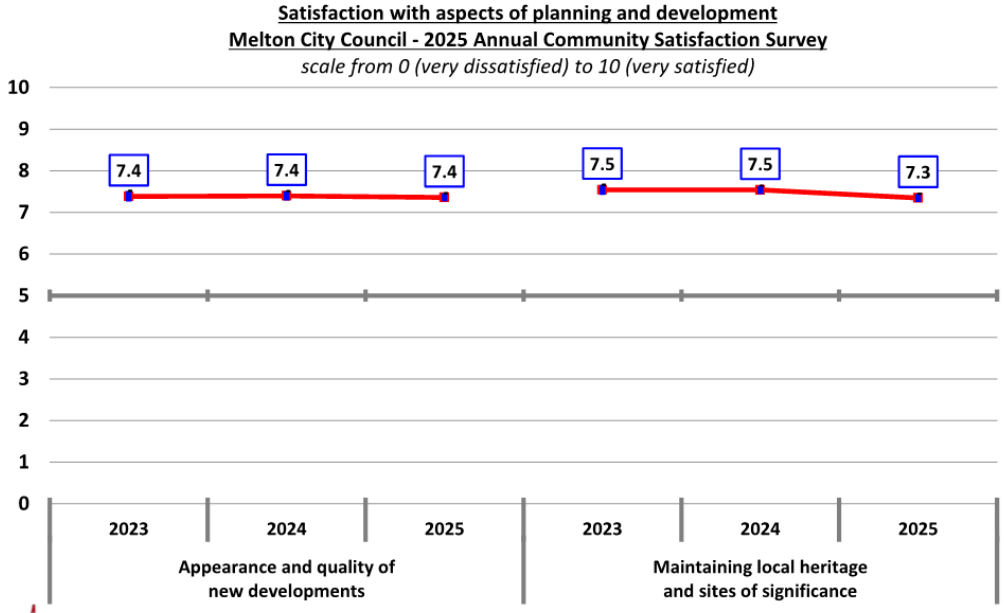
Satisfaction with the appearance and quality of new developments remained stable, while satisfaction with maintaining local heritage and sites of significance declined somewhat (down 2%), with both remaining at "very good" levels.

Metropolis Research notes these results reflect many other results in the survey this year, maintaining satisfaction with Melton City Council at historically high levels.

These results also reflect the change back to trend in terms of new residents moving into the municipality in the post-pandemic era.

This change in the period of residence structure of the sample will likely be a contributing factor in the higher satisfaction with these two aspects over the last three years.

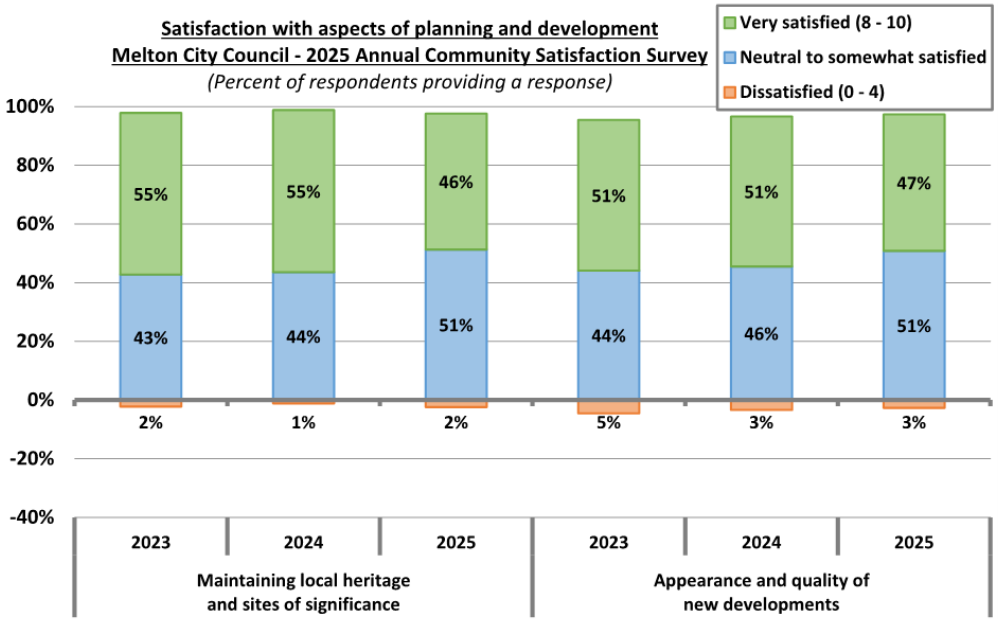
This is due to the fact that newer residents tend to report higher satisfaction with planning and development aspects, whilst longer-term residents tend to report lower satisfaction.



The following graph provides a breakdown of these results into the proportion of respondents (providing a score) who were "very satisfied" (i.e., rated satisfaction at eight or more out of 10), those who were "neutral to somewhat satisfied" (i.e., rated satisfaction at five to seven), and those who were "dissatisfied" (i.e., rated satisfaction at less than five out of 10).

There was a decline this year in the proportion of respondents who were "very satisfied" with maintaining local heritage and sites of significance (down 9% to 46%) and the appearance and quality of new developments (down 4% to 47%).

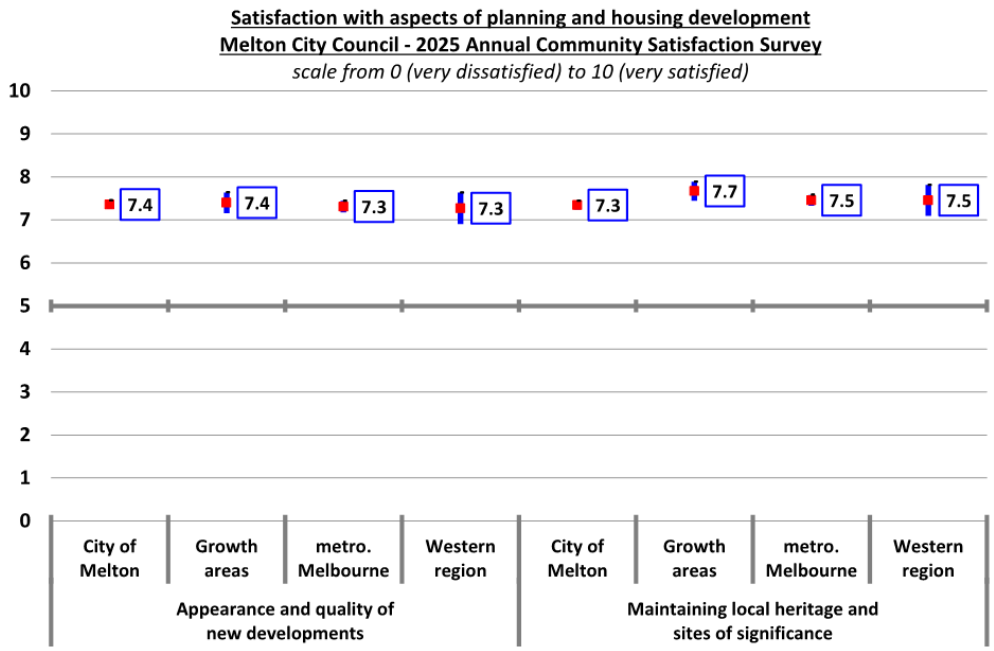
It is noted, however, that there was no significant increase in the proportion of respondents who were "dissatisfied" with these two planning and development outcomes.



The following graph provides a comparison of these results against the metropolitan Melbourne, growth areas, and western region councils, as sourced from the 2025 *Governing Melbourne* research, conducted independently by Metropolis Research using the same door-to-door, in-person method.

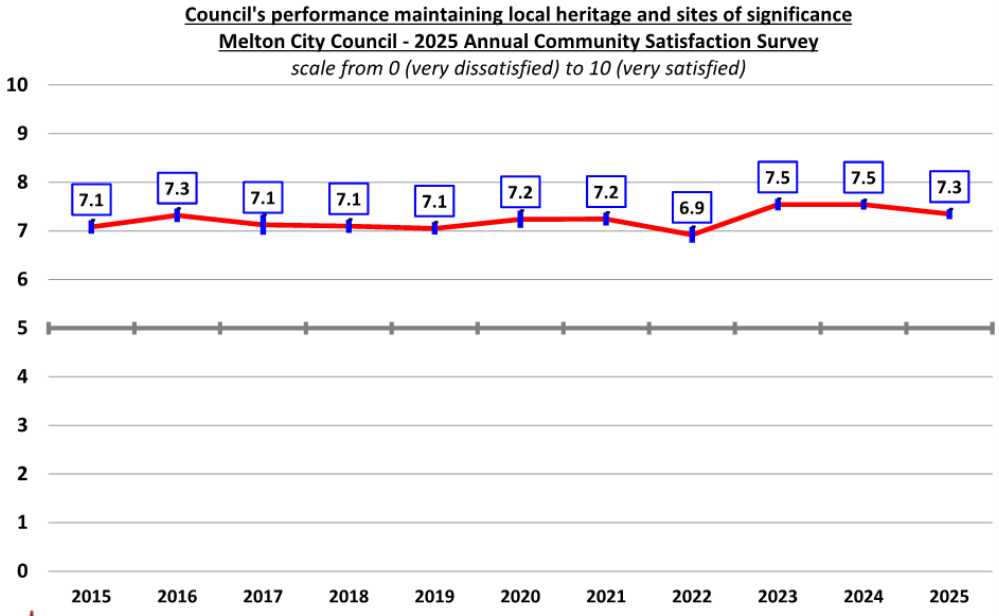
Satisfaction with the appearance and quality of new developments was identical to the growth area average, and marginally (1%) higher than the metropolitan and western region councils' averages.

Satisfaction with maintaining local heritage and sites of significance was, however, measurably lower than the growth area council's average of 7.7 out of 10, and somewhat (2%) lower than the western region and metropolitan averages.

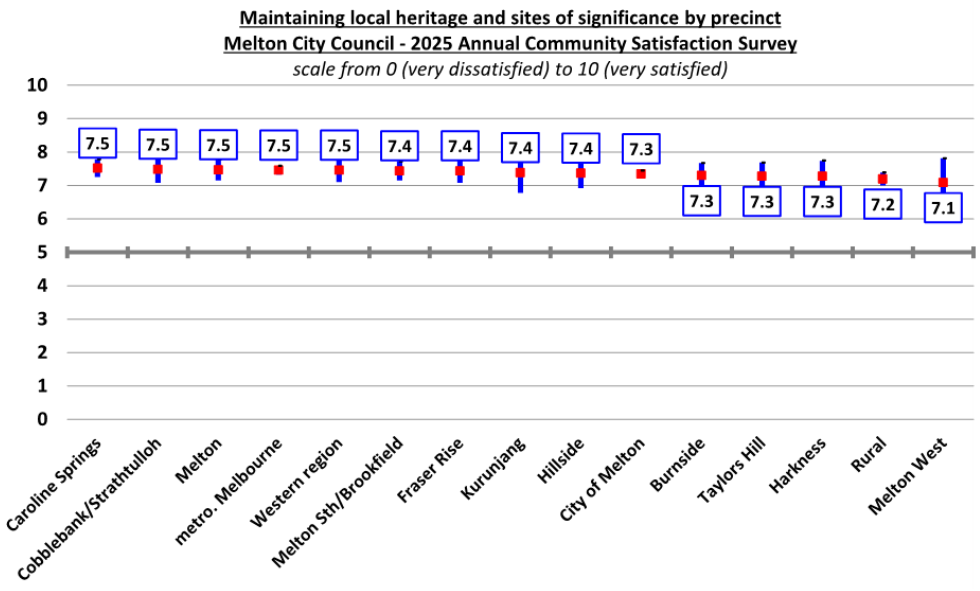


Maintaining local heritage and sites of significance

Satisfaction with Council's performance maintaining local heritage and sites of significance declined somewhat this year, down two percent to 7.3 out of 10, which remained a "very good" level of satisfaction. This result was marginally (1%) above the long-term average.

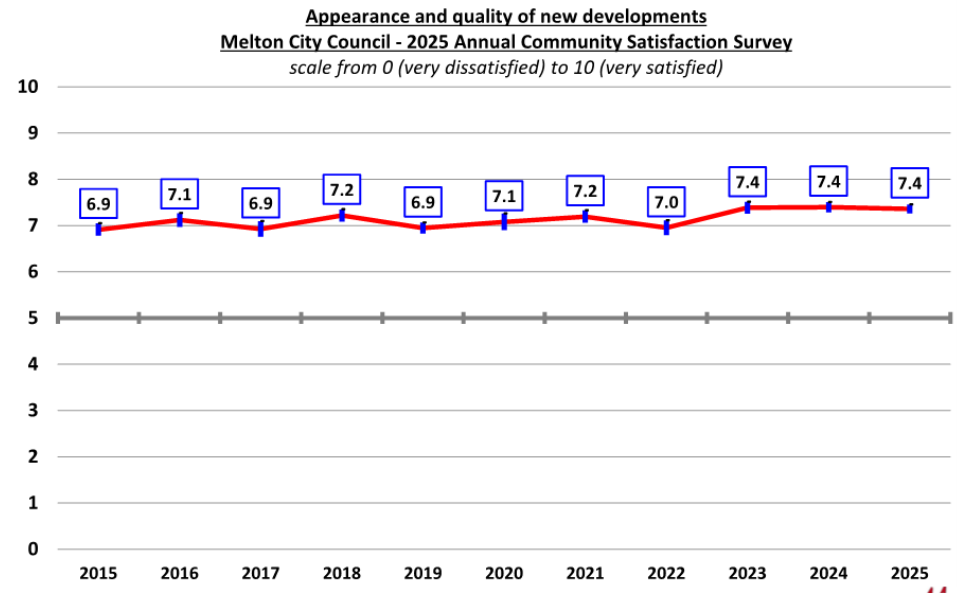


There was no measurable variation in satisfaction with maintaining local heritage and sites of significance observed across the municipality, although respondents from the rural precinct and Melton West rated satisfaction at "good" rather than "very good" levels.



The appearance and quality of new developments

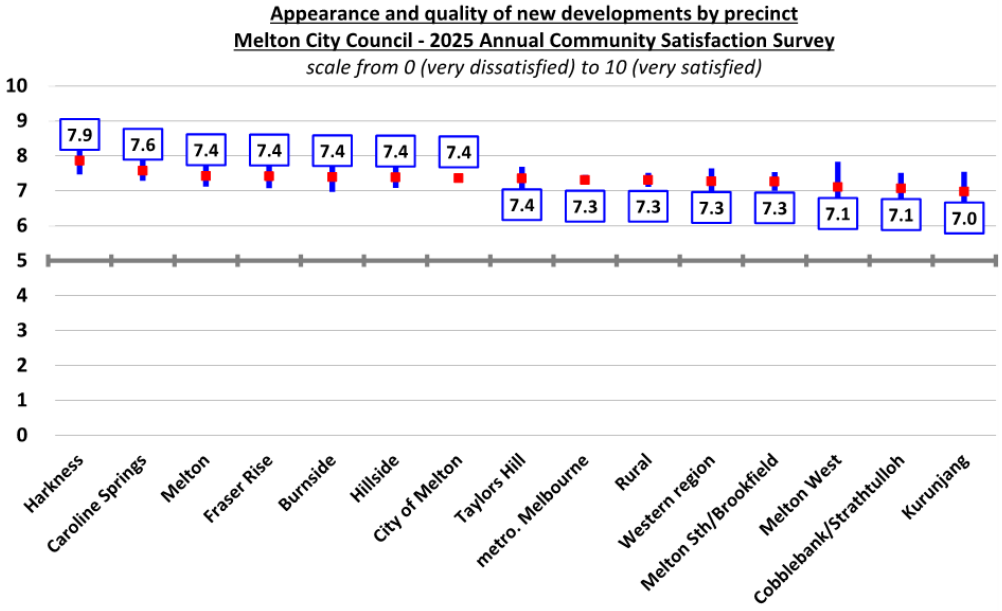
Satisfaction with the appearance and quality of new developments remained stable again this year at 7.4 out of 10, or a "very good" level of satisfaction. This result was measurably (3%) above the long-term average satisfaction since 2015 of 7.1 out of 10 or "good".



There was measurable variation in satisfaction with the appearance and quality of new developments observed across the municipality.

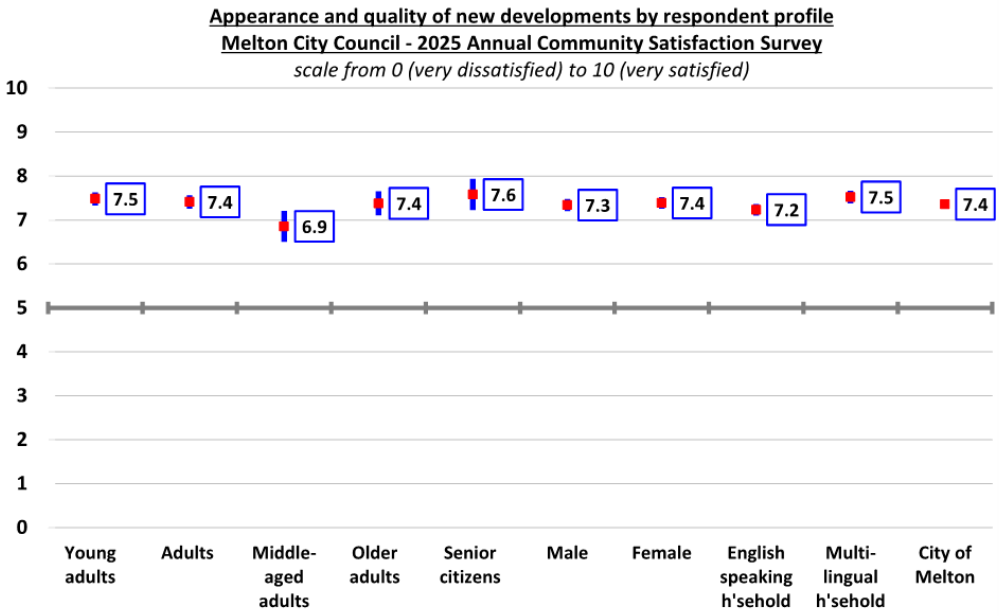
Respondents from Harkness were measurably (5%) more satisfied than average, and at an "excellent" level.

By contrast, respondents from Melton West and Cobblebank / Strathtulloh were somewhat (3%) and respondents from Kurunjang were notably (4%) less satisfied than average, and at "good" rather than "very good" levels.



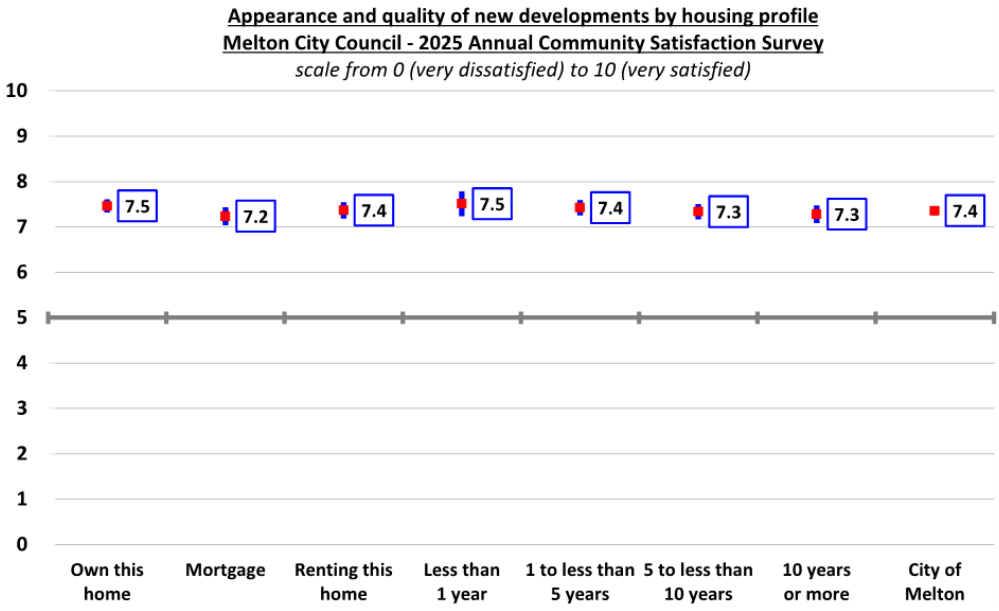
There was measurable variation in this result observed by respondent profile, with middle-aged adults (aged 45 to 59 years) measurably (5%) less satisfied than average and at a "good" rather than a "very good" level.

Respondents from multilingual households were somewhat (2%) more satisfied than respondents from English speaking households.



There was no substantial variation in satisfaction with the appearance and quality of new developments observed by housing situation or period of residence in the City of Melton.

This is a particularly positive result, as it implies a relatively stable level of satisfaction with new development as it is occurring on the ground between newer residents (moving into the new developments) and longer term residents.



Reasons for dissatisfaction with appearance and quality of new developments

There were only five comments received from respondents who were "dissatisfied" with the appearance and quality of new developments this year, down on the 29 received last year.

Reason for dissatisfaction with the appearance and quality of new developments
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Development	*Number*
Because huge amount of litter and dump	1
Faster construction due to lack of planning, hence not aesthetically pleasing	1
No developments, pretty much the same for the past 15 years	1
No proper planning when building houses and supermarkets	1
The new bridge	1
Total	**5**

Importance of and satisfaction with Council services

Respondents were asked:

"On a scale of 0 (lowest) to 10 (highest), please rate the importance to the community, and your personal level of satisfaction with each of the following Council provided services?"

Respondents were again in 2025, asked to rate first the importance of each of 32 included Council services and facilities to the community, and then asked to rate their personal satisfaction with each service and facility.

Respondents were specifically asked to rate how important they considered each service and facility was to the community, rather than to them as individuals.

This is important as it provides insight into the priority that the community actually places on the broad range of services and facilities provided by Melton City Council.

Respondents were then asked to rate satisfaction with each of the 14 core services and facilities about which all members of the community should have a view. They were then their personal satisfaction with each of the 18 client-based services and facilities that they or members of their household had used in the last 12 months.

Importance of Council services and facilities to the community

The following table displays the average importance of each of the 32 included Council services and facilities, with the metropolitan Melbourne average as recorded in the 2025 *Governing Melbourne* research conducted independently by Metropolis Research in January 2025 using the same door-to-door, in-person interview methodology.

The average importance of these 32 services and facilities remained stable this year at 9.1 out of 10.

Importance of selected services and facilities
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and index score scale 0 - 10)

	Service/facility	*Number*	*2025 Lower*	*2025 Mean*	*2025 Upper*	*2024*	*2023*	*2022*	*2025 Metro.**
Higher	Regular garbage collection	797	9.5	**9.5**	9.6	9.5	9.4	9.3	9.5
	Regular recycling	798	9.4	**9.4**	9.5	9.5	9.3	9.3	9.5
	Green waste collection	780	9.3	**9.4**	9.4	9.5	9.3	9.2	9.2
Average importance	Footpath maintenance and repairs	795	9.2	**9.3**	9.4	9.3	8.9	8.9	9.2
	Services for people with disability	760	9.2	**9.3**	9.3	9.3	9.2	9.3	9.1
	Maintenance and repair of sealed local roads	788	9.2	**9.3**	9.3	9.4	9.0	9.0	9.3
	Health services for babies, infants and toddlers	779	9.2	**9.3**	9.3	9.2	9.2	9.2	n.a.
	Services for seniors	763	9.2	**9.2**	9.3	9.3	9.2	9.2	9.2
	Council provided services and programs for childre	775	9.2	**9.2**	9.3	9.3	9.2	9.1	9.1
	Council provided services for young people	769	9.2	**9.2**	9.3	9.2	9.2	9.0	9.1
	Maintenance and repair of major arterial roads	796	9.2	**9.2**	9.3	n.a.	n.a.	n.a.	9.3
	Provision and maintenance of parks and gardens	792	9.2	**9.2**	9.3	9.3	9.0	9.0	9.3
	Local traffic management	792	9.1	**9.2**	9.3	9.3	8.9	8.9	9.2
	Hard rubbish collection	785	9.1	**9.1**	9.2	9.2	9.1	9.0	9.2
	Provision and maintenance of street trees	799	9.0	**9.1**	9.2	9.2	8.9	8.9	9.2
	Library services	792	9.0	**9.1**	9.2	9.1	9.1	8.8	9.1
	Provision and maintenance of playgrounds	792	9.0	**9.1**	9.2	9.0	9.0	9.1	9.0
	Council activities promoting local business growth	763	9.0	**9.1**	9.2	9.1	8.8	8.6	8.9
	Public toilets	775	9.0	**9.1**	9.1	9.2	9.0	8.9	9.1
	Sports grounds and associated facilities	791	9.0	**9.1**	9.1	9.0	8.9	9.0	9.0
	Melton Recycling Facility	780	8.9	**9.0**	9.1	9.2	9.1	9.1	8.8
	Public Spaces	778	8.9	**9.0**	9.1	9.0	8.8	8.7	n.a.
	Recreation and Leisure Centres	789	8.9	**9.0**	9.1	8.9	9.0	8.9	9.0
	Community centres / Neighbourhood houses	775	8.9	**9.0**	9.1	8.8	8.8	8.8	8.7
	Council's website	779	8.8	**8.9**	9.0	9.0	8.8	8.7	9.0
	Animal management	757	8.8	**8.9**	9.0	9.1	8.9	8.8	9.2
	On and off road bike and / or walking paths	766	8.8	**8.9**	9.0	8.9	8.8	8.9	8.9
Lower than average	Access services through digital or online channels	775	8.8	**8.9**	8.9	8.9	8.7	8.7	n.a.
	Provision of cultural events	756	8.7	**8.8**	8.9	8.5	8.7	8.6	8.7
	Provision of community events and festivals	764	8.7	**8.8**	8.9	8.5	8.7	8.6	8.7
	Parking enforcement	780	8.6	**8.7**	8.8	9.2	8.6	8.2	9.0
	Moving Ahead *(Council's printed newsletter)*	747	8.5	**8.6**	8.7	8.5	8.3	7.7	8.6
	Average importance of selected services		*9.0*	***9.1***	*9.2*	*9.1*	*9.0*	*8.9*	*9.1*

(*) 2025 metropolitan Melbourne average from Governing Melbourne

This average importance of Melton City services and facilities was identical to the metropolitan average of 9.1, as recorded in the *Governing Melbourne* research conducted independently by Metropolis Research in January 2025 using the same methodology.

The table provides the average importance score, as well as the 95% confidence interval around each average score. This is the range within which it is 95% certain the true average is located.

The table also includes the last three years' results.

At the left-hand side of the table, the graphic identifies the services and facilities that were measurably more important than the average of all services and facilities, as well as those that were measurably less important than the average of all services and facilities, as follows:

- ***Measurably HIGHER than average importance*** - included the regular garbage collection, regular recycling, and green waste collection.
- ***Measurably LOWER than average importance*** – included *Moving Ahead* (Council's printed newsletter), parking enforcement, the provision of community events and festivals, the provision of cultural events, and access services through digital or online services.

Change in importance between 2024 and 2025

Of the 32 services and facilities included in the 2025 survey, 31 were also included in the 2024 survey. Of these 31 services and facilities, an increase in importance was observed by six, 12 recorded stable importance, and 13 recorded a decline in importance. The majority of these changes were not statistically significant or notable.

The largest variations in importance recorded this year were the provision of community events and festivals (up 3%), and parking enforcement (down 5%).

Comparison to metropolitan Melbourne average

Of the 32 services and facilities included in the survey this year, 29 were also included in the *Governing Melbourne* research in a comparable format that allows for metropolitan comparisons to be published.

Of these 29 services and facilities, 12 were more important in Melton City than the metropolitan average, nine were of identical importance, and eight were less important in Melton City.

The majority of these differences were not significant. The following variations were noted:

- ***Notably MORE important in Melton City*** – included community centres / neighbourhood houses (3% more important in Melton).
- ***Notably LESS important in Melton City*** – included parking enforcement (3% less important in Melton), and animal management (3%).

Satisfaction with Council services and facilities

The following table displays the average satisfaction with each of the 32 included Council services and facilities, with the metropolitan Melbourne average as recorded in the 2025 *Governing Melbourne* research conducted independently by Metropolis Research in January 2025 using the same door-to-door, in-person interview methodology.

The table provides the average satisfaction score, as well as the 95% confidence interval around each average score. This is the range within which it is 95% certain the true average is located. The table also includes the last three years' results.

Satisfaction with selected Council services and facilities
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and index score scale 0 - 10)

	Service/facility	*Number*	*2025 Lower*	*2025 Mean*	*2025 Upper*	*2024*	*2023*	*2022*	*2025 Metro.**
Higher than average satisfaction	Regular garbage collection	795	8.7	**8.8**	8.9	8.7	8.7	8.6	8.5
	Regular recycling	786	8.7	**8.8**	8.8	8.6	8.6	8.6	8.5
	Green waste collection	773	8.6	**8.7**	8.8	8.8	8.5	8.5	8.5
	Hard rubbish collection	373	8.2	**8.4**	8.5	8.2	8.0	7.8	8.4
	Library services	360	8.2	**8.4**	8.5	8.5	8.4	8.6	8.4
	Health services for babies, infants and toddlers	114	7.9	**8.2**	8.5	7.5	7.1	6.8	n.a.
Average satisfaction	Melton Recycling Facility	302	8.0	**8.2**	8.3	8.0	8.1	7.5	8.1
	Services for seniors	52	7.7	**8.0**	8.4	7.8	7.2	6.2	7.8
	Community centres / Neighbourhood houses	146	7.8	**8.0**	8.2	7.8	7.7	7.7	7.8
	Council provided services and programs for childre	90	7.7	**8.0**	8.3	7.5	7.5	7.0	7.8
	Access services through digital or online channels	287	7.8	**8.0**	8.1	7.7	7.5	7.4	n.a.
	Sports grounds and associated facilities	348	7.8	**8.0**	8.1	7.8	7.8	7.7	8.2
	Council's website	428	7.8	**8.0**	8.1	7.8	7.7	7.4	7.7
	Council provided services for young people	66	7.6	**8.0**	8.3	7.8	7.0	6.8	8.0
	Provision of cultural events	90	7.6	**7.9**	8.1	7.9	7.7	7.3	7.9
	Provision of community events and festivals	130	7.6	**7.8**	8.0	8.0	7.9	7.4	7.9
	Animal management	710	7.7	**7.8**	7.9	7.7	7.8	7.4	7.8
	Recreation and Leisure Centres	284	7.6	**7.8**	7.9	7.6	7.5	7.2	7.9
	Services for people with disability	32	7.1	**7.7**	8.4	7.5	6.5	6.3	7.7
	Provision and maintenance of parks and gardens	781	7.6	**7.7**	7.8	7.3	7.2	7.2	8.1
	On and off road bike and / or walking paths	216	7.4	**7.6**	7.8	7.3	7.6	7.3	7.8
	Provision and maintenance of playgrounds	366	7.4	**7.6**	7.8	7.5	7.4	7.4	8.2
	Moving Ahead *(Council's printed newsletter)*	648	7.5	**7.6**	7.7	7.4	7.5	6.7	7.5
	Public Spaces	733	7.5	**7.6**	7.7	7.5	7.6	7.2	n.a.
	Council activities promoting local business growth	642	7.4	**7.5**	7.6	7.2	7.4	6.8	7.6
Lower than average	Provision and maintenance of street trees	792	7.3	**7.4**	7.5	7.1	7.2	6.6	7.6
	Footpath maintenance and repairs	785	7.1	**7.2**	7.3	6.9	7.0	6.4	7.5
	Parking enforcement	739	7.0	**7.1**	7.3	7.1	7.3	6.5	7.5
	Maintenance and repair of sealed local roads	790	6.8	**6.9**	7.0	6.8	6.8	6.0	7.3
	Local traffic management	785	6.7	**6.9**	7.0	6.5	6.9	6.3	7.4
	Public toilets	302	6.5	**6.7**	7.0	6.3	6.8	5.9	6.8
	Maintenance and repair of major arterial roads	787	6.5	**6.6**	6.7	n.a.	n.a.	n.a.	7.0
	Average satisfaction with selected services		*7.6*	***7.8***	*8.0*	*7.6*	*7.5*	*7.2*	*7.8*

(*) 2025 metropolitan Melbourne average from Governing Melbourne

The average satisfaction with the 32 included services and facilities increased somewhat this year, up two percent to 7.8 out of 10, which was an "excellent", up from a "very good" level of satisfaction.

This was the third consecutive increase in average satisfaction with services and facilities, up from a "good" 7.2 out of 10 back in 2022 (the most recent low point), to 7.8 this year.

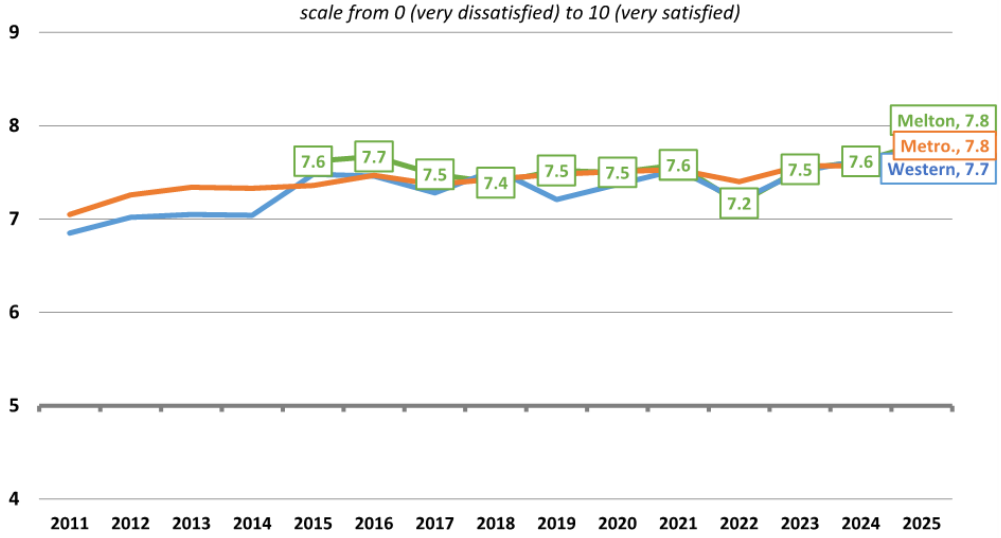
This average satisfaction with services and facilities was identical to the metropolitan average, and broadly consistent with the western region councils' average, as recorded in the 2025 Governing Melbourne research.

Governing Melbourne was conducted independently by Metropolis Research in January 2025 using the same door-to-door, in-person methodology.

The steady improvement of this average satisfaction with all services and facilities, now at an "excellent" level, indicates a relatively robust level of satisfaction with Council's service delivery in most areas.

As discussed in the following section of this report, this improvement in average satisfaction with services and facilities was recorded for many of the individual services and facilities included in the survey.

Average satisfaction with Council services and facilities
Melton City Council - 2025 Annual Community Satisfaction Survey
scale from 0 (very dissatisfied) to 10 (very satisfied)



This "excellent" average satisfaction with services and facilities includes services and facilities that received variable levels of satisfaction.

Satisfaction with services and facilities varied 22% from the high of 8.8 out of 10 or "excellent" for the regular garbage collection and regular recycling collection, to a low of 6.6 or "good" for the maintenance of major arterial roads and highways (managed by VicRoads).

The left-hand side of the table above identifies the services and facilities that received a measurably higher than average satisfaction score (i.e., measurably higher than the average of all 32 services and facilities), as well as those that received a measurably lower than average satisfaction score, as follows:

- ***Measurably HIGHER than average satisfaction*** - included regular garbage collection, regular recycling collection, green waste collection, hard rubbish collection, library services, and health services for babies, infants, and toddlers.

- ***Measurably LOWER than average satisfaction*** – included the maintenance and repair of major arterial roads managed by VicRoads, public toilets, local traffic management, the maintenance and repair of sealed local roads, parking enforcement, footpath maintenance and repairs, and the provision and maintenance of street trees.

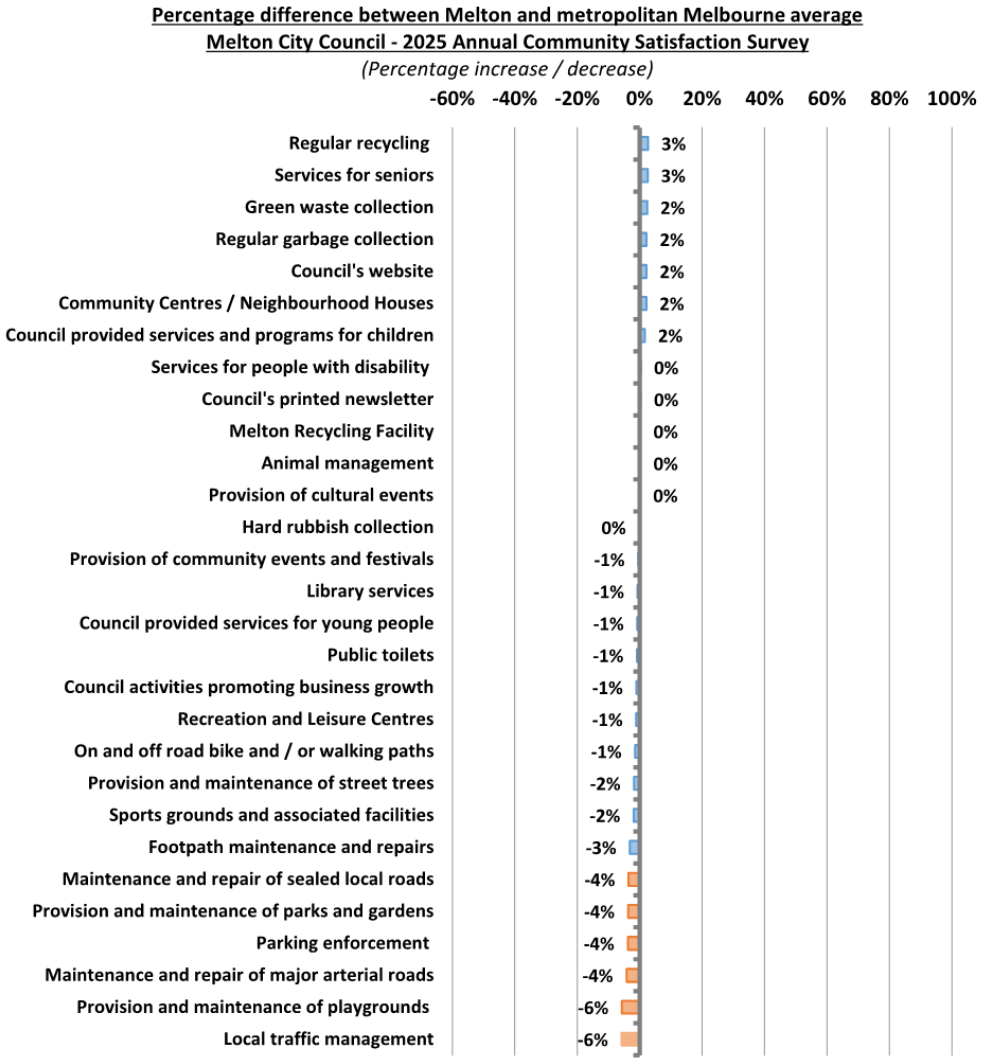
Comparison to metropolitan Melbourne average

Of the 32 Council services and facilities included in the survey, 29 were included in a format that facilitated comparison to the metropolitan average, as recorded in *Governing Melbourne*.

Of these, seven recorded at least a marginally higher than metropolitan average satisfaction, six recorded identical satisfaction, and 16 recorded at least marginally lower satisfaction:

- ***Somewhat HIGHER satisfaction in Melton City*** – regular recycling collection (3% higher in Melton City) and services for seniors (3% higher).

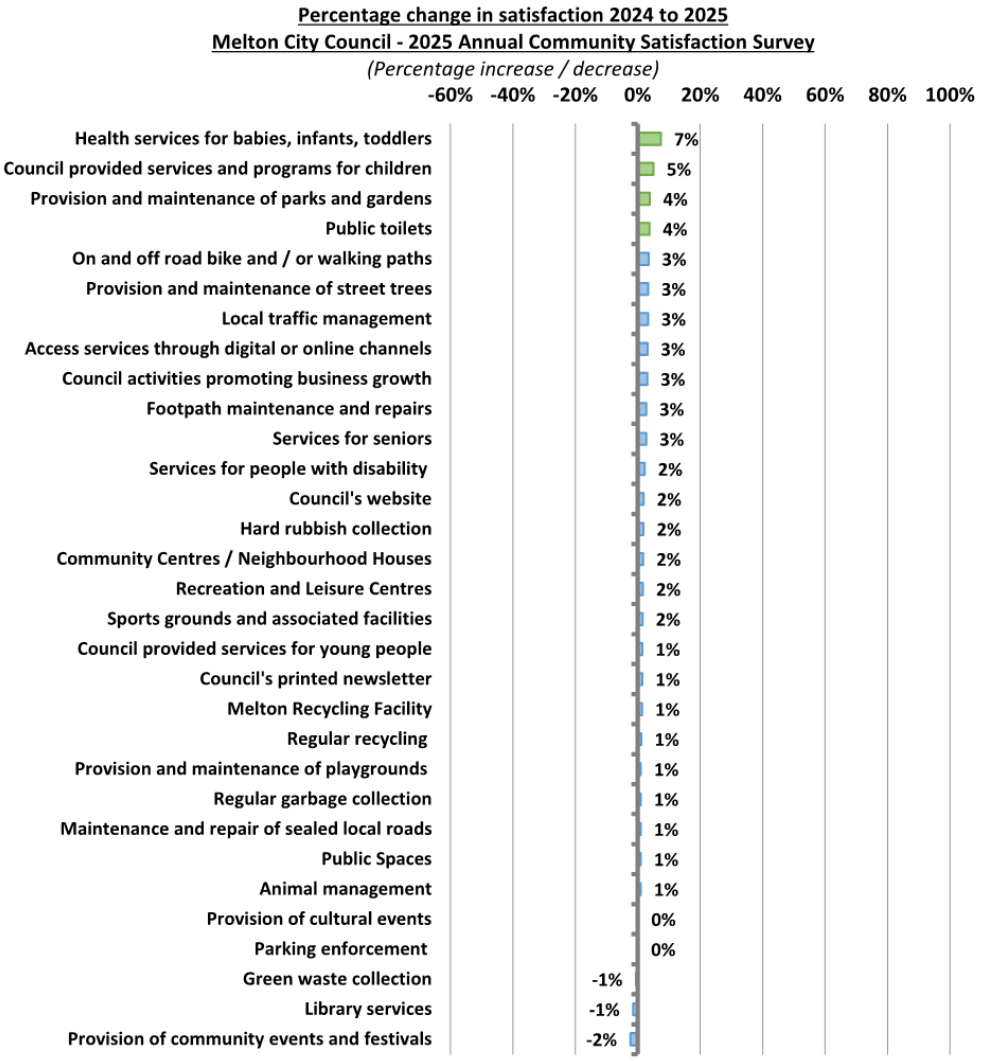
- ***Notably LOWER satisfaction in Melton City*** – included local traffic management (6% lower in Melton City), the provision and maintenance of playgrounds (6% lower), the maintenance and repair of major arterial roads and highways managed by VicRoads (4% lower), parking enforcement (4% lower), the provision and maintenance of parks and gardens (4%), and the maintenance and repair of sealed local roads (4%).



Change in satisfaction between 2024 and 2025

31 of the 32 included Council services and facilities were also included in the 2024 survey. The average satisfaction with 26 of these increased at least marginally this year, while satisfaction with two remained stable, and satisfaction with three declined at least marginally, with attention drawn to the following:

- ***Notably HIGHER satisfaction in 2025 than in 2024*** – included health services for babies, infants, and toddlers (7% higher in 2025), Council provided services and programs for children (5% higher), the provision and maintenance of parks and gardens (4% higher), and public toilets (4% higher).
- ***Notably LOWER satisfaction in 2025 than in 2024*** – no services recorded notably lower satisfaction in 2025 than in 2024.



Change in satisfaction between 2015/17 and 2025

The following graph provides a longer-term view of change in satisfaction with Council services and facilities.

The graph provides the percentage change in satisfaction between the three-year average from 2015 to 2017 compared to the 2025 results.

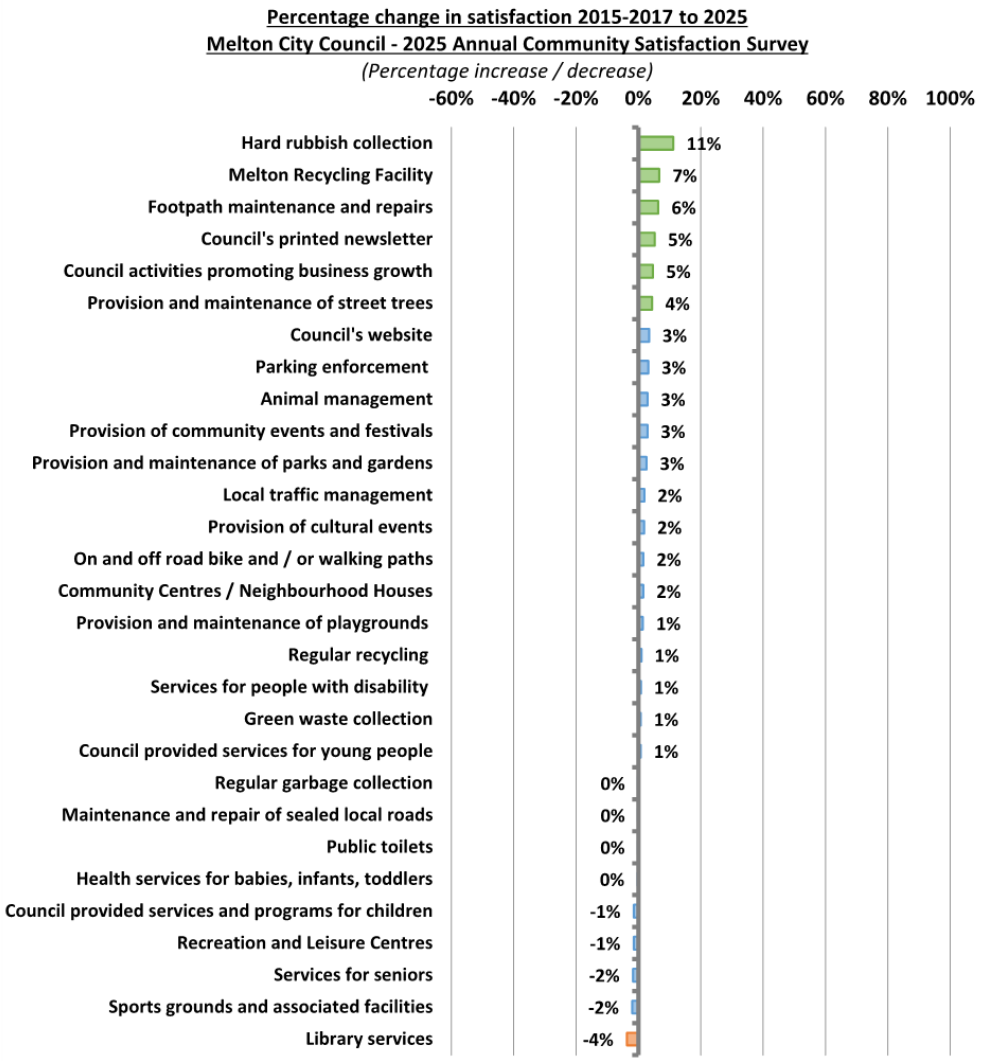
Of the 29 services and facilities for which such a comparison is possible, 20 increased at least marginally this year, while satisfaction with four remained stable, and satisfaction with five declined at least marginally.

The following variation of note were observed:

- ***Notably HIGHER satisfaction in 2025 than 2015-2017*** – included hard rubbish collection (11% higher), the Melton Recycling facility (7% higher), footpath maintenance and repairs (6% higher), Council's printed newsletter (5% higher), Council activities promoting business growth (5% higher), and the provision and maintenance of street trees (4% higher).

- ***Notably LOWER satisfaction in 2025 than 2015-2017*** – included library services (4% lower).

These results reinforce the key finding from this section of the survey, that being that community satisfaction with the performance of Melton City Council providing a broad range of services and facilities has trended notably higher over the last nine years.



Percentage satisfaction results

The following table provides a breakdown of satisfaction into the proportion of respondents (providing a score) who were "very satisfied" (i.e., rated satisfaction at eight or more), those who were "neutral to somewhat satisfied" (i.e., rated satisfaction at five to seven), and those who were "dissatisfied" (i.e., rated satisfaction at less than five).

Satisfaction with selected Council services and facilities
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Service/facility	*Dissatisfied*	*Neutral to somewhat satisfied*	*Very satisfied*	*Can't say*	***Total***
Regular garbage collection	1%	12%	87%	5	**800**
Regular recycling	1%	13%	86%	14	**800**
Green waste collection	1%	14%	85%	27	**800**
Hard rubbish collection	3%	13%	84%	2	**375**
Library services	1%	15%	84%	4	**363**
Melton Recycling Facility	2%	21%	77%	2	**305**
Access services through digital or online channels	2%	22%	76%	7	**293**
Council provided services for young people	3%	21%	76%	1	**67**
Health services for babies, infants and toddlers	4%	22%	74%	4	**118**
Council provided services and programs for childre	2%	24%	74%	3	**93**
Services for people with disability	7%	20%	73%	2	**34**
Council's website	2%	25%	73%	2	**431**
Community centres / Neighbourhood houses	3%	25%	72%	4	**150**
Sports grounds and associated facilities	2%	29%	69%	6	**354**
Provision of cultural events	2%	30%	69%	2	**93**
Services for seniors	2%	30%	68%	1	**54**
Recreation and Leisure Centres	2%	33%	65%	5	**289**
On and off road bike and / or walking paths	4%	31%	64%	2	**218**
Animal management	5%	31%	64%	90	**800**
Provision and maintenance of parks and gardens	4%	32%	64%	19	**800**
Provision and maintenance of playgrounds	5%	34%	61%	5	**371**
Provision of community events and festivals	1%	39%	60%	0	**130**
Moving Ahead (Council's printed newsletter)	4%	40%	56%	152	**800**
Public Spaces	2%	43%	55%	67	**800**
Provision and maintenance of street trees	6%	40%	54%	8	**800**
Council activities promoting local business growth	4%	43%	54%	158	**800**
Parking enforcement	9%	39%	52%	61	**800**
Footpath maintenance and repairs	8%	43%	49%	15	**800**
Local traffic management	13%	43%	44%	15	**800**
Maintenance and repair of sealed local roads	8%	54%	39%	10	**800**
Public toilets	11%	51%	39%	7	**308**
Maintenance and repair of major arterial roads	13%	52%	36%	13	**800**

Consistent with previous survey results, and the stable "excellent" average satisfaction with services and facilities this year, more than half of the respondents providing a score were "very satisfied" with 27 of the 32 services and facilities.

There were three services and facilities for which more than 10% of respondents providing a satisfaction score were "dissatisfied". These were the maintenance and repair of major arterial roads and highways managed by VicRoads (13% dissatisfied), local traffic management (13%), and public toilets (11%).

Satisfaction by respondent profile

The following table provides a comparison of satisfaction with all 32 services and facilities by respondent profile, including age structure, gender, and language spoken at home.

A more detailed discussion of these results is included in the individual services section of this report, however, in general terms, the following pattern of satisfaction was observed:

- ***Generally, MORE satisfied than average*** – included adults (aged 35 to 44 years), older adults (aged 60 to 74 years), senior citizens (aged 75 years and over), and respondents from multilingual households.

- ***Generally, LESS satisfied than average*** – included middle-aged adults (aged 45 to 54 years), female respondents, and respondents from English speaking households.

Average satisfaction with selected Council services and facilities
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and index score scale 0 - 10)

Service/facility	*Young adults*	*Adults*	*Middle-aged adults*	*Older adults*	*Senior citizens*	*Male*	*Female*	*English speaking*	*Multi-lingual*
Maintenance / repair of major arterial roads	6.7	6.6	6.4	6.4	6.6	6.5	6.7	6.5	6.8
Maintenance / repair of sealed local roads	7.0	7.0	6.6	6.8	7.2	6.9	7.0	6.8	7.1
Footpath maintenance and repairs	7.6	7.3	6.7	6.8	6.5	7.3	7.1	6.9	7.5
Regular garbage collection	8.6	8.8	8.8	9.1	8.7	8.7	8.8	8.6	9.0
Regular recycling	8.7	8.8	8.6	9.1	8.7	8.7	8.8	8.7	8.9
Green waste collection	8.7	8.7	8.6	9.0	8.5	8.6	8.8	8.6	8.9
Provision / maintenance of parks / gardens	7.8	7.7	7.5	7.7	7.9	7.7	7.8	7.6	7.9
Provision and maintenance of street trees	7.6	7.5	6.9	7.1	7.3	7.4	7.4	7.2	7.6
Parking enforcement	7.5	7.2	6.7	6.9	6.9	6.9	7.4	7.1	7.2
Local traffic management	6.9	6.8	6.6	7.0	7.2	6.7	7.0	6.9	6.8
Animal management	7.8	7.9	7.6	7.8	7.7	7.8	7.8	7.8	7.8
Moving Ahead (Council's printed newsletter)	7.5	7.6	7.4	7.8	7.6	7.5	7.7	7.5	7.6
Council activities promoting business growth	7.5	7.6	7.3	7.7	7.3	7.5	7.6	7.4	7.7
Public Spaces	7.6	7.5	7.5	7.6	7.6	7.5	7.6	7.5	7.6
Council's website	7.8	8.1	7.8	8.1	8.3	7.9	8.0	7.9	8.1
Access services via digital / online channels	8.0	8.1	7.9	7.7	7.9	7.9	8.1	8.0	8.0
Library services	8.2	8.4	8.4	8.3	8.7	8.5	8.2	8.3	8.4
Melton Recycling Facility	8.0	8.4	7.8	8.2	8.6	8.3	8.1	8.0	8.4
Hard rubbish collection	8.3	8.6	8.0	8.5	8.0	8.3	8.4	8.2	8.5
Public toilets	6.8	6.7	6.3	7.1	6.6	6.9	6.6	6.6	6.9
Recreation and Leisure Centres	7.8	7.7	7.4	7.9	8.8	7.9	7.6	7.7	7.8
Sports grounds and associated facilities	8.0	8.0	7.8	7.9	8.6	8.0	8.0	7.9	8.1
Provision and maintenance of playgrounds	7.7	7.4	7.5	7.9	8.3	7.7	7.6	7.5	7.7
Community centres / Neighbourhood houses	7.9	8.1	7.2	8.3	8.4	8.1	7.9	7.9	8.1
Health services for babies, infants, toddlers	8.3	8.2	7.5	8.6	8.5	8.2	8.2	8.0	8.3
Council provided services for children	8.0	8.2	5.2	8.4	9.0	8.1	7.9	7.7	8.2
Council provided services for young people	7.8	8.0	9.0	8.3	7.1	7.9	8.0	8.0	7.9
Services for seniors	7.9	8.2	8.3	8.2	7.8	8.2	7.9	8.0	8.1
Services for people with disability	8.2	8.5	5.5	8.3	7.4	8.3	7.1	7.4	8.1
On and off road bike and / or walking paths	7.6	7.7	7.0	8.1	8.0	7.7	7.6	7.5	7.9
Provision of cultural events	7.5	8.0	8.4	7.8	9.0	8.2	7.6	7.7	8.0
Provision of community events and festivals	7.4	7.8	8.2	8.4	7.7	7.9	7.7	7.8	7.8
Average satisfaction	*7.8*	*7.9*	*7.4*	*7.9*	*7.9*	*7.8*	*7.7*	*7.7*	*7.9*
Total respondents	**271**	**265**	**117**	**90**	**50**	**388**	**408**	**439**	**353**

Importance and satisfaction cross tabulation

The following graph provides a cross-tabulation of the average importance of each of the 32 included Council services and facilities against the average satisfaction with each service.

Services and facilities located in the top right-hand quadrant are therefore more important than average, and of higher-than-average satisfaction. Conversely services in the bottom right-hand quadrant are those of most concern as they are of higher-than-average importance but received lower than average satisfaction scores.

Some key points of interest in the graph include the following:

- ***Kerbside collection services*** – all four kerbside collection services continued to record significantly higher than average satisfaction scores, and all were of above average importance. This is a result that has been consistent in the City of Melton and also other metropolitan municipalities over a number of years.

- ***Community services*** – all core community services (services for children, youth, seniors, and persons with disability, as well as health services for babies, infants, and toddlers) continued to be of higher-than-average importance, with four recording higher-than-average satisfaction scores. Services for people with disability was an exception to this, recording marginally lower-than-average satisfaction.

- ***Library services*** – satisfaction with the library recorded measurably higher than average satisfaction and remained of marginally higher than average importance. This result was consistent with previous results in both Melton and other municipalities.

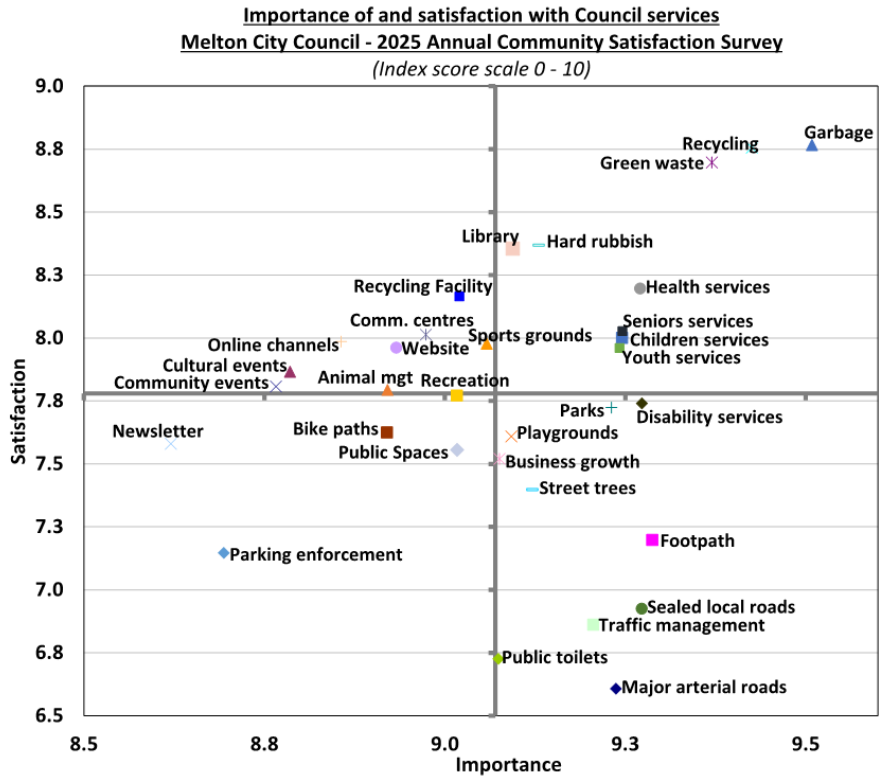
- ***Arts and culture*** – while services related to arts and culture were of lower-than-average importance, they received higher-than-average satisfaction scores.

- ***Recreation and leisure*** – sports grounds were the only one of these facilities to record a higher-than-average satisfaction score, with recreation and leisure centres, bike paths, parks, and playgrounds all recording lower-than-average satisfaction. Parks and playgrounds fell into the quadrant of most concern, being of higher-than-average importance but lower-than-average satisfaction.

- ***Communication services*** – all three of these services (Council's website, newsletter, and access through online and digital channels) were of lower-than-average importance, however the newsletter also recorded a lower-than-average satisfaction score.

- ***Transport related services*** – both traffic management and roads (local and major arterial roads) were of higher-than-average importance, but both received lower-than-average satisfaction scores. Traffic management and road maintenance and repairs were two of the top three issues to address in the City of Melton 'at the moment'.

- ***Services and facilities of most concern*** – the services and facilities of most concern in 2025 included the maintenance and repair of major arterial roads and highways managed by VicRoads, public toilets, local traffic management, the maintenance and repair of sealed local roads, parking enforcement, and to a lesser footpath maintenance and repairs and the provision and maintenance of street trees. All these received measurably lower than the average satisfaction.



Satisfaction by broad service areas

The breakdown of services and facilities into these broad service areas is as follows:

- ***Infrastructure*** – includes provision and maintenance of street trees, and public toilets.
- ***Waste and recycling services*** – includes regular garbage collection, regular recycling, green waste collection, Melton Recycling Facility, and hard rubbish collection.
- ***Recreation and culture services*** – includes public spaces, library services, recreation and leisure centres, sports grounds and associated facilities, provision and maintenance of playgrounds, community centres / neighbourhood houses, provision of cultural events, and provision of community events and festivals.
- ***Community services*** – includes health services for babies, infants and toddlers, services and programs for children, services for young people, services for seniors, and services for people with disability.
- ***Enforcement*** – includes parking enforcement, and animal management.
- ***Communication*** – includes *Moving Ahead* (Council's printed newsletter), Council's website, and access services through digital or online channels.

- ***Transport infrastructure*** – includes the maintenance and repair of sealed local roads, footpath maintenance and repairs, local traffic management, and on and off-road bike and / or walking paths.
- ***Parks and gardens*** – include the provision and maintenance of parks and gardens.
- ***Business growth*** – includes Council activities promoting local business growth.

Of the nine broad service areas, satisfaction with eight increased at least somewhat, and satisfaction with one area, namely recreation and culture, remained the same.

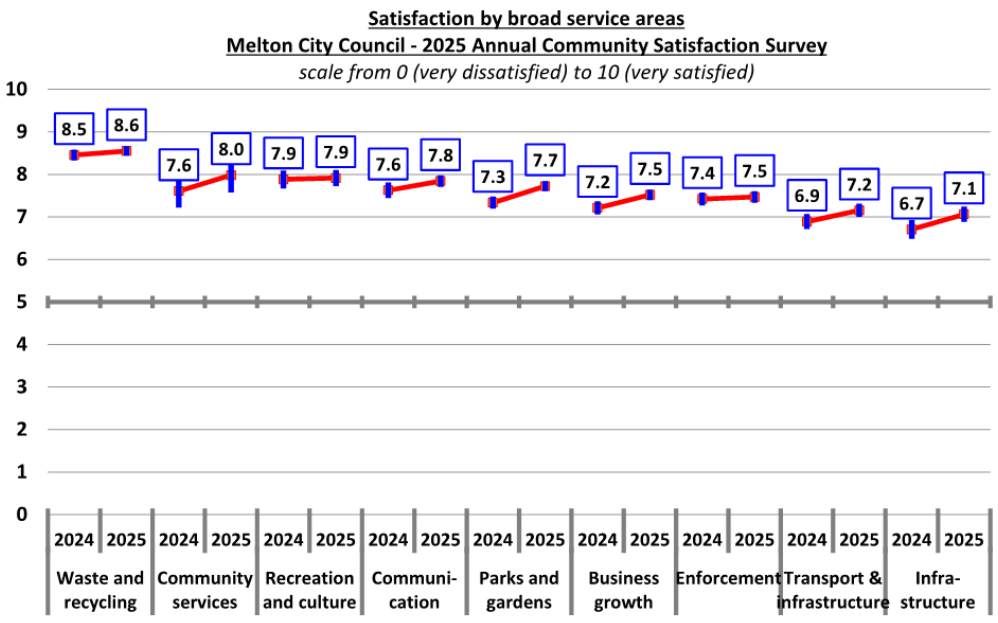
Increases in satisfaction with the broad service areas were as follows:

- Community services (up 4%), parks and gardens (up 4%), infrastructure (up 4%), transport (up 3%), business growth (up 3%), communication (up 2%), waste and recycling (up 1%), and enforcement (up 1%).

Of these increases in satisfaction, those for infrastructure, business growth, and parks and gardens were statistically significant.

Satisfaction with the broad service areas can best be summarised as follows:

- ***Excellent*** – for waste and recycling, community services (up from "very good"), recreation and culture, and communication (up from "very good").
- ***Very Good*** – for parks and gardens, business growth (up from "good"), and enforcement.
- ***Good*** – for transport, and infrastructure.

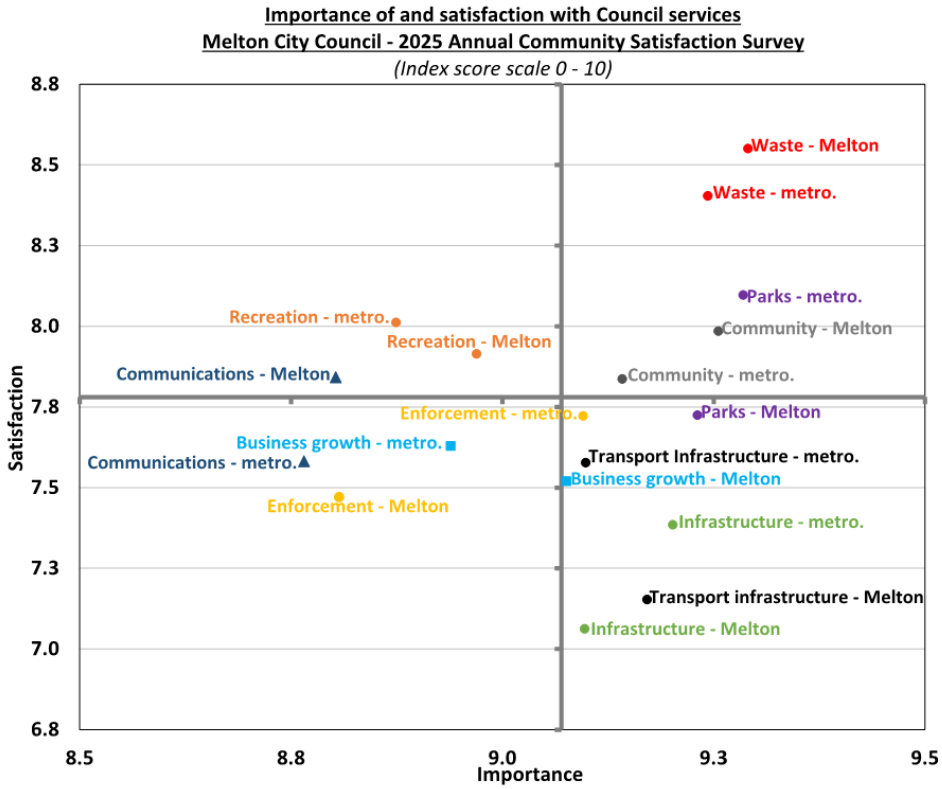


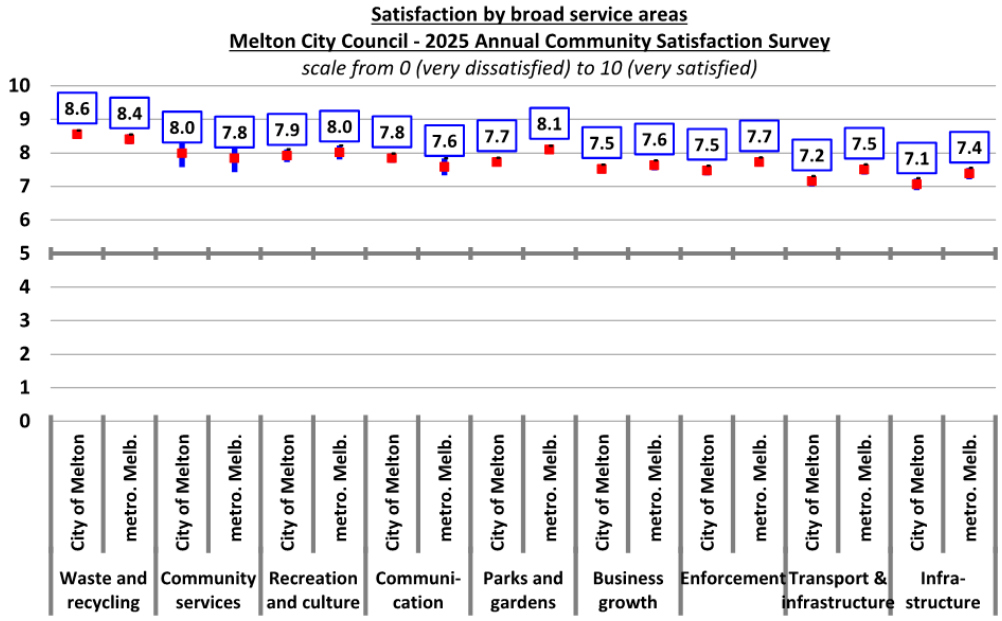
When compared to the metropolitan average satisfaction with these broad service areas, it is noted that satisfaction with three of the broad service areas was higher in Melton City than the metropolitan average, with waste and recycling (2% higher), community services (2% higher), and communication (2% higher) all outperforming the metropolitan average.

None of these variations was statistically significant.

Satisfaction with parks and gardens (4% lower), transport (3% lower), infrastructure (3% lower), enforcement (2% lower), business growth (1% lower), and recreation and culture (1% lower) recorded lower satisfaction than the metropolitan average.

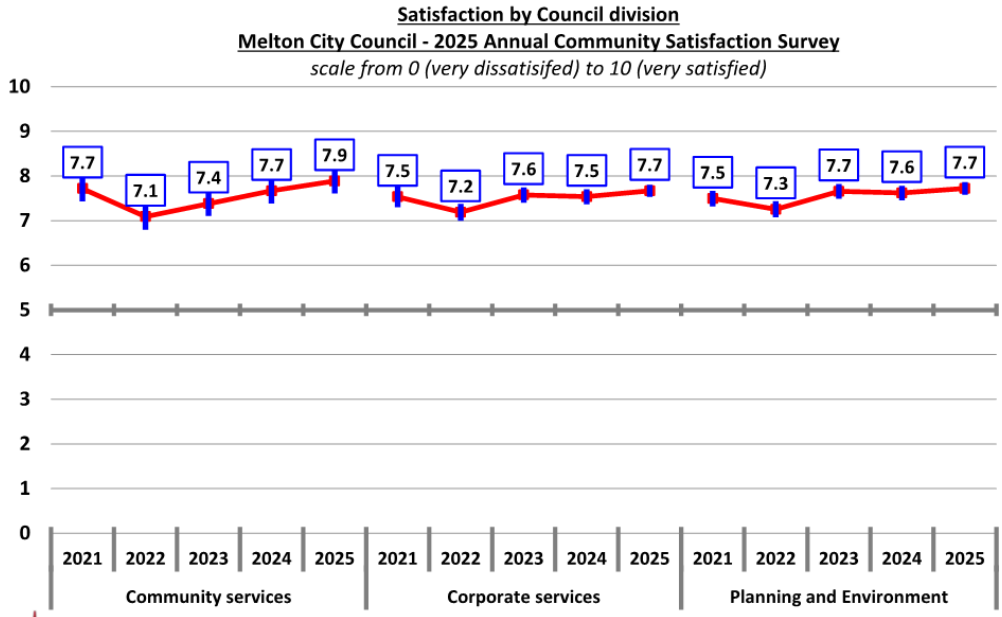
Of these, parks and gardens, transport, infrastructure, and enforcement were measurably lower.





Satisfaction by Council service groupings

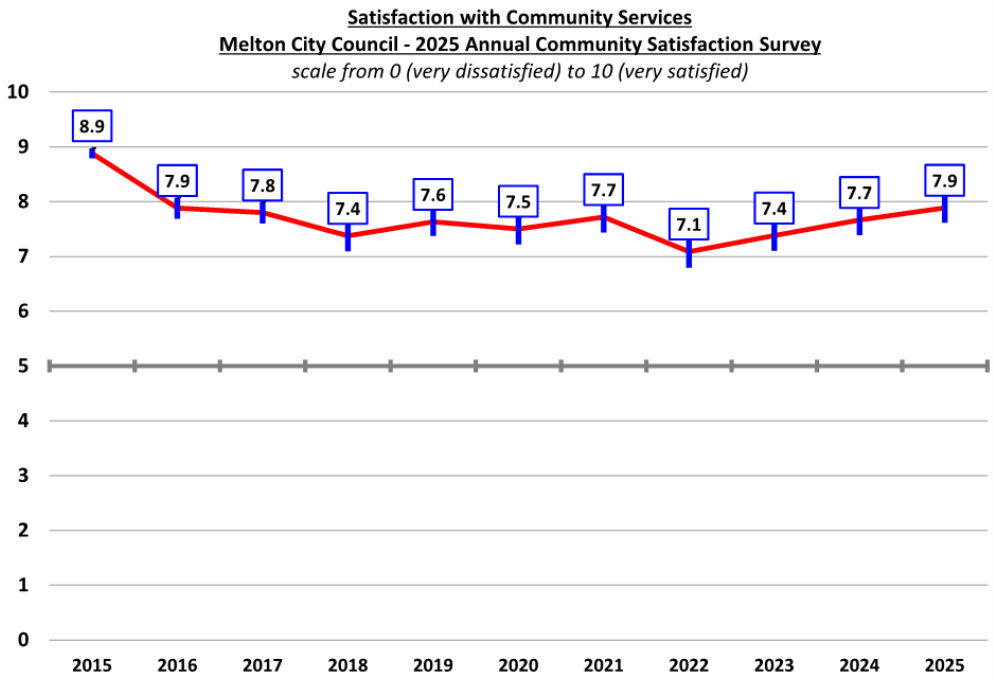
The following section of the report provides a more detailed examination of the results for each of the 32 included services and facilities, grouped into the three Council divisions of Community Services (12 services and facilities), Corporate Services (7), and Planning and Environment (13).



Community services

Average satisfaction with the 12 included services and facilities from the Community Services division rose somewhat this year, up two percent to 7.9 out of 10, which was an "excellent", up from a "very good" level of satisfaction.

This result has steadily increased since 2022, and also since 2016, after a measurably higher initial result of 8.9 out of 10 in 2015, or "excellent".



Community services (health and human services)

Five services and facilities related to health and human services from the Community Services Division were included in the survey this year, those being health services for babies, infants, and toddlers, Council provided services and programs for children, Council provided services for young people, services for seniors, and services for people with disability.

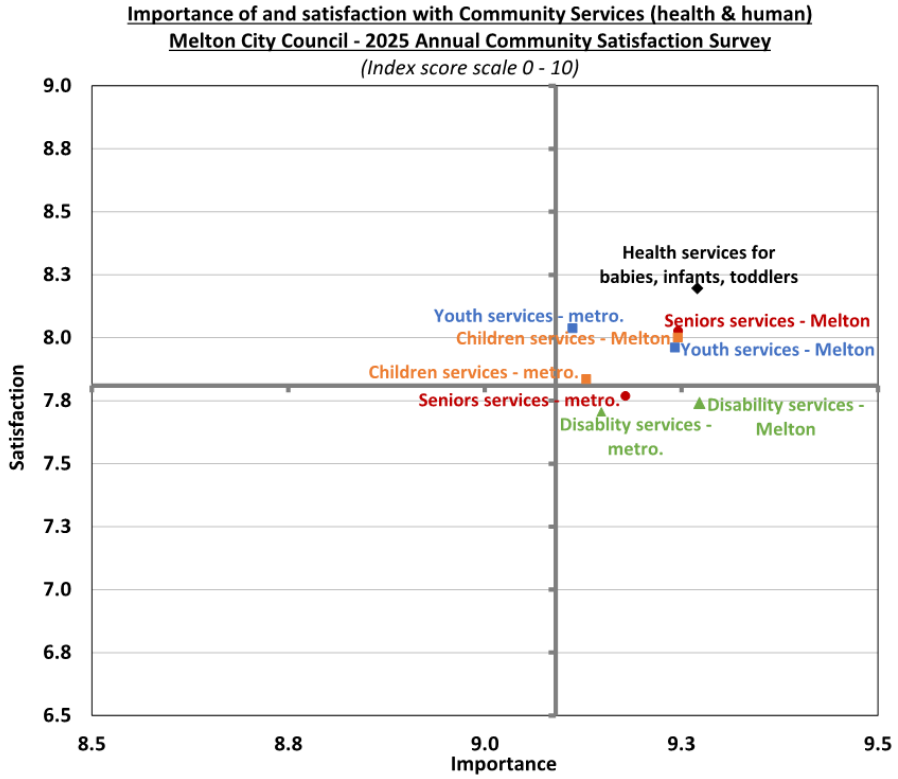
The following graph provides a crosstabulation of the average importance of and satisfaction with these facilities.

Crosshairs represent the average importance and satisfaction of all 32 services and facilities.

All five of these services were of higher-than-average importance. Four of the five services also recorded satisfaction scores, which were higher than the average of all 32 services and facilities.

Services for people with disability fell into the quadrant of most concern, being of higher-than-average importance, but recording a satisfaction score which was lower than the average of all 32 services and facilities.

Of the four services for which metropolitan comparisons were available, only services for young people recorded a satisfaction score which was lower than the metropolitan average.



Health services for babies, infants, and toddlers

Health services for babies, infants, and toddlers were the 7th most important of the 32 included services and facilities, with an average importance of 9.3 out of 10.

Satisfaction with these services rose notably this year, up seven percent to 8.2 out of 10, which was an "excellent", up from a "very good" level of satisfaction.

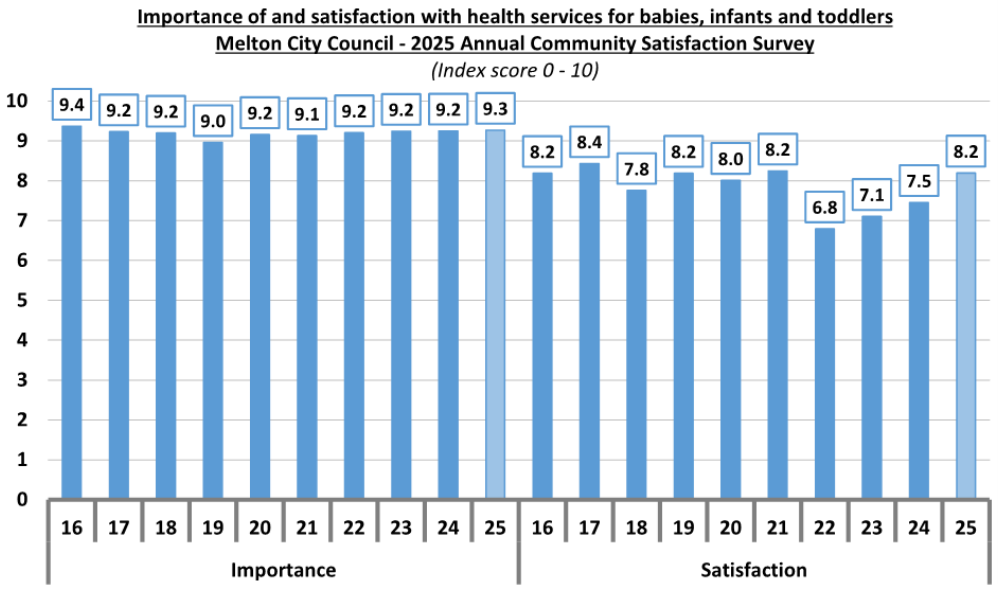
This was notably (3%) higher than the long-term average satisfaction since 2015 of 7.9 out of 10, or "excellent".

This ranks these services 6th in terms of satisfaction this year, and one of six services and facilities to record a satisfaction score which was measurably higher than the average of all 32 (7.8).

This result comprised 74% "very satisfied" and four percent "dissatisfied" respondents, based on a total sample of 114 of the 118 respondents (15%) from households who had used these services in the last 12 months.

There was some notable variation in satisfaction observed by respondent profile, respondents from multilingual households notably more satisfied than respondents from English speaking households.

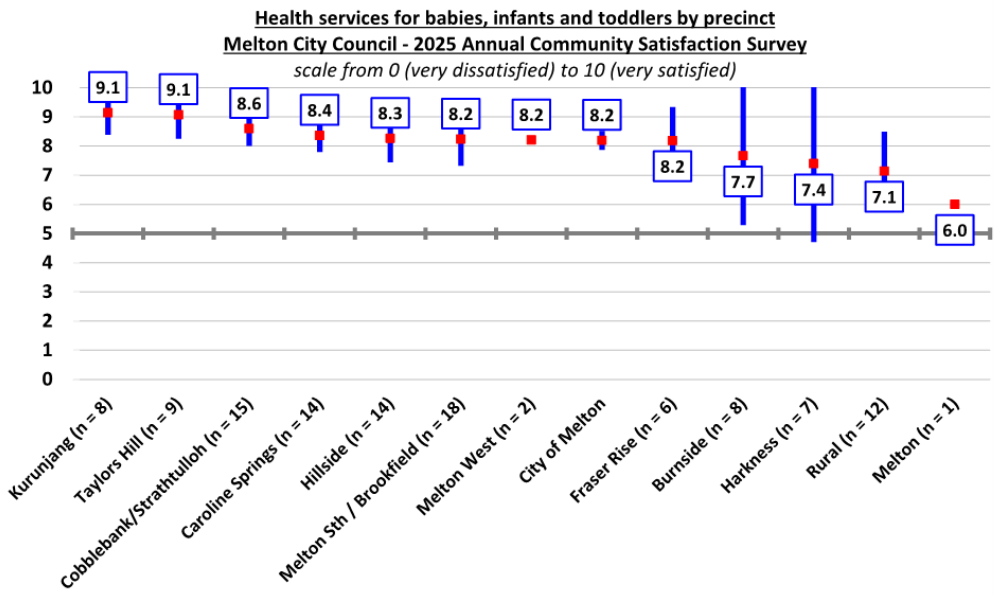
The 54 two-parent households (with youngest child aged 0 to 4 years) rated satisfaction at 8.4 out of 10, while the four one-parent families (with youngest child aged 0 to 4 years) rated it at 8.2, also "excellent".



These services were not included in the 2025 *Governing Melbourne* research, and so no comparison results have been provided.

Although there was no measurable variation in satisfaction with these services observed across the municipality, it is noted that the eight respondents from Kurunjang and the nine respondents from Taylors Hill were notably (9%) more satisfied than the municipal average.

By contrast, the 12 respondents from the Rural precinct (11%), and the single respondent from Melton precinct (22%) were notably less satisfied.



Council provided services and programs for children

Council provided services and programs for children were the 9th most important of the 32 included services and facilities, with an average importance of 9.2 out of 10.

Satisfaction with services and programs for children increased notably this year, up five percent to 8.0 out of 10, which was an "excellent", up from a "very good" level of satisfaction.

This was somewhat (2%) above the "excellent" long-term average satisfaction since 2015 of 7.8 out of 10.

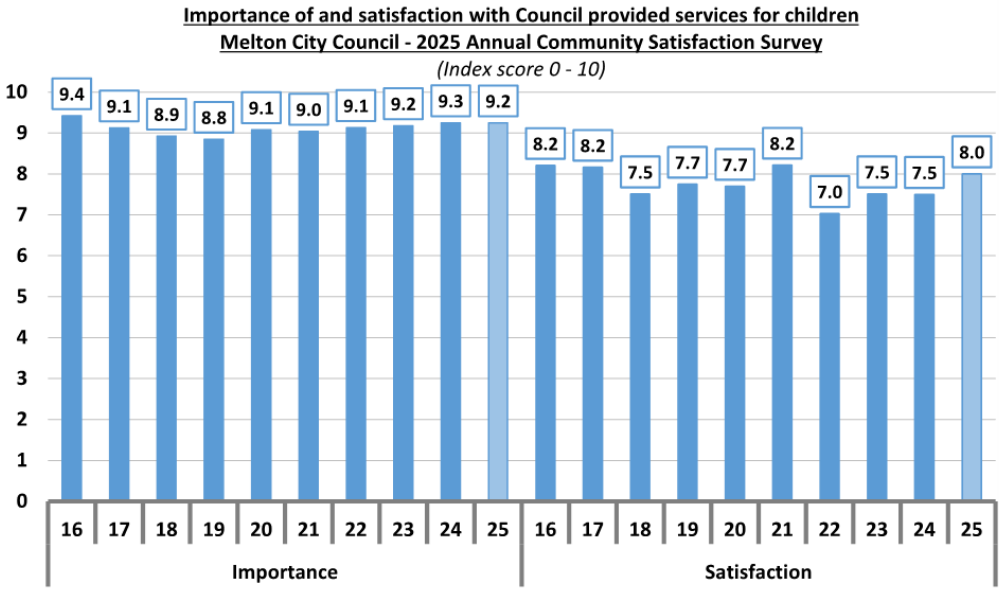
This ranks services and programs for children 10th in terms of satisfaction this year.

This result comprised 74% "very satisfied" and two percent "dissatisfied" respondents, based on a total sample of 90 of the 93 (12%) respondents from households who had used these services in the last 12 months.

Given the small sample size, there was no notable variation in satisfaction observed by respondent profile.

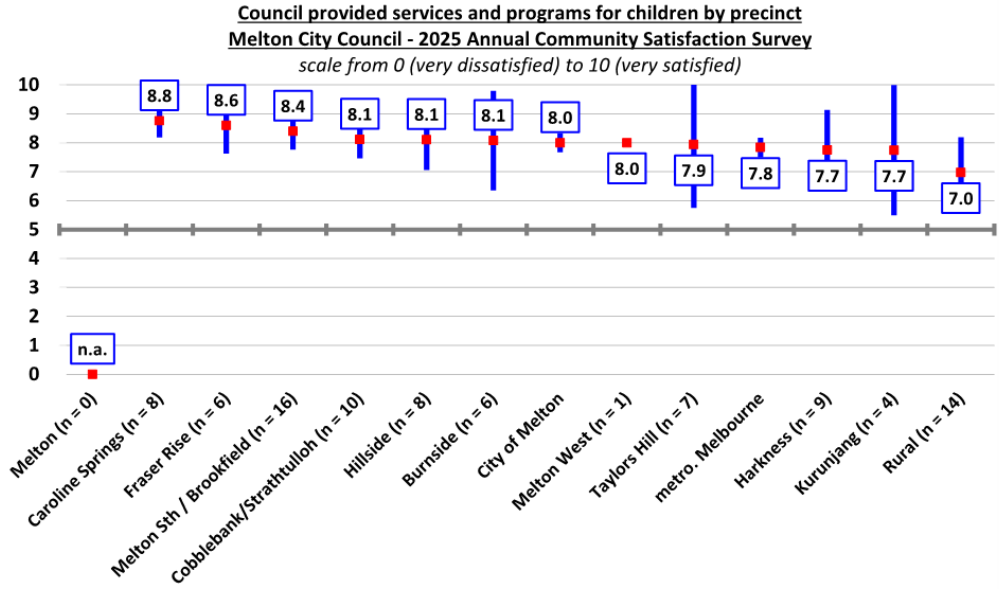
The 32 respondents from two-parent families (youngest child aged 0 to 4 years) rated satisfaction at 8.3 out of 10, while the 28 respondents from two-parent families (youngest child aged 5 to 12 years) rated satisfaction at 7.5 out of 10.

The three respondents from one-parent families (youngest child aged 0 to 4 years) rated satisfaction at 8.4 out of 10, while the single respondent from a one-parent family (youngest child aged 5 to 12 years) rated satisfaction at just five out of 10.



By way of comparison, this result was somewhat (2%) higher than the metropolitan average satisfaction with "services for children aged 0-4 years" of 7.8 out of 10, as recorded in the 2025 *Governing Melbourne* research.

Given the small sample size, there was no measurable variation in satisfaction with these services observed across the municipality, although it is noted that the 14 respondents from the Rural precinct were notably (10%) less satisfied than average.



Council provided services for young people

Council provided services for young people were the 10th most important of the 32 included services and facilities, with an average importance of 9.2 out of 10.

Satisfaction with services for young people increased marginally this year, up two percent to 8.0 out of 10 this year, which remains an "excellent" level of satisfaction.

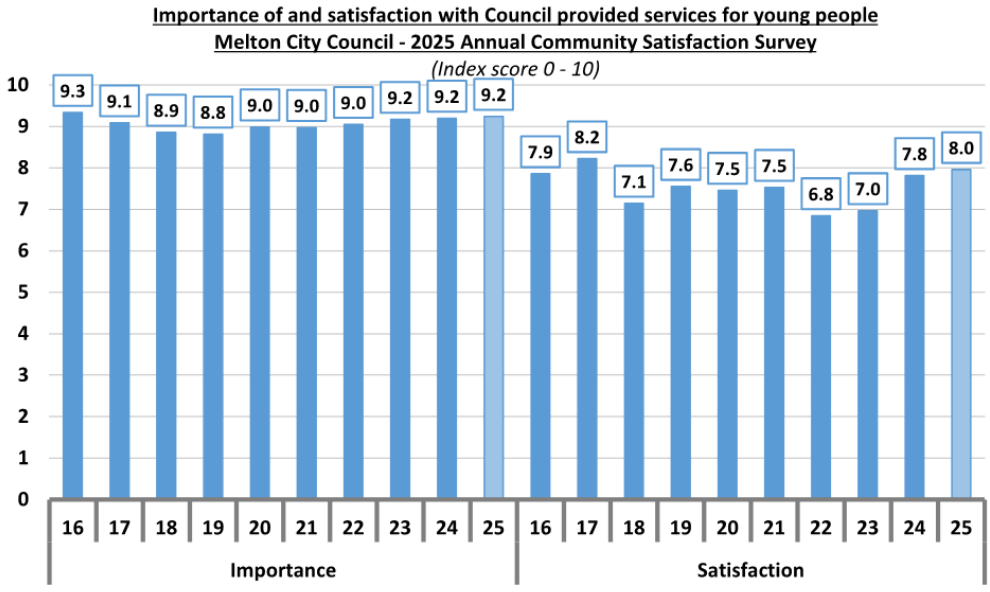
Satisfaction with these services was notably (5%) higher than the long-term average satisfaction since 2015 of 7.5 out of 10 or "very good".

This ranks youth services 14th in terms of satisfaction this year.

This result comprised 76% "very satisfied" and three percent "dissatisfied" respondents, based on a total sample of 66 of the 67 (8%) respondents from households who had used these services in the last 12 months.

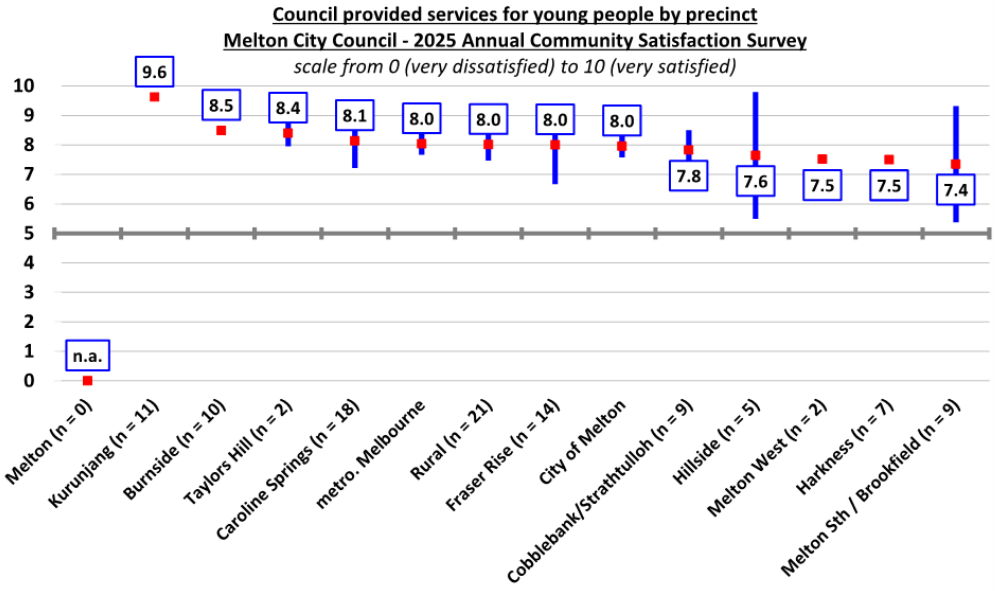
Given the small sample size, there was no substantial variation in satisfaction observed by respondent profile.

The eight respondents from two-parent families (youngest child aged 12 to 18 years) rated satisfaction at 7.4 out of 10, while the two respondents from one-parent families (youngest child aged 12 to 18 years) rated satisfaction at 8.4.



By way of comparison, this result was identical to the metropolitan Melbourne average satisfaction with "services for youth" of 8.0 out of 10, as recorded in the 2025 *Governing Melbourne* research.

Given the small sample size, there was no measurable variation in satisfaction observed across the municipality, although it is noted that the nine respondents from Melton South / Brookfield were notably (6%) less satisfied than the municipal average.



Services for seniors

Services for seniors were the 8th most important of the 32 included services and facilities, with an average importance of 9.2 out of 10.

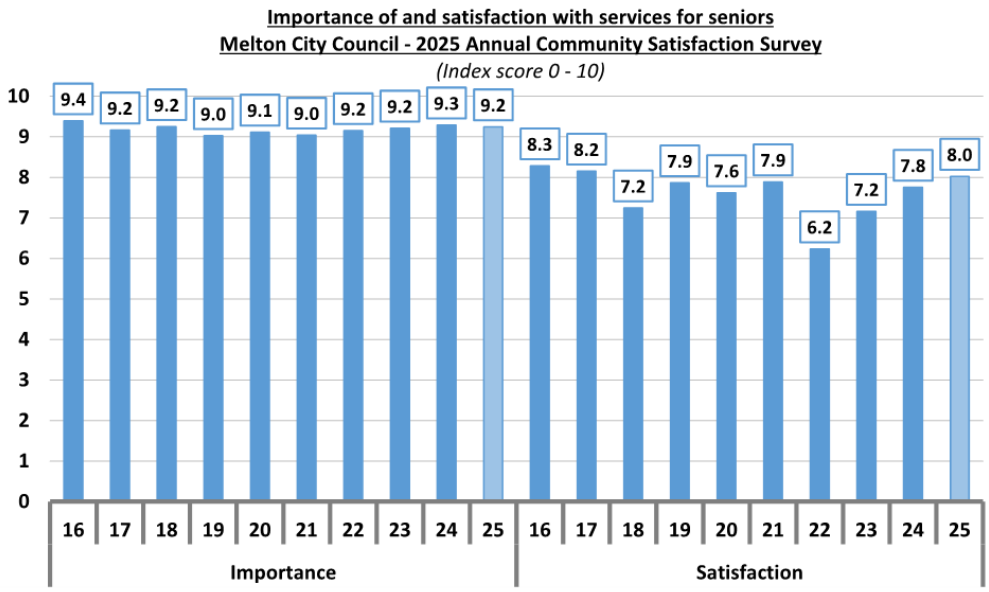
Satisfaction with services for seniors rose marginally this year, up two percent to 8.0 out of 10, which remains an "excellent" level of satisfaction.

This result was somewhat (3%) above the long-term average since 2015 of 7.7 out of 10, or "very good".

This ranks these services 8th in terms of satisfaction this year.

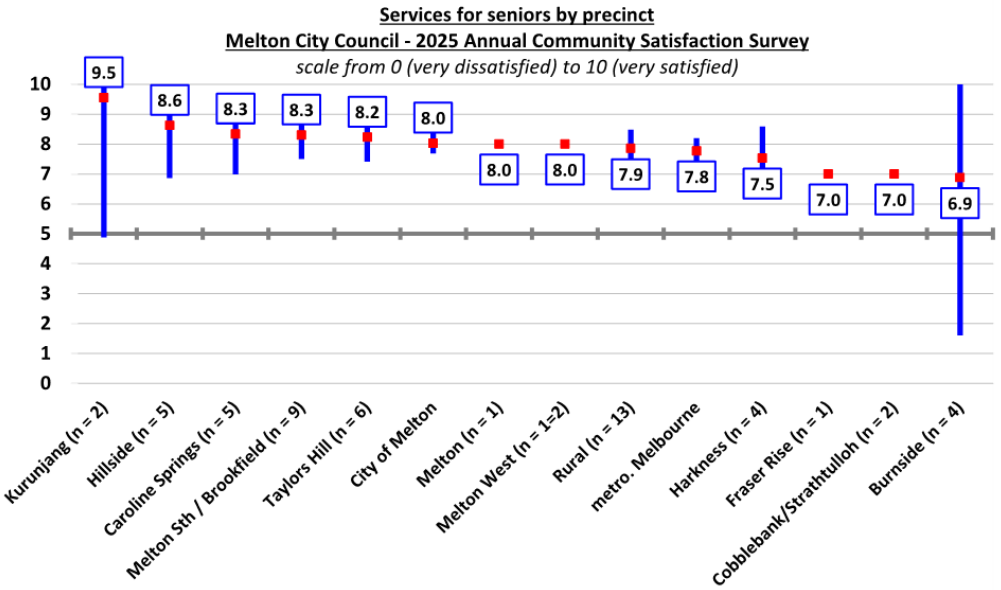
This result comprised 68% "very satisfied" and two percent "dissatisfied" respondents, based on a total sample of 53 of the 54 (7%) respondents from households who had used these services in the last 12 months.

Given the small sample size, there was no substantial variation in satisfaction observed by respondent profile. The 14 respondents from older couple households rated satisfaction at 7.7 out of 10, while the three respondents from older sole person households rated satisfaction at 8.4.



By way of comparison, this result was marginally (2%) higher than the metropolitan average satisfaction with "services for seniors" of 7.8 out of 10, as recorded in the 2025 *Governing Melbourne* research.

Given the small sample size, there was no measurable variation observed across the municipality, it is noted that the two respondents from Kurunjang were notably (15%) more satisfied than the municipal average, whereas the four respondents from Burnside were notably (11%) less satisfied.



Services for people with disability

Services for people with disability were the 5th most important of the 32 included services and facilities, with an average importance of 9.3 out of 10.

Satisfaction with services for people with disability rose marginally this year, up two percent to 7.7 out of 10, which remains a "very good" level of satisfaction.

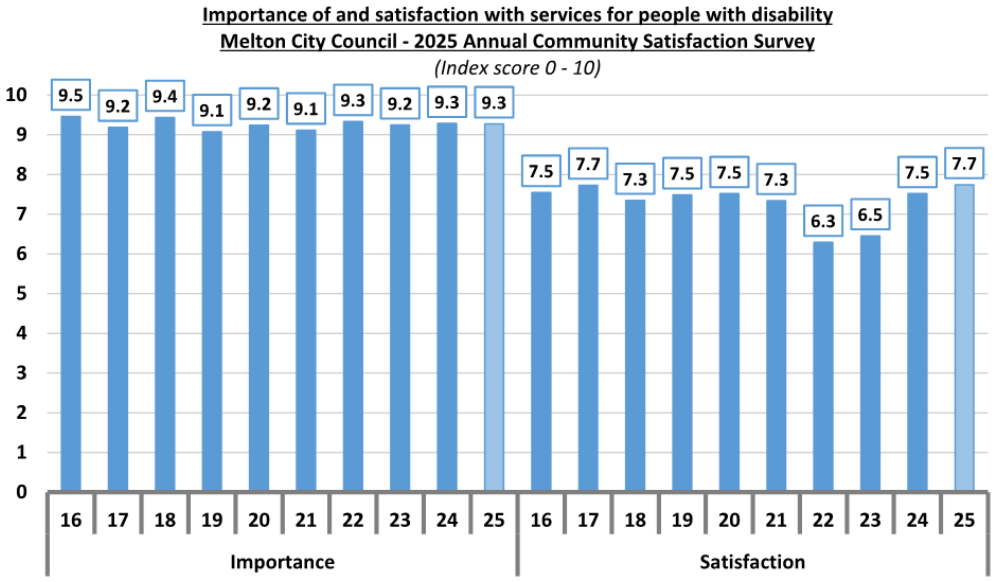
Satisfaction with these services was marginally (2%) higher than the long-term average since 2015 of 7.3 out of 10, or "very good".

This ranks services for people with disability 19th in terms of satisfaction this year.

This result comprised 73% "very satisfied" and seven percent "dissatisfied" respondents, based on a total sample of 32 of the 34 (4%) respondents from households who had used these services in the last 12 months.

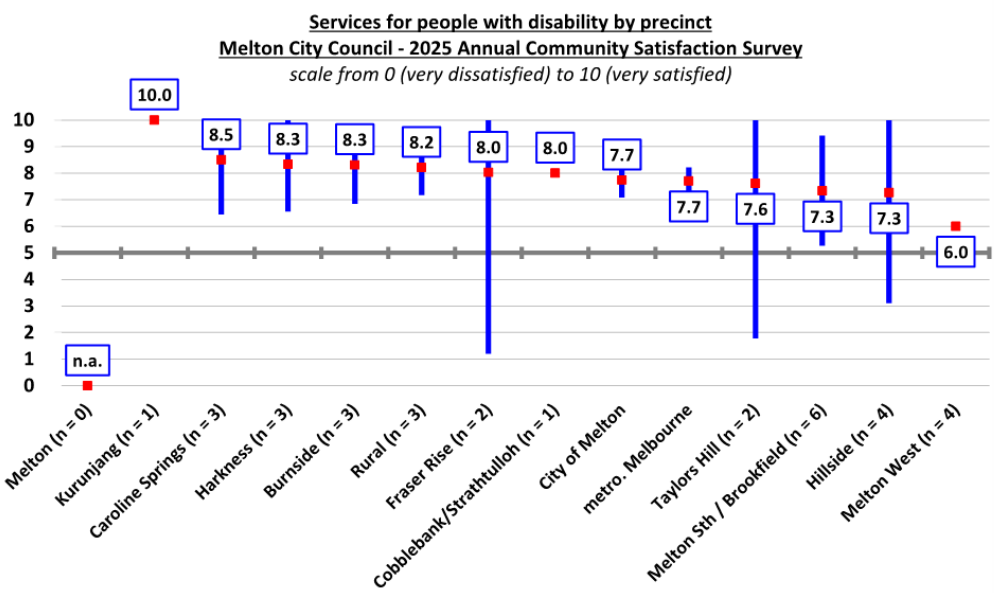
Given the small sample size, there was no meaningful variation in satisfaction observed by respondent profile.

The 14 respondents from households with a member with disability rated satisfaction at 6.9 out of 10, while the 18 respondents from other households rated satisfaction at 8.4.



By way of comparison, this result was identical to the metropolitan average satisfaction with "services for people with disability" of 7.7 out of 10, as recorded in the 2025 *Governing Melbourne* research.

Given the small sample size there was no measurable variation in satisfaction with services for people with disability observed across the municipality.



Community services (other)

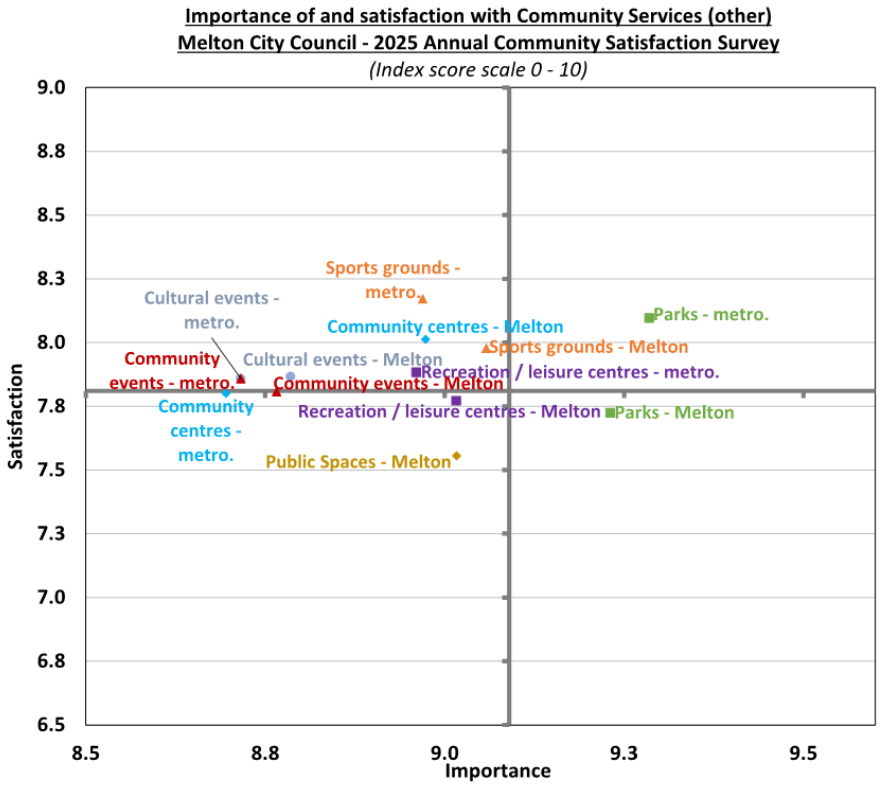
Seven other services and facilities from the Community Services Division were included in the survey this year, those being the provision and maintenance of parks and gardens, public spaces, recreation and leisure centres, sports grounds and associated facilities, community centres and neighbourhood houses, the provision of cultural events, and the provision of community events and festivals.

The following graph provides a crosstabulation of the average importance of and satisfaction with these facilities.

Crosshairs represent the average importance and satisfaction of all 32 services and facilities.

Of these seven services and facilities, only parks and gardens were of above average importance. These facilities fell into the quadrant of most concern, with a satisfaction score that was lower than both the average of all 32 services and facilities, and the metropolitan average.

Although the remaining six services and facilities from this division were of lower-than-average importance, only recreation and leisure facilities and public spaces recorded satisfaction lower than average satisfaction scores.



Provision and maintenance of parks and gardens

The provision and maintenance of parks and gardens was the 12th most important of the 32 included services and facilities, with an average importance of 9.2 out of 10.

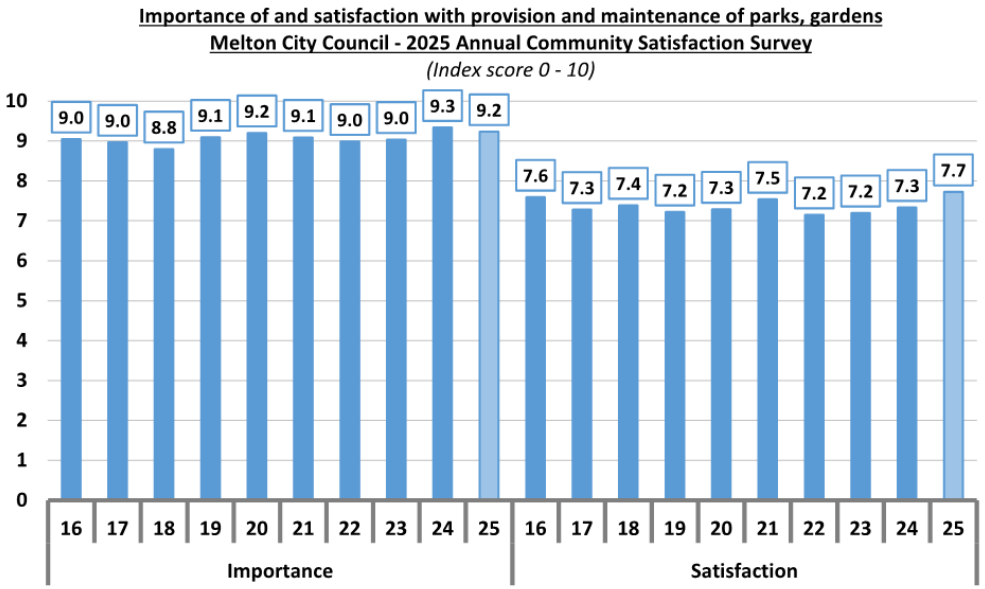
Satisfaction with the provision and maintenance of parks and gardens rose measurably this year, up four percent to 7.7 out of 10 this year, although it remained at a "very good" level.

This result was notably (3%) higher than the long-term average satisfaction since 2015 of 7.4 out of 10, or "very good".

This ranks the provision and maintenance of parks and gardens 20th in terms of satisfaction this year.

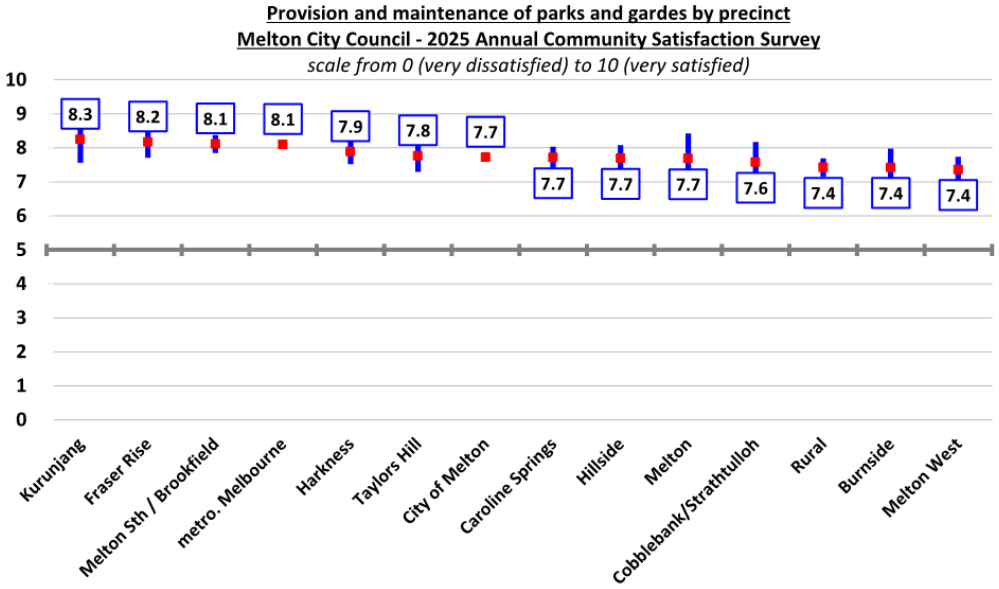
This result comprised 64% "very satisfied" and four percent "dissatisfied" respondents, based on a total sample of 781 of the 800 respondents who provided a satisfaction score this year.

There was some variation in satisfaction with parks and gardens observed by respondent profile, with respondents from multilingual households notably more satisfied than respondents from English speaking households.



By way of comparison, this result was measurably (4%) lower than the metropolitan average satisfaction with the "provision and maintenance of parks, gardens, and reserves" of 8.1 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was measurable variation in satisfaction with parks and gardens observed across the municipality, with respondents from Melton South / Brookfield measurably (4%), and respondents from Kurunjang (6%) and Fraser Rise (5%) notably more satisfied than average.



Public Spaces

Public spaces (i.e., Melton amphitheater, town centre, and outdoor built public spaces) were the 22nd most important of the 32 included services and facilities, with an average importance of 9.0 out of 10.

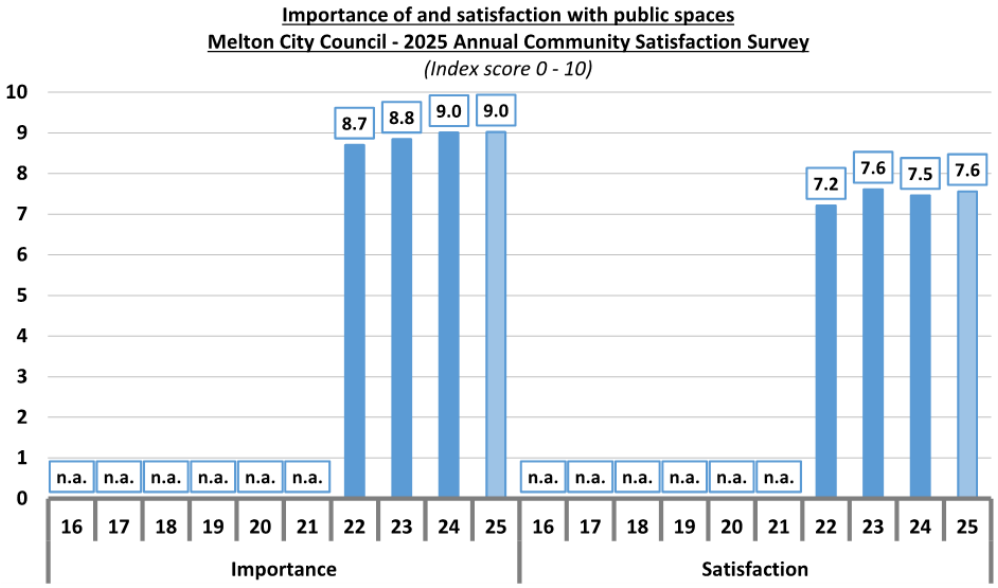
Satisfaction with public spaces remained essentially stable this year, up one percent to 7.6 out of 10 this year, which remains a "very good" level of satisfaction.

This result was broadly consistent with the long-term average satisfaction since 2022 of 7.5 out of 10, or "very good".

This ranks public spaces 24th in terms of satisfaction this year.

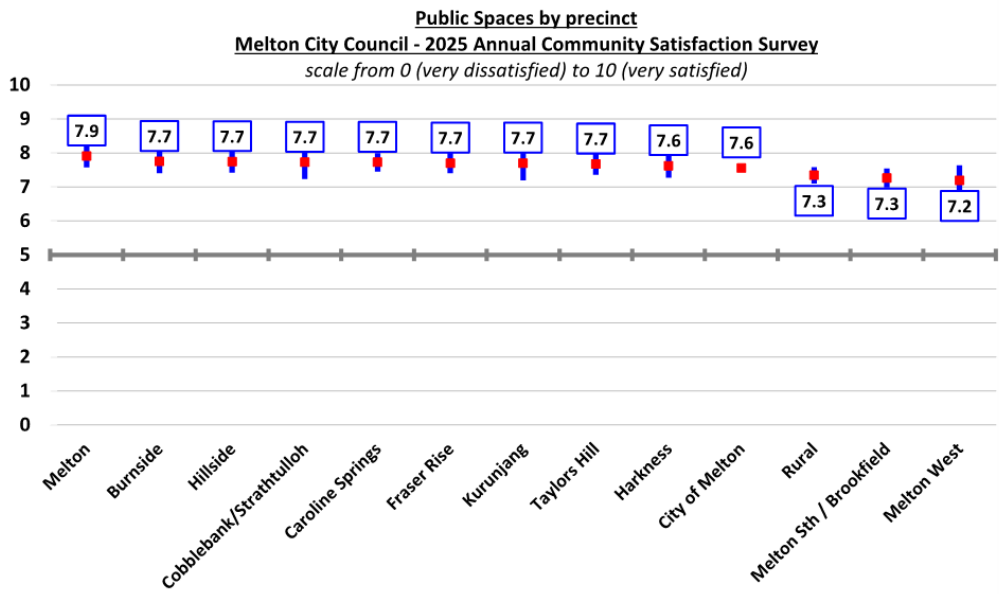
This result comprised 55% "very satisfied" and two percent "dissatisfied" respondents, based on a total sample of 733 of the 800 respondents who provided a satisfaction score this year.

There was no variation in satisfaction with public spaces observed by respondent profile.



These facilities were not included in the 2025 *Governing Melbourne* research, and so no comparison results have been provided.

Although there was no measurable variation in satisfaction with public spaces observed across the municipality, 37 respondents from Melton West were notably (4%) less satisfied than average, and at a "good" rather than a "very good" level.



Recreation and Leisure Centres

Recreation and leisure centres were the 23rd most important of the 32 included services and facilities, with an average importance of 9.0 out of 10.

Satisfaction with recreation and leisure centres rose somewhat this year, up two percent to 7.8 out of 10, which was an "excellent", up from a "very good" level of satisfaction.

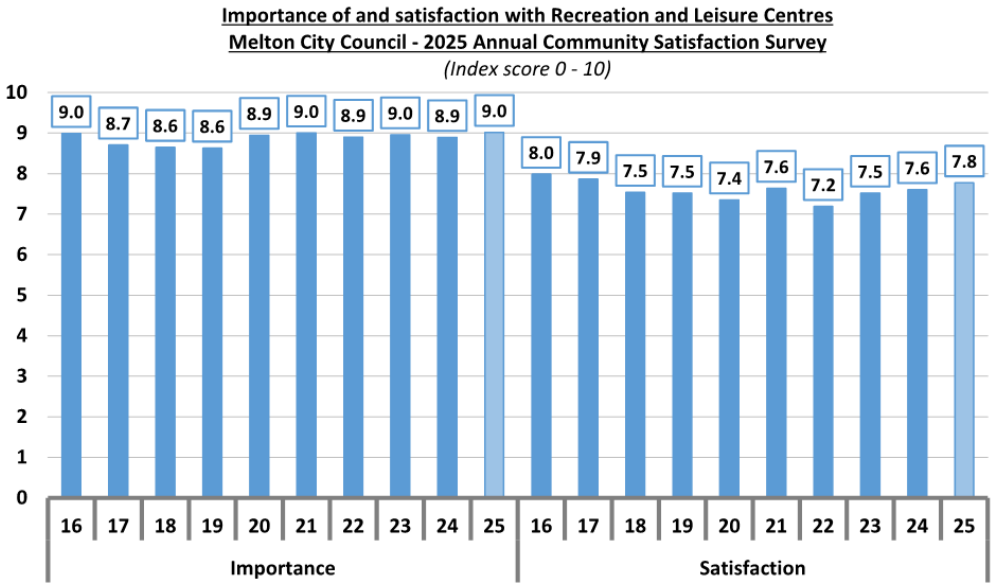
This result was somewhat (2%) higher than the long-term average satisfaction since 2015 of 7.6 out of 10, or "very good".

This ranks recreation and leisure centres 18th in terms of satisfaction this year.

This result comprised 65% "very satisfied" and two percent "dissatisfied" respondents, based on a total sample of 284 of the 289 (36%) respondents from households who had used these facilities in the last 12 months.

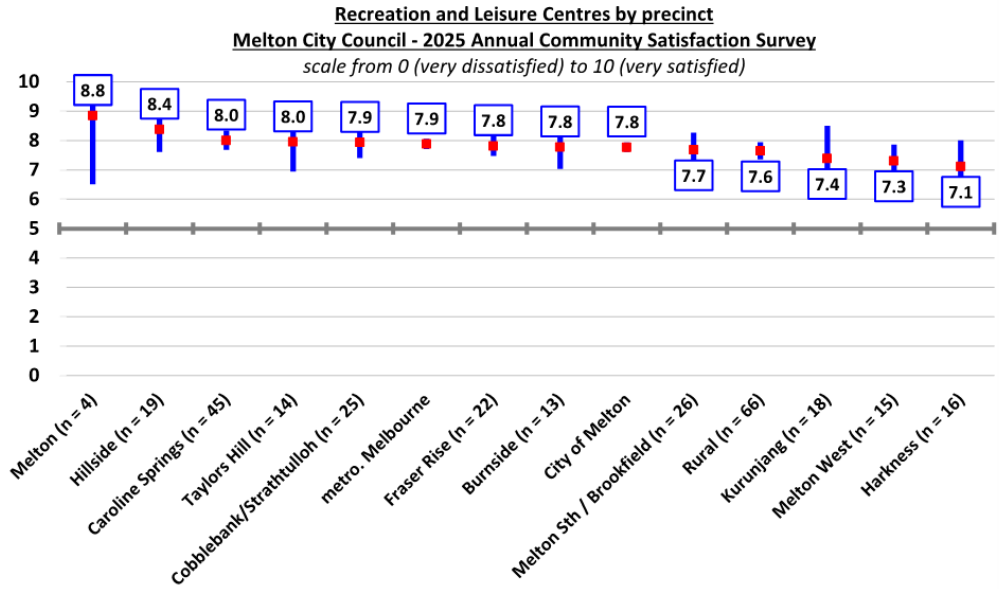
There was some variation in satisfaction with these facilities observed by respondent profile, with senior citizens (aged 75 years or older) notably more satisfied than average, and middle-aged adults (aged 45 to 59 years) notably less satisfied.

Male respondents were notably more satisfied than female respondents.



By way of comparison, this result was broadly consistent with the metropolitan average satisfaction with "recreation and/or aquatic centres" of 7.9 out of 10, as recorded in the 2025 *Governing Melbourne* research.

Although there was no measurable variation in satisfaction with recreation and leisure centres observed across the municipality, 16 respondents from Harkness were notably (7%) less satisfied than average, and at a "good" rather than an "excellent" level.



Sports grounds and associated facilities

Sports grounds and associated facilities were the 20th most important of the 32 included services and facilities, with an average importance of 9.1 out of 10.

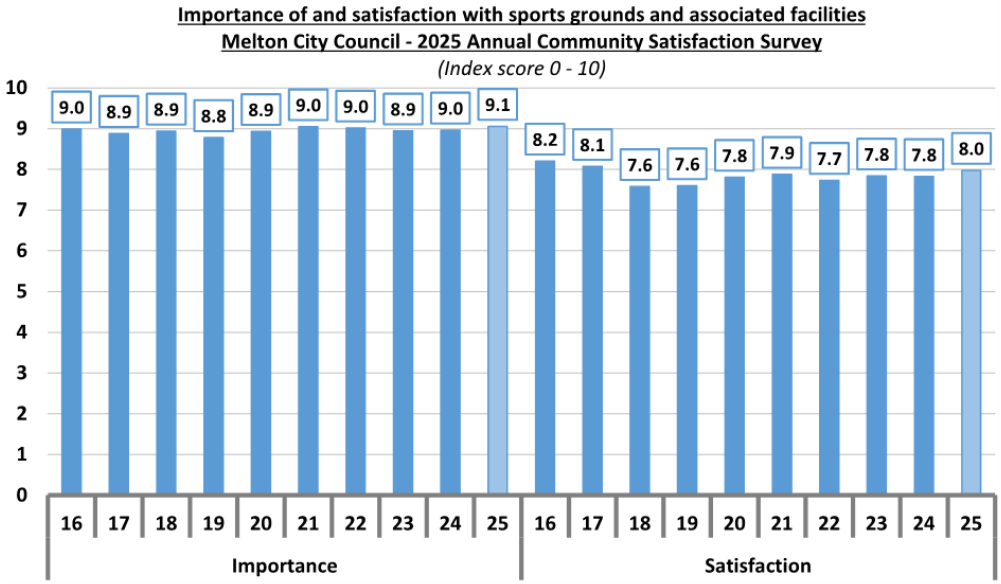
Satisfaction with sports grounds increased somewhat this year, up two percent to 8.0 out of 10 this year, which remains an "excellent" level of satisfaction.

This result was broadly consistent with the long-term average satisfaction since 2015 of 7.9 out of 10, or "excellent".

This ranks sports grounds 12th in terms of satisfaction this year.

This result comprised 69% "very satisfied" and two percent "dissatisfied" respondents, based on a total sample of 348 of the 354 (44%) respondents from households who had used these facilities in the last 12 months.

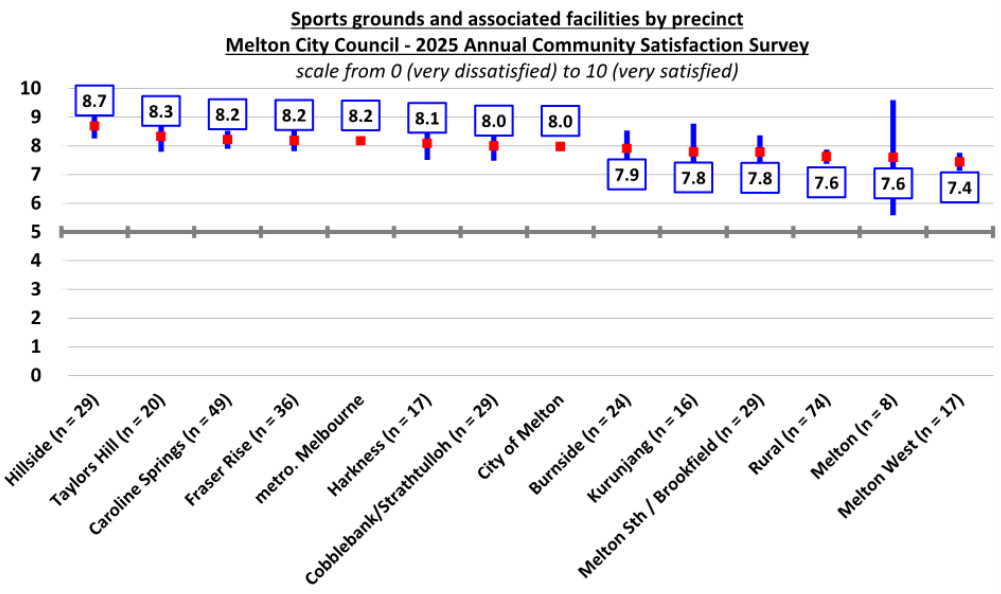
There was some variation in satisfaction observed by respondent profile, with senior citizens (aged 75 years and over) notably more satisfied than average, and respondents from multilingual households notably more satisfied than respondents from English speaking households.



By way of comparison, this result was somewhat (2%) lower than the metropolitan average satisfaction with "sports ovals and other local sporting facilities" of 8.2 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was measurable variation in satisfaction with sports grounds observed across the municipality, with 29 respondents from Hillside measurably (7%) more satisfied than average.

The 17 respondents from Melton West were measurably (6%) less satisfied than average, and at a "very good" rather than an "excellent" level.



Community Centres / Neighbourhood Houses

Community centres / neighbourhood houses were the 24th most important of the 32 included services and facilities, with an average importance of 9.0 out of 10.

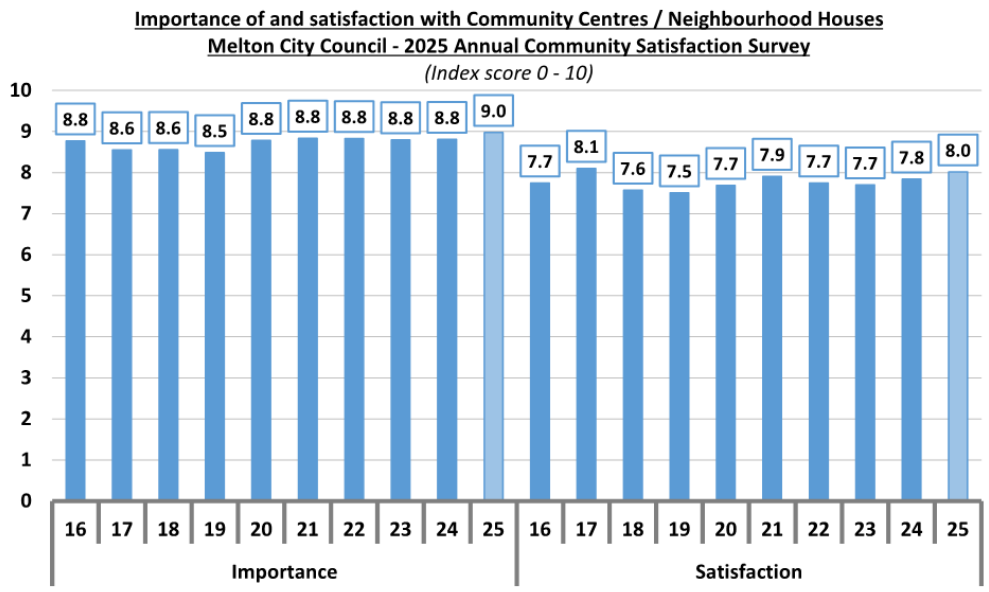
Satisfaction with community centres / neighbourhood houses increased somewhat this year, up two percent to 8.0 out of 10, which remains an "excellent" level of satisfaction.

This result was somewhat (2%) higher than the "excellent" long-term average satisfaction since 2015 of 7.8 out of 10.

This ranks community centres / neighbourhood houses 9th in terms of satisfaction this year.

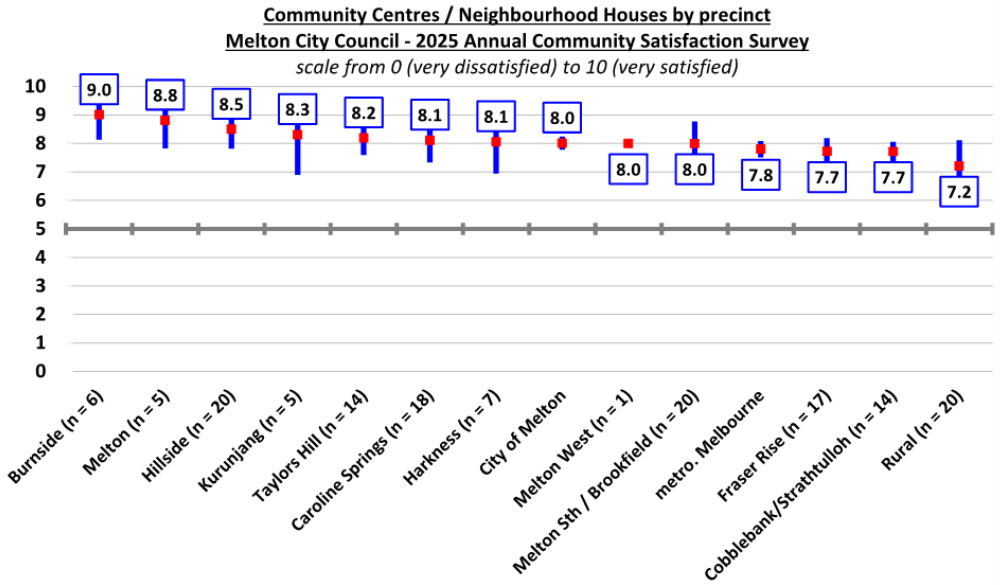
This result comprised 72% "very satisfied" and four percent "dissatisfied" respondents, based on a total sample of 146 of the 150 (19%) respondents from households who had used these facilities in the last 12 months.

There was some substantive variation in satisfaction with these facilities observed by respondent profile, with older adults and senior citizens (aged 60 years or older) notably more satisfied than average, and middle-aged adults (aged 45 to 59 years) notably less satisfied.



By way of comparison, this result was somewhat (2%) higher than the metropolitan average satisfaction with "community centres / neighbourhood houses" of 7.8 out of 10, as recorded in the 2025 *Governing Melbourne* research.

Although there was no measurable variation in satisfaction with these facilities observed across the municipality, 20 respondents from the Rural precinct were notably (8%) less satisfied than average, and at a "good" rather than an "excellent" level.



Provision of cultural events

The provision of cultural events was the 29th most important of the 32 included services and facilities, with an average importance of 8.8 out of 10, and one of five services and facilities to be measurably less important than the average of all 32 (9.1).

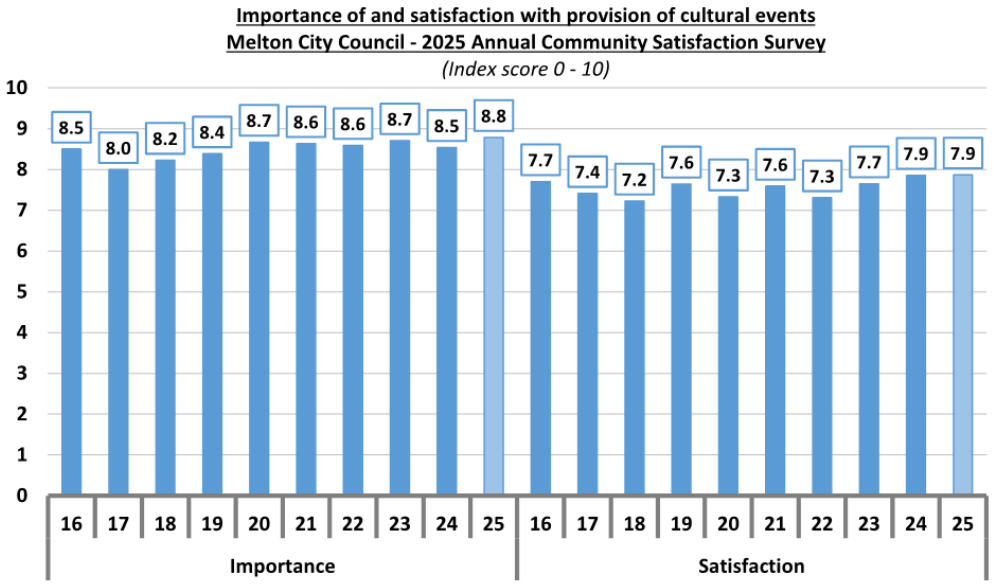
Satisfaction with cultural events remained stable this year at 7.9 out of 10, which remains an "excellent" level of satisfaction.

Satisfaction with these services was notably higher than the "very good" long-term average of 7.6 out of 10.

This ranks cultural events 15th in terms of satisfaction this year.

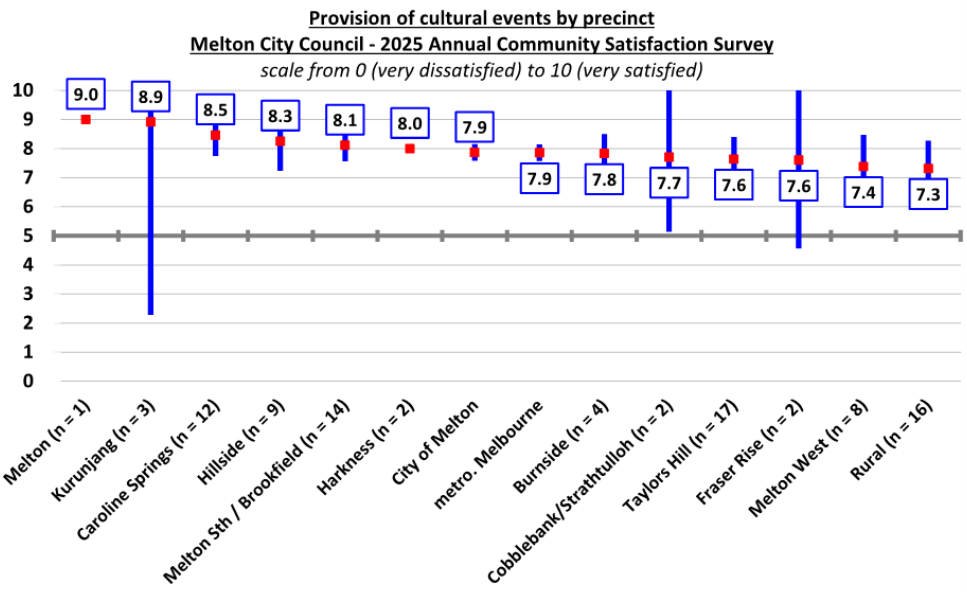
This result comprised 69% "very satisfied" and two percent "dissatisfied" respondents, based on a total sample of 91 of the 93 (12%) respondents from households who had used these services in the last 12 months.

Given the relatively small sample size of 91 respondents, there was no substantive variation in satisfaction with the provision of cultural events observed by respondent profile.



By way of comparison, this result was identical to the metropolitan average satisfaction with the "Council's festivals and events" of 7.9 out of 10, as recorded in the 2025 *Governing Melbourne* research.

Given the relatively small sample size of 91 respondents, there was no measurable variation in satisfaction with these services observed across the municipality. The 16 respondents from the Rural precinct were, however, notably (6%) less satisfied than average.



Provision of community events and festivals

The provision of community events and festivals was the 30th most important of the 32 included services and facilities, with an average importance of 8.8 out of 10, and one of five services and facilities to be measurably less important than the average of all 32 (9.1).

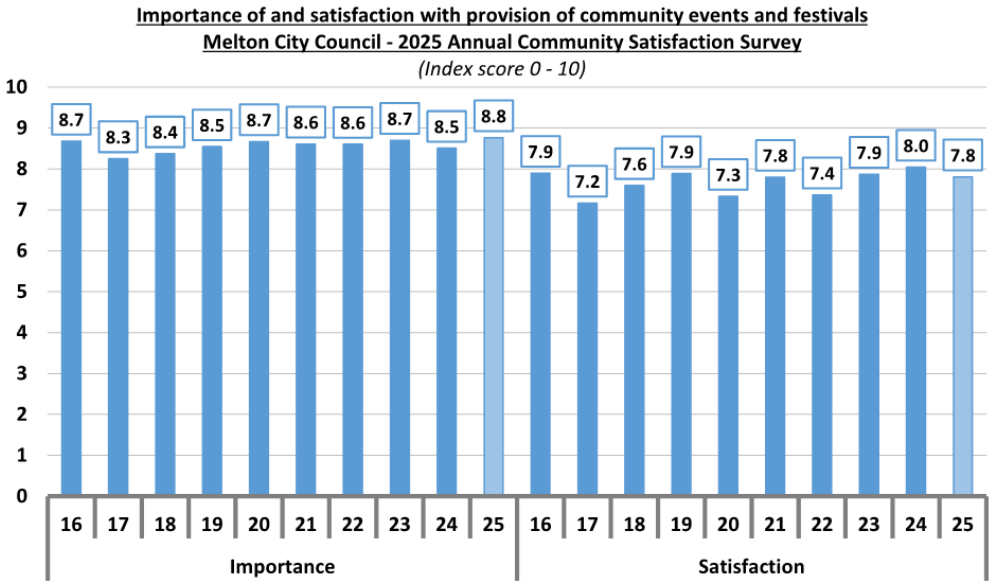
Satisfaction the provision of community events and festivals decreased somewhat this year, down two percent to 7.8 out of 10, although this remains an "excellent" level of satisfaction.

Satisfaction with these services was essentially consistent with the "very good" long-term average of 7.7 out of 10.

This ranks community events and festivals 16th in terms of satisfaction this year.

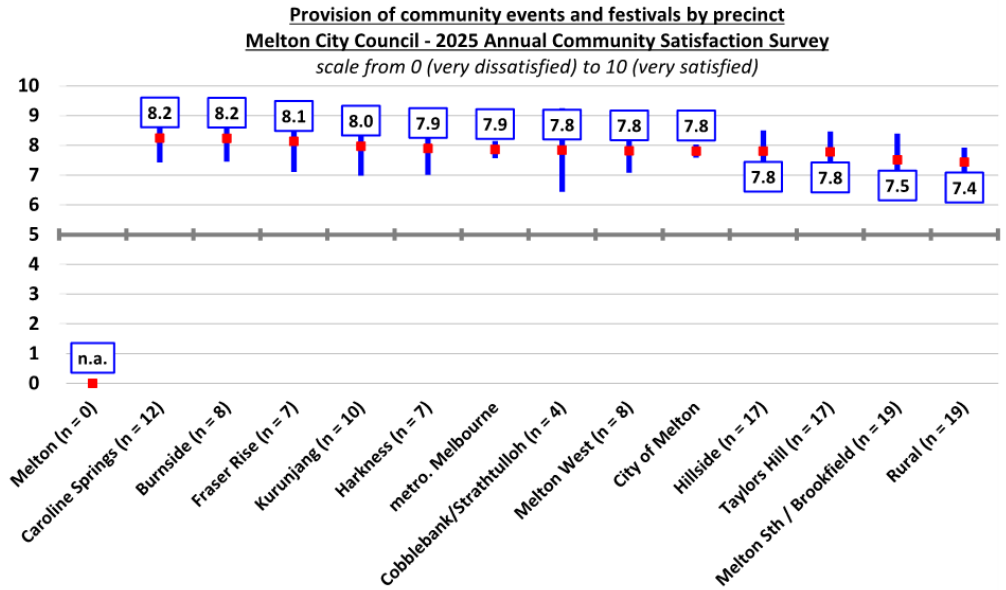
This result comprised 60% "very satisfied" and one percent "dissatisfied" respondents, based on a total sample of 130 of the 130 (16%) respondents from households who had used these services in the last 12 months.

There was some variation in satisfaction with these services observed by respondent profile, with middle-aged adults and older adults (aged 45 to 74 years) notably more satisfied, and young adults (aged 18 to 34 years) notably less satisfied than average.



By way of comparison, this result was broadly consistent with the metropolitan average satisfaction with "Council's festivals and events" of 7.9 out of 10, as recorded in the 2025 *Governing Melbourne* research.

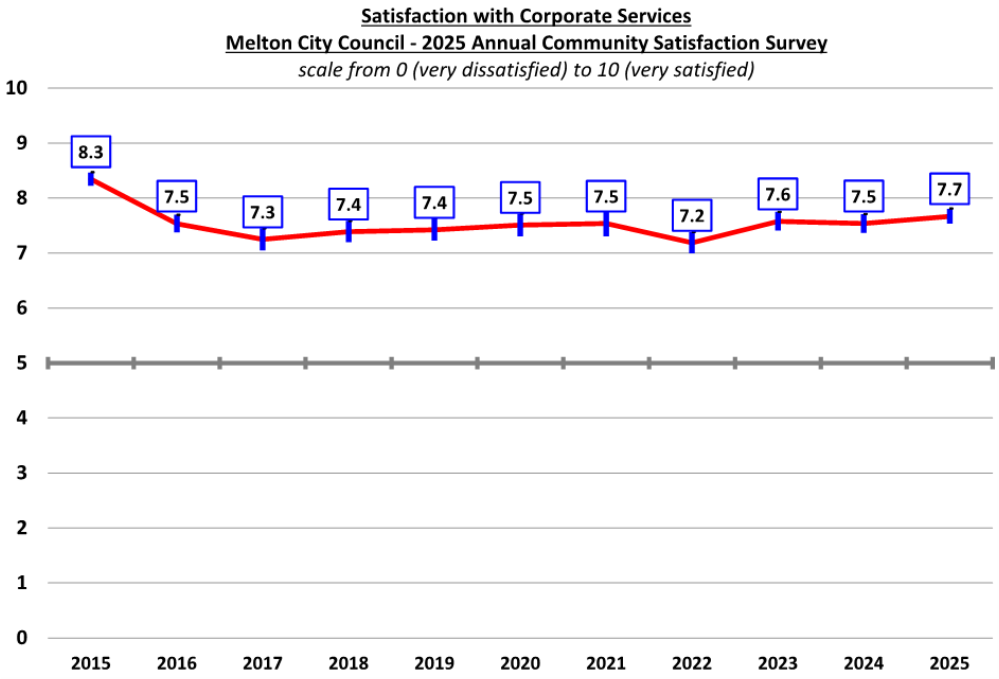
Whilst there was no measurable variation in satisfaction with these services observed across the municipality, 19 respondents from Melton South / Brookfield and 19 respondents from the Rural precinct were somewhat less satisfied than average, and at "very good" rather than "excellent" levels.



Corporate services

Average satisfaction with the seven included services and facilities from the Corporate Services division rose somewhat this year, up two percent to 7.7 out of 10, which remains a "very good" level of satisfaction.

This result has remained relatively stable since 2016, after a measurably higher initial result of 8.3 out of 10 in 2015, or "excellent".



Seven services from the Corporate Services Division were included in the survey this year, those being parking enforcement, local traffic management, animal management, *Moving Ahead* (Council's printed newsletter), Council's website, access services through digital or online channels, and library services.

The following graph provides a crosstabulation of the average importance of and satisfaction with these facilities.

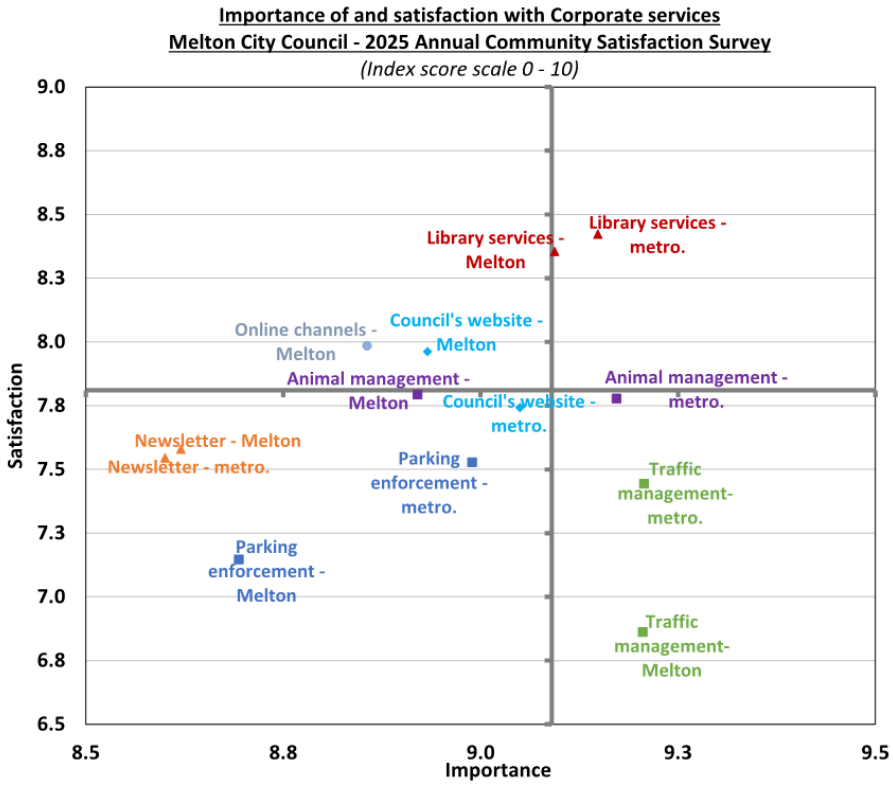
Crosshairs represent the average importance and satisfaction of all 32 services and facilities.

Library services were of average importance and recorded a notably higher-than-average satisfaction score.

Conversely, local traffic management fell into the quadrant of most concern, being of higher-than-average importance but recorded a satisfaction score which was notably below both the average of all 32 services and facilities, and the metropolitan average.

Although the remaining five services and facilities from this division were of lower-than-average importance, only Council's website and access to services through digital or online channels recorded lower than average satisfaction scores.

By contrast, animal management was of average satisfaction, whereas Council's newsletter and parking enforcement recorded lower-than-average satisfaction scores.



Parking enforcement

Parking enforcement was the 31st most important of the 32 included services and facilities, with an average importance of 8.7 out of 10, and one of two that were measurably less important than the average of all 32 (9.1).

Satisfaction with parking enforcement remained stable this year at 7.1 out of 10, which remains a "good" level of satisfaction.

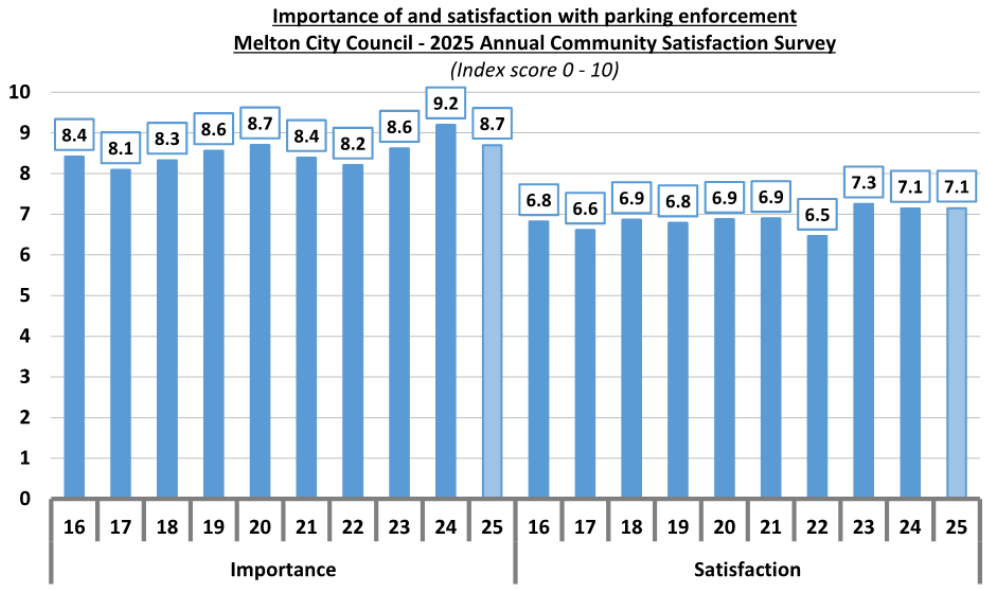
Satisfaction with parking enforcement was somewhat (2%) higher than the "good" long-term average satisfaction since 2015 of 6.9 out of 10.

This ranks parking enforcement 28th in terms of satisfaction this year, and one of seven services and facilities to record a satisfaction score which was measurably lower than the average of all 32 (7.8).

This result comprised 52% "very satisfied" and nine percent "dissatisfied" respondents, based on a total sample of 731 of the 800 respondents who provided a satisfaction score this year.

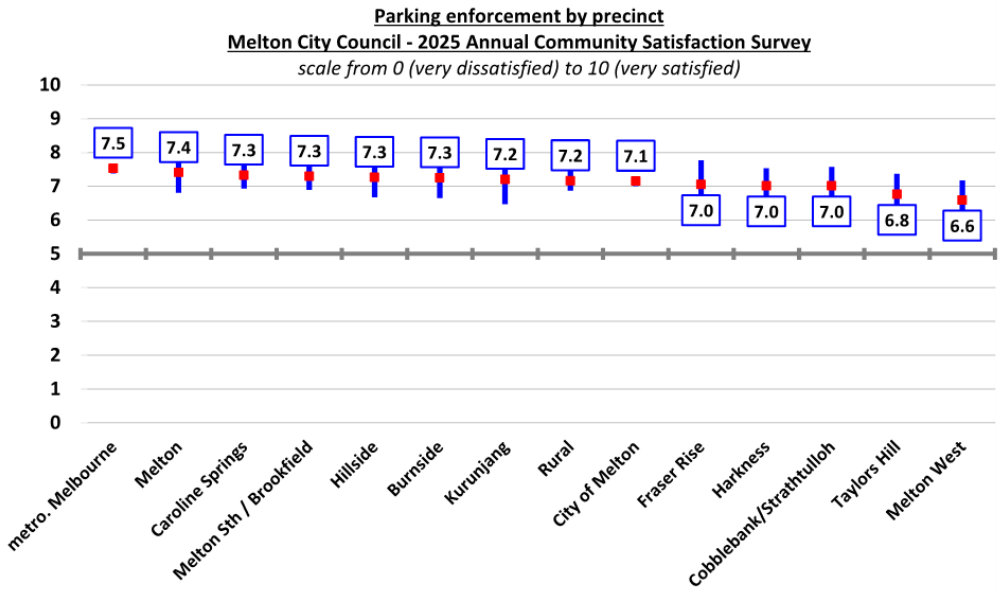
There was variation in satisfaction with parking enforcement observed by respondent profile, with young adults (aged 18 to 34 years) notably more satisfied than average, and middle-aged adults (aged 45 to 59 years) notably less satisfied.

Female respondents were notably more satisfied than male respondents.



By way of comparison, this result was measurably (4%) lower than the metropolitan average satisfaction with parking enforcement of 7.5 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was no measurable variation in satisfaction with parking enforcement observed across the municipality, although respondents from Taylors Hill were somewhat (3%) and respondents from Melton West were notably (4%) less satisfied than average.



Local traffic management

Local traffic management was the 13th most important of the 32 included services and facilities, with an average importance of 9.2 out of 10.

Satisfaction with local traffic management increased notably this year, up four percent to 6.9 out of 10 this year, which remains a "good" level of satisfaction.

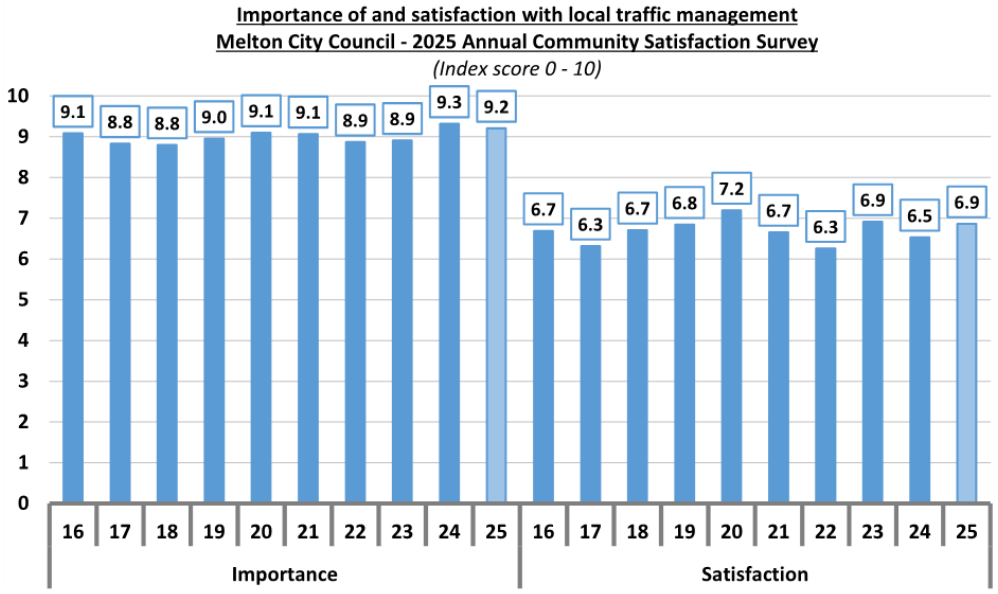
This was somewhat (2%) higher than the long-term average satisfaction since 2015 of 6.7 out of 10, or "good".

This ranks local traffic management 30th in terms of satisfaction this year, and one of seven services and facilities to record a satisfaction score, which was measurably lower than the average of all 32 (7.8).

This result comprised 44% "very satisfied" and 13% "dissatisfied" respondents, based on a total sample of 785 of the 800 respondents who provided a satisfaction score this year.

There was some variation in satisfaction with traffic management observed by respondent profile, with senior citizens (aged 75 years or older) notably more satisfied, and middle-aged adults (aged 45 to 54 years) notably less satisfied than average.

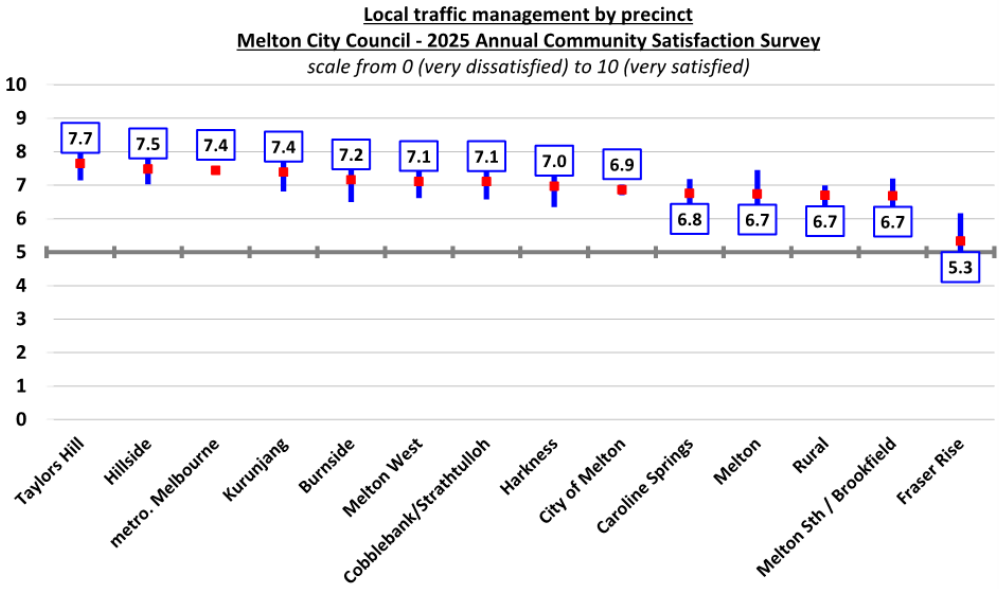
Female respondents were notably more satisfied than male respondents.



By way of comparison, this result was measurably (5%) lower than the metropolitan average satisfaction with "local traffic management" of 7.4 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was some measurable variation in satisfaction with traffic management observed across the municipality, with respondents from Taylors Hill (8%) and Hillside (6%) measurably more satisfied than the municipal average.

By contrast, respondents from Fraser Rise were measurably and significantly (16%) less satisfied than average, and at a "very poor" rather than a "good" level of satisfaction.



Animal management

Animal management was the 26th most important of the 32 included services and facilities, with an average importance of 8.9 out of 10.

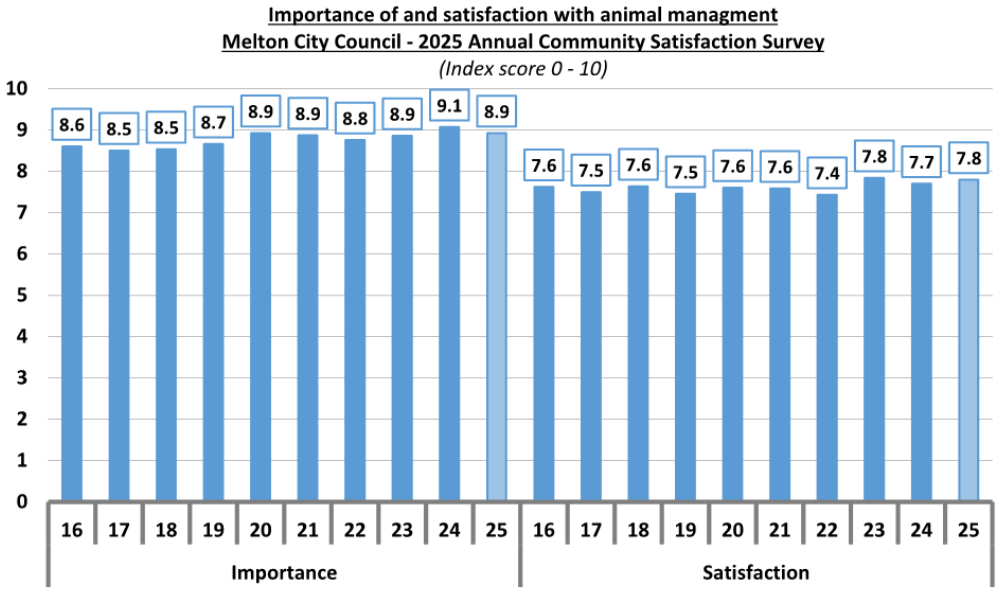
Satisfaction with animal management remained essentially stable this year, up one percent to 7.8 out of 10, which was an "excellent", up from a "very good" level of satisfaction.

This was somewhat (2%) higher than the long-term average satisfaction since 2015 of 7.6 out of 10, or "very good".

This ranks animal management 17th in terms of satisfaction this year.

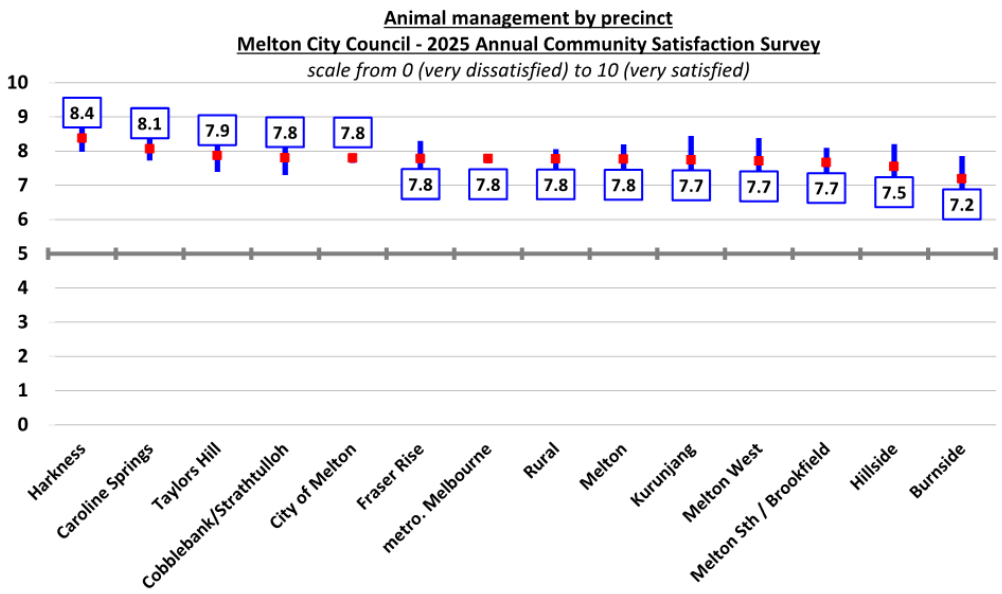
This result comprised 64% "very satisfied" and five percent "dissatisfied" respondents, based on a total sample of 710 of the 800 respondents who provided a satisfaction score this year.

There was no substantial variation in satisfaction with animal management observed by respondent profile.



By way of comparison, this result was identical with the metropolitan average satisfaction with animal management of 7.8 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was some measurable variation in satisfaction with animal management observed across the municipality, with respondents from Harkness measurably (6%) more satisfied than the municipal average. Conversely, respondents from Burnside were notably (6%) less satisfied, and at a "good" rather than an "excellent" level of satisfaction.



Moving Ahead *(Council's printed newsletter)*

Council's newsletter, *Moving Ahead,* was the least (32nd) most important of the 32 included services and facilities, with an average importance of 8.6 out of 10, and one of five services and facilities to be measurably less important than the average of all 32 (9.1).

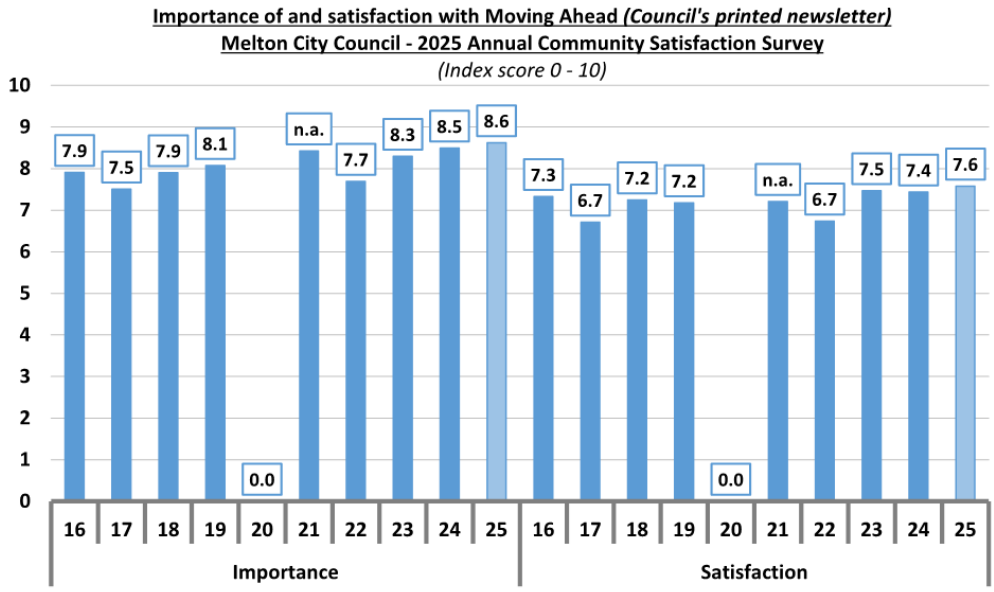
Satisfaction with *Moving Ahead* rose somewhat this year, up two percent to 7.6 out of 10, which remains a "good" level of satisfaction.

This result was notably (4%) higher than the long-term average satisfaction since 2015 of 7.2 out of 10, or "good".

This ranks *Moving Ahead* 23rd in terms of satisfaction this year.

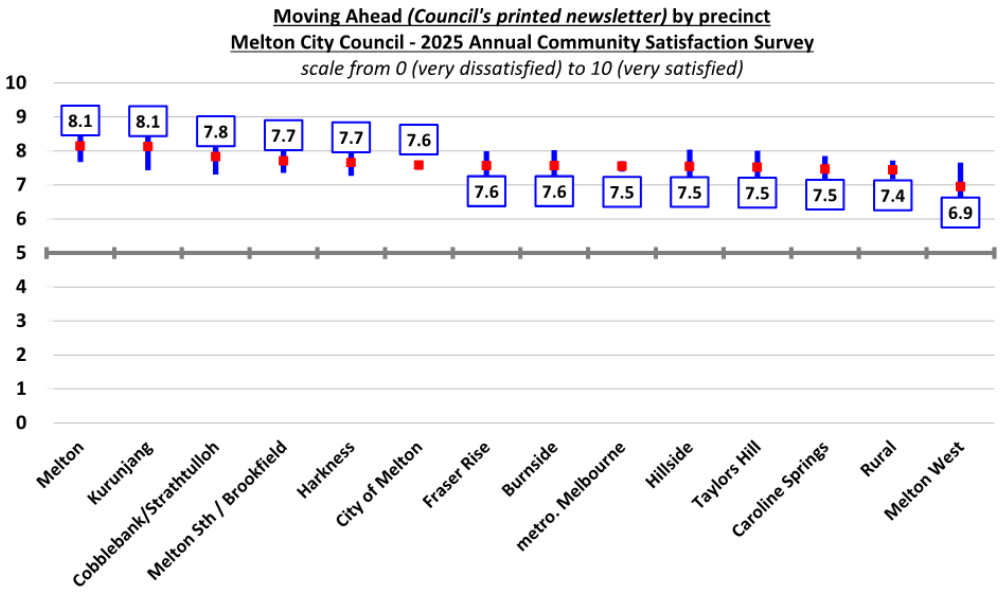
This result comprised 56% "very satisfied" and four percent "dissatisfied" respondents, based on a total sample of 648 of the 800 respondents who provided a satisfaction score this year.

There was no substantive variation in satisfaction with Council's newsletter observed by respondent profile.



By way of comparison, this result was broadly consistent with the metropolitan average satisfaction with "Council's regular printed newsletter" of 7.5 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was some measurable variation in satisfaction with *Moving Ahead* observed across the municipality, with respondents from Melton measurably (5%) and respondents from Kurunjang were notably (5%) more satisfied than average. Conversely, respondents from Melton West were notably (7%) less satisfied, and at a "good" rather than a "very good" level.



Council's website

Council's website was the 25th most important of the 32 included services and facilities, with an average importance of 8.9 out of 10.

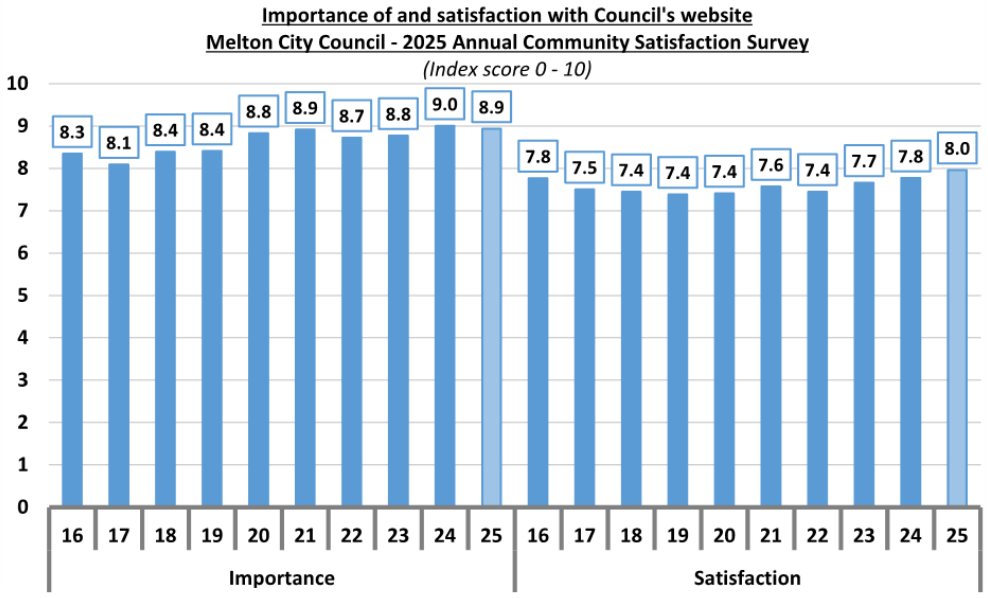
Satisfaction with Council's website increased somewhat this year, up two percent to 8.0 out of 10, which remained an "excellent" level of satisfaction.

This was notably (4%) higher than the long-term average satisfaction since 2015 of 7.6 out of 10, or "very good".

This ranks Council's website 13th in terms of satisfaction this year.

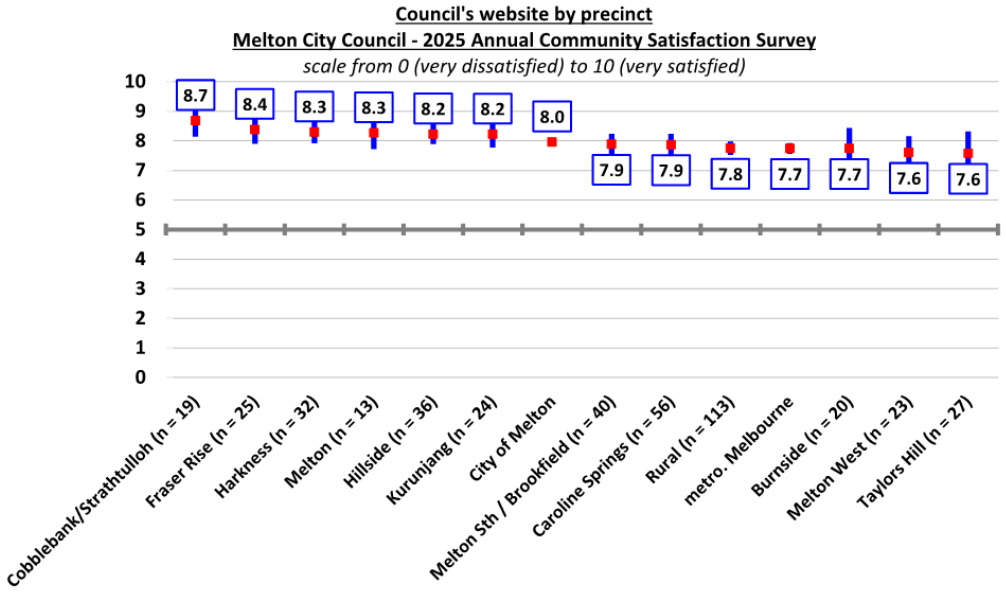
This result comprised 73% "very satisfied" and two percent "dissatisfied" respondents, based on a total sample of 429 of the 431 (54%) respondents from households who had used these facilities in the last 12 months.

There was some variation in satisfaction with the website observed by respondent profile with senior citizens (aged 75 years and over) notably more satisfied than average.



By way of comparison, this result was notably (3%) higher than the metropolitan average satisfaction with "Council's website" of 7.7 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was some measurable variation observed across the municipality, with the 19 respondents from Cobblebank / Strathtulloh measurably (7%) more satisfied than average, while 23 respondents from Melton West and 27 respondents from Taylors Hill were notably (4%) less satisfied than average.



Access services through digital or online channels

Access services through digital or online channels was the 28th most important of the 32 included services and facilities, with an average importance of 8.9 out of 10, and one of five services and facilities to be measurably less important than the average of all 32 (9.1).

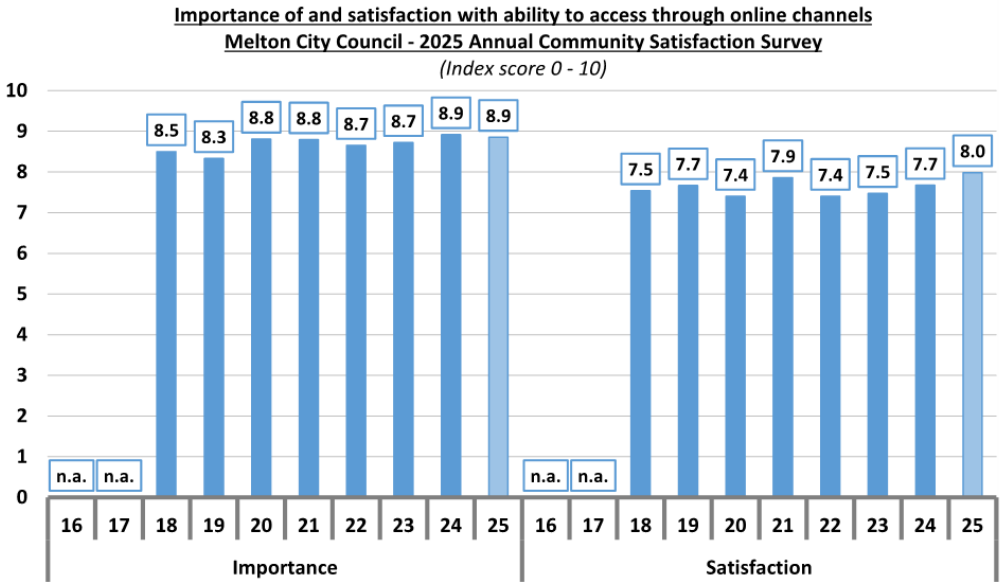
Satisfaction with these services increased notably this year, up three percent to 8.0 out of 10, which was an "excellent", up from a "very good" level of satisfaction.

This was notably (4%) higher than the long-term average satisfaction since 2018 of 7.6 out of 10, or "very good".

This ranks these services 11th in terms of satisfaction this year.

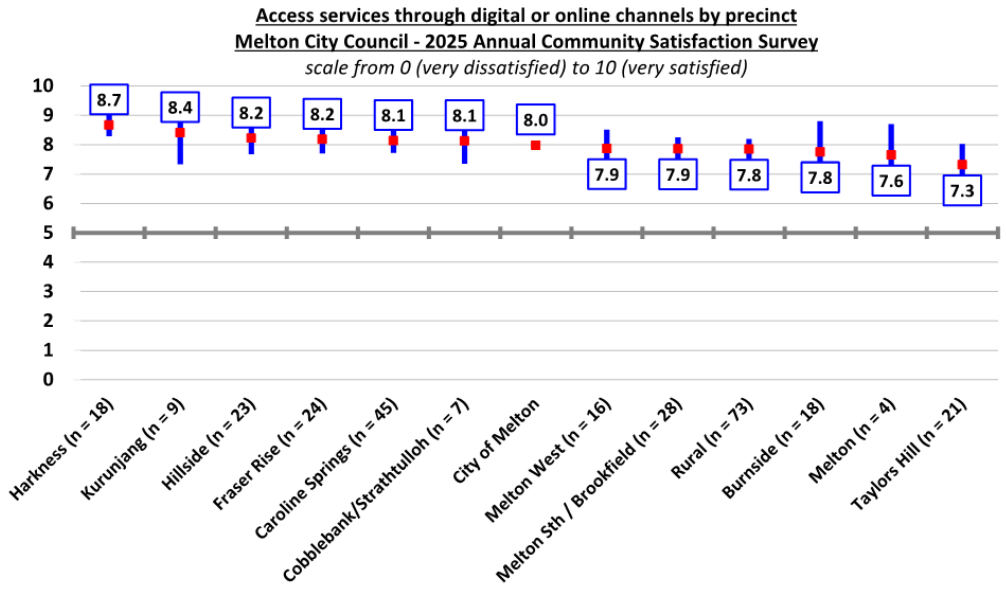
This result comprised 76% "very satisfied" and two percent "dissatisfied" respondents, based on a total sample of 286 of the 293 (73%) respondents from households who had used these services in the last 12 months.

There was some variation in satisfaction with the website observed by respondent profile with older adults (aged 60 to 74 years) notably less satisfied than average.



These services were not included in the 2025 *Governing Melbourne* research, and so no comparison results have been provided.

There was some measurable variation in satisfaction with these services observed across the municipality, with 18 respondents from Harkness measurably (7%) more satisfied than average. Conversely, 21 respondents from Taylors Hill were notably (7%) less satisfied, and at a "very good" rather than an "excellent" level.



Library services

Library services were the 16th most important of the 32 included services and facilities, with an average importance of 9.1 out of 10.

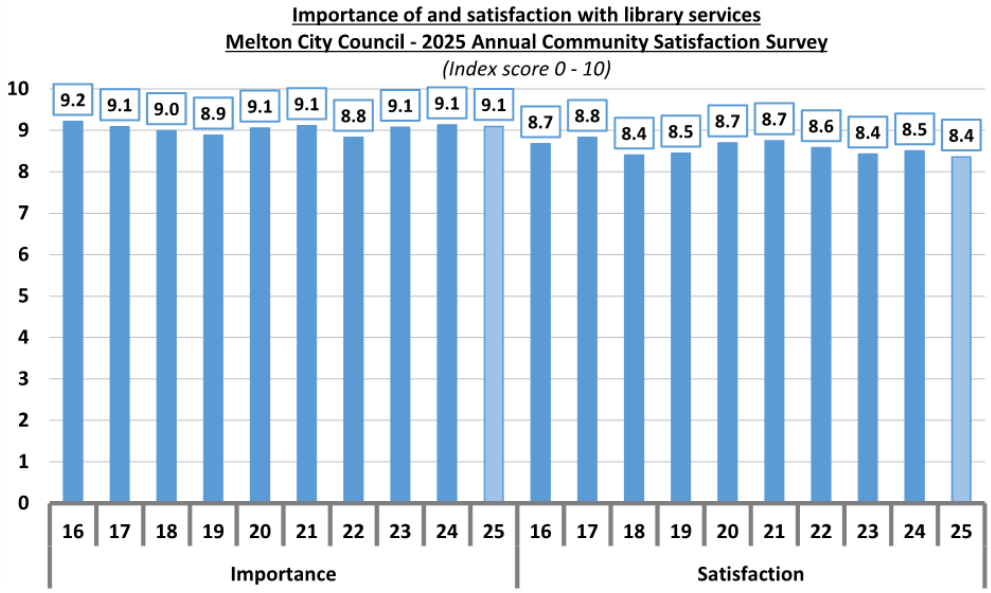
Satisfaction with library services remained essentially stable this year, down one percent to 8.4 out of 10, which remains an "excellent" level of satisfaction.

This was somewhat (2%) lower than the "excellent" long-term average satisfaction since 2015 of 8.6 out of 10.

This ranks library services 5th in terms of satisfaction this year, and one of six services and facilities to record a satisfaction score which was measurably higher than the average of all 32 (7.8).

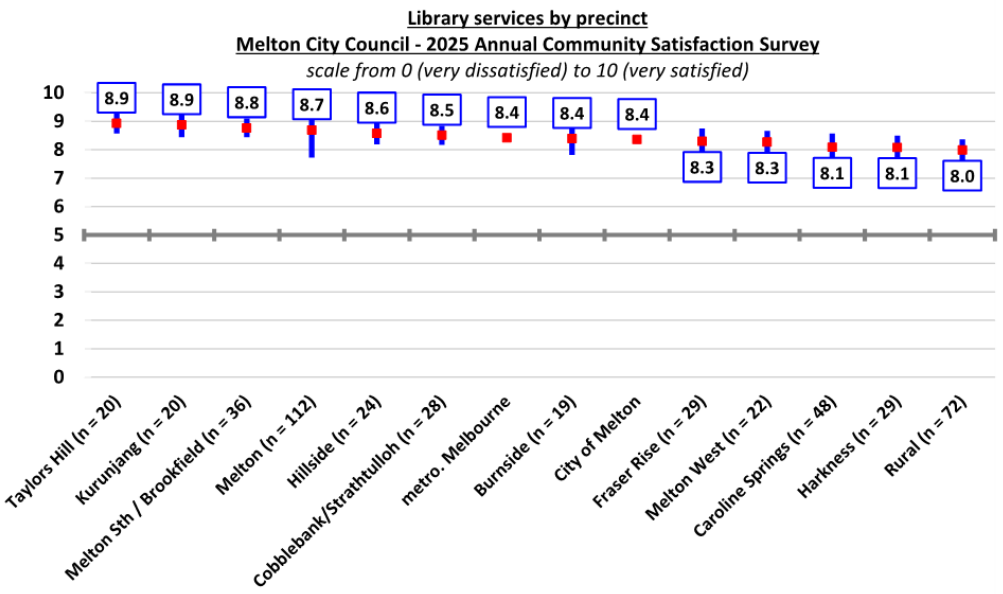
This result comprised 84% "very satisfied" and one percent "dissatisfied" respondents, based on a total sample of 359 of the 363 (45%) respondents from households who had used these services in the last 12 months.

There was some variation in satisfaction with local libraries observed by respondent profile, with senior citizens (aged 75 years or older) notably more satisfied than average, and male respondents notably more satisfied than female respondents.



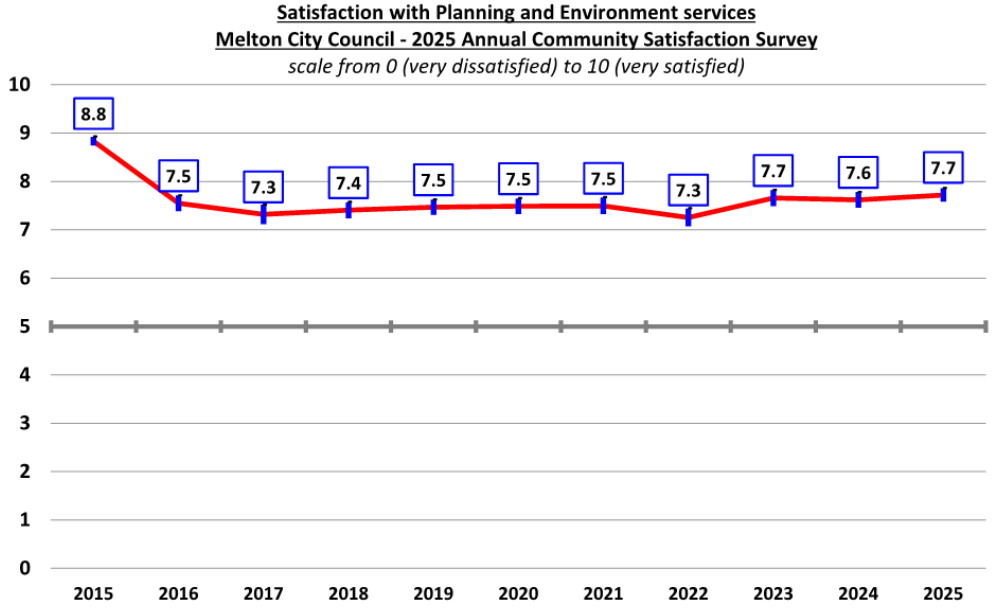
By way of comparison, this result was identical to the metropolitan average satisfaction with "local libraries" of 8.4 out of 10, as recorded in the 2025 *Governing Melbourne* research.

While there was some measurable variation in satisfaction with library services observed across the municipality, it is noted that respondents from all precincts rated satisfaction with library services at "excellent" levels of eight or more out of 10.



Planning and Environment

Average satisfaction with the 13 included services and facilities from the Planning and Environment division rose marginally this year, up one percent to 7.7 out of 10, which remains a "very good" level of satisfaction. This result has remained relatively stable since 2016, after a measurably higher initial result of 8.8 out of 10 in 2015, or "excellent".



Planning and Environment (kerbside collection services)

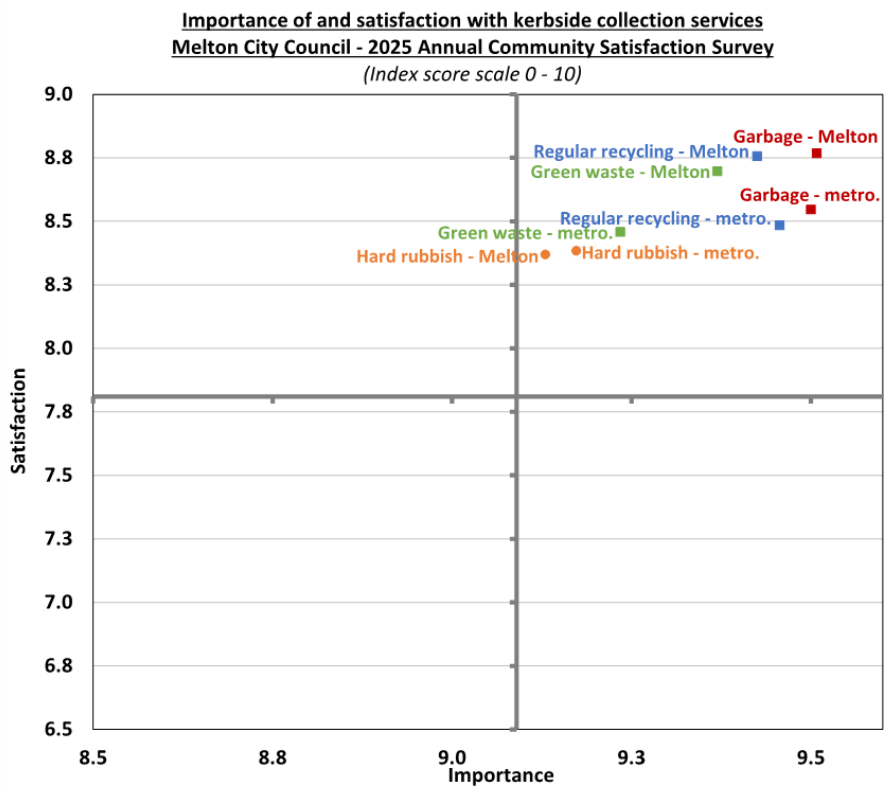
Four services from the Planning and Environment Division related to kerbside waste collection were included in the survey this year, those being garbage collection, recycling collection, green waste collection, and hard waste collection.

The following graph provides a crosstabulation of the average importance of and satisfaction with these facilities.

Crosshairs represent the average importance and satisfaction of all 32 services and facilities.

The four kerbside collection services were all more important than average, and all four recorded satisfaction scores, which were higher than the average of all 32 services and facilities.

In addition, satisfaction with these services was consistent with or higher than the metropolitan average.



Regular garbage collection

The regular garbage collection was the most (1st) important of the 32 included services and facilities, with an average importance of 9.5 out of 10, and one of three to be measurably more important than the average of all 32 (9.1).

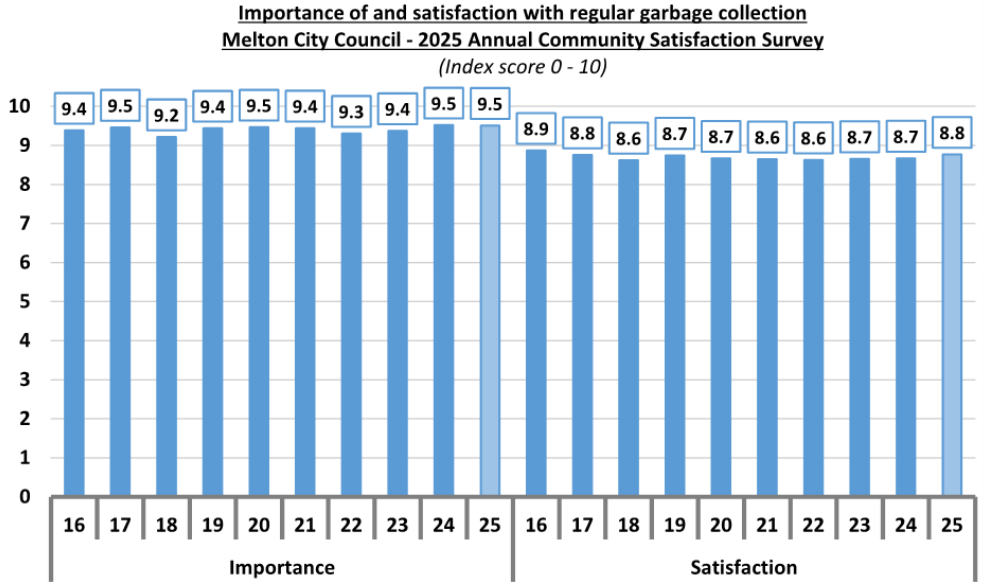
Satisfaction with the regular garbage collection rose marginally this year, up one percent to 8.8 out of 10, which remains an "excellent" level of satisfaction.

Satisfaction with the regular garbage collection has remained consistent at a high level over the life of the survey and remains marginally above the long-term average satisfaction since 2015 of 8.7 out of 10.

This ranks the regular garbage collection 1st in terms of satisfaction this year, and one of six services and facilities that recorded a satisfaction score which was measurably higher than the average of all 32 (7.8).

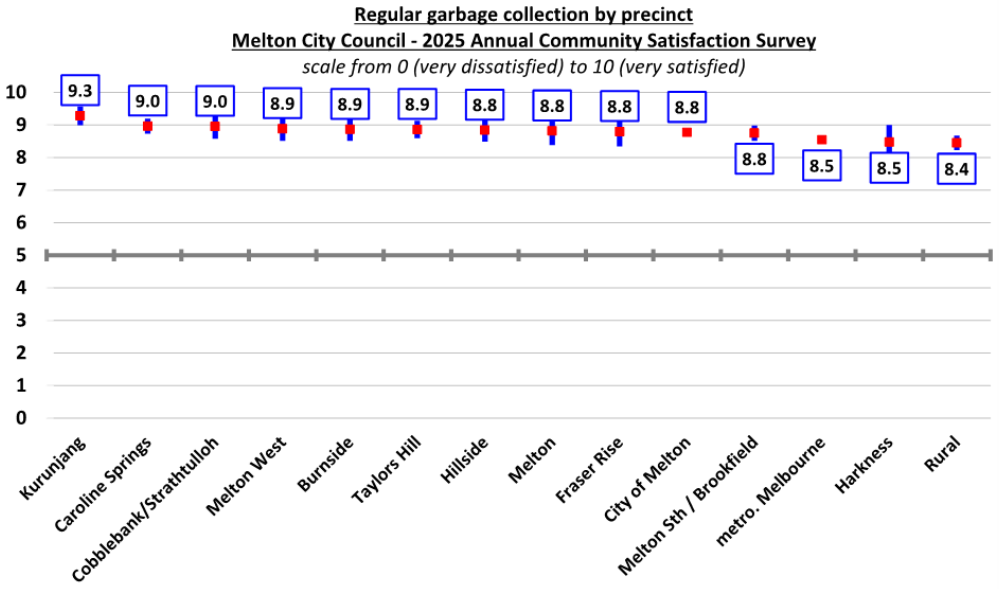
This result comprised 87% "very satisfied" and one percent "dissatisfied" respondents based on a total sample of 795 of the 800 respondents who provided a satisfaction score this year.

There was some substantial variation in satisfaction with the regular garbage collection observed by respondent profile, with older adults (aged 60 to 74 years) notably more satisfied than average. Respondents from multilingual households were notably more satisfied than respondents from English-speaking households.



By way of comparison, this result was measurably (3%) higher than the metropolitan average satisfaction with the "regular garbage collection" of 8.5 out of 10, as recorded in the 2025 *Governing Melbourne* research.

While there was some measurable variation in satisfaction with the regular garbage collection observed across the municipality, it is noted that respondents from all precincts rated satisfaction at "excellent" levels of more than eight out of 10.



Regular recycling

Regular recycling was the 2nd most important of the 32 included services and facilities, with an average importance of 9.4 out of 10, and one of three services and facilities to be measurably more important than the average of all 32 (9.1).

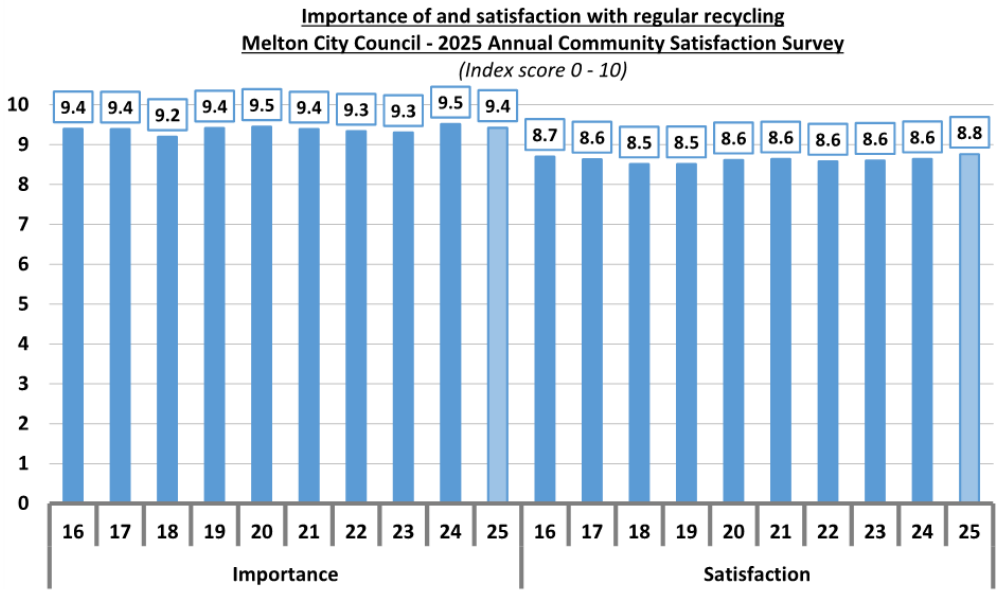
Satisfaction with regular recycling increased somewhat this year, up two percent to 8.8 out of 10, which remains an "excellent" level of satisfaction.

This remained somewhat above the long-term average satisfaction since 2015 of 8.6 out of 10.

This ranks regular recycling 2nd in terms of satisfaction this year, and one of six services and facilities to record a satisfaction score which was measurably higher than the average of all 32 (7.8).

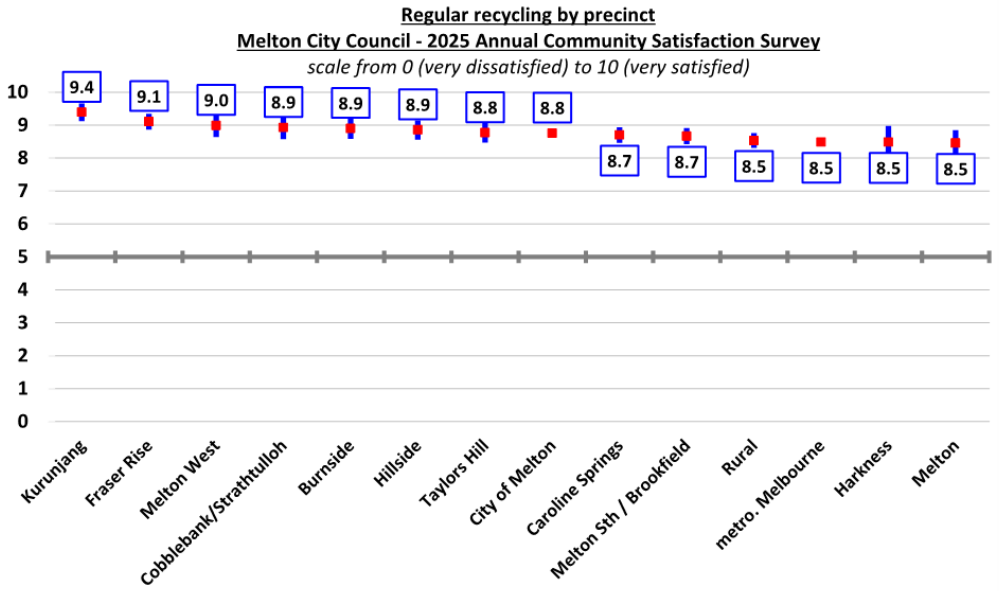
This result comprised 86% "very satisfied" and one percent "dissatisfied" respondents based on a total sample of 786 of the 800 respondents who provided a satisfaction score this year.

There was some variation in satisfaction with recycling collection observed by respondent profile, with older adults (aged 60 to 74 years) notably more satisfied than average.



By way of comparison, this result was measurably (3%) higher than the metropolitan average satisfaction with "regular recycling" of 8.5 out of 10, as recorded in the 2025 *Governing Melbourne* research.

While there was some measurable variation in satisfaction with the regular recycling collection observed across the municipality, it is noted that respondents from all precincts rated satisfaction at "excellent" levels of more than eight out of 10.



Green waste collection

Green waste collection was the 3rd most important of the 32 included services and facilities, with an average importance of 9.4 out of 10, and one of three services and facilities to be measurably more important than the average of all 32 services and facilities (9.1).

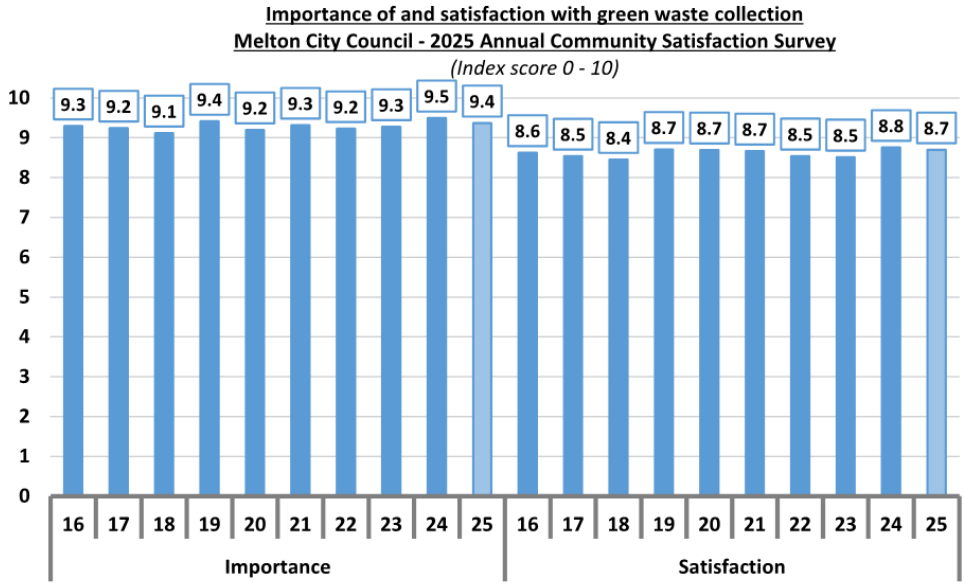
Satisfaction with green waste collection remained essentially stable this year, down one percent to 8.7 out of 10, which remains an "excellent" level of satisfaction.

Satisfaction with green waste collection has continued to remain very stable around the "excellent" long-term average satisfaction since 2015 of 8.6 out of 10.

This ranks green waste collection 3rd in terms of satisfaction this year, and one of six services and facilities to record a satisfaction score which was measurably higher than the average of all 32 (7.8).

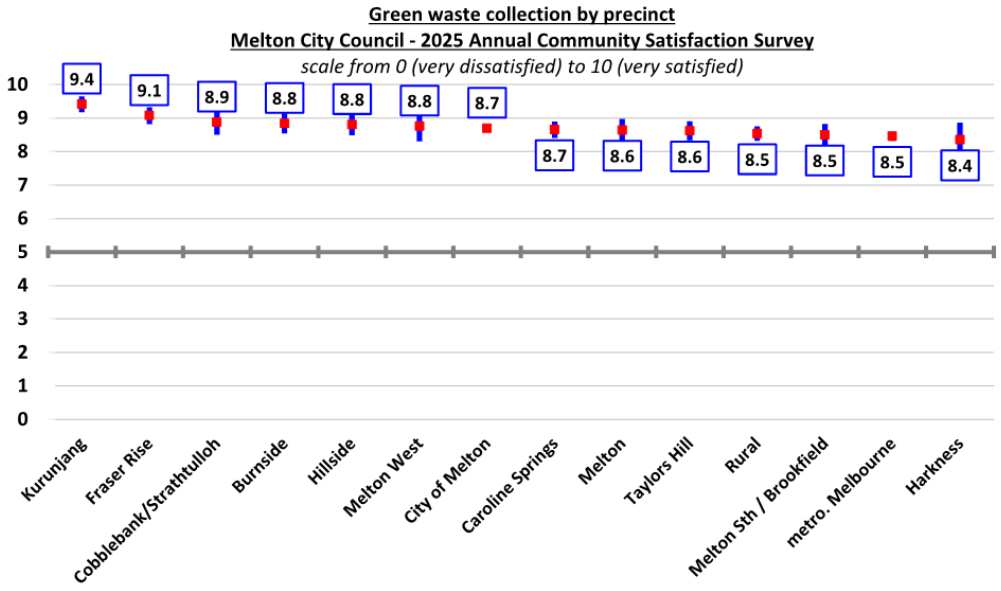
This result comprised 85% "very satisfied" and one percent "dissatisfied" respondents, based on a total sample of 773 of the 800 respondents who provided a satisfaction score.

There was some variation in satisfaction observed by respondent profile, with older adults (aged 60 to 74 years) notably more satisfied than average, and respondents from multilingual households notably more satisfied than respondents from English speaking households.



By way of comparison, this result was measurably (2%) higher than the metropolitan average satisfaction with "food and green waste collection" of 8.5 out of 10, as recorded in the 2025 *Governing Melbourne* research.

While there was some measurable variation in satisfaction with the green waste collection observed across the municipality, it is noted that respondents from all precincts rated satisfaction at "excellent" levels of more than eight out of 10.



Hard rubbish collection

Hard rubbish collection was the 14th most important of the 32 included services and facilities, with an average importance of 9.1 out of 10.

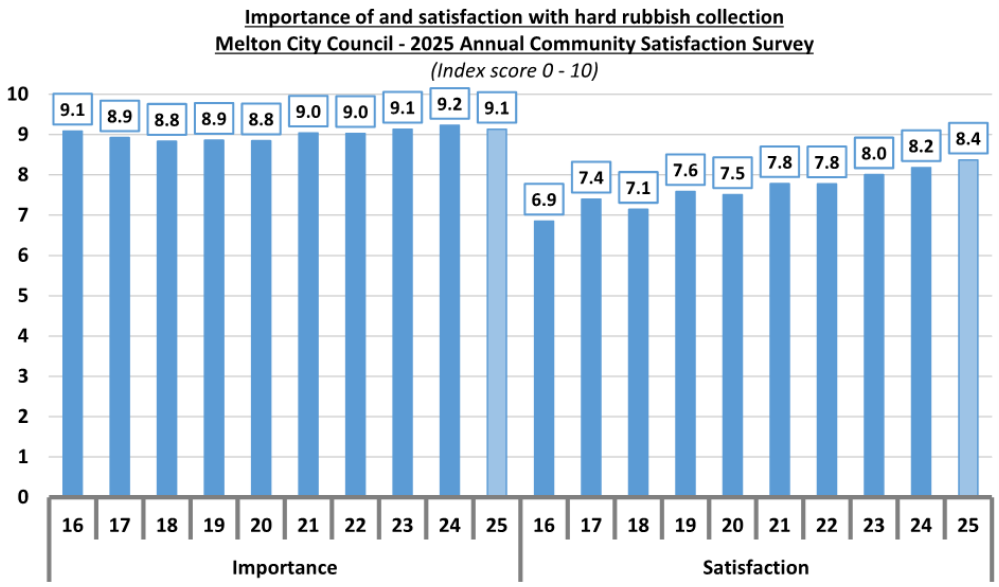
Satisfaction with hard rubbish collection rose somewhat this year, up two percent to 8.4 out of 10, which remains an "excellent" level of satisfaction.

This result was measurably higher than the long-term average satisfaction since 2015 of 7.6 out of 10.

This ranks hard rubbish collection 4th in terms of satisfaction this year, and one of six services and facilities to record a satisfaction score, which was measurably higher than the average of all 32 (7.8).

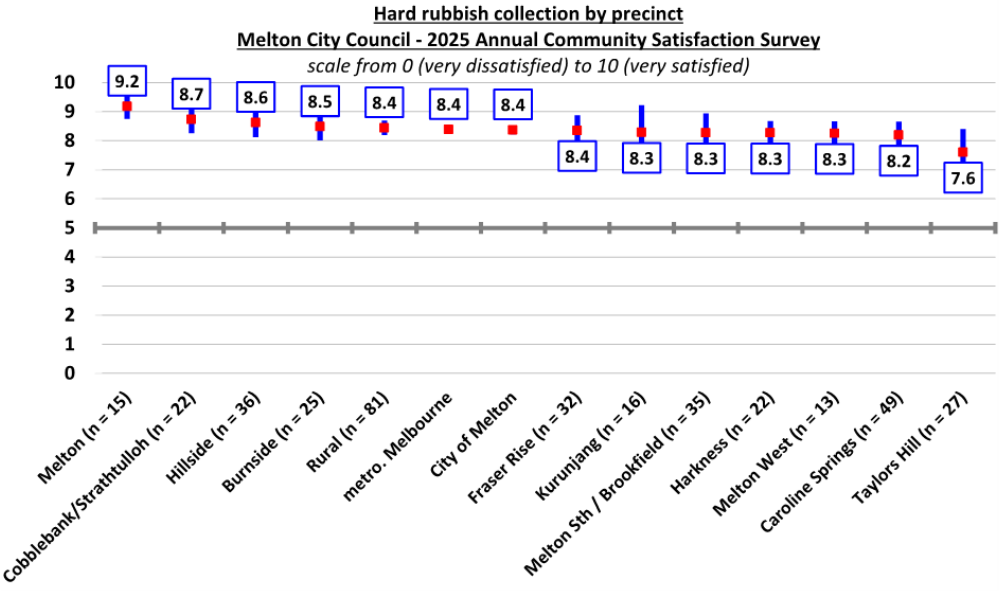
This result comprised 84% "very satisfied" and three percent "dissatisfied" respondents, based on a total sample of 373 of the 375 respondents (47% of the sample) from households who had used this service in the last 12 months.

There was variation in satisfaction with hard rubbish collection observed by respondent profile, with middle-aged adults (aged 45 to 59 years) and senior citizens (aged 75 years or older) notably less satisfied than average. Respondents from multilingual households were notably more satisfied than respondents from English speaking households.



By way of comparison, this result was identical to the metropolitan average satisfaction with the "hard rubbish collection" of 8.4 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was some measurable variation in satisfaction with hard rubbish collection observed across the municipality, with the 15 respondents from Melton measurably (6%) more satisfied than the municipal average. Conversely, the 27 respondents from Taylors Hill were notably (8%) less satisfied, and at a "very good" rather than an "excellent" level.

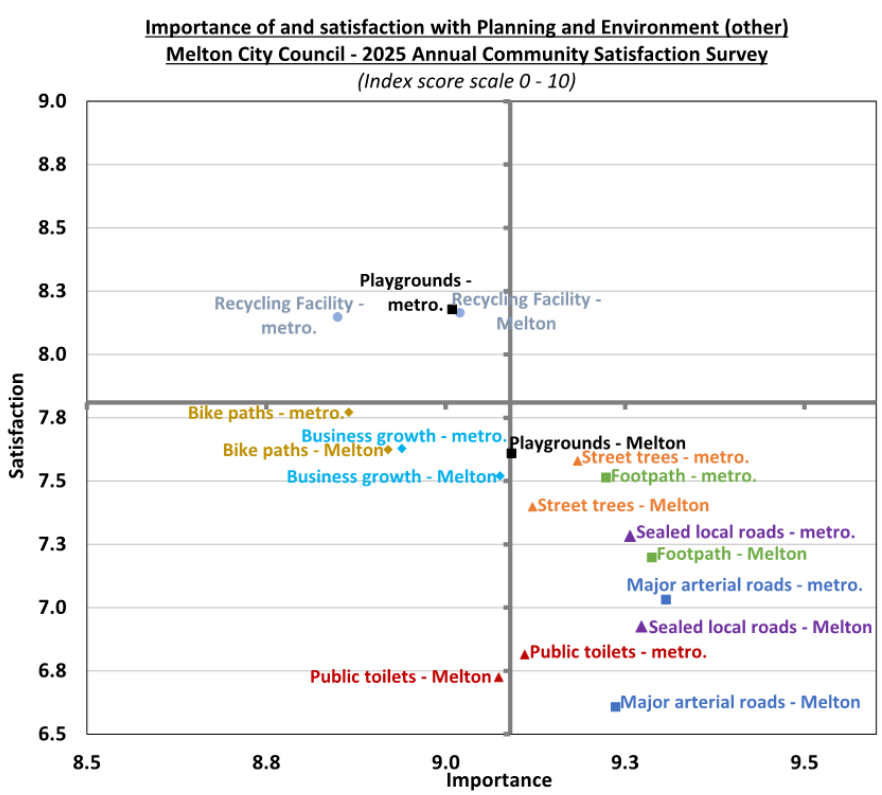


Planning and environment (other)

Nine additional services from the Planning and Environment Division were included in the survey this year, those being the maintenance and repair of major arterial roads and highways (managed by VicRoads), the maintenance and repair of sealed local roads, footpath maintenance and repairs, the provision and maintenance of street trees, Council activities to promote local business growth and development, the Melton Recycling facility, public toilets, the provision and maintenance of playgrounds, and on and off-road bike and walking paths.

The following graph provides a crosstabulation of the average importance of and satisfaction with these facilities.

Crosshairs represent the average importance and satisfaction of all 32 services and facilities.



The Melton Recycling facility was the only one of these nine services and facilities to record an above-average satisfaction score, however it was less important than average.

Street trees, sealed local roads, footpaths, playgrounds, and major arterial roads and highways (managed by VicRoads) fell into the quadrant of most concern, recording lower than average satisfaction but higher than average importance scores. In addition, public toilets were of close to average importance and recorded a lower than average satisfaction score.

While bike and walking paths and Council activities to promote local business were of lower-than-average importance, they also recorded lower-than-average satisfaction scores.

All of these services also recorded satisfaction scores which were lower than the metropolitan average, with the exception of the Melton Recycling facility which was of comparable satisfaction.

There was a new question included this year, asking respondents to rate their satisfaction with major arterial roads and highways managed by VicRoads, prior to asking their satisfaction with sealed local roads managed by Council.

This improvement was made to the survey to help respondents separate their thinking between arterial and local roads.

It is noted that satisfaction with Council managed roads was measurably (3%) higher than satisfaction with VicRoads managed major arterial roads and highways.

This variation between Council and VicRoads managed roads was marginally (1%) greater in the City of Melton than the metropolitan average (3% compared to 2% higher).

Maintenance and repair of major arterial roads and highways

The maintenance and repair of major arterial roads and highways managed by VicRoads was the 11th most important of the 32 included services and facilities, with an average importance of 9.2 out of 10.

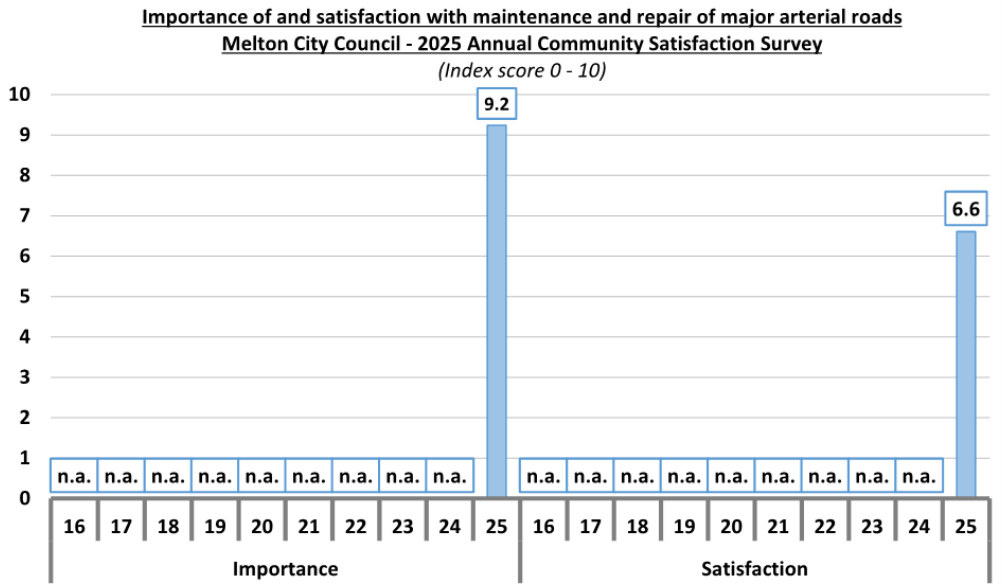
Satisfaction with major arterial roads managed by VicRoads was 6.6 out of 10, which was a "good" level of satisfaction.

This was the first year these services were included in the survey program.

This result ranks major arterial roads managed by VicRoads (last) 32nd in terms of satisfaction this year, and one of seven services and facilities to record a satisfaction score that was measurably lower than the average of all 32 (7.8).

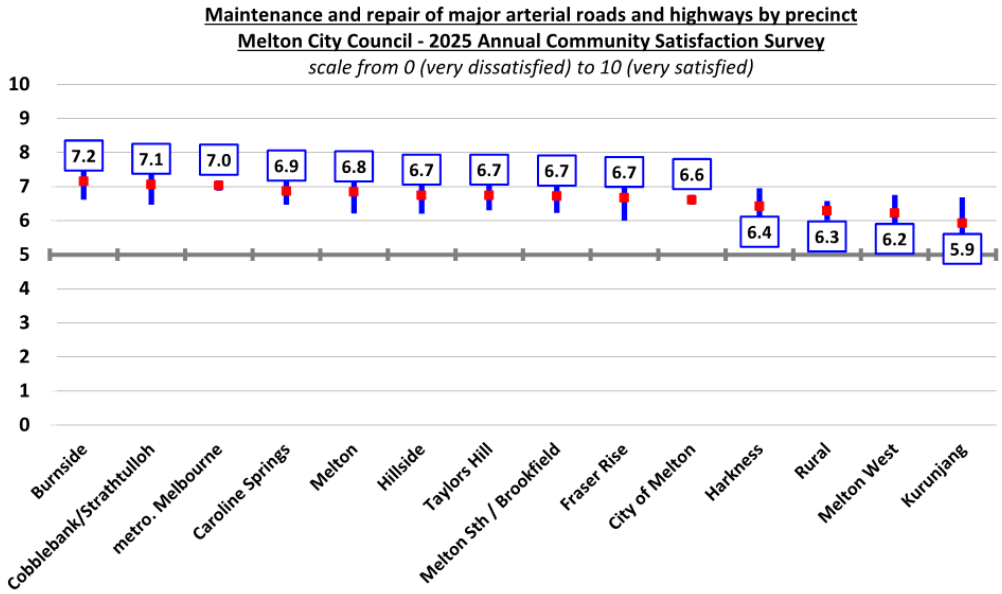
This result comprised 36% "very satisfied" and 13% dissatisfied respondents, based on a total sample of 787 of the 800 respondents who provided a score this year.

There was some substantive variation in satisfaction with major arterial roads observed by respondent profile, with respondents from multilingual households notably more satisfied than respondents from English speaking households.



By way of comparison, satisfaction with major arterial roads was measurably (4%) lower than the metropolitan average satisfaction with the "the maintenance and repair of major arterial roads and highways managed by VicRoads" of 7.0 out of 10, or "good", as recorded in the 2025 *Governing Melbourne* research.

While there was no measurable variation in satisfaction with major roads observed across the municipality, attention is drawn to respondents from Burnside who were notably (6%) more satisfied than the municipal average. Conversely, respondents from Kurunjang were notably (7%) less satisfied, and at a "poor" rather than a "good" level.



The following table outlines the 53 comments and 58 roads of concern in relation to major arterial roads and highways managed by VicRoads.

Reasons for dissatisfaction with maintenance and repair of major arterial roads and highways
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Reason	*Number*
Potholes	
Potholes everywhere	7
Traffic congestion	7
All the roads are bad / terrible	6
Uneven / broken roads and road surfaces	3
Maintenance takes long to finish	2
About 2 years construction didn't complete yet	1
Any road around Melton is bad, it needs more lanes	1
Because it's bad, the traffic is so thick you can't get home. Takes ages to get home and get him to school. Absolutely difficult	1
Construction blocks	1
Every time they go to do something the traffic light has been removed and it caused problems with traffic congestion	1
Highways are with potholes	1
In and out of Melton is shocking	1
Instead of fixing them, they just put a sign saying there are dips	1
It is useless	1
Lack of planning	1
Lots of rubbish. Complained but no use	1
Maintenance is fine but what we need is upgrading it	1
Most of them are not maintained	1
Need traffic light on exit	1
Promised removal of roundabout not done even after 1 year	1
Road provision is bad compared to population growth	1
Road work promised to be done in a year is not done yet	1
Roads not good	1
Roadworks	1
Some of the signs are too hard to read as it is fast roads	1
Structure of the roads	1
The infrastructure leaves a lot to be desired	1
There is a lot of traffic hold up in particular areas and not much done to fix	1
There is a road down the road that has been repaired, and traffic lights are turned off	1
Traffic because of road work going on near the intersection, very dangerous	1
Traffic is terrible. I spend 20 minutes morning but more than 50 minutes evening	1
Traffic signals not working	1
Removal of the roundabouts is a major concern	1
Total	**53**

Specific locations identified by respondents	
Leakes Rd	5
Melton Hwy	4
High St	2
Melton Hwy has potholes / bad surface	2
Melton Hwy is always congested	2
Taylors Rd is very poor (potholes, no lights)	2
Western Fwy	2
Western Fwy does not have enough exits	2
Western Fwy is full of potholes / rough surfaces	2
Western Fwy is not wide enough	2
A lot of congestion on the road for example Taylors Rd	1
Alfred Rd and Paynes Rd	1
Ballarat Rd, also one that go to Westgate Fwy - everyday always accident happens few lanes	1
Beattys Rd	1
Bulmans Rd has potholes	1
Caroline Springs Blvd intersection road maintenance takes too long	1
Catherine Dr - bouncy and potholes	1
Cinnabar Way slippery and not cleaning properly	1
Federation Dr - potholes. Melton Hwy - lot of repairs	1
Ferris Rd is bad; there is a lot of traffic jam in the morning	1
Gourlay Rd is very poor, has potholes	1
High St, Western Hwy, Melton Hwy	1
Hume Dr is bad; it is uneven all the way to Kings Rd. They repaired the road recently, but they just put tar above the damage, and it is coming again	1
Hume Dr is horrible	1
Leakes Rd has a huge volume of traffic	1
Leakes Rd is bad and there is a need of traffic light	1
Leakes Rd needs more development	1
Melton Hwy Keilor roadworks takes too long to fix	1
Not enough traffic light at exit Leakes Rd	1
Potholes on M8	1
Potholes, takes forever to get things fixed near Caroline Springs Blvd	1
Roads around Melton are with potholes	1
Taylors Rd	1
Taylors Rd has a huge volume of traffic	1
Taylors Rd is completely blocked, have been going for almost a year and it makes a huge traffic	1
Taylors Rd needs streetlights	1
The intersection of Monash St and Bridge Rd is deadly	1
There is so much road works, but it effects the actual driving back and forth and traffic.	1
There should be set of lights on Cullen Tce roundabout	1
Tropes Rd North is dead pool; these roads are not proper	1
Turf Club Blvd	1
Very poor Tourmaline St - 3 years did not maintain. Poor administration of Council	1
Widen the Taylors Rd	1
Total	**58**
Total responses	**111**

Maintenance and repair of sealed local roads

The maintenance and repair of sealed local roads was the 6th most important of the 32 included services and facilities, with an average importance of 9.3 out of 10.

Satisfaction with the maintenance and repair of sealed local roads remained essentially stable this year, up one percent to 6.9 out of 10, which remains a "good" level of satisfaction.

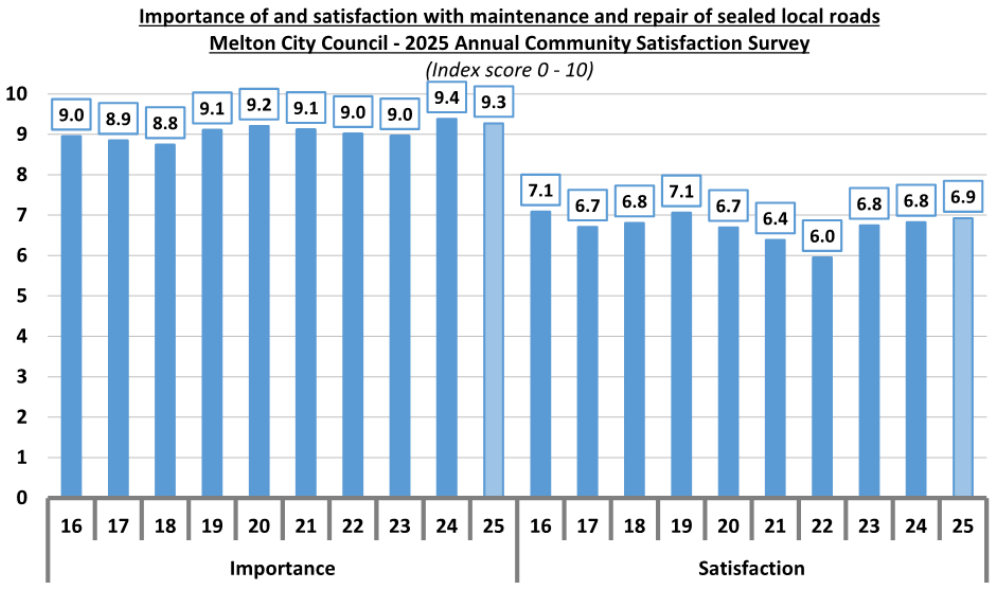
This was somewhat (2%) higher than the long-term average satisfaction since 2015 of 6.7 out of 10, or "good".

This ranks the maintenance and repair of sealed local roads 29th in terms of satisfaction this year, and one of seven services and facilities to record a satisfaction score which was measurably lower than the average of all 32 (7.8).

This result comprised 39% "very satisfied" and eight percent "dissatisfied" respondents, based on a total sample of 790 of the 800 respondents who provided a satisfaction score this year.

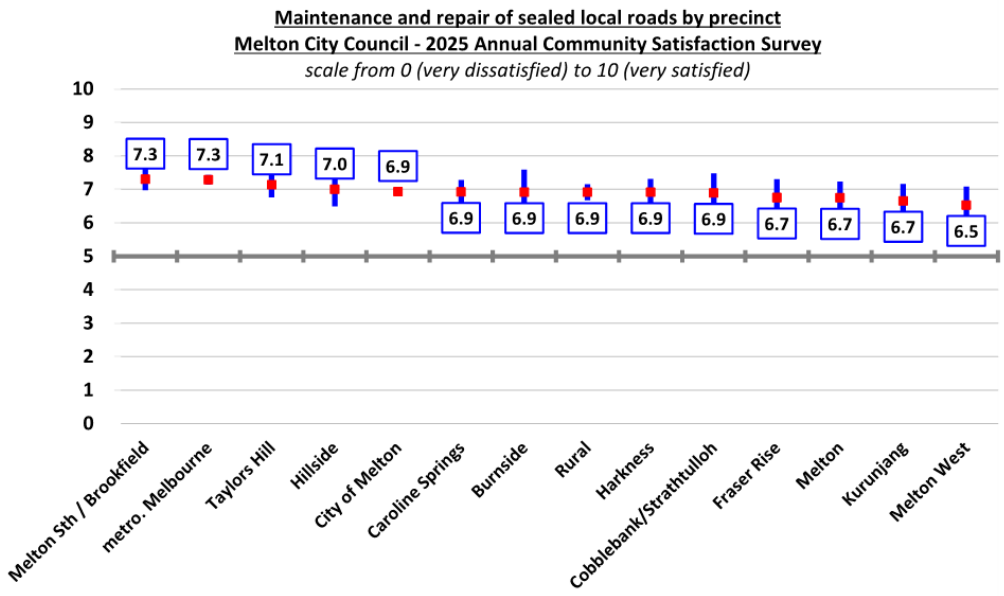
There was some variation in satisfaction with local roads observed by respondent profile, with senior citizens (aged 75 years or older) notably more satisfied than average, and middle-aged adults (aged 45 to 59 years) notably less satisfied.

Respondents from multilingual households were notably more satisfied than respondents from English speaking households.



By way of comparison, this result was measurably (4%) lower than the metropolitan average satisfaction with the "maintenance and repairs of sealed local roads" of 7.3 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was some measurable variation in satisfaction with local roads observed across the municipality, with respondents from Melton South / Brookfield measurably (4%) more satisfied than average, and at a "very good" rather than a "good" level. By contrast, respondents from Melton West were notably (4%) less satisfied.



The following table outlines the 31 comments and 35 roads and locations of concern in relation to sealed local roads.

Although the previous question covered major arterial roads and highways managed by VicRoads, it is noted that some of the roads listed in this section were major arterial roads.

Reasons for dissatisfaction with maintenance and repair of sealed local roads
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Reason	*Number*
Potholes	
Because the roads are rough / bumpy / cracked	3
In general, they are bad / terrible	3
All / most of them	2
Most of them are not maintained	2
Potholes on all local roads in the area	2
Too much traffic even though it's a local road	2
Backroads	1
Blocked drainage	1
Congested	1
Construction blocks in and around the area	1

Construction needs to finish faster	1
Flooding	1
Instead of fixing them, they just put a sign saying there are dips	1
It doesn't get done properly it's just patch works	1
Lots of roads are subsiding and need repair	1
Need more speed humps, drivers don't give way	1
No speed brakers, speeding	1
Not satisfied with the bins	1
Promised removal of roundabout not done even after 1 year	1
Roadworks in and around the area	1
Speed bump is making too much sound	1
Timing of maintenance is not good	1
Too slow in getting things fixed	1
Total	**31**

Specific locations identified by respondents

Taylors Rd is very poor have potholes	5
Paynes Rd	2
Because of the intersection at Monash St and Bridge Rd. At Bridge Rd there is a dug out	1
Bridge Rd needs to be improved	1
Coburns Rd - potholes	1
Degradation of surface at Rees Rd	1
Diamond Ct has minimal road light on the street	1
Dunvegan Dr needs a hump at the place where it goes round so as to slow down people	1
Ferris Rd needs to be improved	1
Fix the roads around Kurunjang Primary school	1
Gourlay Rd is very poor have potholes	1
High St	1
Hume Dr	1
Hume Dr, nighttime road not visible	1
Innovation Ave needs speed breaker and needs more	1
James Cook Dr	1
Maintenance is poor near David Court	1
Melton Hwy has a lot of potholes	1
Melton Hwy Keilor works take too long to fix	1
Minns Rd is often dusty, and it is too fast	1
Not designed properly around Monticiano Rd, need speed bumps	1
Old Hall Dr	1
Robinson Rd and most of the lanes need to be at least 2 lanes because of bus run and people park their car at the road	1
Rockbank Middle Rd	1
Springbrook Pkwy	1
St Georges Ave	1
The parking on the roads is very dangerous in Rockbank, traffic lights, people	1
Welcome Rd	1
Westwood Dr	1
Willandra Blvd is uneven	1
Total	**35**
Total responses	**66**

Footpath maintenance and repairs

Footpath maintenance and repairs was the 4th most important of the 32 included services and facilities, with an average importance of 9.3 out of 10.

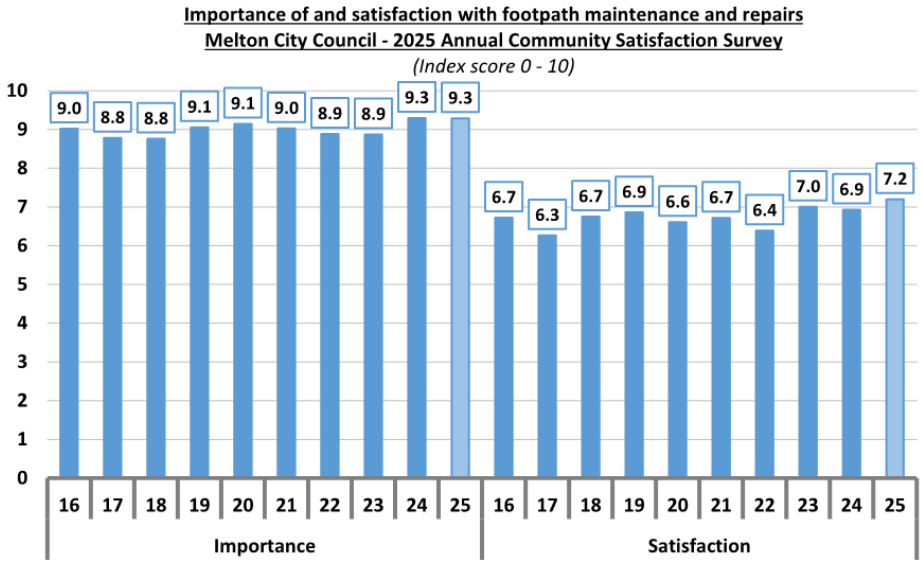
Satisfaction with footpath maintenance and repairs rose notably this year, up three percent to 7.3 out of 10, which was a "very good", up from a "good" level of satisfaction.

This result was notably (5%) higher than the long-term average satisfaction since 2015 of 6.7 out of 10, or "good".

This ranks footpath maintenance and repairs 27th in terms of satisfaction this year, and one of seven services and facilities to record a satisfaction score which was measurably lower than the average of all 32 (7.8).

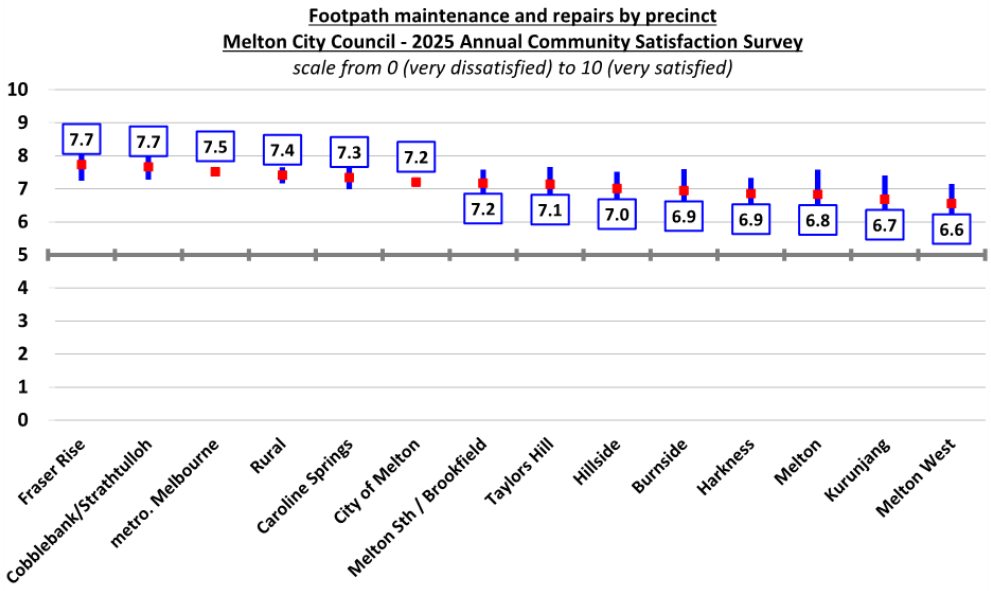
This result comprised 49% "very satisfied" and eight percent "dissatisfied" respondents, based on a total sample of 785 of the 800 respondents who provided a satisfaction score this year.

There was some variation in satisfaction with footpaths observed by respondent profile, with young adults (aged 18 to 34 years) notably more satisfied than average, and middle-aged adults, older adults, and senior citizens (aged 45 years or older) notably less satisfied. Respondents from multilingual households were notably more satisfied than respondents from English speaking households.



By way of comparison, this result was measurably (3%) lower than the metropolitan average satisfaction with "footpath maintenance and repairs" of 7.5 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was measurable variation in satisfaction with footpaths observed across the municipality, with respondents from Cobblebank / Strathtulloh measurably (4%) more satisfied than the municipal average. By contrast, respondents from Melton West were measurably (7%) less satisfied, and at a "good" rather than a "very good" level.



Provision and maintenance of street trees

The provision and maintenance of street trees was the 15th most important of the 32 included services and facilities, with an average importance of 9.1 out of 10.

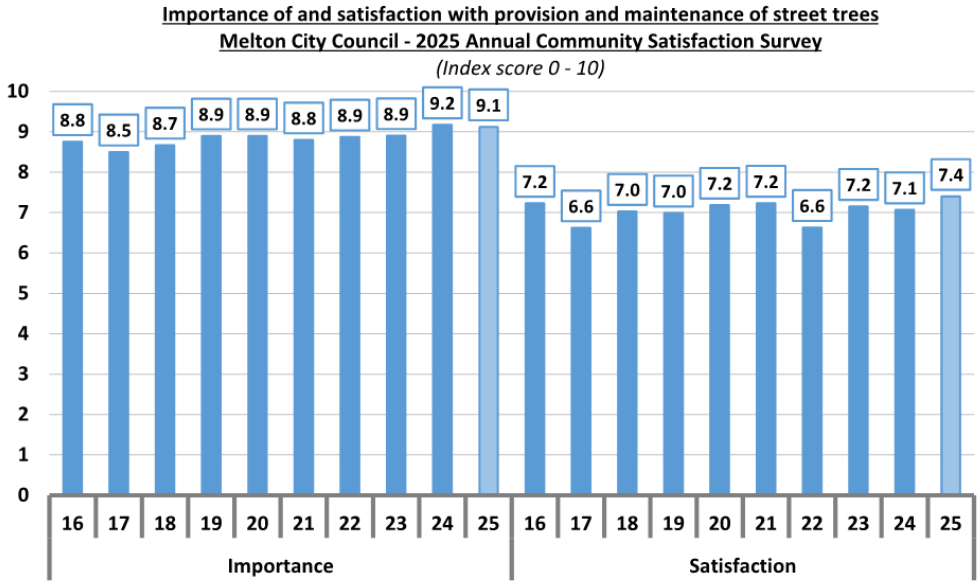
Satisfaction with the provision and maintenance of street trees increased measurably this year, up three percent to 7.4 out of 10, which was a "very good", up from a "good" level.

This result was measurably (3%) higher than the long-term average satisfaction since 2015 of 7.1 out of 10, or "good".

This ranks the provision and maintenance of street trees 26th in terms of satisfaction this year, and one of seven services and facilities to record a satisfaction score which was measurably lower than the average of all 31 (7.8).

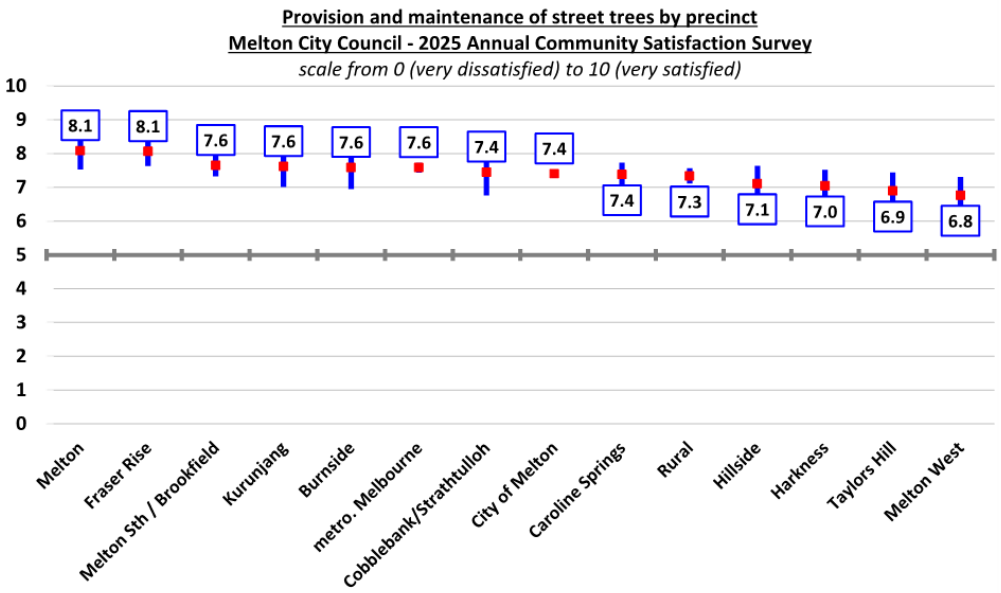
This result comprised 54% "very satisfied" and six percent "dissatisfied" respondents, based on a total sample of 792 of the 800 respondents who provided a satisfaction score this year.

There was some variation in satisfaction with street trees observed by respondent profile, with middle-aged adults and older adults (aged 45 to 74 years) notably less satisfied than average. Respondents from multilingual households were notably more satisfied than respondents from English speaking households.



By way of comparison, this result was somewhat (2%) lower than the metropolitan average satisfaction with the "provision and maintenance of street trees" of 7.6 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was some measurable variation in satisfaction with street trees observed across the municipality, with respondents from Melton and Fraser Rise measurably (5%) more satisfied than the municipal average, and respondents from Melton West measurably (6%) less satisfied.



Council activities promoting local business growth and development

Council activities promoting local business growth and development was the 18th most important of the 32 included services and facilities, with an average importance of 9.1 out of 10.

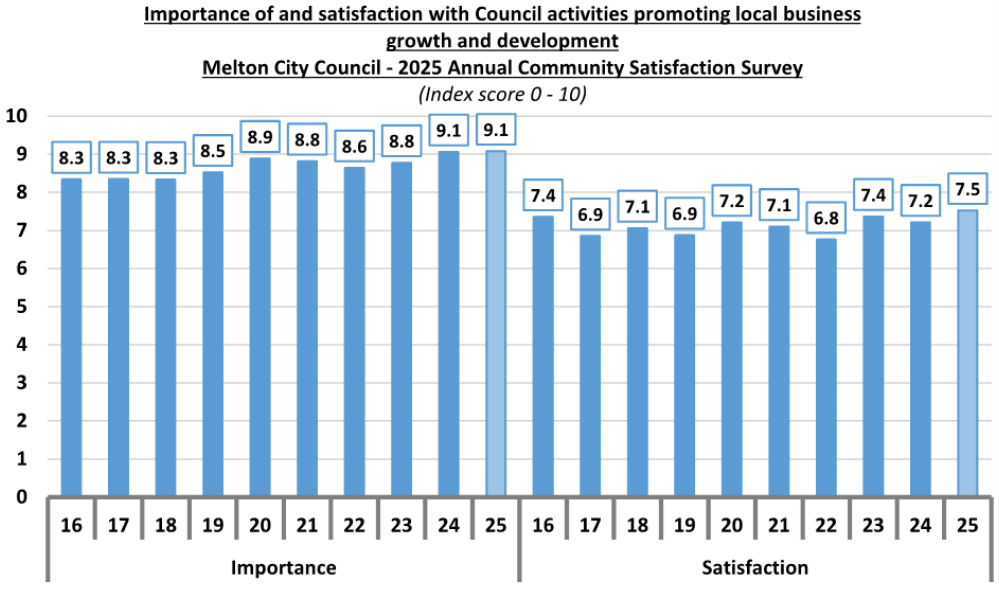
Satisfaction with Council activities promoting local business growth and development increased notably this year, up three percent to 7.5 out of 10, which was a "very good", up from a "good" level of satisfaction.

This was measurably (4%) higher than the long-term average satisfaction since 2015 of 7.1 out of 10, or "good".

This ranks Council activities promoting local business growth and development 25th in terms of satisfaction this year.

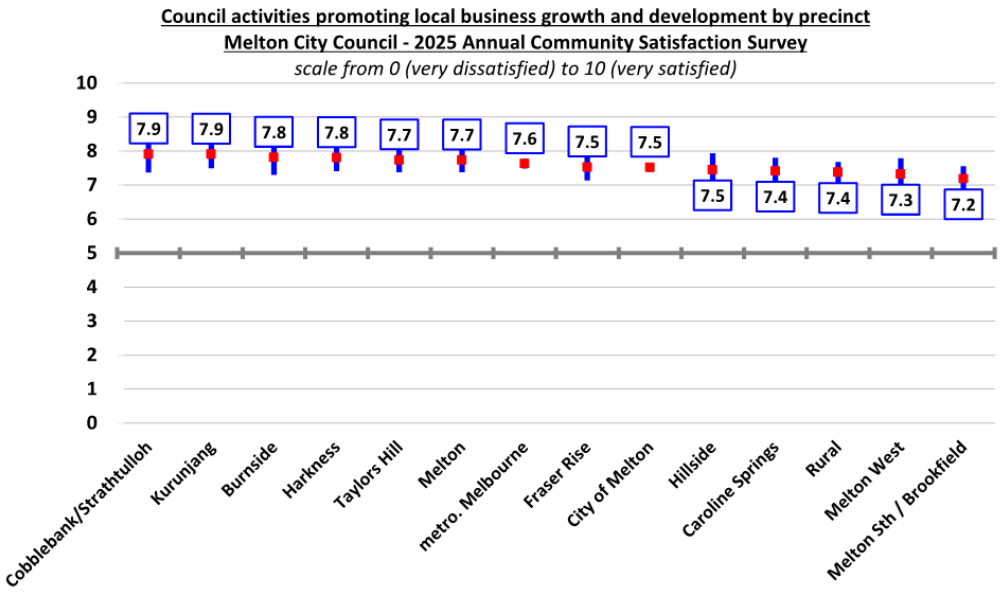
This result comprised 54% "very satisfied" and four percent "dissatisfied" respondents, based on a total sample of 642 of the 800 respondents who provided a satisfaction score.

There was some variation in satisfaction with these services observed by respondent profile, with respondents from multilingual households notably more satisfied than respondents from English speaking households.



By way of comparison, this result was essentially the same as the metropolitan average satisfaction with "Council activities promoting local economic development" of 7.6 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was no measurable variation in satisfaction with these services observed across the municipality, although respondents from Cobblebank / Strathtulloh and Kurunjang were notably (4%) more satisfied than average, and at "excellent" levels of satisfaction.



Melton Recycling Facility

The Melton Recycling facility was the 21st most important of the 32 included services and facilities, with an average importance of 9.0 out of 10.

Satisfaction with the Melton Recycling facility increased somewhat this year, up two percent to 8.2 out of 10, which remains an "excellent" level of satisfaction.

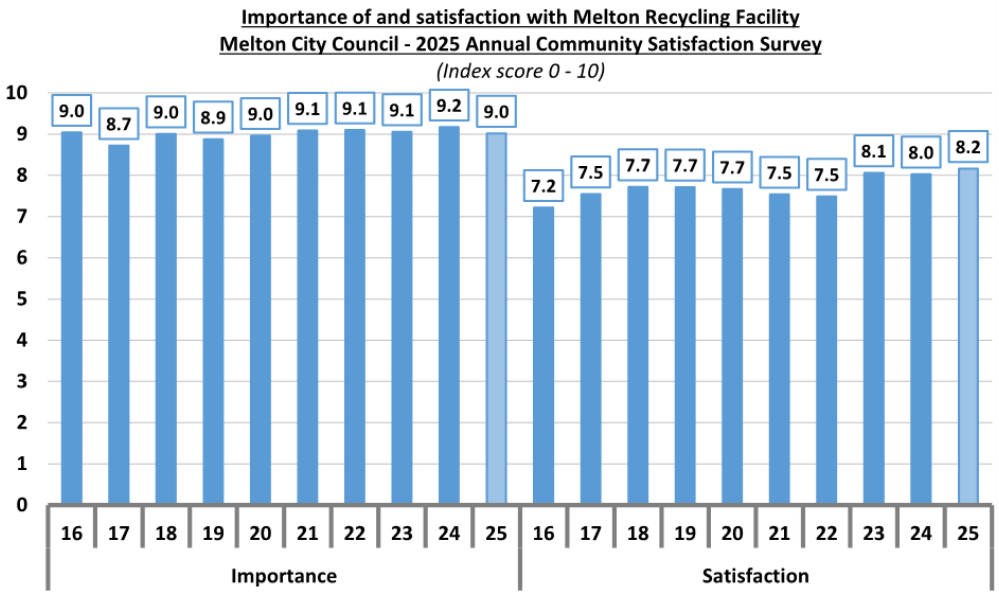
This result was notably (5%) higher than the "very good" long-term average satisfaction since 2015 of 7.7 out of 10.

This ranks the Melton Recycling facility 7th in terms of satisfaction this year.

This result comprised 77% "very satisfied" and two percent "dissatisfied" respondents, based on a total sample of 303 of the 305 respondents (38% of the sample) from households who had used this facility in the last 12 months.

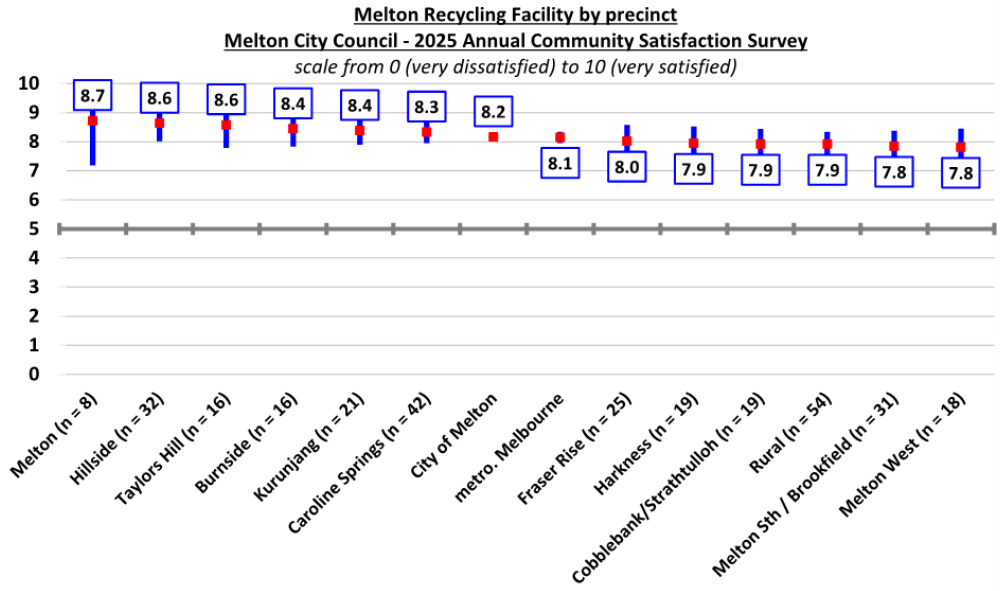
There was some variation in satisfaction with this facility observed by respondent profile, with senior citizens (aged 75 years or older) notably more satisfied than average, and middle-aged adults (aged 45 to 59 years) notably less satisfied.

Respondents from multilingual households were notably more satisfied than respondents from English speaking households.



By way of comparison, this result was essentially the same as the metropolitan average satisfaction with the "Waste Transfer Station / Recycling Centres / Tip" of 8.1 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was no measurable variation in satisfaction with these services observed across the municipality, with respondents from all precincts rating satisfaction at "excellent" levels of satisfaction.



Public toilets

Public toilets were the 19th most important of the 32 included services and facilities, with an average importance of 9.1 out of 10.

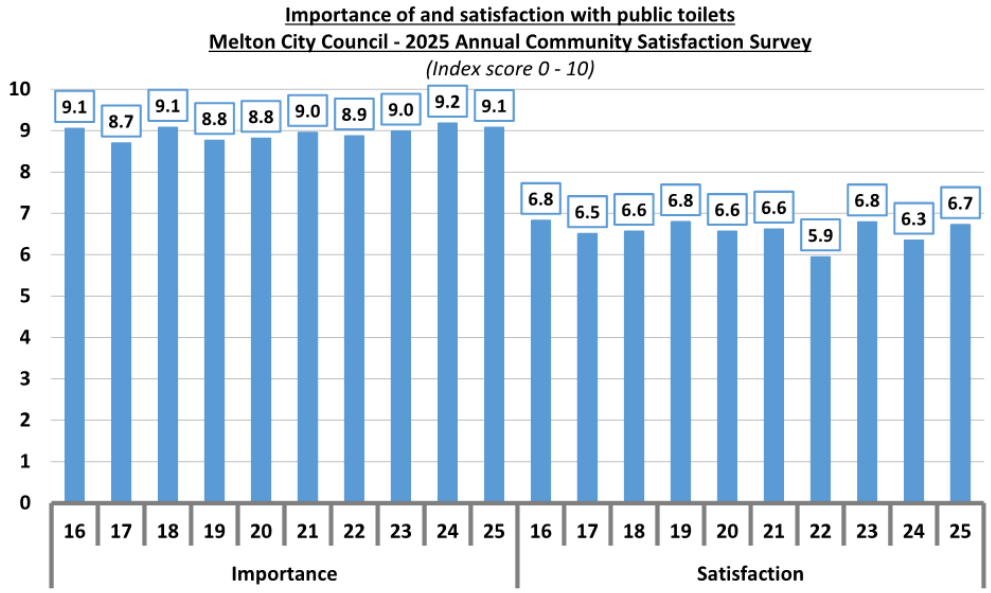
Satisfaction with public toilets increased notably this year, up four percent to 6.7 out of 10, which was a "good", up from a "solid" level of satisfaction.

This result was broadly consistent with the long-term average satisfaction since 2015 of 6.6 out of 10, or "good".

This ranks public toilets 31st in terms of satisfaction this year, and one of seven services and facilities to record a satisfaction score which was measurably lower than the average of all 32 (7.8).

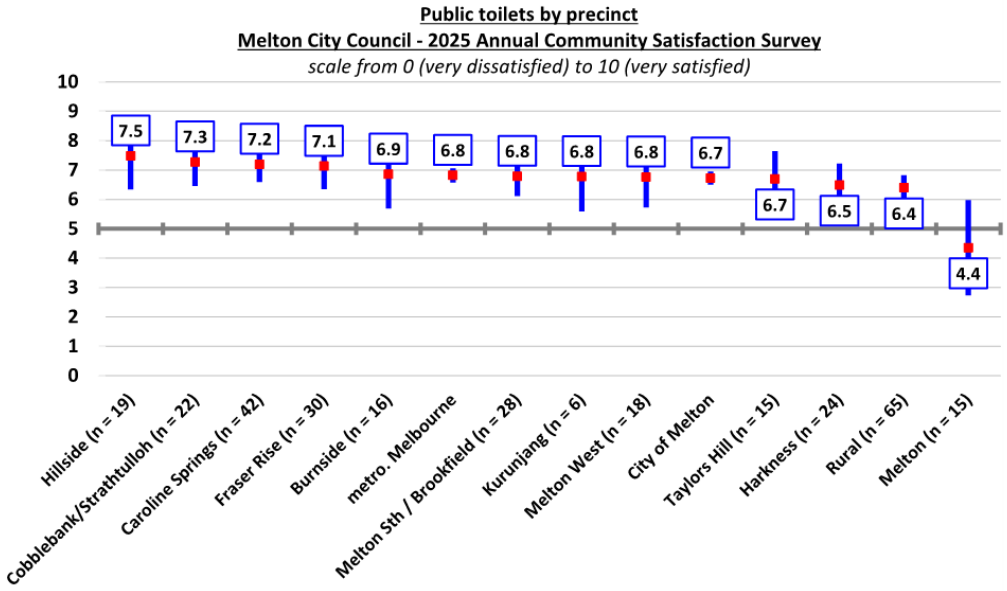
This result comprised 39% "very satisfied" and 11% "dissatisfied" respondents, based on a total sample of 301 of the 308 (39%) respondents from households who had used these facilities in the last 12 months.

There was some variation in satisfaction with public toilets observed by respondent profile, with older adults (aged 60 to 74 years) notably more satisfied than average, middle-aged adults (aged 45 to 59 years) notably less satisfied than average.
Respondents from multilingual households notably more satisfied than respondents from English speaking households.



By way of comparison, this result was identical to the metropolitan average satisfaction with "public toilets" of 6.8 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was measurable variation in satisfaction with public toilets observed across the municipality, with 15 respondents from Melton precinct measurably (23%) less satisfied than the municipal average.



Provision and maintenance of playgrounds

The provision and maintenance of playgrounds was the 17th most important of the 32 included services and facilities, with an average importance of 9.1 out of 10.

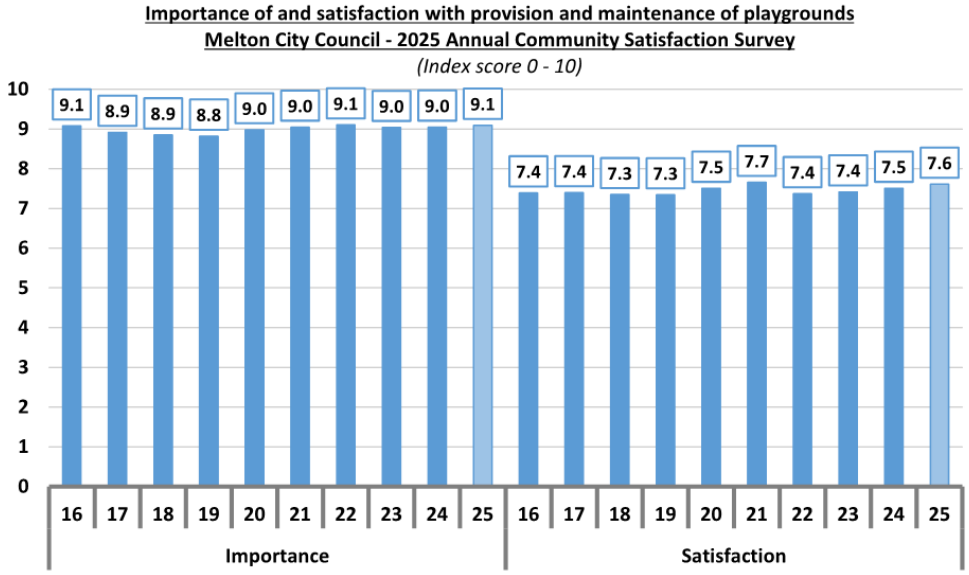
Satisfaction with playgrounds remained essentially stable this year, up one percent to 7.6 out of 10, which remains a “very good” level of satisfaction.

This was broadly consistent with the long-term average satisfaction since 2015 of 7.5 out of 10, or “very good”.

This ranks the provision and maintenance of playgrounds 22nd in terms of satisfaction this year.

This result comprised 61% “very satisfied” and five percent “dissatisfied” respondents, based on a total sample of 366 of the 371 (46%) respondents from households who had used these facilities in the last 12 months.

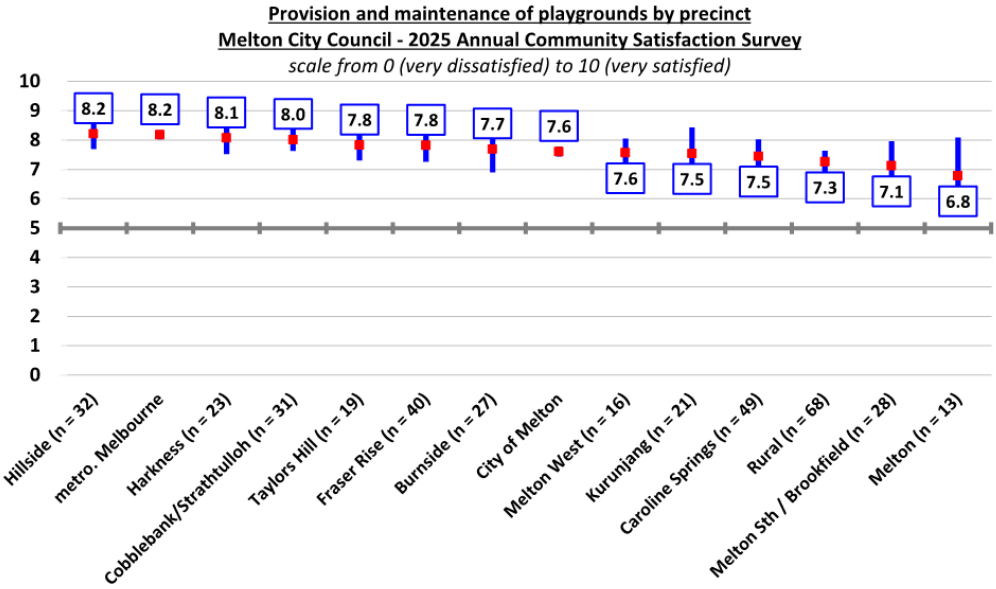
There was some variation in satisfaction with playgrounds observed by respondent profile, with older adults and senior citizens (aged 60 years or older) notably more satisfied than average.



By way of comparison, this result was measurably (6%) lower than the metropolitan average satisfaction with the "provision and maintenance of playgrounds" of 8.2 out of 10, as recorded in the 2025 *Governing Melbourne* research.

There was no measurable variation in satisfaction with playgrounds observed across the municipality, although 32 respondents from Hillside were notably (6%) more satisfied than average and at an "excellent" level.

By contrast, 28 respondents from Melton South / Brookfield (5%) and 13 respondents from Melton were notably (8%) less satisfied, and at "good" rather than "very good" levels.



On and off-road bike and / or walking paths

On and off-road bike and / or walking paths were the 27th most important of the 32 included services and facilities, with an average importance of 8.9 out of 10.

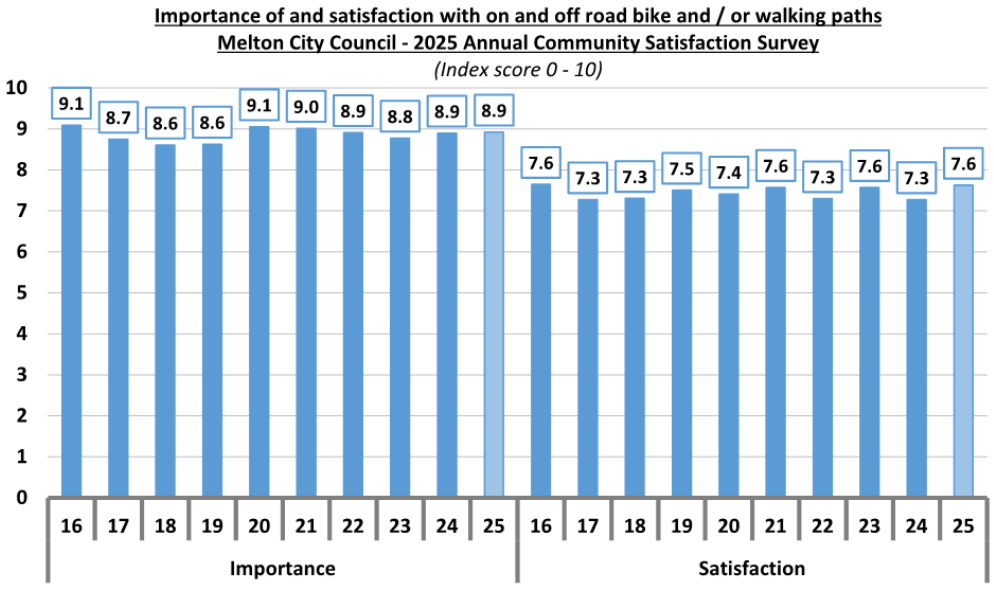
Satisfaction with on and off-road bike and /or walking paths rose notably this year, up three percent to 7.6 out of 10, which remains a "very good" level of satisfaction.

This result was somewhat (2%) higher than the long-term average satisfaction since 2015 of 7.4 out of 10, or "very good".

This ranks on and off-road bike and / or walking paths 21st in terms of satisfaction this year.

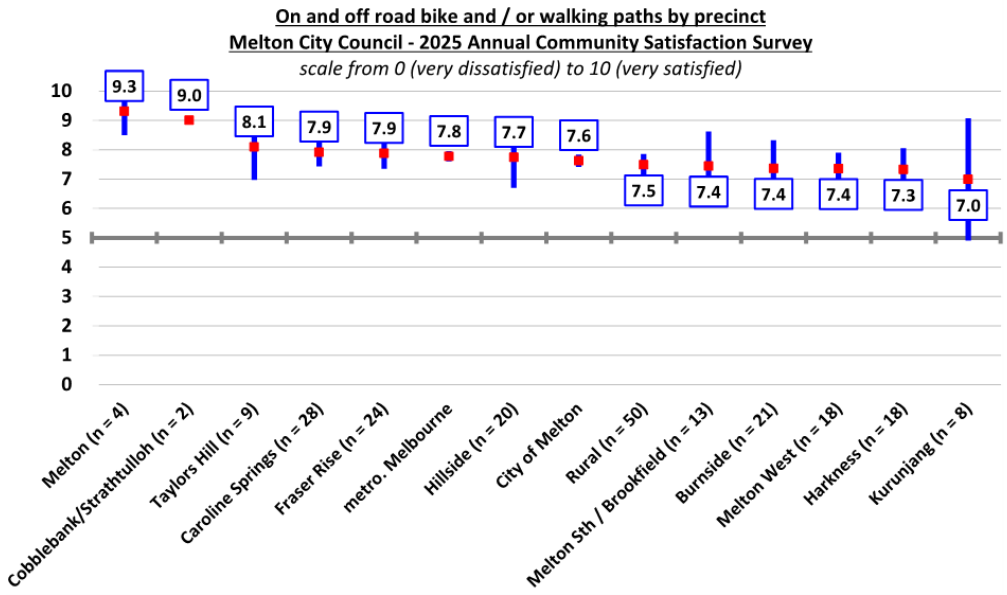
This result comprised 64% "very satisfied" and four percent "dissatisfied" respondents, based on a total sample of 216 of the 218 (27%) respondents from households who had used these facilities in the last 12 months.

There was some variation in satisfaction with bike paths observed by respondent profile, with older adults and senior citizens (aged 60 years or older) notably more satisfied than average, and middle-aged adults (aged 45 to 59 years) notably less satisfied.
Respondents from multilingual households were notably more satisfied than respondents from English speaking households.



By way of comparison, this result was somewhat (2%) lower than the metropolitan average satisfaction with "bike and shared paths" of 7.8 out of 10, as recorded in the 2025 *Governing Melbourne* research.

Given the small sample size, there was no significant variation in satisfaction with bike paths observed across the municipality, although eight respondents from Kurunjang rated satisfaction at a "good" rather than a "very good" level of satisfaction.



Current issues for the City of Melton

Respondents were asked:

"Can you please list what you consider to be the top three issues for the City of Melton at the moment?"

Respondents were again in 2025, asked to nominate what they considered to be the top three issues for the City of Melton 'at the moment'.

Approximately two-thirds (67% up from 60%) of respondents nominated an average of approximately two issues each.

It is important to bear in mind that these responses are not to be read only as a list of complaints about the performance of Council, nor do they reflect only services, facilities, and issues within the remit of Melton City Council.

Many of the issues nominated by respondents were suggestions or preferences for future actions rather than solely complaints about prior actions, and many were issues that were principally the responsibility of the State Government.

These results are important as they highlight areas for potential increased advocacy efforts on behalf of the community.



Metropolis Research also notes that some of the issues nominated by respondents were social, economic, and environmental issues existing in the broader (beyond City of Melton) community.

For example, issues around safety, policing, and crime have become more notable in results in many municipalities this year, and these issues can often result in lower general sentiment in the community, which can impact on overall satisfaction with Council.

Metropolis Research notes that the most common issues to address for the City of Melton this year again include traffic management and roads, both of which increased significantly this year.

In addition, safety, policing, and crime issues increased significantly this year, in line with several other municipalities.

The following variations of note were observed:

- ***Notable INCREASE in 2025*** – included traffic management (23% up from 18%), safety, policing, and crime (19% up from 6%), and roads including roadworks (15% up from 8%).
- ***Notable DECREASE in 2025*** – included street trees (6% down from 9%), and rubbish and waste issues (2% down from 5%).

Metropolis Research draws particular attention to the issue of traffic management, which reversed the one-year decline recorded last year, and remains notably above the metropolitan average. The City of Melton recorded the highest result for traffic management across the municipalities surveyed by Metropolis Research this year.

Metropolis Research notes that with the exception of the City of Melton, the proportion of respondents nominating traffic management has not returned to pre-pandemic levels in most other municipalities across metropolitan Melbourne.

Road maintenance and repair issues also increased notably this year, up from eight percent to 15%, which was above the metropolitan average.

Issues around safety, policing and crime recorded the largest increase this year, up from six percent last year to 19% this year.

This was a significant increase in community concern around safety, policing, and crime, and was consistent with the average two percent decline in the perception of safety in public areas of the City of Melton.

It is noted that the perception of safety in public areas at night declined by three percent in the City of Melton this year, which whilst significant, was a smaller decline than has been recorded in several other municipalities this year.

This may well reflect the fact that the perception of safety in public areas of the City of Melton at night was already significantly lower than the metropolitan average.

Comparison to the metropolitan Melbourne average

When compared to the results from the 2025 *Governing Melbourne* research, which was conducted independently by Metropolis Research in January 2025 using the same methodology, the following variations of note were observed:

- ***Notably MORE prominent in City of Melton*** – included traffic management (23% compared to 9%), safety, policing, and crime (19% compared to 7%), roads (15% compared to 9%), and public transport (6% compared to 3%).
- ***Notably LESS prominent in City of Melton*** – included street lighting (3% compared to 7%) and rubbish and waste issues (2% compared to 7%).

These results reinforce the importance of traffic, roads, and safety, policing, and crime issues to the City of Melton community.

These issues have consistently been more commonly raised in the City of Melton than the metropolitan average, and this continued this year.

Relationship between issues and overall satisfaction with Council

The issues that appear to be negatively associated with satisfaction with Council's overall performance for the respondents who raise the issues include:

- Council rates, fees, and charges (28 respondents, 9% less satisfied)
- Cleanliness of the area (24 respondents, 8% less)
- **Road maintenance and repairs** **(116 respondents, 5% less)**
- Public transport (46 respondents, 4% less)
- **Safety, policing, and crime related issues** **(151 respondents, 3% less)**
- Parks, gardens, and open spaces (38 respondents, 2% less)
- Management of illegally dumped rubbish (22 respondents, 1% less)
- **Traffic management** **(180 respondents, 1% less)**

Of these issues, clearly the issues of roads, safety, policing, and crime, and traffic management were likely to exert a larger influence on overall satisfaction, given the large number of respondents who raised these issues.

This is discussed in more detail in the Issues and overall satisfaction section.

Top three issues for the City of Melton at the moment
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of total respondents)

Issue	2025 Number	2025 Percent	2024	2023	2022	2025 Metro.*
Traffic management	180	23%	18%	25%	26%	9%
Safety, policing and crime	151	19%	6%	8%	9%	7%
Roads *(including roadworks)*	116	15%	8%	13%	13%	9%
Street trees	50	6%	9%	5%	4%	7%
Public transport	46	6%	5%	3%	1%	3%
Parks, gardens and open space	38	5%	7%	12%	9%	5%
Footpath maintenance and repairs	35	4%	5%	5%	5%	3%
Parking	35	4%	4%	4%	5%	6%
Council rates	28	4%	2%	3%	2%	4%
Cleanliness and maintenance of area	24	3%	2%	3%	6%	2%
Street lighting	24	3%	2%	4%	3%	7%
Illegal rubbish dumping	22	3%	1%	1%	1%	1%
General infrastructure *(e.g. internet, electricity)*	19	2%	2%	2%	4%	1%
Retail and hospitality	18	2%	1%	2%	1%	0%
Rubbish and waste issues incl. garbage	18	2%	5%	4%	2%	7%
Communication and consultation	16	2%	2%	2%	4%	1%
Education and schools	14	2%	2%	4%	3%	1%
Street cleaning and maintenance	14	2%	2%	2%	1%	3%
Children's activities and facilities	13	2%	2%	3%	2%	0%
Health and medical services	13	2%	4%	6%	7%	0%
Public toilets	12	2%	2%	1%	1%	2%
Dog, dog-off leash issues	9	1%	0%	0%	1%	2%
Sports, recreation facilities	9	1%	1%	1%	3%	2%
Cycling and walking paths and tracks	8	1%	1%	0%	3%	1%
Cost of living	6	1%	0%	0%	0%	0%
Council governance and performance	6	1%	0%	0%	2%	1%
Building, planning, housing and development	5	1%	1%	1%	2%	4%
Disability services, facilities and activities	5	1%	0%	0%	1%	0%
Noise	5	1%	0%	1%	0%	1%
Recycling collection	5	1%	0%	0%	1%	1%
Elderly services and facilities	4	1%	1%	1%	2%	1%
Hard rubbish collection	4	1%	1%	1%	2%	2%
Population and growth	4	1%	0%	0%	1%	0%
Childcare	3	0%	0%	0%	0%	0%
Council customer service / responsiveness	3	0%	0%	1%	1%	0%
All other issues *(28 separately identified issues)*	46	6%	5%	8%	10%	14%
Total responses	**1,008**		**856**	**1,042**	**1,158**	**833**
Respondents identifying at least one issue	*532*	*(67%)*	*479 (60%)*	*521 (65%)*	*556 (70%)*	*468 (59%)*

(*) 2025 metropolitan Melbourne average from Governing Melbourne

Issues by precinct

There was some notable variation in the top issues to address for the City of Melton 'at the moment' observed across the precincts comprising the City of Melton, as follows:

- ***Melton precinct*** – 16 respondents were somewhat more likely than average to raise safety, policing, and crime issues, along with cleanliness and maintenance of the local area.
- ***Kurunjang*** – 31 respondents were somewhat more likely than average to raise illegal dumping of rubbish, and general infrastructure related issues.
- ***Melton West*** – 28 respondents were somewhat more likely than average to raise roads including roadworks, and public transport related issues.
- ***Melton South / Brookfield*** – 41 respondents were not more likely than average to raise any specific issues.
- ***Caroline Springs*** – 67 respondents were somewhat more likely than average to raise traffic management, and safety, policing, and crime related issues.
- ***Burnside*** – 27 respondents were somewhat more likely than average to raise street trees related issues.
- ***Taylors Hill*** – 39 respondents were not more likely than average to raise any specific issues.
- ***Hillside*** – 37 respondents were somewhat more likely than average to raise lighting, and footpath related issues.
- ***Rural precinct*** – 149 respondents were somewhat more likely than average to raise traffic management, roads including roadworks, public transport, and retail and hospitality related issues.
- ***Fraser Rise*** – 35 respondents were somewhat more likely than average to raise traffic management, and safety, policing, and crime related issues.
- ***Harkness*** – 40 respondents were somewhat more likely than average to raise safety, policing, and crime issues, traffic management, roads including roadworks, and footpath related issues.
- ***Cobblebank / Strathtulloh*** – 22 respondents were not more likely than average to raise any specific issues.

Top three issues for the City of Melton at the moment by precinct
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of total respondents)

Melton	
Safety, policing and crime	23%
Cleanliness and maintenance of area	17%
Traffic management	11%
Education and schools	6%
Parks, gardens and open spaces	3%
Council rates	3%
Cost of living	3%
Building, planning, housing, development	3%
Roads (including roadworks)	3%
Street trees	3%
All other issues	9%
Respondents identifying an issue	*16 (44%)*

Kurunjang	
Traffic management	26%
Parks, gardens and open spaces	14%
Roads (including roadworks)	14%
Illegal rubbish dumping	14%
General infrastructure	9%
Safety, policing and crime	7%
Footpath maintenance and repairs	7%
Cleanliness and maintenance of area	5%
Street trees	5%
Parking	5%
All other issues	35%
Respondents identifying an issue	*31 (72%)*

Melton West	
Roads (including roadworks)	35%
Safety, policing and crime	19%
Traffic management	16%
Public transport	11%
Street trees	8%
Footpath maintenance and repairs	8%
Public toilets	5%
Illegal rubbish dumping	5%
Environment,conservation, climate change	5%
Rubbish and waste collection issues	5%
All other issues	27%
Respondents identifying an issue	*28 (76%)*

Melton South / Brookfield	
Safety, policing and crime	11%
Traffic management	9%
Council rates	6%
Public transport	6%
Footpath maintenance and repairs	6%
Roads (including roadworks)	4%
Street trees	4%
Parking	2%
Children's activities and facilities	2%
General infrastructure	2%
All other issues	28%
Respondents identifying an issue	*41 (45%)*

Caroline Springs	
Traffic management	33%
Safety, policing and crime	29%
Roads (including roadworks)	7%
Parking	7%
Street trees	6%
Cycling and walking tracks	6%
Lighting	6%
Cleanliness and maintenance of area	5%
Footpath maintenance and repairs	4%
Street cleaning and maintenance	4%
All other issues	28%
Respondents identifying an issue	*67 (66%)*

Burnside	
Traffic management	21%
Street trees	13%
Roads (including roadworks)	10%
Safety, policing and crime	10%
Parks, gardens and open spaces	6%
Cleanliness and maintenance of area	6%
Council rates	4%
Parking	4%
Public transport	4%
Population and growth	4%
All other issues	21%
Respondents identifying an issue	*27 (56%)*

Top three issues for the City of Melton at the moment by precinct
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of total respondents)

Taylors Hill	
Roads (including roadworks)	17%
Safety, policing and crime	12%
Street trees	8%
Council rates	7%
Traffic management	7%
Parking	7%
Footpath maintenance and repairs	7%
Parks, gardens and open spaces	5%
General infrastructure	5%
Elderly services and facilities	5%
All other issues	37%
Respondents identifying an issue	*39 (66%)*

Hillside	
Roads (including roadworks)	15%
Safety, policing and crime	15%
Lighting	15%
Footpath maintenance and repairs	10%
Street trees	8%
Public toilets	7%
Parks, gardens and open spaces	5%
Traffic management	5%
Parking	5%
Rubbish and waste collection issues	5%
All other issues	28%
Respondents identifying an issue	*37 (61%)*

Rural	
Traffic management	32%
Safety, policing and crime	20%
Roads (including roadworks)	20%
Public transport	16%
Retail and hospitality	9%
Parks, gardens and open spaces	7%
Street trees	7%
Illegal rubbish dumping	5%
Council rates	4%
Parking	4%
All other issues	42%
Respondents identifying an issue	*149 (84%)*

Fraser Rise	
Traffic management	36%
Safety, policing and crime	23%
Roads (including roadworks)	17%
Education and schools	6%
Cleanliness and maintenance of area	6%
Parks, gardens and open spaces	4%
Street trees	4%
Parking	4%
General infrastructure	4%
Rubbish and waste collection issues	4%
All other issues	23%
Respondents identifying an issue	*35 (67%)*

Harkness	
Safety, policing and crime	39%
Traffic management	35%
Roads (including roadworks)	29%
Footpath maintenance and repairs	10%
Council rates	8%
Street trees	6%
Children's activities and facilities	6%
Education and schools	4%
Parking	4%
Public transport	4%
All other issues	27%
Respondents identifying an issue	*40 (82%)*

Cobblebank / Strathtulloh	
Traffic management	20%
Safety, policing and crime	9%
Roads (including roadworks)	7%
Parks, gardens and open spaces	4%
Parking	4%
Health and medical services	4%
Rubbish and waste collection issues	4%
Education and schools	2%
Cleanliness and maintenance of area	2%
Council rates	2%
All other issues	22%
Respondents identifying an issue	*22 (48%)*

Issues by respondent profile

There was some variation in the top issues to address for the City of Melton 'at the moment' observed by respondent profile, including age structure, gender, and language spoken at home, as follows:

- ***Young adults (aged 18 to 34years)*** – 174 respondents were notably more likely than average to raise public transport related issues.
- ***Adults (aged 35 to 49 years)*** – 187 respondents were notably more likely than average to raise traffic management related issues.
- ***Middle-aged adults (aged 50 to 59 years)*** – 78 respondents were notably more likely than average to raise traffic management, and street trees related issues.
- ***Older adults (aged 60 to 69 years)*** – 62 respondents were somewhat more likely than average to raise safety, policing, and crime issues, roads including roadworks, street trees, and parks, gardens, and open space related issues.
- ***Senior citizens (aged 70 years and over)*** – 32 respondents were somewhat more likely than average to raise footpaths and street trees related issues.
- ***Male*** – 266 respondents were notably more likely than females to raise roads including roadworks related issues.
- ***Female*** – 264 respondents were notably more likely than males to nominate street trees related issues.
- ***English speaking households*** – 295 respondents were notably more likely than respondents from multilingual households to raise roads including roadworks, and footpath maintenance and repairs related issues.
- ***Multilingual households*** – 233 respondents were notably more likely than respondents from English speaking households to raise traffic management related issues.

Top three issues for the City of Melton at the moment by respondent profile
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of total respondents)

Young adults (18 to 34 years)	
Traffic management	21%
Safety, policing and crime	17%
Roads (including roadworks)	14%
Public transport	9%
Parks, gardens and open spaces	5%
Rubbish and waste collection issues	4%
Parking	4%
Retail and hospitality	3%
Education and schools	3%
Council rates	2%
All other issues	28%
Respondents identifying an issue	*174 (64%)*

Adults (35 to 49 years)	
Traffic management	26%
Safety, policing and crime	20%
Roads (including roadworks)	13%
Parking	6%
Street trees	6%
Parks, gardens and open spaces	5%
Public transport	5%
Footpath maintenance and repairs	5%
Council rates	4%
Communication and consultation	3%
All other issues	43%
Respondents identifying an issue	*187 (71%)*

Middle aged adults (50 to 59 years)	
Traffic management	26%
Safety, policing and crime	21%
Roads (including roadworks)	16%
Street trees	12%
Council rates	6%
Footpath maintenance and repairs	6%
Parks, gardens and open spaces	5%
Cleanliness and maintenance of area	4%
Parking	3%
Lighting	3%
All other issues	35%
Respondents identifying an issue	*78 (66%)*

Older adults (60 to 69 years)	
Safety, policing and crime	24%
Roads (including roadworks)	20%
Traffic management	16%
Street trees	12%
Footpath maintenance and repairs	8%
Parks, gardens and open spaces	4%
Parking	4%
Cleanliness and maintenance of area	4%
Communication and consultation	4%
Lighting	4%
All other issues	41%
Respondents identifying an issue	*62 (69%)*

Senior citizens (70 years and over)	
Roads (including roadworks)	15%
Footpath maintenance and repairs	13%
Traffic management	13%
Safety, policing and crime	11%
Street trees	11%
Public transport	7%
Cleanliness and maintenance of area	4%
Health and medical services	4%
Street cleaning and maintenance	4%
Illegal rubbish dumping	4%
All other issues	25%
Respondents identifying an issue	*32 (59%)*

Metropolitan Melbourne	
Road maintenance and repairs	9%
Traffic management	9%
Lighting	7%
Safety, policing and crime	7%
Rubbish and waste issues incl. garbage	7%
Street trees / nature strips	7%
Car parking	6%
Parks, gardens and open space	5%
Building, planning, housing, development	4%
Council rates	4%
All other issues	40%
Respondents identifying an issue	*468 (59%)*

Top three issues for the City of Melton at the moment by respondent profile
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of total respondents)

Male	
Traffic management	23%
Safety, policing and crime	18%
Roads (including roadworks)	16%
Council rates	6%
Public transport	5%
Street trees	5%
Parks, gardens and open spaces	4%
Footpath maintenance and repairs	4%
Rubbish and waste collection issues	4%
Parking	3%
All other issues	37%
Respondents identifying an issue	*266 (68%)*

Female	
Traffic management	22%
Safety, policing and crime	19%
Roads (including roadworks)	13%
Street trees	8%
Public transport	6%
Parking	5%
Parks, gardens and open spaces	5%
Footpath maintenance and repairs	5%
Cleanliness and maintenance of area	4%
Lighting	3%
All other issues	36%
Respondents identifying an issue	*264 (65%)*

English speaking	
Safety, policing and crime	19%
Traffic management	19%
Roads (including roadworks)	17%
Public transport	6%
Footpath maintenance and repairs	6%
Street trees	6%
Parks, gardens and open spaces	5%
Council rates	4%
Illegal rubbish dumping	4%
Parking	4%
All other issues	36%
Respondents identifying an issue	*295 (67%)*

Multi-lingual	
Traffic management	27%
Safety, policing and crime	19%
Roads (including roadworks)	12%
Street trees	7%
Public transport	6%
Parking	5%
Parks, gardens and open spaces	4%
Lighting	3%
Council rates	3%
Footpath maintenance and repairs	3%
All other issues	39%
Respondents identifying an issue	*233 (66%)*

Western region	
Traffic management	14%
Roads maintenance and repairs	9%
Rubbish and waste issues incl. garbage	8%
Provision and maintenance of street trees	8%
Building, planning, housing, development	7%
Parks, gardens and open spaces	4%
Parking	4%
Footpath maintenance and repairs	4%
Safety, policing and crime	3%
Pollution	3%
All other issues	31%
Respondents identifying an issue	*87 (55%)*

Growth area councils	
Traffic management	11%
Roads maintenance and repairs	9%
Provision and maintenance of street trees	8%
Parks, gardens and open spaces	7%
Council rates	6%
Lighting	6%
Rubbish and waste issues incl. garbage	6%
Safety, policing and crime	3%
Animal management	3%
Sports, leisure and recreation facilities	3%
All other issues	38%
Respondents identifying an issue	*98 (55%)*

Municipal comparison of top issues

The following section provides comparison results for other municipalities surveyed by Metropolis Research in 2024 and 2025.

These results provide a more comprehensive picture of the prominence of these key issues, both in the City of Melton, and how it compares to elsewhere around metropolitan Melbourne and regional Victoria.

Safety, policing, and crime issues

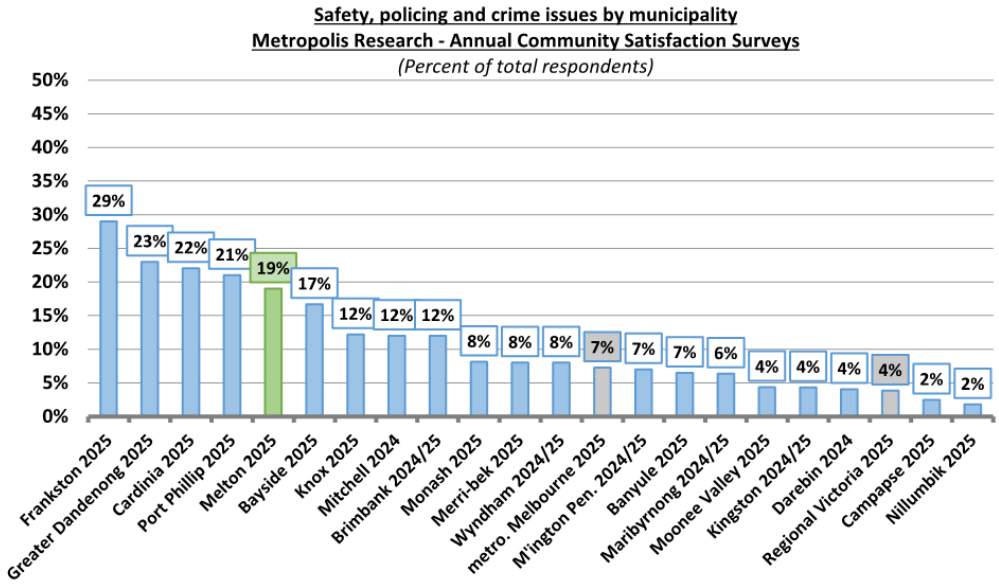
The following graph provides a comparison of safety, policing, and crime related issues across metropolitan Melbourne, based on research conducted by Metropolis Research in 2024 and 2025.

The verbatim responses categorised as safety, policing, and crime are included in the following section.

There was a significant increase in safety, policing, and crime issues in the City of Melton this year (19% up from 6%).

This was the fifth highest proportion raising these issues recorded by Metropolis Research across metropolitan Melbourne this year.

Safety, policing, and crime issues also increased significantly in the City of Frankston (29% up from 11%), Cardinia Shire (22% up from 10%), and the City of Bayside (17% up from 10%). The cities of Greater Dandenong and Port Phillip were not previously surveyed by Metropolis Research.



Traffic management issues

The following graph provides a comparison of traffic management related issues across metropolitan Melbourne, based on research conducted by Metropolis Research in 2024 and 2025.

The category traffic management includes issues such as traffic congestion, commuting times, and similar issues.

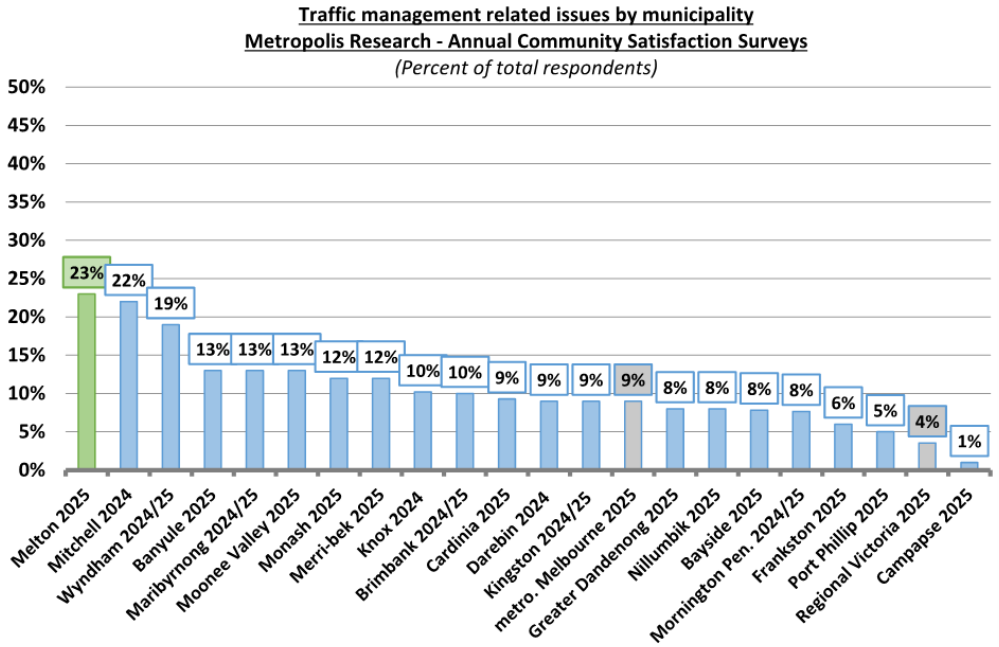
Concerns around the condition of roads is included as road maintenance and repairs (including roadworks).

The verbatim responses categorised as traffic management are included in the following section.

The City of Melton recorded the highest proportion of respondents raising traffic management related issues again this year, with 23% of respondents.

It is noted that this result was similar to other growth area municipalities, including the City of Wyndham (19%) and the Mitchell Shire (22%).

The Mitchell Shire result was sourced from the *Household Survey* rather than a *Community Satisfaction Survey*; however, the question was identical, and the results are considered comparable.



Road maintenance and repairs

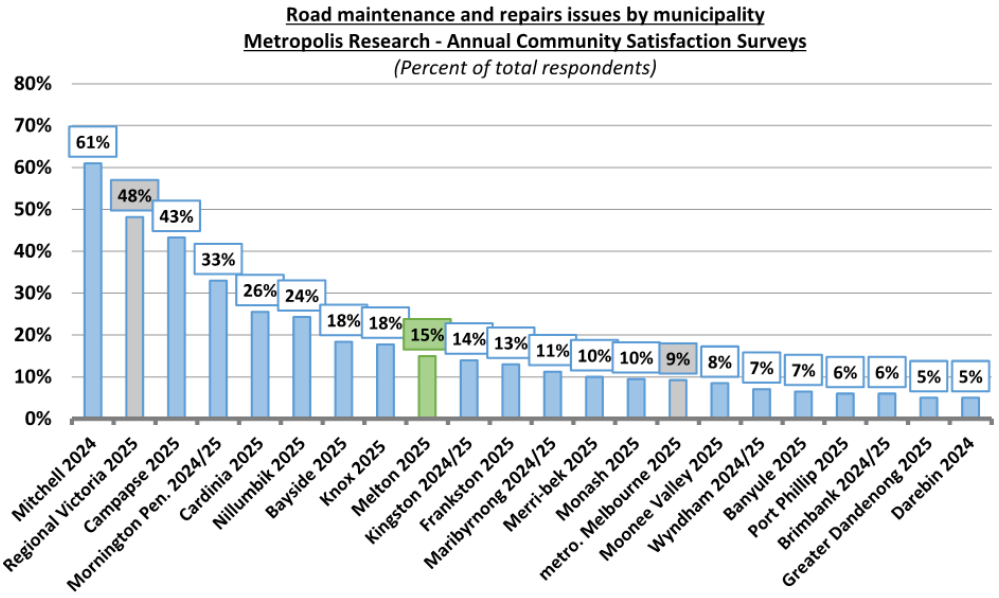
The following graph provides a comparison of road maintenance and repair related issues across metropolitan Melbourne, based on research conducted by Metropolis Research in 2024 and 2025.

Community concerns around road related issues increased notably in the City of Melton this year (15% up from 8%), and this is reflected in the City of Melton result being notably (6%) higher than the metropolitan average.

Road related concerns, mostly around the condition of roads including potholes, was a significant issue in the regional and some of the interface councils.

This includes many of the non-growth area interface councils such as Nillumbik and Mornington Peninsula.

It is noted that road related issues were more prominent in the City of Melton than in the neighbouring cities of Wyndham (7%) and Brimbank (6%),



Verbatim responses

Safety, policing, and crime issues

The following table outlines the verbatim responses categorised as safety, policing, and crime related issues.

"Safety, policing and crime" related issues
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Response	*Number*
Crime (theft, robbery, violence, etc) / incidents	
Crime / crime rates	42
Youth / teen crime	15
Burglary / break-ins / home invasions	10
Car thefts / car break-ins	6
Crime in Melton	3
Reduce crime rates	3
Violence in the local area	2
Awareness of public safety - house breaking	1
Crime management: Woodgrove	1
Crimes in general I don't know the location, but someone was killed	1
Crimes in the area they bang with machetes	1
Door banging	1
Machetes in local area	1
Murders	1
Reduce theft in the area	1
There is no sign of crime rate coming down	1
Vandalism still happens quite often	1
West side of Melton, a lot of thefts are happening even here	1
Youth crime in Woodgrove	1
Total	**93**
General safety	
Safety	47
Provide / improve safety	7
Security	3
It is unsafe	2
Better safety for residents in shopping areas	1
I don't know how council is going to solve the security problem around the area	1
Safety in Melton	1
Safety is an issue among the young ones	1
Safety is needed around west side of Melton	1
Total	**64**

Police presence / lack of consequences	
Police patrolling / presence	10
Need more policing / security in shopping centres in Melton	2
Better security	1
Cameras in car park at the shopping centres	1
Cops are not doing their best to lower it	1
Need to put cameras on street	1
They don't do anything about crimes	1
Total	**17**
Traffic related	
Road / street safety	3
Speeding	1
Total	**4**
Concerns about various types of people	
People are unnecessarily mean, rude and show aggression	1
Rude behaviour, aggressive people on streets	1
Sudanese gangs	1
Total	**3**
Drug and alcohol issues	
Drugs	1
Rehabilitation centres needed more in these areas	1
Total	**2**
Public transport safety	
Bus stop area	1
Public safety around bus stop - Gourlay Rd	1
Total	**2**
Safety at night and lighting	
Safety at night	2
Total	**2**
Other	
Access to mental health facilities is bad in Melton	1
Maybe more interesting programs for educating teenagers to avoid crimes	1

Total	**2**
Total responses	**189**

Road maintenance and repair issues

The following table outlines the verbatim responses categorised as road maintenance and repairs.

"Roads (including roadworks)" related issues
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Response	*Number*
Maintenance repairs / fixing	
Road maintenance and repairs	52
Fix the roads	5
Better maintenance of roads	3
Improve roads	3
Road maintenance and upgrade - highways and major roads	3
Council related road maintenance is poor	1
Inner suburban roads are very bad and needs to be maintained well I've noticed a lot of cracks and bumps while driving around the area	1
Maintenance of roads, it is taking 25 years just to repair roundabouts	1
Most of the roads around Melton need maintenance	1
Road maintenance management - when they are fixing road, they started several places same time, which causes traffic	1
Road works takes too much time to complete	1
Slow response in fixing things mainly, related to road maintenance	1
The road maintenance and access and surfacing of the roads	1
They come do something to the existing roads when people complain. But they do bad quality work which doesn't last	1
Total	**75**
General	
Roads in general	4
Local roads infrastructure	2
Roads management	2
Road quality needs to be improved	1
Roads are pretty bad in Melton	1
The roads are a major issue	1
Total	**11**

Poor condition of roads (potholes, uneven, broken)	
Roads are in poor / terrible condition	4
Lot of potholes	2
Car damaged by the potholes	1
Fix potholes	1
Potholes on roads, need to maintain	1
Total	**9**

Roadworks	
Roadworks	3
Roadworks and construction	1
Roadworks causing traffic	1
Roadworks takes forever to get completed and also not proper information is available about the end date of the works	1
The road works need to finish quickly	1
The roads construction, is a never-ending stuff that's needs to improve	1
Total	**8**

Road quantity	
Making freeways and highways wide enough for more population	1
More roads to go around needed	1
Road expansion	1
Extend main roads	1
Total	**4**

Road size	
Narrow roads	1
Road is too narrow - bad traffic	1
Roads need to be wider and well maintained	1
Total	**3**

Upkeep of roadsides, vegetation and trees	
Side of the roads cracked complained several times	1
Roadside maintenance	1
Better maintenance of median strip around the area	1
Total	**3**

Other	
Footpaths need fixing	2
Traffic management	2
Congestion	1
No footpaths	1
Total	**6**

Other	
Taylors Rd, Melton also needs to be improved / upgraded	2
Cracks and bumps on the alley way at Rivergum Pl	1
Elgin Ct is very bumpy	1
Fix Leakes Rd	1
Flooding Priscilla Ct Harkness	1
Leakes Rd has a large volume of traffic and no lighting	1
Leakes Rd needs to be improved, and it should be patrolled regularly	1
Paynes Rd	1
Road quality is not good on Elgin Court it's very bumpy	1
Roadwork on Coburns Rd keep work for a very long time	1
Street management - around Saric St area, there are lots of town houses and too narrow street. People parked their cars at street, so the road availability is only one way	1
Taylors Rd has a large volume of traffic and no lighting	1
There is a big bump on road in front of 7 Condamine Tce, Council needs to really repair that	1
They should improve Innovation Ave	1
VicRoads needs to be improved like Westgate Fwy needs to be improved	1
Willandra Blvd is uneven	1
Total	**17**
Total responses	**136**

Traffic management issues

The following table outlines the verbatim responses categorised as traffic management.

"Traffic management" related issues
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Response	*Number*
Traffic congestion	
Too much traffic / congestion	32
Traffic is bad / terrible / disaster	5
Volume of traffic in Melton	3
Accessibility to go to city	2
Traffic issues and congestion needs to be solved	2
Freeway is busy it takes me one hour to reach Laverton using the freeway there should be better signals and broader freeway	1
Local traffic - during school hour at Community hub road	1
Local traffic is getting really around Caroline Springs due the roads works and congestion	1
Roads in Aintree area have a large volume of traffic due to roadworks	1
Traffic especially during school hours	1
Traffic flow is high	1
Traffic from 5 - 6 pm	1

Traffic is horrible. It takes you forever and you can't get anywhere	1
Traffic is terrible in morning because of roundabout and schools	1
Volume of traffic is too large before and after office hours in Melton	1
Total	**54**

Traffic management

Traffic management	25
Traffic management especially during school timings	2
Bus lane management	1
Freeway traffic control	1
The major issue is traffic	1
They need to more focus to control traffic management. On weekdays, it took 1 hour to drop my kids to their school	1
Traffic congestion management	1
Traffic control in freeway	1
Traffic control in peak hours. Allocate time better to busy roads	1
Traffic management - during office hours	1
Traffic management around schools is bad and we get fined for small things	1
Traffic management is too poor the highway is blocked up in morning. Crashes are common	1
Traffic management needed as a lot of people moving in this area and it clogs up during peak hours	1
Traffic management needs to be improved there's lots of traffic in and around the areas	1
Traffic management very bad- 20 minutes to exit roundabout	1
Total	**40**

Road / traffic safety

Speeding	17
Road safety should be improved	6
Need more speed humps as to slow down rush drivers at nighttime	2
Drivers don't stop at signs and give way to people	1
Lot of dangerous drivers, speeding etc.	1
Need speed cameras	1
No speed bumps throughout the streets and there are kids playing outside	1
Road management at night. There are drag races on roads	1
Safety on the freeway and roads are to be in check	1
Safety on the road	1
Speed bumps on Allenby Rd is really annoying	1
Speed humps needed. Vehicles are going crazy; they don't even look the pedestrians	1
Speed limit on the road is not followed, drivers not following. It is dangerous because there are a lot of families with kids	1
Speeding sometimes cars or vehicles go fast especially motorcycles	1
They have to control the speed of cars, the speed limit in some places is too fast	1
This speed bump thing is causing too much frequent noises around my house	1
Total	**38**

Road / lane expansion	
Narrow roads	2
Roads	2
And expansion of the roads, doubling up of them as it's really congested here	1
Road provision - more lanes at major roads	1
The highway needs to be 2 lanes. The alternation between single and double lanes just creates a bottleneck	1
The roads should be a priority as the area is growing fast. They should have planned ahead for that	1
Total	**8**

Traffic lights	
Traffic lights	3
Few of the roads' needs traffic lights	1
Maybe put some lighting signs around here	1
Set of red light. Drivers don't give way	1
The traffic lights, they cross the road on the red light	1
Traffic signals should be more in main intersections	1
Total	**8**

Traffic infrastructure	
Driving infrastructure	1
More exit ways for freeways	1
Need more traffic directions and signs	1
Road infrastructure is horrible	1
The roads are not adequate for the population they were okay 15 years ago but right now they are horrible	1
The street sign on Elgin Ct is not properly fixed it keeps moving around due the wind	1
Total	**6**

Parking	
No parking available	1
Parking	1
Total	**2**

Road maintenance	
Road maintenance	1
Total	**1**

Other	
Athletic Park needs footpath, and it should be cleaned	1
Total	**1**

Specific locations	
Too much traffic in Melton Hwy	3
Leakes Rd exit and entry needs traffic lights or a roundabout	2
Traffic management - need traffic light at Taylors Rd	2
Accidents in Leakes Rd	1
Ballarat Freeway has many issues	1
Caroline Spring Blvd bridge - very dangerous, traffic signal is not working	1
Council needs to turn on the streetlights on Rock Bank Middle Road it's really dark while driving	1
Ferris Rd and Bridge Rd need a proper crossing for students	1
Freeway traffic especially in Bulmans Rd needs to be controlled	1
Intersection at the Rockbank station and Freeway is very accident prone, we need a light	1
Leakes Rd is very dangerous, and it needs traffic light	1
Local traffic issue - people parked their car at street (Stanthorp St)	1
Many schools at Rees Rd, too dangerous to crossroad. Even accident happened several times	1
Melton Hwy needs an extra lane	1
Melton Hwy needs to be duplicated, single lane is disastrous, and it clogs up during peak time. This is the reason we are thinking of leaving this area.	1
Morning time, traffic is too much in Taylors Rd	1
Peak hour traffic gets really bad towards Sunbury	1
Road structure design - From Monticiano Rd to Hume, people make many turns at complains about its risk	1
Rockbank roundabout issue	1
Roundabout on Licence Rd and Vineyard Rd needs traffic light	1
Speed on Argyll Cct	1
Speeding issues on Greenhills Dr	1
Speeding issues on Lagarna Dr	1
Street lighting - at Forrest St	1
Terrible traffic in main roads of Rockbank Rd	1
The Ballarat Freeway has too much traffic	1
The speeding on Caroline Springs Blvd	1
Too much traffic on Diggers Rest Primary	1
Traffic lights in Leakes Rd it gives anxiety, there are so many accidents	1
Traffic management - during school hour at Rees Rd and Station Rd	1
Traffic management - during school hours, traffic goes really bad because of few lanes compared its demand. (Hume Rd)	1
Traffic management - getting more population, road is narrow. (Hume Dr)	1
Traffic management at Rees Rd - need few speed bumps, pedestrian cross or traffic light	1
Traffic management in Bowman's Rd and freeway must be better. There is lots of traffic and takes up a lot of time than usual to travel to places	1
Traffic management needed for the main road Calder Fwy and Vineyard Rd	1
Vineyard Rd lane split from 2 lanes and becoming 4 lanes then again becoming 2 lanes is the biggest problem and most dangerous problem for us. I know it's not Council Road, but Council should advocate this issue to VicRoads	1
Western freeway maintenance	1
Western freeway is full of traffic and needs to be controlled	1
Western freeway needs an exit on Bulmans Rd	1
Total	**43**
Total responses	**201**

Community engagement consultation activities

Respondents were asked:

"Have you participated in any community engagement consultation activities in the past 12 months?"

Respondents were again in 2025, asked if they had participated in any community engagement consultation activities in the past 12 months.

The proportion of respondents who had participated in at least one activity in the last 12 months declined somewhat this year, down four percent to 11% of respondents this year.

The most common consultation engagement activities undertaken by respondents in the past 12 months remained completing a Council survey (5% down from 10%).

A similar proportion of respondents reported that they had accessed *Melton Conversations*, reflecting the second consecutive increase in the proportion of respondents who had participated in *Melton Conversations*.

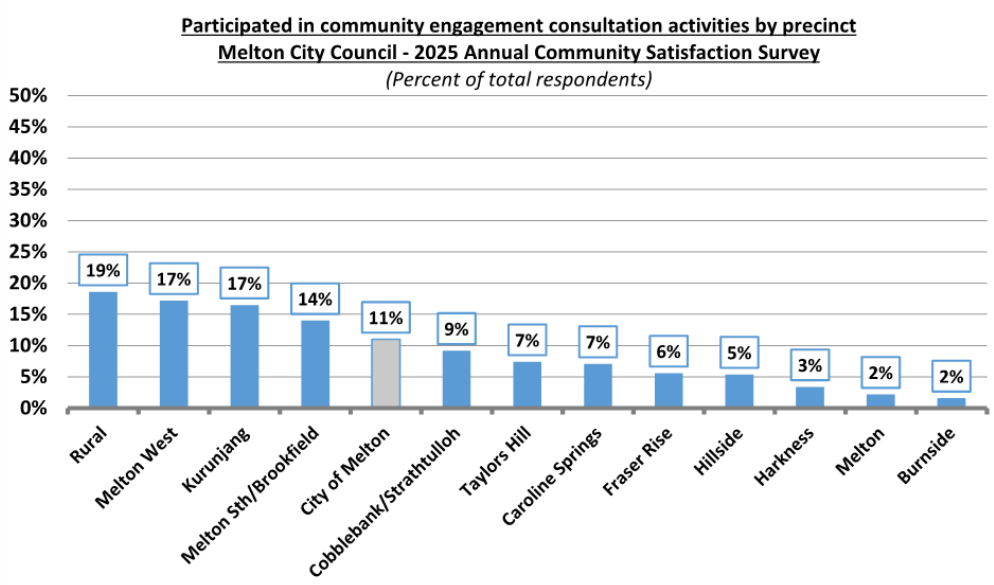
Participated in community engagement consultation activities
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of total respondents)

Response	*2025*		*2024*	*2023*	*2022*
	Number	*Percent*			
Completed a Council survey	38	5%	10%	11%	6%
Accessed Melton conversations	36	5%	3%	1%	1%
Attended a consultation workshop	14	2%	2%	1%	1%
Other	4	1%	1%	1%	1%
Do not participate	708	89%	84%	85%	91%
Total responses	**92**		**129**	**117**	**73**
Respondents identifying at least one activity	*84 (11%)*		*120 (15%)*	*111 (14%)*	*73 (9%)*

Taken as a single group (consultation activities), there was measurable variation in participation in consultation activities observed across the City of Melton.

Respondents from the Rural precinct were again this year measurably (8%) more likely than average to have participated in a consultation activity, with respondents from Melton West and Kurunjang notably (6%) more likely than average to have participated.

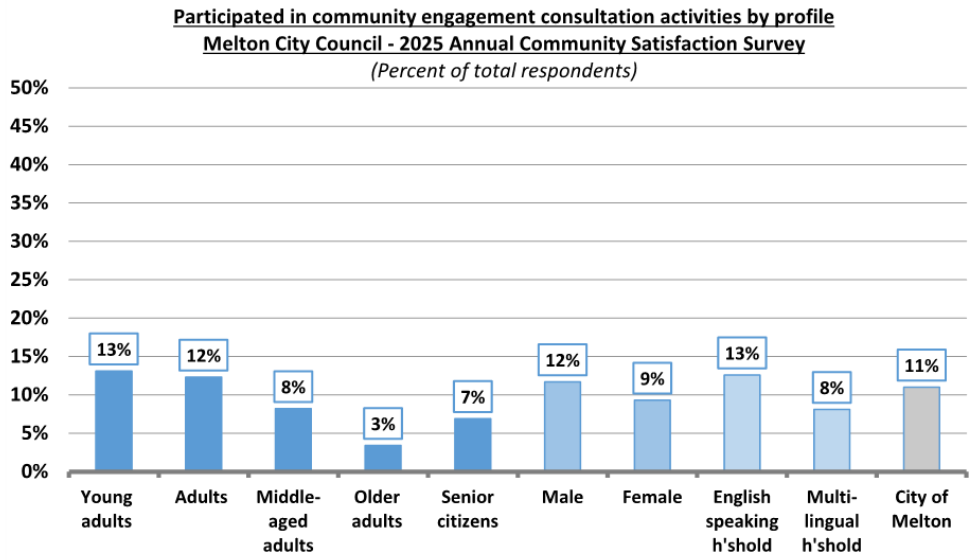
By contrast, respondents from Fraser Rise (5% less), Hillside (6% less), Harkness (8%), Melton precinct (9%), and Burnside (9%) all notably to measurably less likely than average to have participated.



There was notable variation in participation in consultation activities observed by respondent profile, with young adults and adults (aged 18 to 44 years) somewhat more likely than average to report having participated in a consultation activity. By contrast, older adults (aged 60 to 74 years) were measurably (8%) less likely than average to have participated.

Respondents from English speaking households were measurably (5%) more likely to have participated in a consultation activity than respondents from multilingual households.

Male respondents were somewhat (3%) more likely than female respondents to report having participated in a consultation activity in the last 12 months.



Importance of and satisfaction with local job opportunities and accessibility of local education

Respondents were asked:

"On a scale of 0 (lowest) to 10 (highest), please rate the importance to the community, and your personal level of satisfaction with each of the following."

Respondents were again in 2025, asked to rate both the importance of and their personal level of satisfaction with the accessibility of local education and local job opportunities.

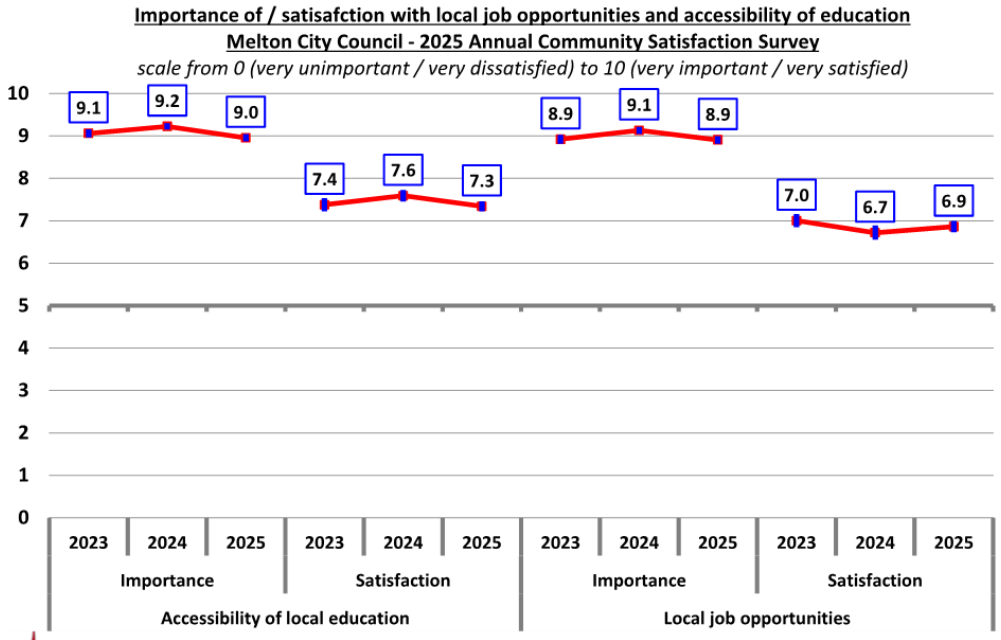
The importance of both local job and local employment opportunities declined marginally this year (down 2%), although both remain very important to almost 90% of respondents.

These results reinforce the view that the City of Melton community consider both local job and education opportunities as very important.

These average importance results were consistent with the average importance of Council services and facilities, but somewhat less important than some of the key Council services of the kerbside collection services, local roads, parks and gardens, traffic management, and community services (for children, youth, seniors, and people with disability).

Satisfaction with the accessibility of local education declined somewhat this year, down three percent to 7.3 out of 10, although it remains at a "very good" level of satisfaction.

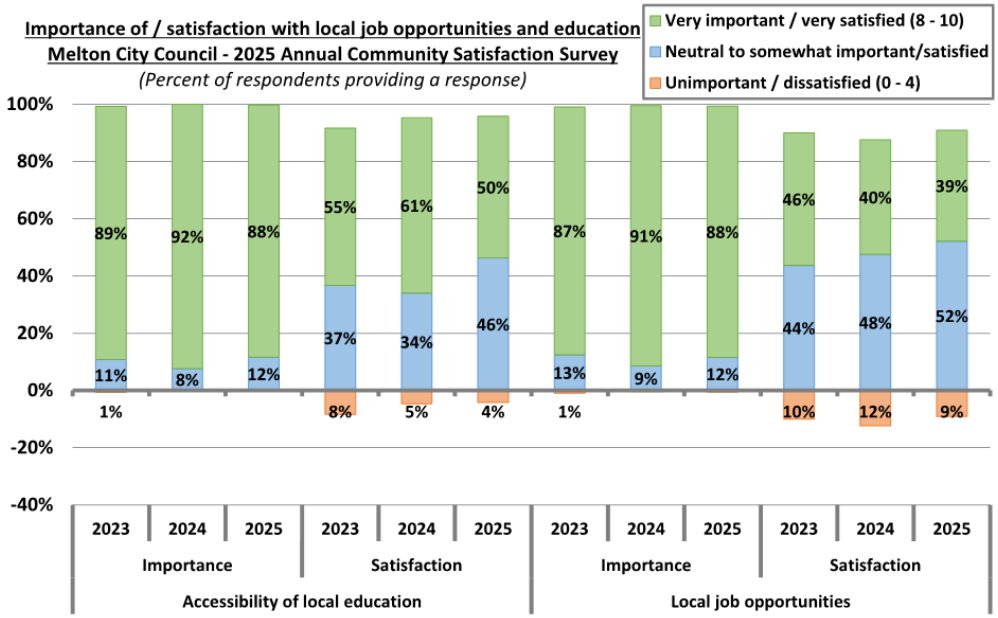
Satisfaction with accessibility of local job opportunities increased somewhat this year, up two percent to 6.9 out of 10, although it remains at a "good" level of satisfaction.



There was a measurable (11%) decrease in the proportion of respondents "very satisfied" with accessibility of local education opportunities, reversing the increase recorded last year.

There was, however, a continued decline in the proportion of respondents "dissatisfied" with the accessibility of local education.

Satisfaction with the accessibility of local job opportunities improved, with one percent fewer respondents "very satisfied", but a decline in the proportion who were "dissatisfied" (9% down from 12%).

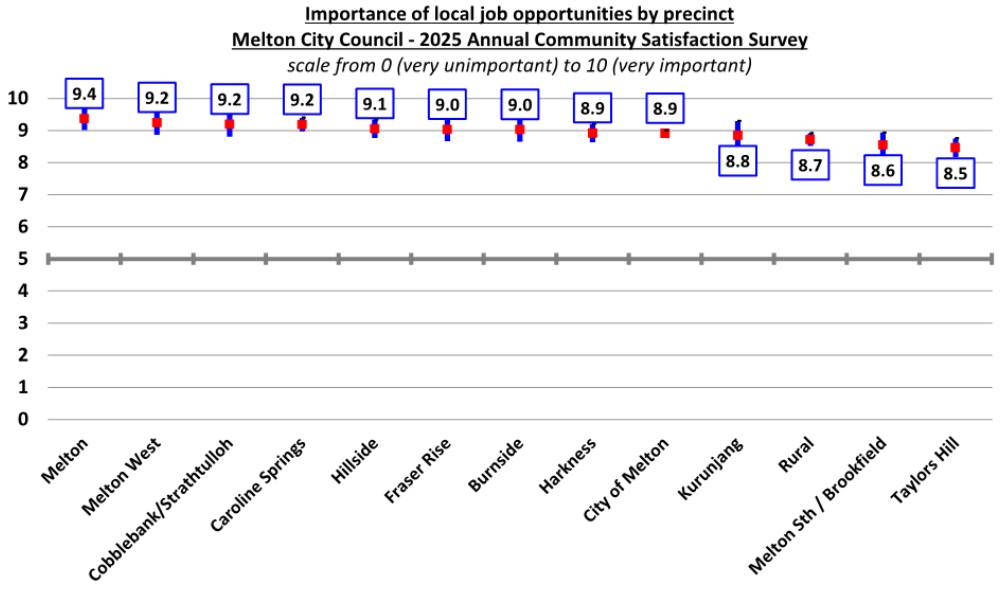


Local job opportunities

The average importance of local job opportunities was 8.9 out of 10, down two percent on the 9.1 recorded last year.

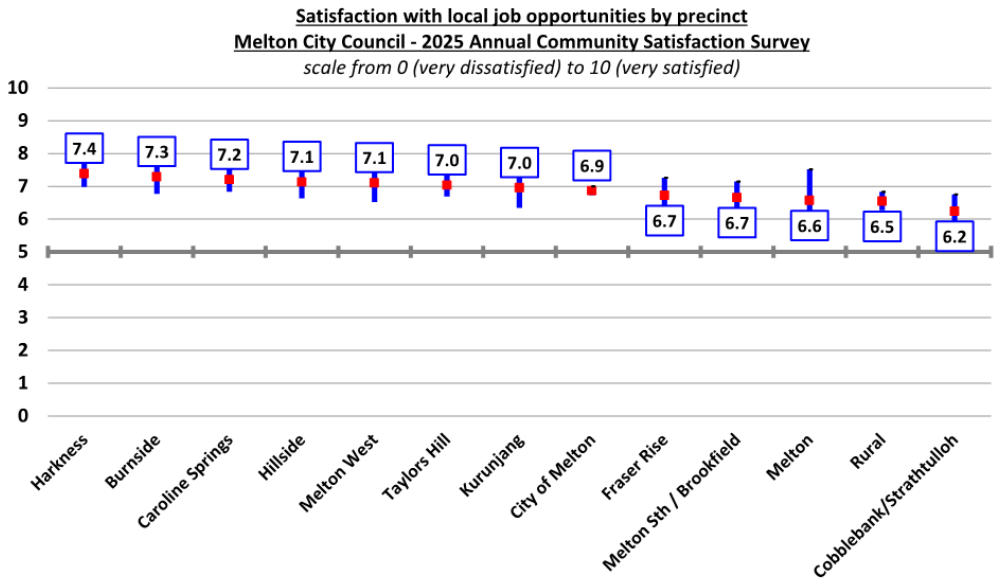
There was some variation in this result observed across the City of Melton, with respondents from Melton precinct considering this measurably (5%), and respondents from Melton West, Cobblebank / Strathtulloh, and Caroline Springs considering this somewhat (3%) more important than average.

By contrast, respondents from Taylors Hill considered this measurably (4%) and respondents from Melton South / Brookfield considered this somewhat (3%) less important than average.

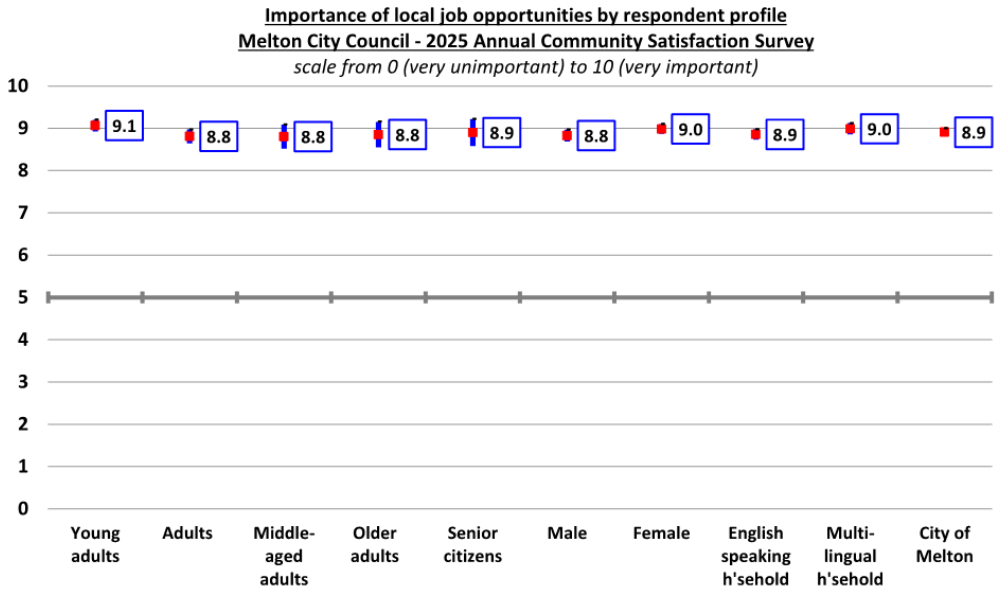


The average satisfaction with local job opportunities increased somewhat this year, up two percent to 6.9 out of 10, or a "good" level of satisfaction. There was some variation in this result observed across the municipality, with respondents from Harkness measurably (5%) and respondents from Burnside notably (4%) more satisfied than average, and at "very good" levels.

By contrast, respondents from Cobblebank / Strathtulloh were measurably (7%) and respondents from the rural precinct were notably (4%) less satisfied than average, and at "solid" rather than "good" levels of satisfaction.

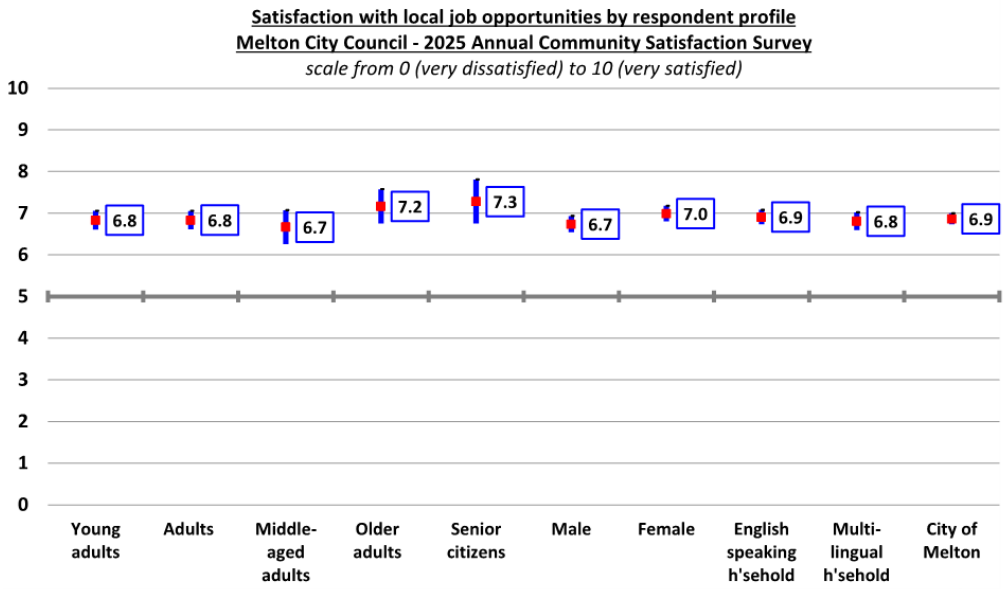


There was no substantial variation in the average importance of local job opportunities observed by respondent profile, with all groups considering local job opportunities to be extremely important, with scores of approximately nine out of 10.



While there was no measurable variation in satisfaction with local job opportunities observed by respondent profile, it is noted that older adults and senior citizens (aged 60 years and over) were somewhat to notably (3% to 4%) more satisfied than average.

Female respondents were notably (3%) more satisfied with local job opportunities than male respondents.



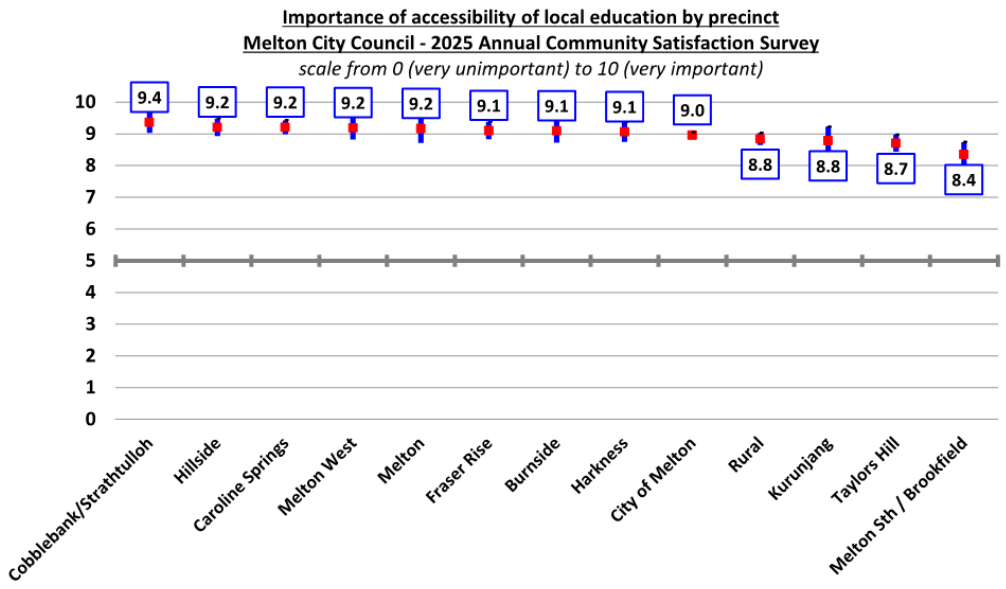
Accessibility of local education

The average importance of accessibility of local education declined marginally this year, down two percent to 8.9 out of 10, although it remains extremely important to respondents.

There was some variation in this result observed across the City of Melton, with respondents from Cobblebank / Strathtulloh considering this measurably (4%) more important than average.

By contrast, respondents from Taylors Hill considered this somewhat (3%) and respondents from Melton South / Brookfield considered this measurably (6%) less important than average.

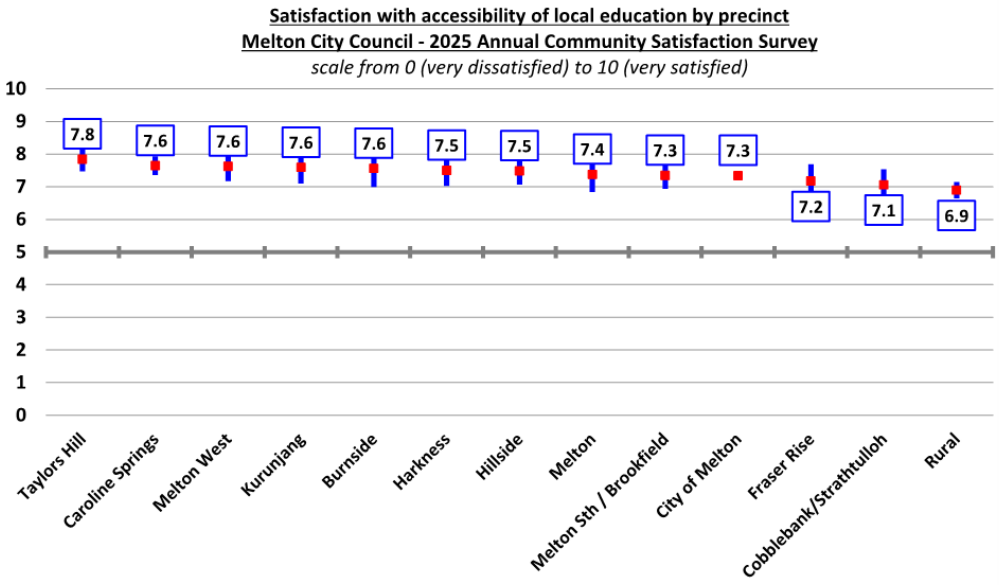
These variations by precinct were broadly consistent with those recorded last year.



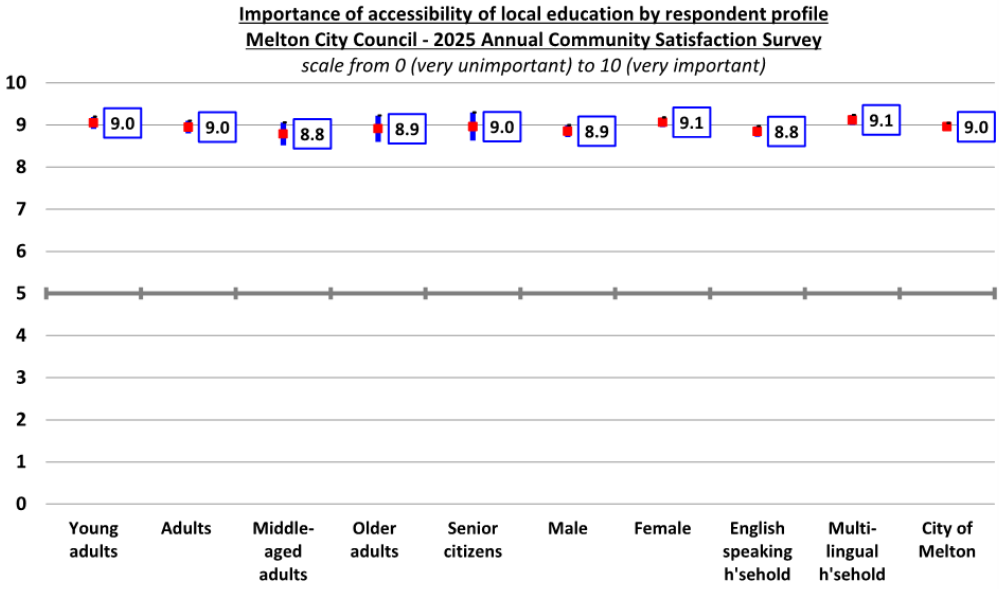
There was measurable variation in satisfaction with the accessibility of local education observed across the municipality.

Respondents from Taylors Hill were measurably (5%) more satisfied than average and at an "excellent" level. Respondents from Caroline Springs, Melton West, Kurunjang, and Burnside were somewhat (3%) more satisfied than average.

By contrast, respondents from the rural precinct were measurably (4%) less satisfied than average, and at a "good" rather than a "very good" level.



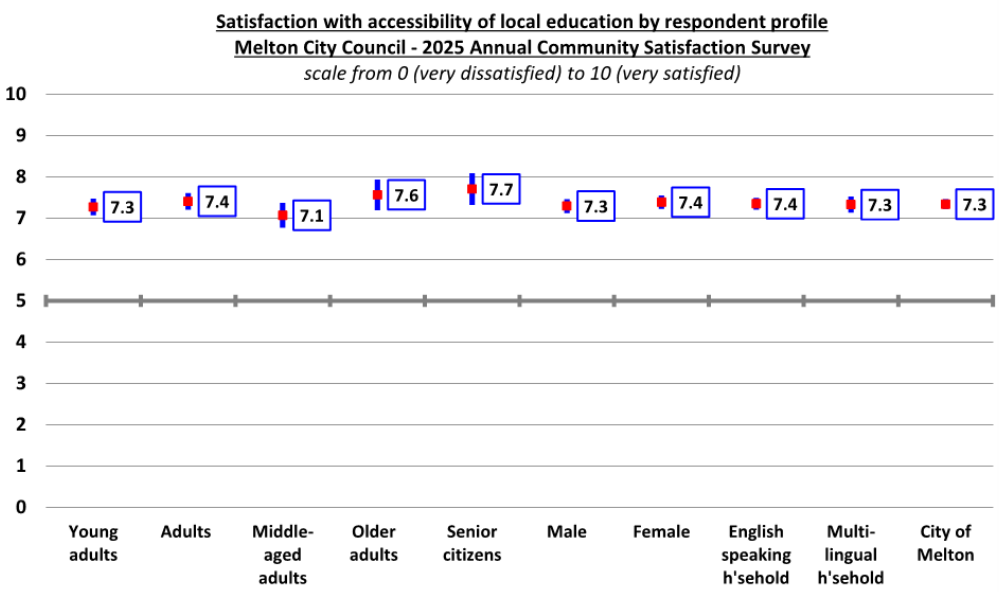
There was no substantial variation in the importance of accessibility of local education observed across the municipality, with respondents from all precincts considering local education to be extremely important, with scores of approximately nine out of 10.



There was no measurable variation in satisfaction with the accessibility of local education observed across the municipality.

It is noted, however, that middle-aged adults (aged 45 to 59 years) were marginally (2%) less satisfied than average.

By contrast, older adults and senior citizens (aged 60 years and over) were somewhat (3% to 4%) more satisfied, and at "very good" levels.



Perception of safety in the public areas of the City of Melton

Respondents were asked:

"On a scale of 0 (lowest) to 10 (highest), how safe do you feel?"

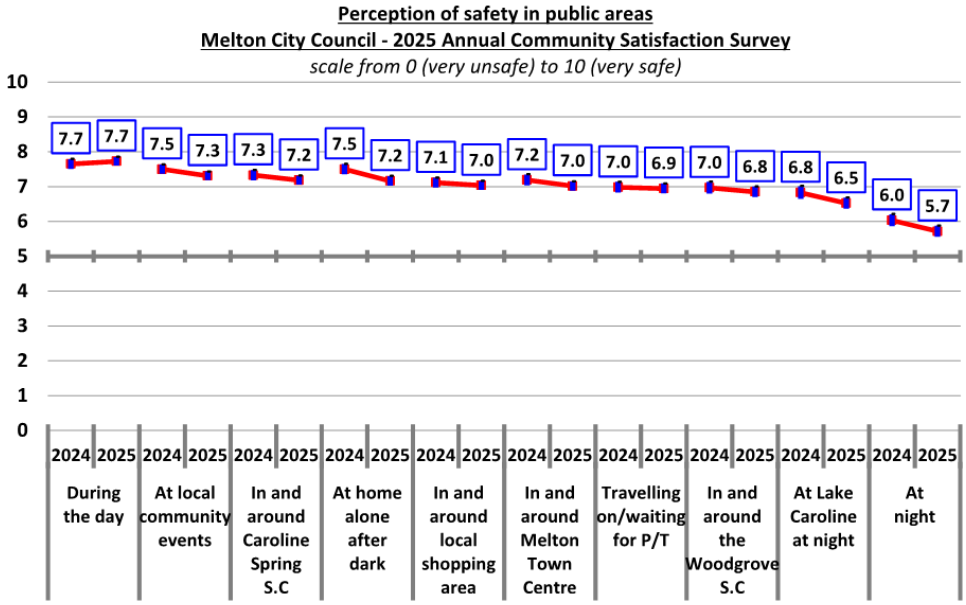
Respondents were again in 2025, asked to rate how safe they felt in 10 situations and locations across the City of Melton.

The average perception of safety in all situations and locations declined somewhat this year, down two percent to 6.9 out of 10.

These results varied significantly for the 10 situations and locations included in the survey, varying from the perception of safety in public areas of the municipality during the day (7.7) and at local community events (7.3, down 2%), to at Lake Caroline at night (6.5 down 3%), and in the public areas of the municipality at night (5.7 down 5%).

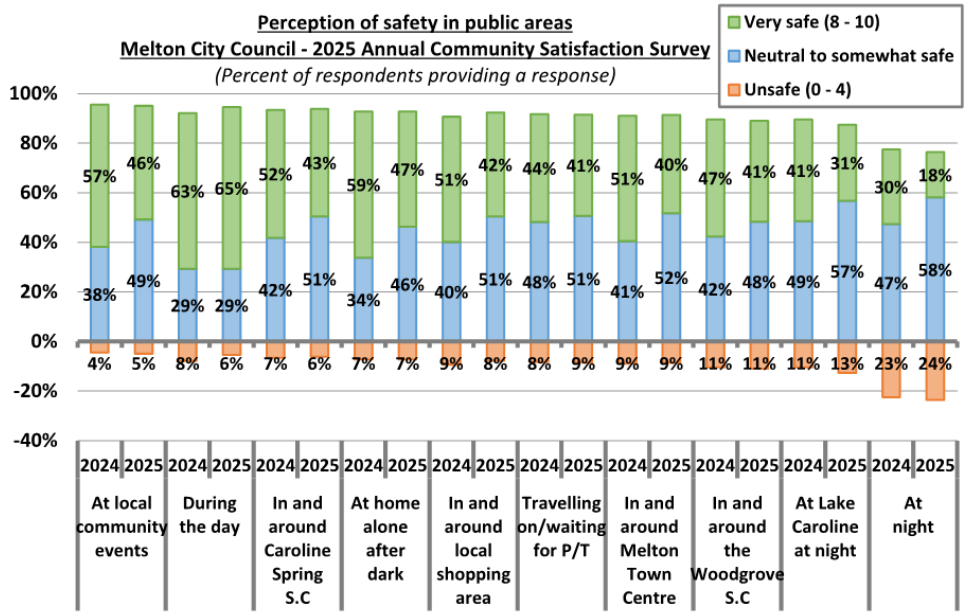
These results reflect a decline in the perception of safety in the public areas of the City of Melton this year in most of the listed situations and locations. As outlined in the following sections, the perception of safety results in 2025 were all lower than the long-term average for the City of Melton.

This was consistent with the significant increase in respondents raising safety, policing, and crime related issues as one of the top issues to address this year (19% up from 6%).



The following graph provides a breakdown into the proportion of respondents who felt "very safe" (i.e., rated safety at eight or more), those who felt "neutral to somewhat safe" (i.e., rated safety at five to seven), and those who felt "unsafe" (i.e., rated safety at less than five).

There were substantial declines this year in the proportion of respondents who felt "very safe" in most situations / locations, with the largest decline for at local community events (down 19%), in public areas at night (down 12%), at home alone after dark (down 12%), and at Lake Caroline at night (down 10%). There was, however, no significant increase in the proportion of respondents who felt "unsafe" in any of these locations / situations.



The following graph provides a comparison of the perception of safety in public areas of the municipality during the day, at night, in and around local shopping area, and travelling on / waiting for public transport against the metropolitan Melbourne average, as recorded in *Governing Melbourne*.

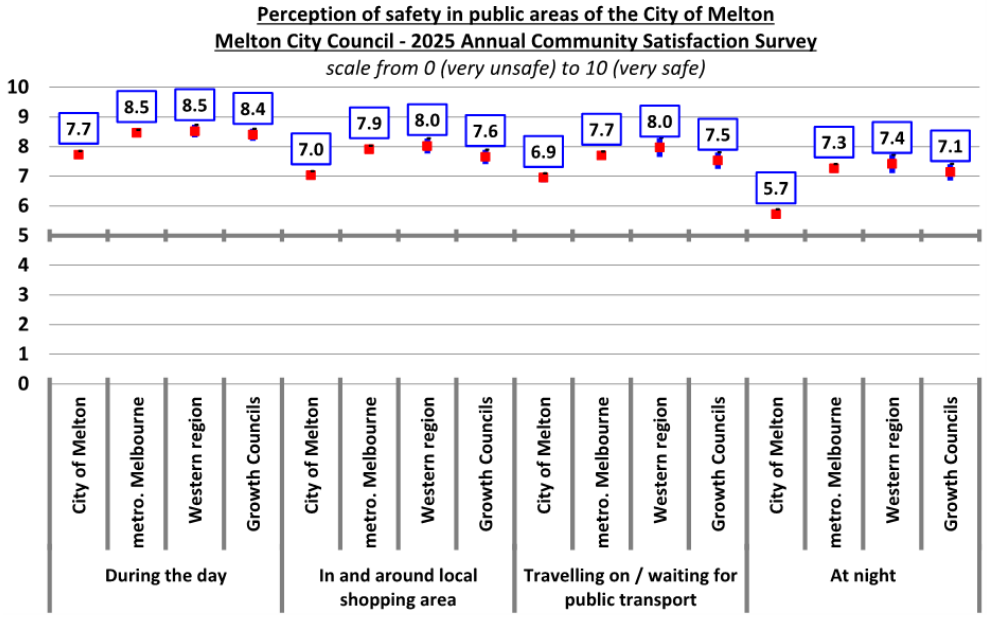
Governing Melbourne was conducted independently by Metropolis Research using the same door-to-door, in-person methodology in January 2025.

Metropolis Research notes that the perception of safety in all four of these situation and locations was measurably lower in the City of Melton than the metropolitan, western region, and growth area councils' averages.

The difference in the perception of safety in the City of Melton compared to the metropolitan average was largest in relation to the perception of safety in public areas at night, which was 16% (up from 10%) lower in the City of Melton.

The perception of safety during the day (8%), in and around the local shopping area (9%), and travelling on / waiting for public transport (8%) were also all measurably lower than the metropolitan average.

This represents a significantly lower perception of safety in the City of Melton than the metropolitan average, although Metropolis Research notes that it is likely that the perception of safety across metropolitan Melbourne is likely to have declined somewhat since *Governing Melbourne* was completed.



Perception of safety during the day

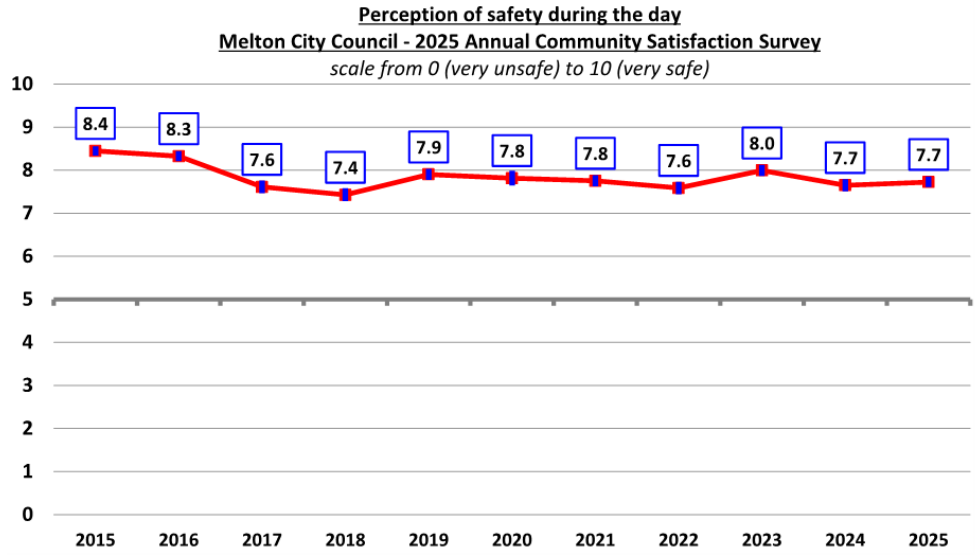
The perception of safety in the public areas of the City of Melton during the day remained stable this year at 7.7 out of 10.

This result was measurably (8%) lower than the metropolitan and western region councils' averages.

This result comprised 65% of respondents who felt "very safe" and five percent (up from 4%) who felt "unsafe".

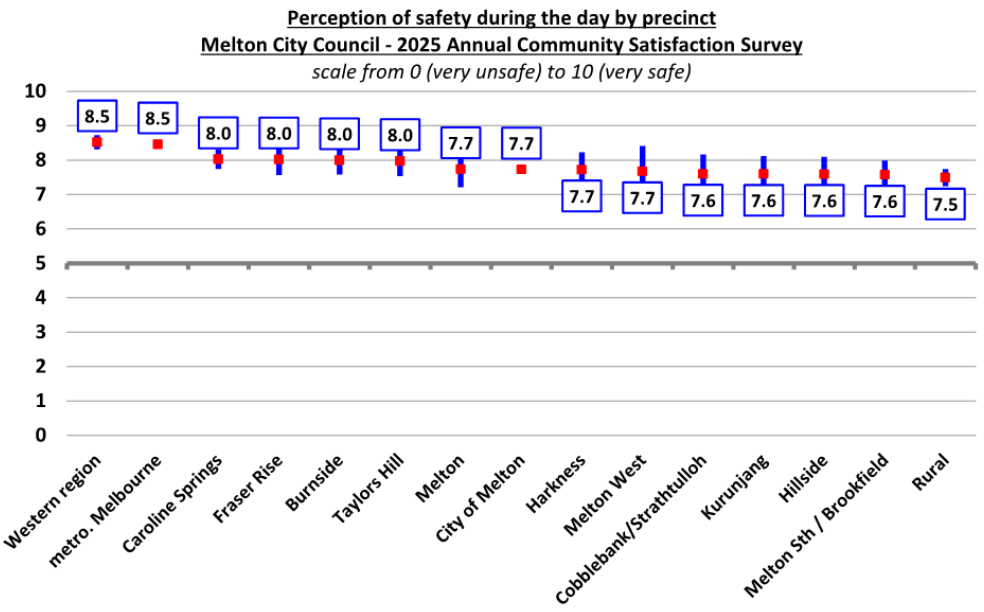
The perception of safety in the public areas of the City of Melton has been relatively stable over the last nine years, at a level below the metropolitan average, with the 2025 result only marginally (1%) lower than the long-term average of 7.8 out of 10.

The consistency of this result reflects the on-going nature of this lower perception of safety in the City of Melton.

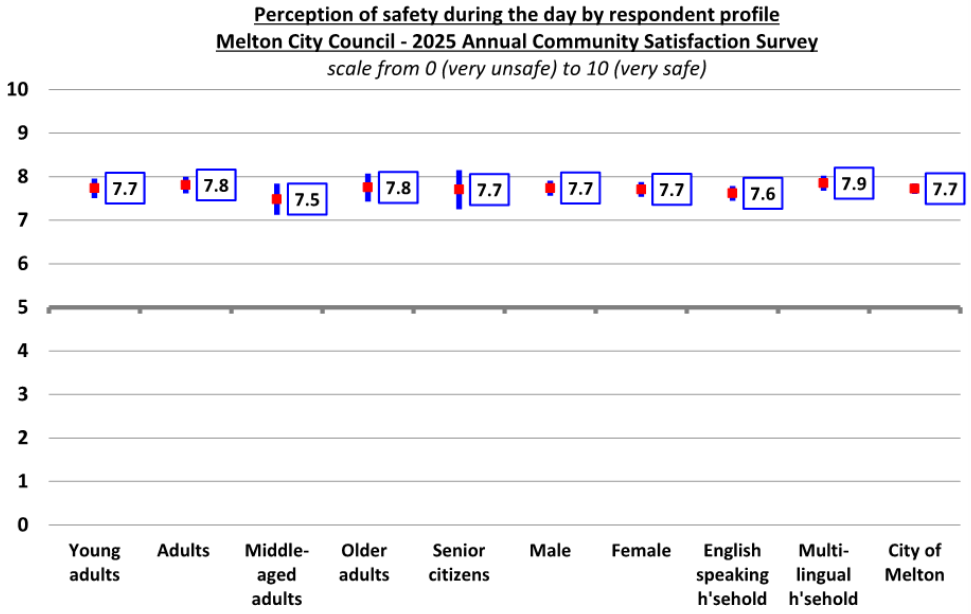


While there was no measurable variation in the perception of safety in public areas during the day observed across the municipality, it is noted that the urban fringe precincts including Caroline Springs, Fraser Rise, Burnside, and Taylors Hill all recorded a somewhat (3%) higher perception of safety.

By contrast, respondents from the rural precinct felt marginally (2%) less safe than average.



There was no measurable variation in the perception of safety in public areas during the day observed by respondent profile, although respondents from multilingual households felt somewhat (3%) safer than respondents from English speaking households.



Perception of safety at night

The perception of safety in the public areas of the City of Melton at night declined measurably this year, down three percent to 5.7 out of 10.

This was the second consecutive decline in the perception of safety in public areas at night recorded for the City of Melton and was measurably (3%) below the long-term average since 2015 of 6.0 out of 10.

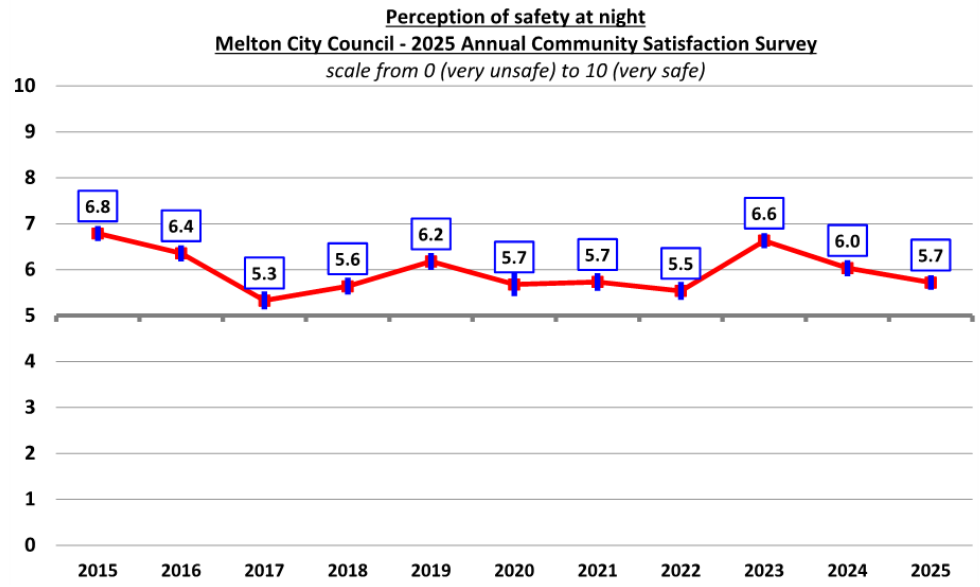
This result was measurably and significantly lower than the metropolitan (16% lower) and western region councils' (17% lower) averages, as recorded in *Governing Melbourne*, surveyed in January 2025.

This result comprised 18% (down from 30%) of respondents who felt "very safe" and 24% (up from 23%) who felt "unsafe".

This represents a significant proportion of the City of Melton community who feel unsafe in public areas at night.

With the exception of 2023, which recorded an unusually positive result, the perception of safety in the public areas of the City of Melton at night has been somewhat variable over the last nine years, but in most years at a level significantly below the metropolitan average.

The consistency of this lower perception of safety result is an important finding from these results.



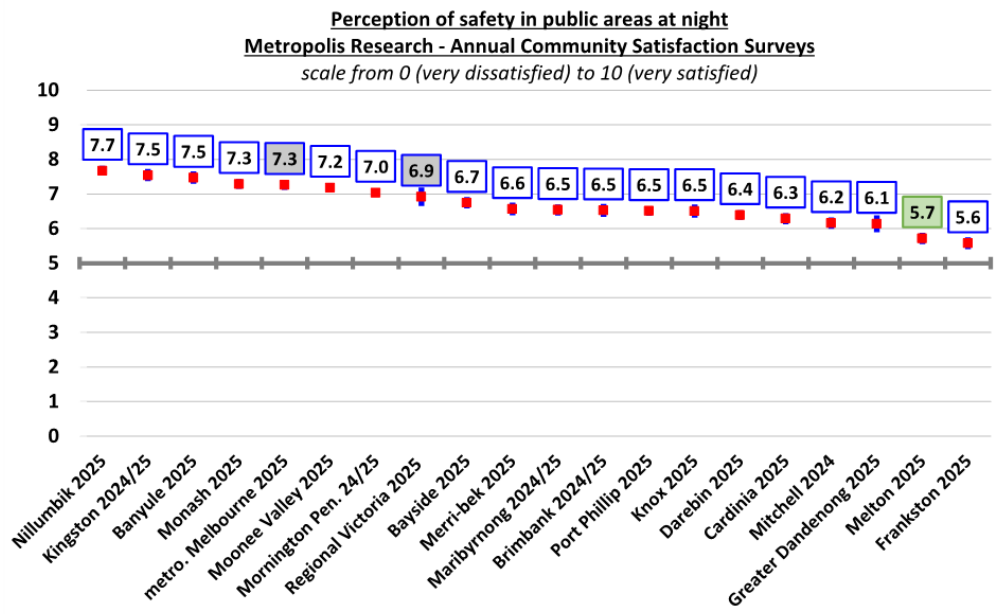
Municipal comparison of the perception of safety in public areas at night

The following graph provides a comparison of the perception of safety in the public areas of each municipality at night, for all other municipalities surveyed by Metropolis Research in 2024 and 2025.

The perception of safety in public areas at night in the City of Melton was the second lowest of the 18 municipalities surveyed by Metropolis Research this year.

This result was marginally (1%) higher than the City of Frankston, which recorded a significant decline in the perception of safety in pubic areas at night this year.

This result was measurably lower than all of the other western region municipalities surveyed by Metropolis Research, including the City of Moonee Valley (15% lower), the City of Maribyrnong surveyed back in August 2024 (4% lower), and the City of Brimbank (4% lower).

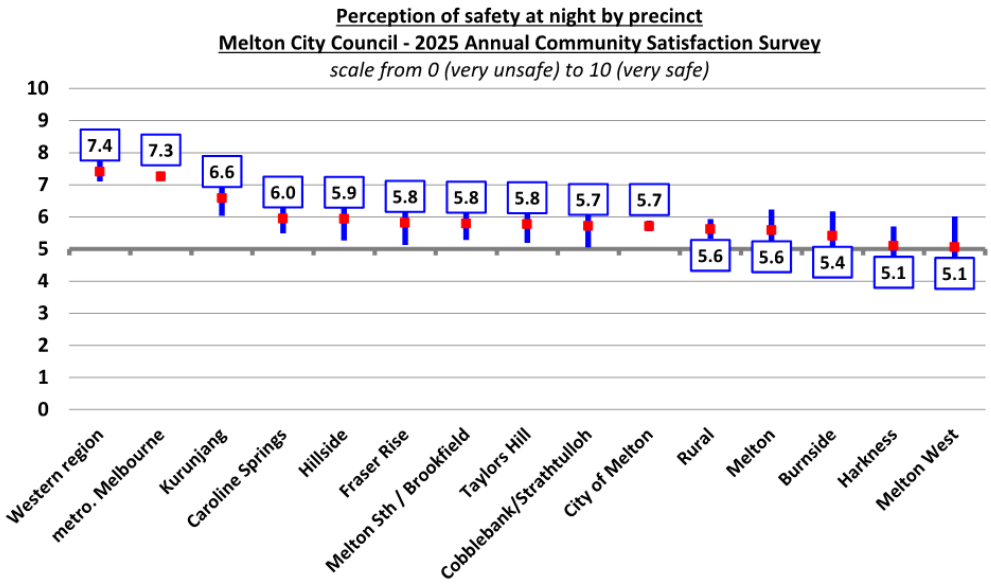


There was measurable variation in the perception of safety in public areas of the City of Melton at night observed across the municipality.

Respondents from Kurunjang felt measurably (9%) safer than average, and respondents from Caroline Springs felt somewhat (3%) safer.

By contrast, respondents from Burnside felt somewhat (3%) less safe than average, and respondents from Harkness and Melton West felt notably (6%) less safe than average.

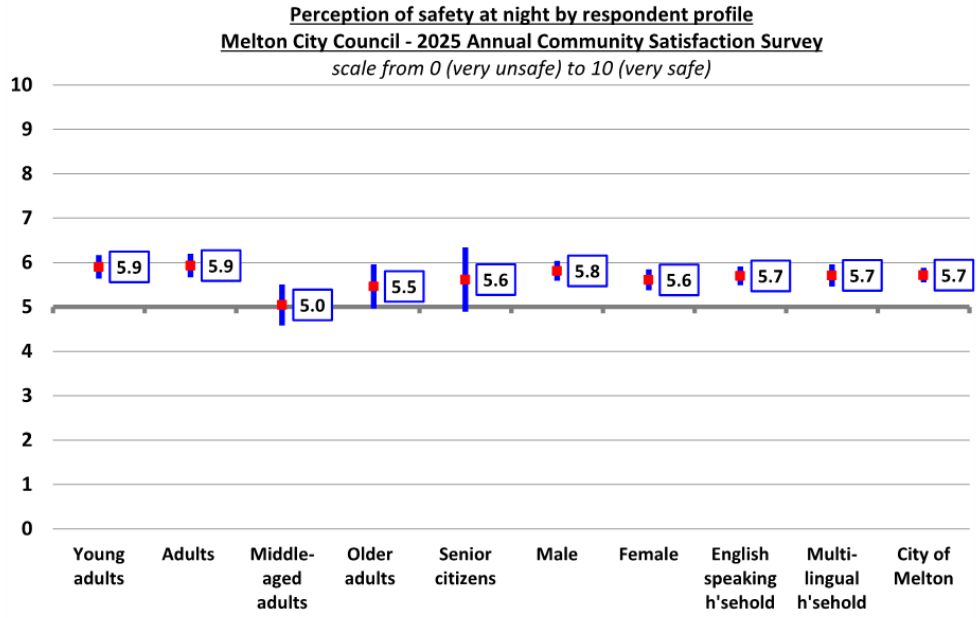
These results reflect significant variation in the perception of safety across the City of Melton.



There was measurable variation in the perception of safety in public areas at night observed by respondent profile, with middle-aged adults (aged 45 to 59 years) reporting that they felt measurably (7%) less safe than average.

Male respondents felt somewhat (2%) safer than female respondents.

This relatively modest gender gap for perception of safety at night was smaller than has been observed in several other municipalities this year.



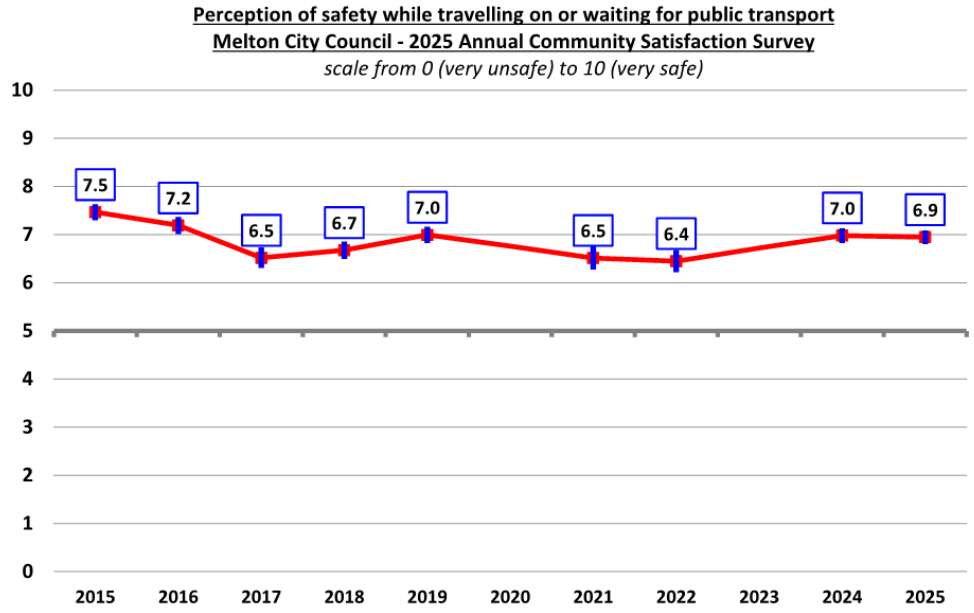
Perception of safety while travelling on / waiting for public transport

The perception of safety travelling on or waiting for public transport declined only marginally this year, down one percent to 6.9 out of 10.

This result was marginally (1%) higher than the long-term average since 2015 of 6.8 out of 10.

This result was measurably lower than the metropolitan (8% lower) and western region councils' (11% lower) averages, as recorded in *Governing Melbourne*, surveyed in January 2025.

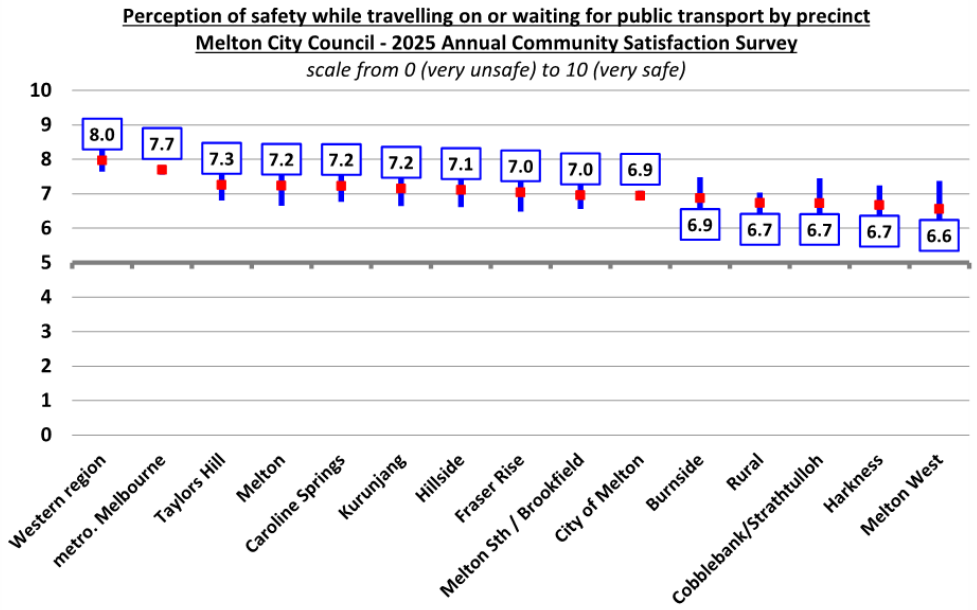
This result comprised 41% (down from 44%) of respondents who felt "very safe" and nine percent (up from 8%) who felt "unsafe".



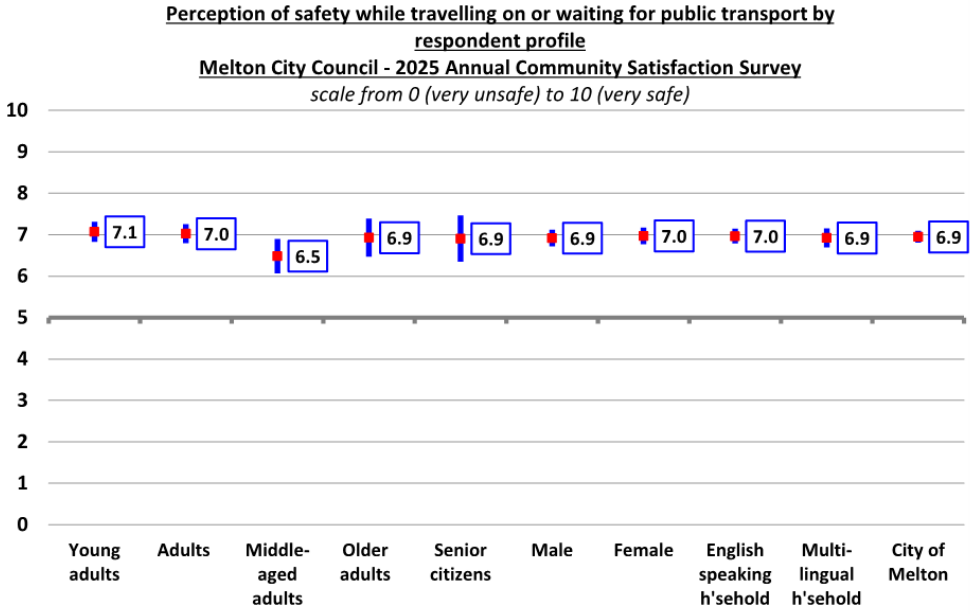
There was no measurable variation in the perception of safety travelling on or waiting for public transport observed across the municipality.

It is noted, however, that respondents from the urban fringe precincts such as Taylors Hills, Caroline Springs, and Kurunjang, along with Melton precinct felt somewhat (3% to 4%) safer than average.

By contrast, respondents from Melton West felt somewhat (3%) less safe than average.



There was no measurable variation in the perception of safety travelling on or waiting for public transport observed by respondent profile, although middle-aged adults (aged 45 to 59 years) felt notably (4%) less safe than average.



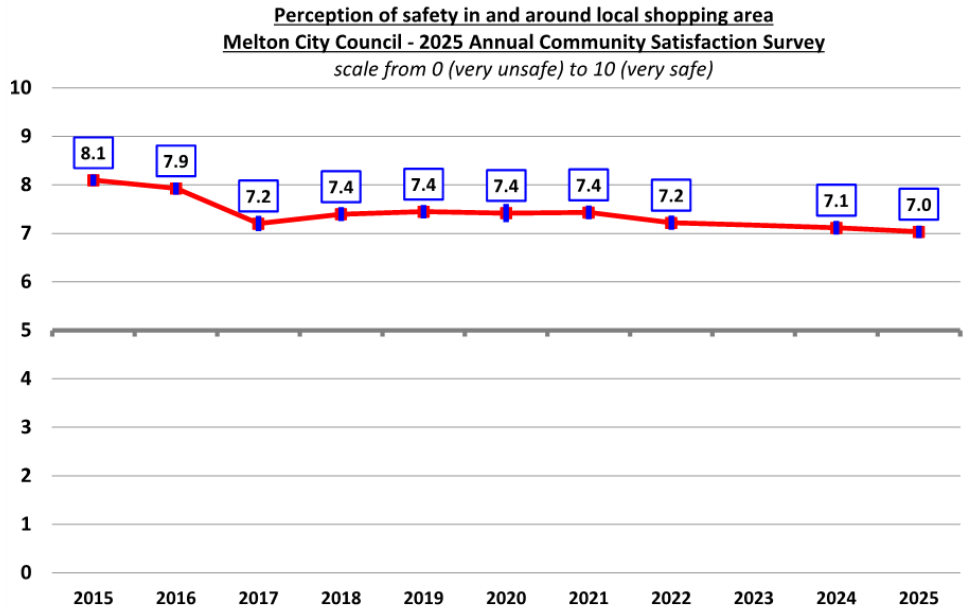
Perception of safety in and around local shopping areas

The perception of safety in and around the local shopping areas declined marginally again this year, down one percent to 7.0 out of 10.

This was the third consecutive marginal decline in this result and was measurably (4%) below the long-term average since 2015 of 7.4 out of 10.

This result was measurably lower than the metropolitan (9% lower) and western region councils' (10% lower) averages, as recorded in *Governing Melbourne*, surveyed in January 2025.

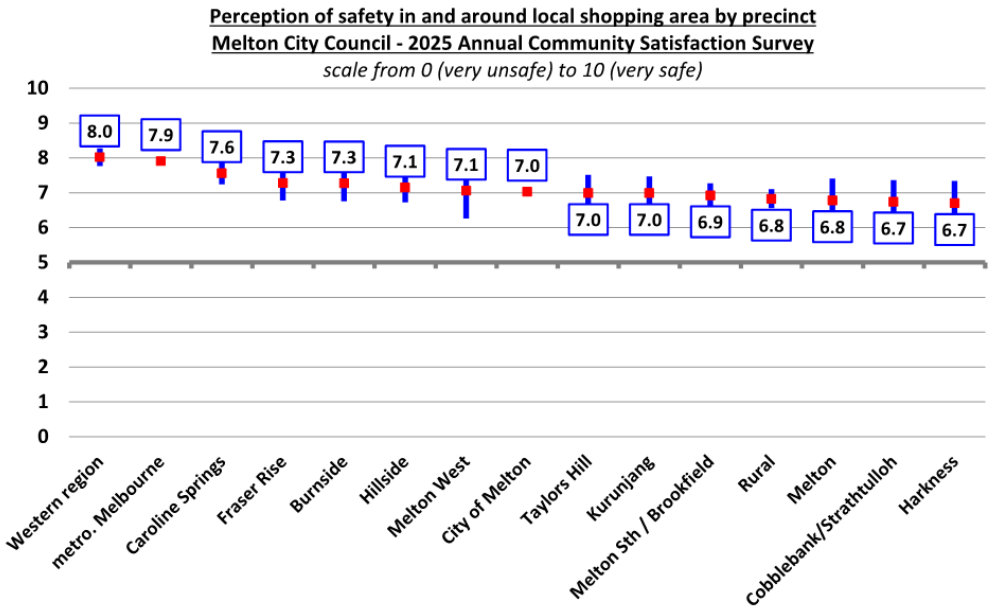
This result comprised 42% (down from 51%) of respondents who felt "very safe" and eight percent (down from 9%) who felt "unsafe".



There was measurable variation in the perception of safety in public areas in and around the local shopping area observed across the municipality.

Respondents from Caroline Springs felt measurably (6%) safer than average, and respondents from Fraser Rise and Burnside felt somewhat (3%) safer.

By contrast, respondents from Cobblebank / Strathtulloh and Harkness felt somewhat (3%) less safe than average.



There was no variation in this result observed by respondent profile, although respondents from multilingual households felt somewhat (3%) safer than respondents from English speaking households.

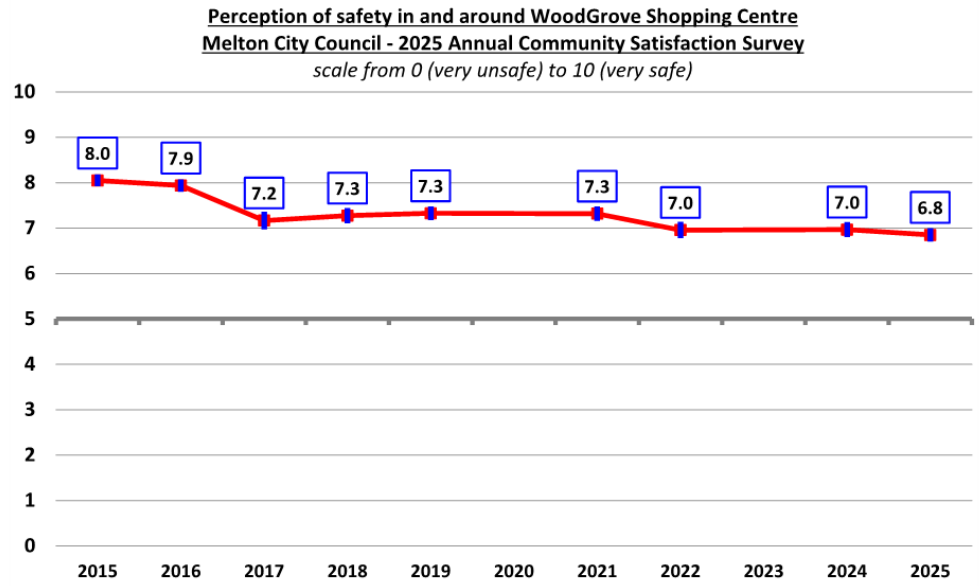


Perception of safety in and around WoodGrove Shopping Centre

The perception of safety in and around WoodGrove Shopping Centre declined somewhat this year, down two percent to 6.8 out of 10.

This continues the trend of a declining perception of safety in and around this centre, with the 2025 result measurably (5%) lower than the long-term average since 2015 of 7.3.

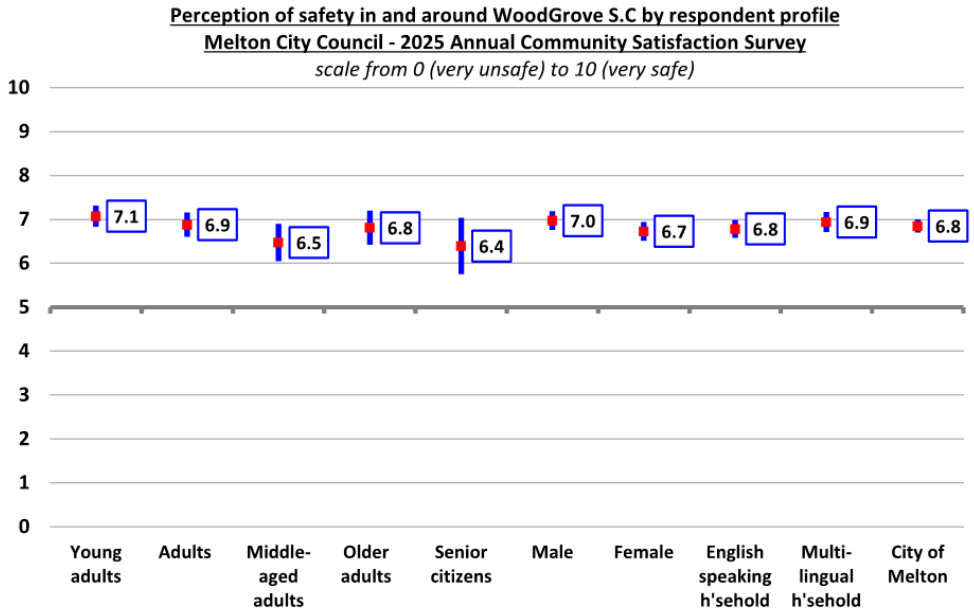
This result comprised 41% (down from 47%) of respondents who felt "very safe" and a stable 11% who felt "unsafe".



There was no measurable variation in this result observed by respondent profile, although young adults (aged 18 to 34 years) felt somewhat (3%) safer than average.

By contrast, middle-aged adults (aged 45 to 59 years) and senior citizens (aged 75 years and over) felt somewhat (3% and 4% respectively) less safe than average.

Male respondents felt notably (3%) safer than female respondents.



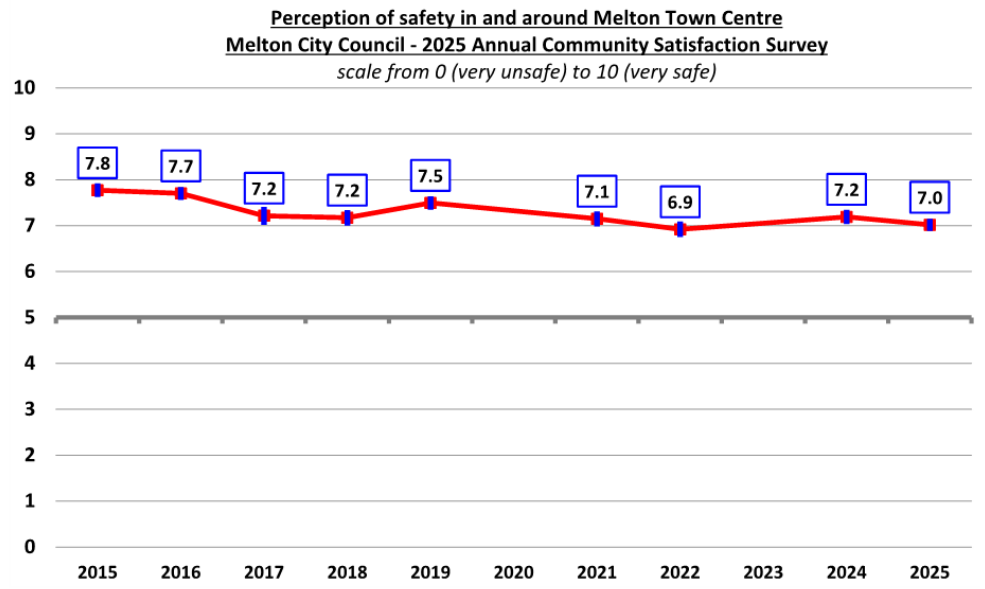
Perception of safety in and around Melton Town Centre

The perception of safety in and around Melton Town Centre declined somewhat this year, down two percent to 7.0 out of 10.

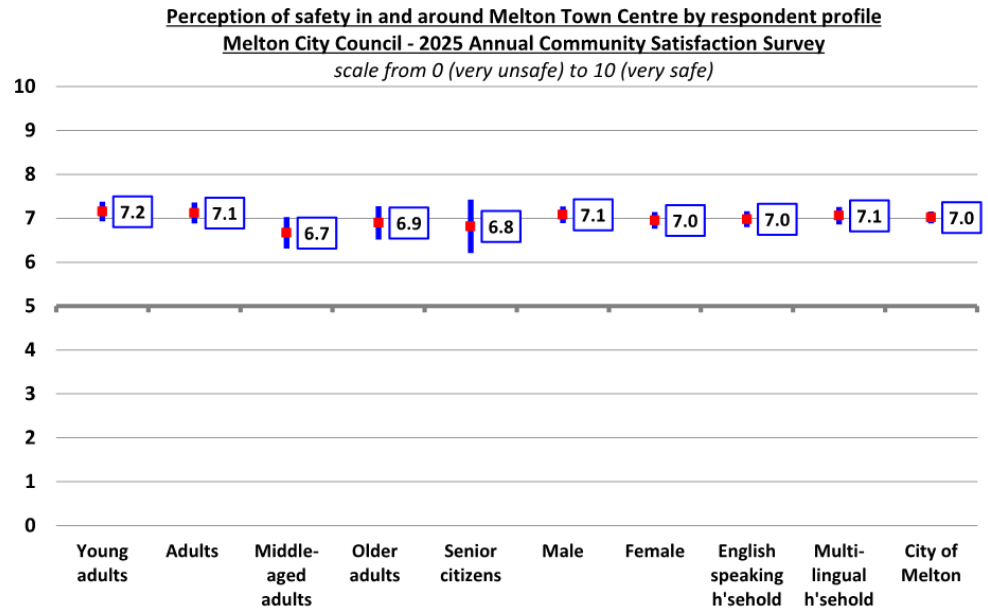
The perception of safety in and around this centre has remained relatively stable at or around seven out of 10 since 2017, although down slightly on the 2015 and 2016 results.

This result was notably (3%) below the long-term average since 2015 of 7.3 out of 10.

This result comprised 40% (down from 51%) of respondents who felt “very safe” and a stable nine percent who felt “unsafe”.



There was no measurable variation in this result observed by respondent profile, although middle-aged adults (aged 45 to 59 years) felt somewhat (3%) less safe than average.



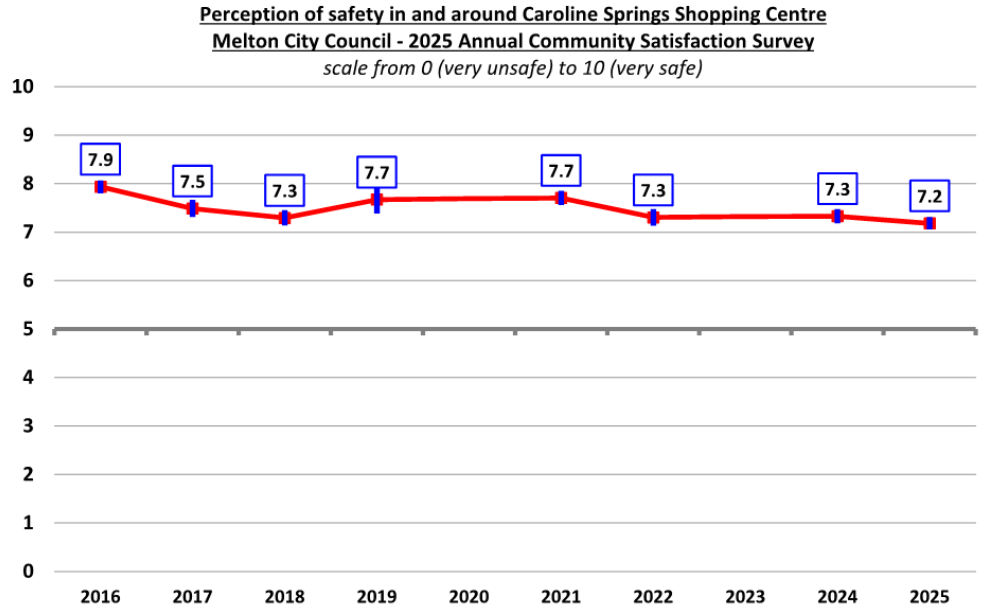
Perception of safety in and around Caroline Springs Shopping Centre

The perception of safety in and around Caroline Springs Shopping Centre declined marginally this year, down one percent to 7.2 out of 10.

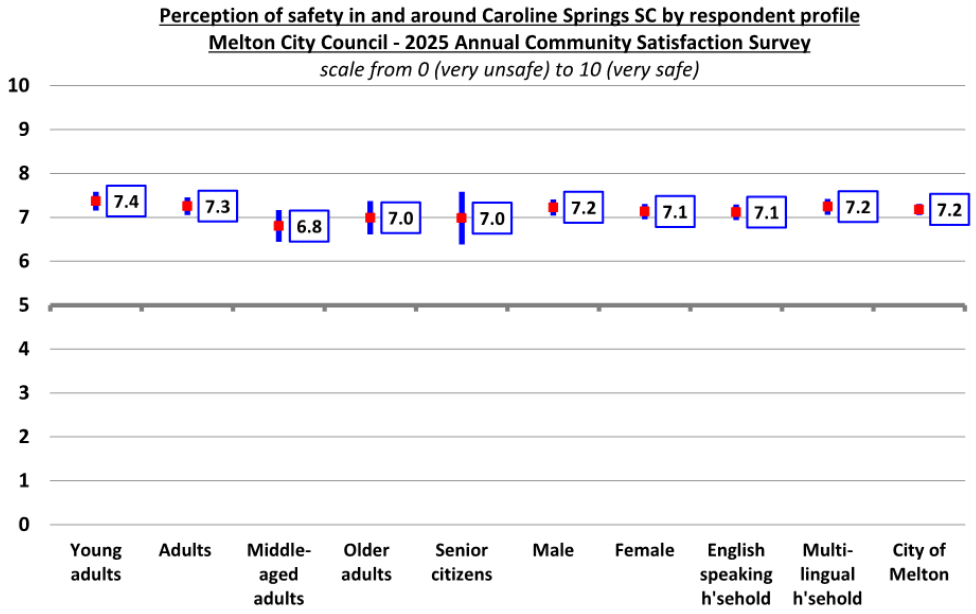
This was the lowest perception of safety recorded for this centre since it was first included in the survey back in 2016.

This result was notably (3%) below the long-term average since 2016 of 7.5 out of 10.

This result comprised 43% (down from 52%) of respondents who felt "very safe" and six percent (down from 7%) who felt "unsafe".



There was no measurable variation in this result observed by respondent profile, although middle-aged adults (aged 45 to 59 years) felt notably (4%) less safe than average.

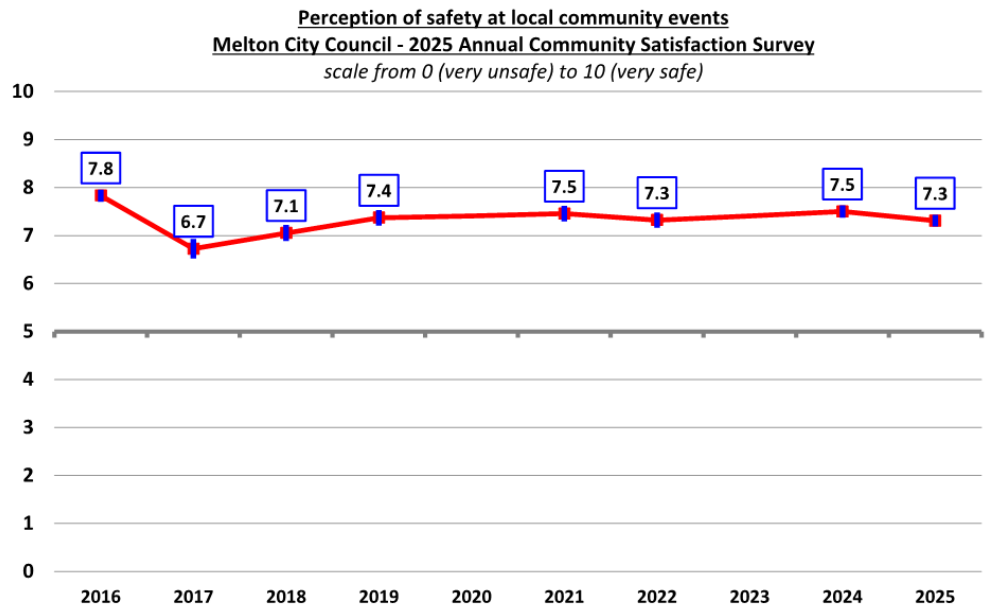


Perception of safety at local community events

The perception of safety at local community events declined somewhat this year, down two percent to 7.3 out of 10.

This result was somewhat (2%) below the long-term average since 2016 of 7.5 out of 10.

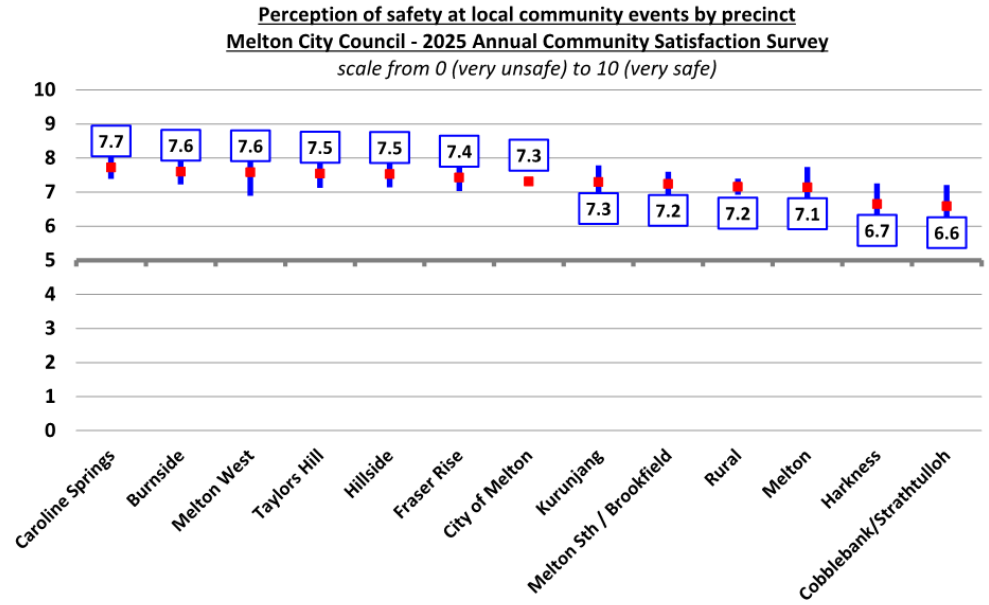
This result comprised 46% (down from 57%) of respondents who felt “very safe” and five percent (up from 4%) who felt “unsafe”.



There was measurable variation in the perception of safety at local community events observed across the municipality.

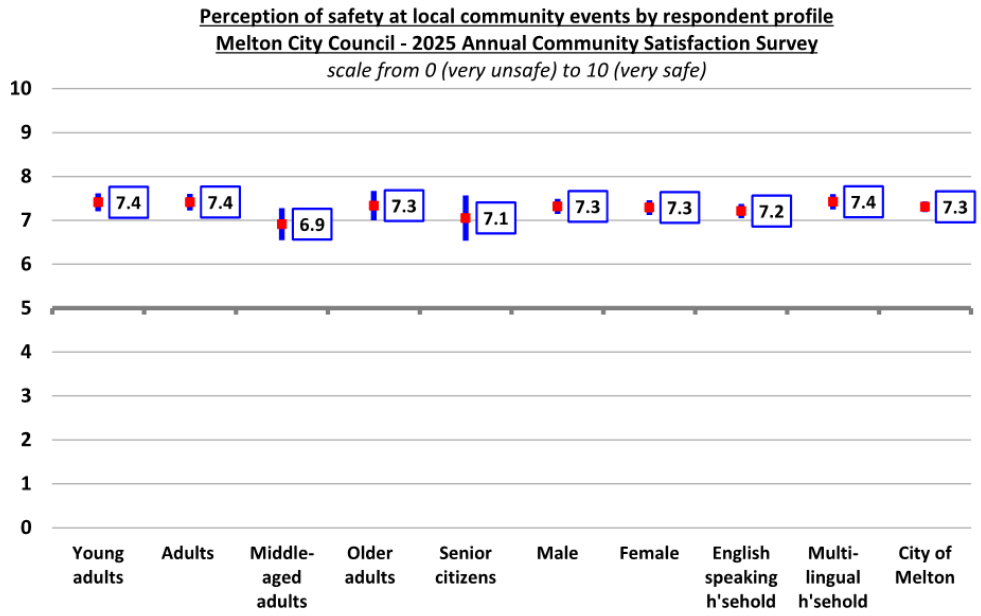
Respondents from Caroline Springs felt measurably (4%), and respondents from Burnside and Melton West felt somewhat (3%) safer.

By contrast, respondents from Cobblebank / Strathtulloh felt measurably (7%) and respondents from Harkness felt notably (6%) less safe than average.



There was no measurable variation in this result observed by respondent profile, although middle-aged adults (aged 45 to 59 years) felt notably (4%) less safe than average.

Respondents from multilingual households felt somewhat (2%) safer than respondents from English speaking households.

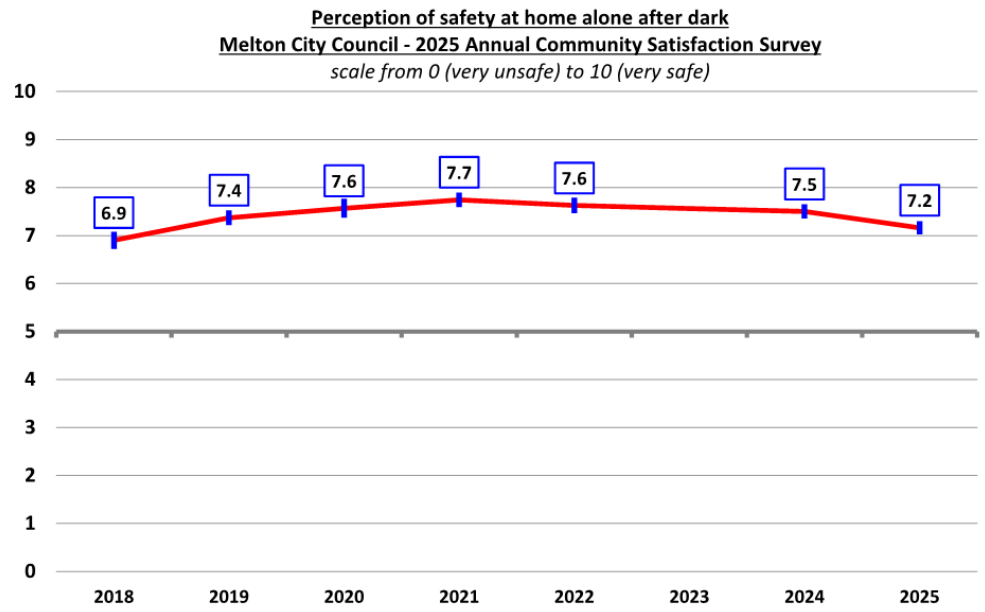


Perception of safety at home alone after dark

The perception of safety at home alone after dark declined measurably this year, down three percent to 7.2 out of 10.

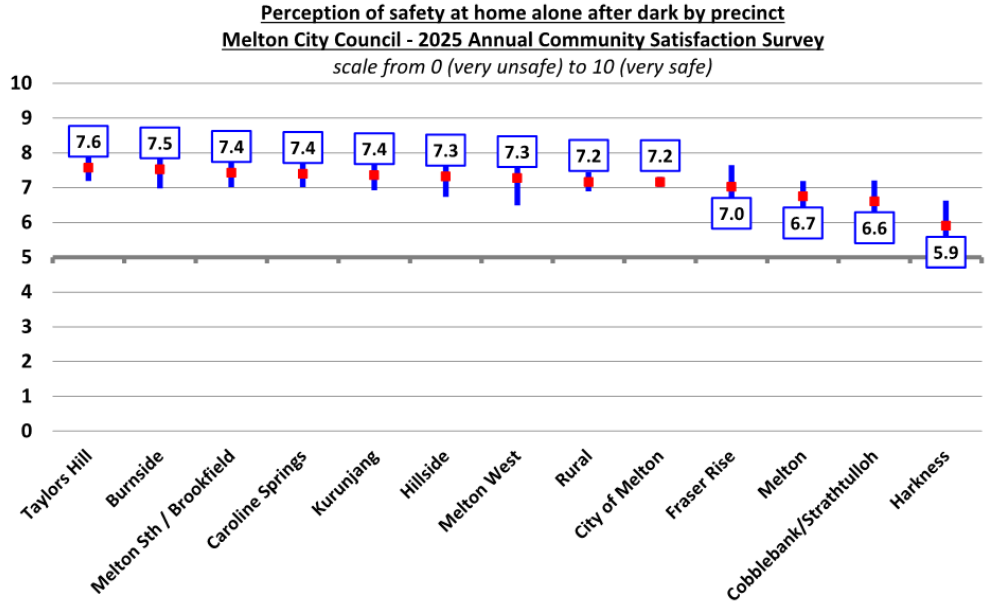
This result was somewhat (2%) below the long-term average since 2018 of 7.4 out of 10.

This result comprised 47% (down from 59%) of respondents who felt “very safe” and a stable seven percent who felt “unsafe”.

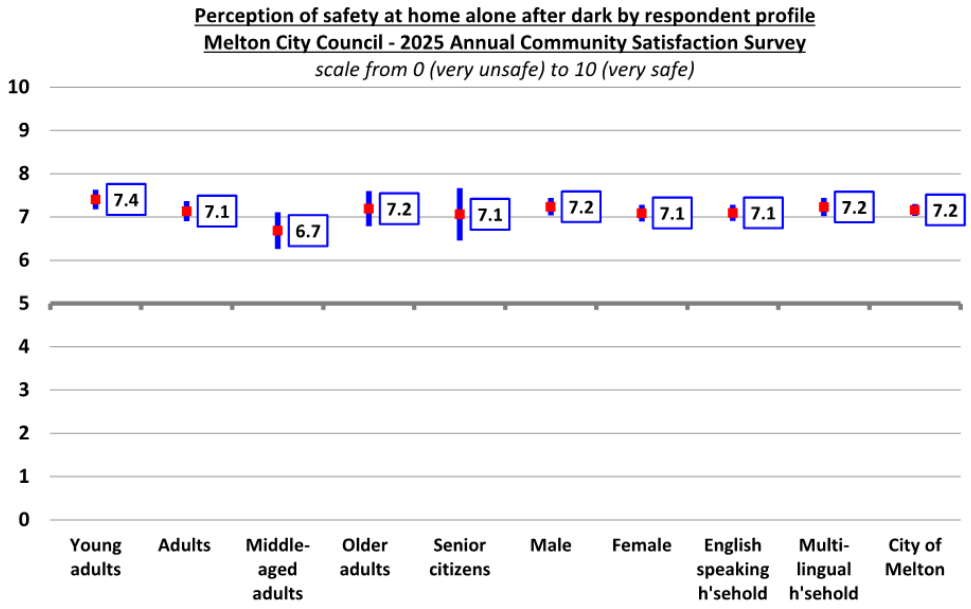


There was measurable variation in the perception of safety at home alone after dark observed across the municipality.

Respondents from Taylors Hill (4%) and from Burnside (3%) felt somewhat safer than average. By contrast, respondents from Harkness felt measurably (13%) and respondents from Cobblebank / Strathtulloh (6%) and Melton precinct (5%) felt notably less safe than average.



There was no measurable variation in this result observed by respondent profile, although middle-aged adults (aged 45 to 59 years) felt notably (4%) less safe than average.

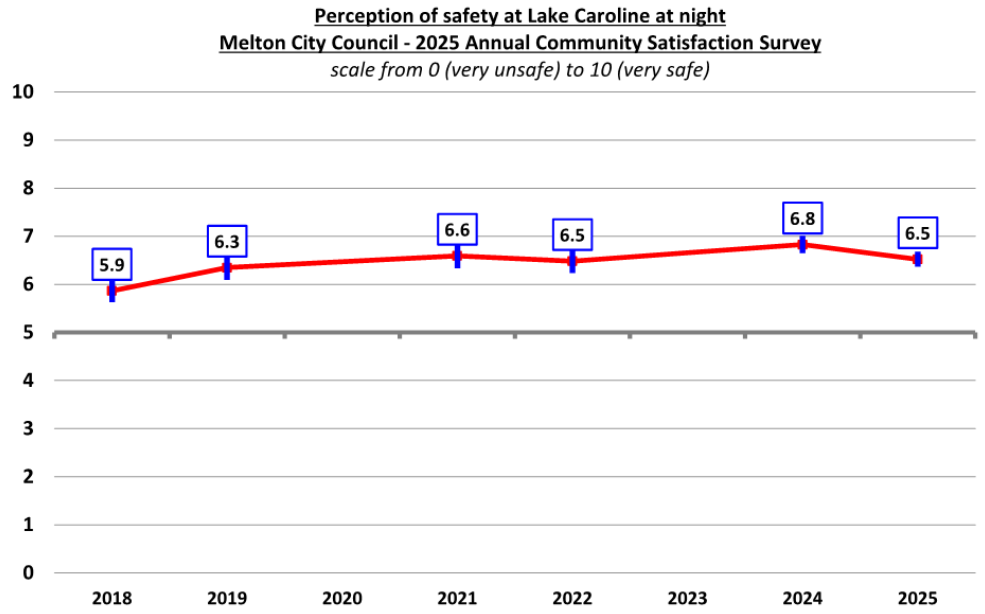


Perception of safety around Lake Caroline at night

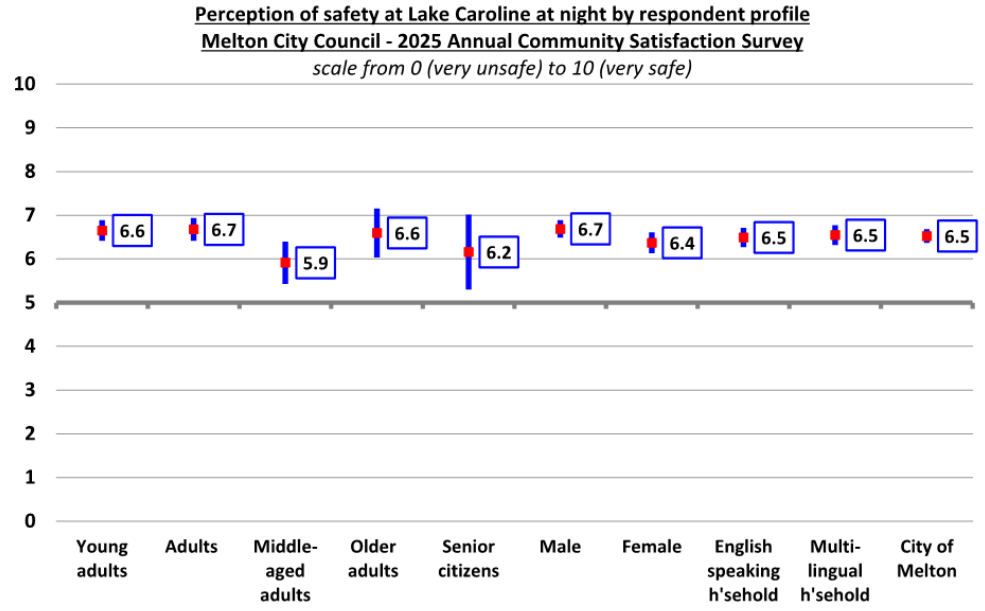
The perception of safety around Lake Caroline at night declined notably this year, down three percent to 6.5 out of 10.

Despite the decline, this result was marginally (1%) above the long-term average since 2018 of 6.4 out of 10.

This result comprised 31% (down from 41%) of respondents who felt “very safe” and 13% (up from 11%) who felt “unsafe”.



There was measurable variation in this result observed by respondent profile, as middle-aged adults (aged 45 to 59 years) felt measurably (6%), and senior citizens (aged 75 years and over) felt somewhat (3%) less safe than average.



Reasons for feeling less safe:

There were 158 responses received from respondents this year, who felt "unsafe" in the public areas of the City of Melton.

These responses have been broadly categorised, as outlined in the following table.

The most common issues raised by respondents who felt unsafe were issues relating to crime and incidents of crime, including theft, robbery, violence, with 54% of the comments categorised as these issues.

Concerns around the perceived lack of policing, including concerns around ensuring that crime had consequences, increased this year, with 19 comments.

It is noted that there was just one comment specifically related to issues with drugs and alcohol.

Reasons for feeling unsafe in public areas of the City of Melton
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of responses from respondents rating safety less than five)

Reason	*2025*		*2024*	*2023*	*2022*	*2021*
	Number	*Percent*				
Crime (theft, robbery, violence, etc) / incidents	85	54%	60%	48%	18%	36%
Police presence / lack of consequences	19	12%	2%	4%	21%	15%
General safety	16	10%	1%	8%	8%	5%
Concerns about various types of people	13	8%	13%	13%	29%	23%
Lighting	8	5%	7%	10%	8%	9%
Image / feel of place and news reports	4	3%	4%	2%	6%	5%
Public transport safety	4	3%	2%	3%	3%	1%
Traffic related	3	2%	2%	5%	2%	2%
Drug and alcohol issues	1	1%	8%	7%	3%	5%
Other	5	3%	0%	0%	2%	1%
Total	**158**	**100%**	**164**	**125**	**227**	**200**

The following table outlines the verbatim comments received in relation to the perception of safety, as discussed above.

Reasons for feeling unsafe in public areas of the City of Melton
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Reason	*Number*
Crime (theft, robbery, violence, etc) / incidents	
High / increased crime rates / crimes are rising / too high	23
A lot of robberies / break-ins / car break-ins / home invasions	16
High youth crime / violence	16
Crime and violence in Woodgrove are bad	3
Kids running around with knives / machetes	2
Lot of gangs and youth around everywhere anytime	2
Stabbings have happened around the area	2
Teenagers / youth out of control and causing problems	2
Because I saw someone getting mugged	1
Because of crimes in the area, I don't feel safe in the past one year	1
Hostile teenagers are risky	1
I was attacked in public once	1
Lots of problems with youths at nighttime mostly	1
My sister house got broken into last month	1
Street crimes	1
Teen violence and youth violence, my kids are not allowed to ride their bikes where I can't see them. They are not allowed to do anything on their own, it's better to avoid and I feel like nothing is being done	1
Teenage boys at Caroline Springs Lake area are up to no good	1
The murders	1
There are many incidents that scare us	1
There are many safety issues in the area because of young ones and shady activities	1
There is a lot of violence, machetes and I'm scared. They usually go in groups, and you just got to run	1
There's so much fighting, if I still had younger kids, you can't even go outside without children being hurt. Fights in the mall stuff like that, you want to be safe	1
Too many crimes at the Melton	1
Too many young kids who are armed	1
We saw guys trying to unlock our car and we are very concerned about safety at night	1
We saw one time at Woodgrove shops there was gang who was stopping cars	1
Youth crime left without any oversight	1
Total	**85**
Police presence / lack of consequences	
Lack of police presence / patrol	4
The police simply let youngsters and criminals off / no jail time	3
More police for protection / patrol in shopping areas	2
Need much police support / involvement	2
Near shopping centre and other public, they have to bring in more police for protection of public there is break-in attempts around the area harassment for children in the area	1
Needs more police patrolling at night around the areas with lots of break in attempts and safety issues at night	1

There should be more police protection for people like in Queensland where there is always extra police force for protection in shopping centres and other public places	1
We could have better police presence, but no one cares	1
It makes us feel unsafe that there are no actions for their consequences	1
It's the government, people breaking into houses should be strictly taken care of do not just bail them out	1
Remove the jail laws and start locking people up	1
There is no consequence of crimes for people, and they don't care about how they affect others and that should change. The police don't care about what people do and that's just bad	1
Total	**19**

General safety

Not safe anywhere here	3
I don't trust what is happening at shopping centres	2
Not safe anywhere - especially at night	2
Children get lost	1
Edge of Caroline Springs Blvd, supermarkets nearby	1
Everywhere in Melton	1
General female safety issue	1
High St at Melton	1
I just wouldn't trust it now, 20 years ago I'd go to the station at night, but now I wouldn't	1
Melton at night is very unsafe	1
Melton South	1
No one goes out at night	1
Total	**16**

Concerns about various types of people

Because of suspicious / shady people	5
Around WoodGrove we feel unsafe as a lot of homeless people live there	1
Less people	1
People are aggressive	1
Random people approach you on the streets	1
There are lot of people that are up to no good	1
There are people on the streets with ill intentions	1
There is a lot of loud people walking around. They are suspicious	1
Too many wrong people wandering around Melton, smashing public things and scary	1
Total	**13**

Lighting

Lack of / poor lighting in some areas	4
Better lighting at night	1
Dark areas	1
The light on the street doesn't work and it's very dark, and we had to put safety net	1
The lights in the area are not on around the lake. Otherwise, I'd feel safer	1
Total	**8**

Image / feel of place and news reports	
Mostly related crime - in local community group people always share their story	1
Melton has a bad reputation about the disadvantaged in the area	1
Melton has changed	1
Recent crime news	1
Total	**4**

Public transport safety	
My son was attacked and robbed on public transport	2
Near Melton station it is bad	1
No safety traveling by public transport. Needed to get taxi nighttime	1
Total	**4**

Traffic related	
Car's speeding	1
Nights we can hear car racing sounds on roads and not safe here	1
Road safety due to speeding	1
Total	**3**

Drug and alcohol issues	
More druggists in Caroline Springs gathering in large groups	1
Total	**1**

Other	
A lot of people do not care about other people's property	1
Not much going on after hours. Societal anxiety	1
Public transport should be more concentrated on the trains	1
Quiet at nights	1
There are no manners left	1
Total	**5**
Total responses	**158**

Sense of community

Respondents were asked:

"On a scale of 0 (strongly disagree) to 10 (strongly agree) where 5 is neutral, please rate your agreement with the following statements regarding the local community."

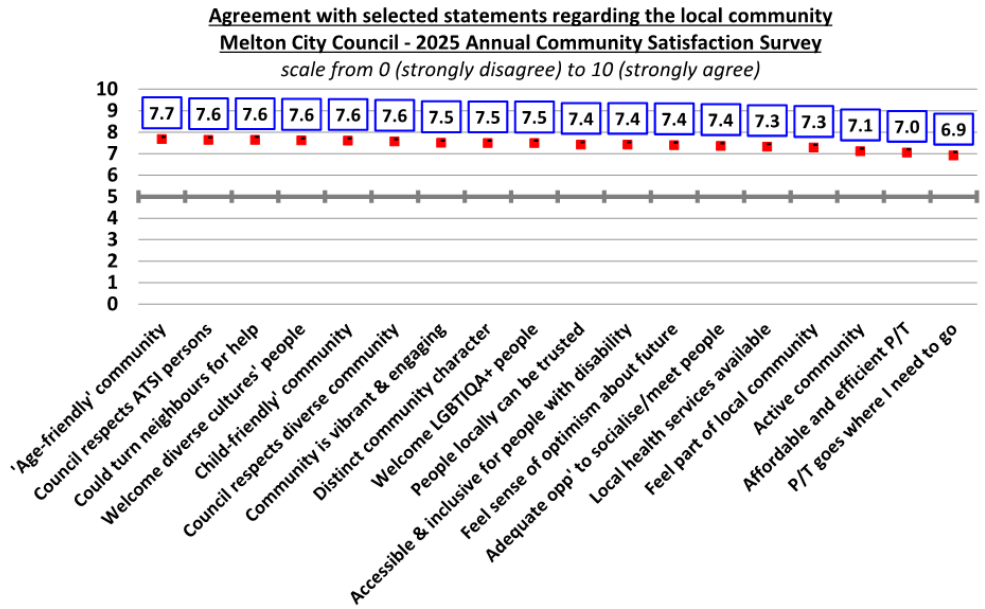
Respondents were again in 2025, asked to rate their agreement or disagreement with statements about the local sense of community, Council engagement with the community, and some aspects relating to public transport.

The average and percentage agreement with the statements are summarised in the following graphs and then discussed in detail in the following sections.

The average agreement with the 18 statements declined marginally this year, down two percent to 7.4 out of 10, with small (approximately 3%) but statistically significant declines recorded for 10 of the 18 statements.

This result, however, generally maintains the significant five percent increase recorded in 2023 after the pandemic. This result of the maintenance of improvements recorded in 2023 was consistent with the general theme developed throughout this report, that being stable satisfaction with Melton City Council at historically high levels.

The average agreement with these statements varied from a low of 6.9 out of 10 for "there is public transport that goes where I need to go", to a high of 7.7 for "the Melton community is an age-friendly community".



Metropolis Research again suggests that some of the improvement in the sense of community in the City of Melton in 2023 (and generally maintained this year) may result from the improving community sentiment moving away from the COVID-19 pandemic.

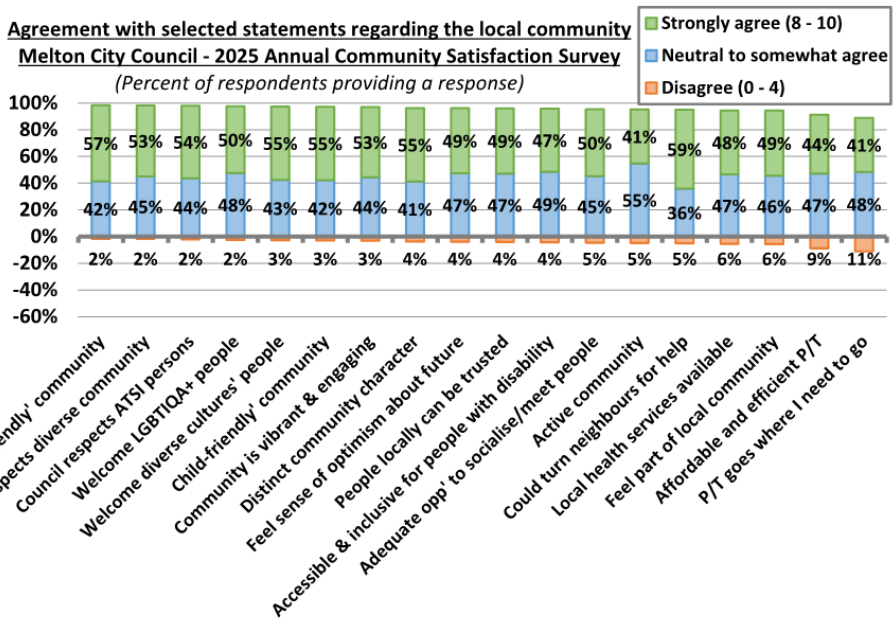
Overall, these results certainly suggest a relatively strong and generally stable sense of community in the City of Melton, which is a positive result for a growth area municipality experiencing a significant population increase.

The following graph provides a breakdown of these results into the proportion of respondents who "strongly agreed" (i.e., rated agreement at eight or more), those who were "neutral to somewhat agreed" (i.e., rated agreement at five to seven), and those who "disagreed" (i.e., rated agreement at less than five).

It is noted that approximately half or more of the respondents providing a score "strongly agreed" with all but three statements.

Less than half of the respondents strongly agreed that public transport goes where they need it to go (41%), that it's an active community (41%), and that there is affordable and efficient public transport (44%).

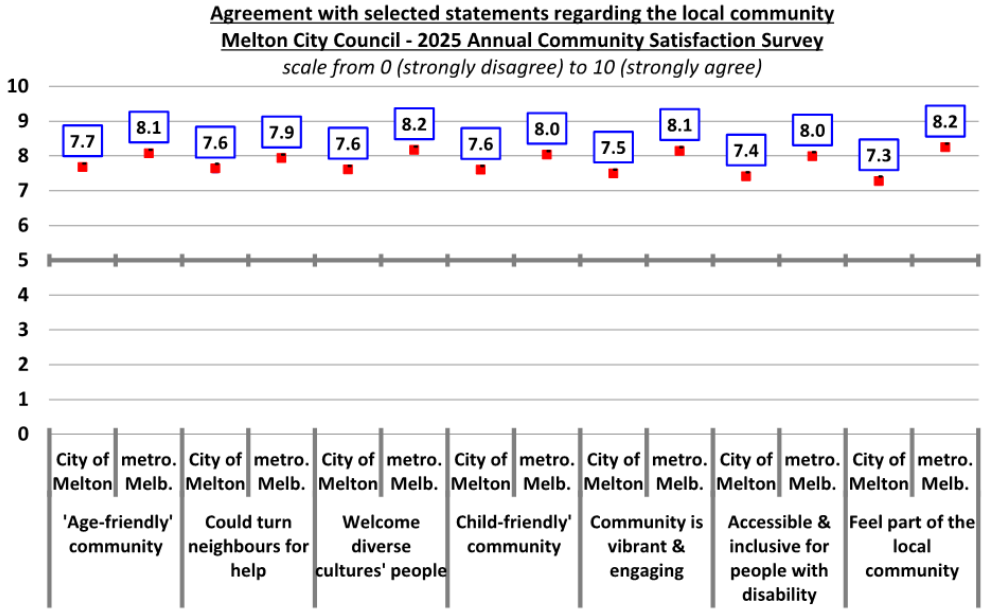
It is noted that 11% of respondents "disagreed" that public transport goes where they need it to go, which was the only statement this year, with which more than 10% of respondents were "dissatisfied".



Of the 18 statements included in this section of the survey this year, seven were included in the 2025 *Governing Melbourne* research. *Governing Melbourne* was conducted independently by Metropolis Research in January 2025, using the same door-to-door, in-person interview methodology.

The average agreement all seven of these statements was measurably lower in the City of Melton than the metropolitan average.

The largest difference was in relation to respondents agreeing that they felt part of the local community, which was nine percent lower in the City of Melton than the metropolitan average.



The following section of the report provides a more detailed examination of the results for each statement, including full time series results, and comparison of variation by precinct and by respondent profile, including age, gender, and language spoken at home.

While there was some variation in these results for individual statements, in general terms, the following variations were noted:

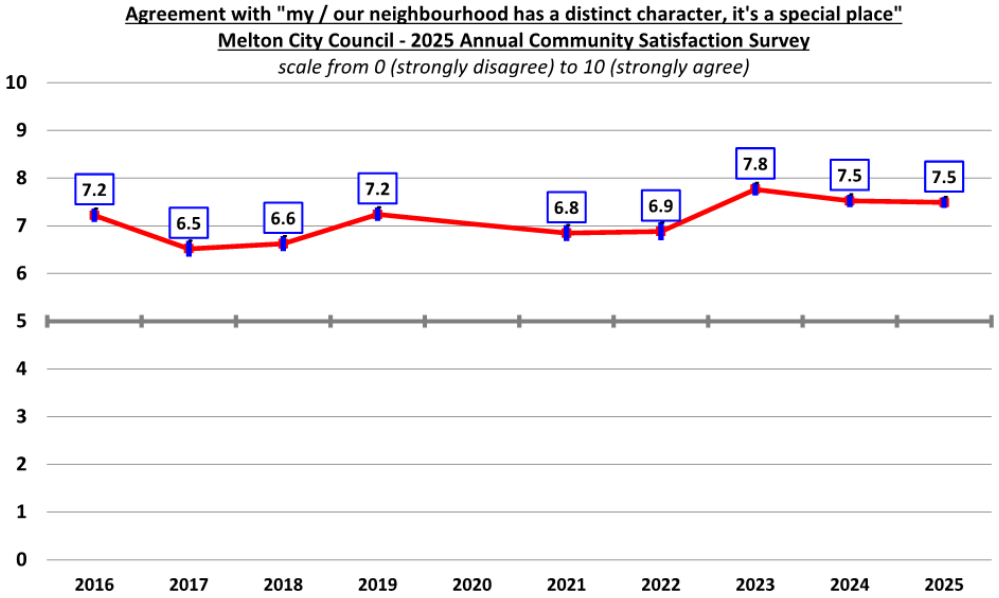
- ***Generally, MORE in agreement than average*** – included respondents from Caroline Springs, Kurunjang, Melton West, and Harkness, senior citizens (aged 75 years and over), and respondents from multilingual households.
- ***Generally, LESS in agreement than average*** – included respondents from Melton precinct and to a lesser extent Burnside, and middle-aged adults (aged 45 to 59 years).

My / our neighbourhood has a distinct character, it's a special place:

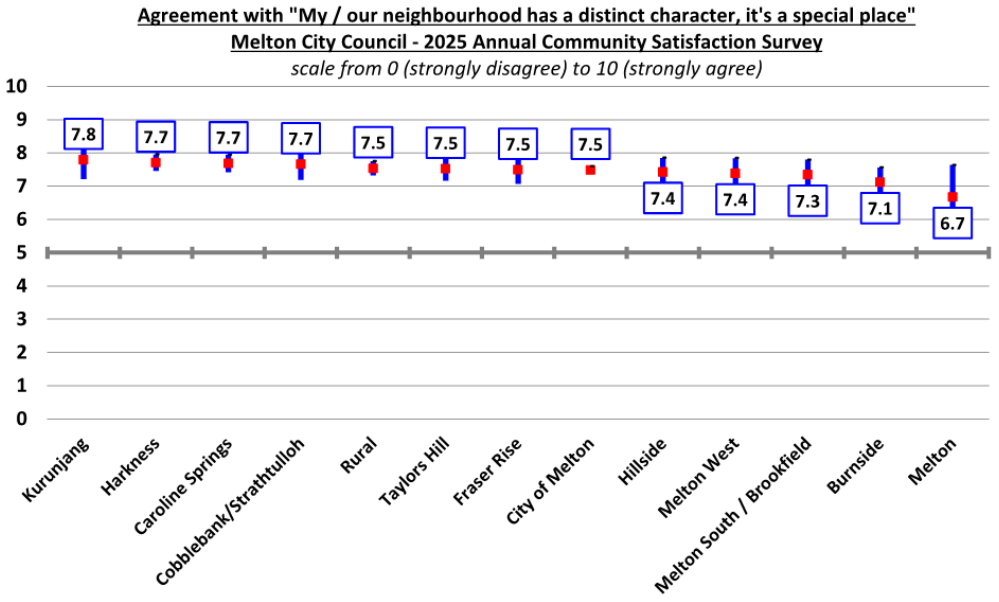
The average agreement that the respondents' neighbourhood has a distinct character, it's a special place, remained stable this year at 7.5 out of 10.

This result was measurably (4%) above the long-term average agreement since 2016 of 7.1.

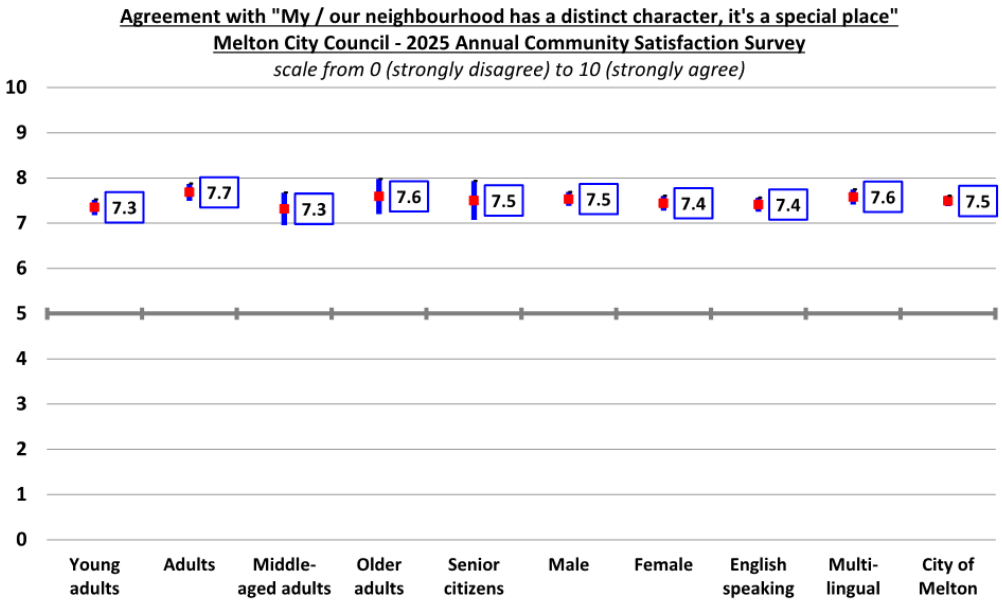
This result comprised 55% who "strongly agreed" and four percent who "disagreed".



There was no measurable variation in this result observed across the municipality, although respondents from Kurunjang were somewhat (3%) more in agreement than average. By contrast, respondents from Burnside (4%) and Melton precinct (8%) were notably less in agreement.



There was no measurable variation in this result observed by respondent profile, although it is noted that respondents from multilingual households were somewhat (2%) more in agreement than respondents from English speaking households.

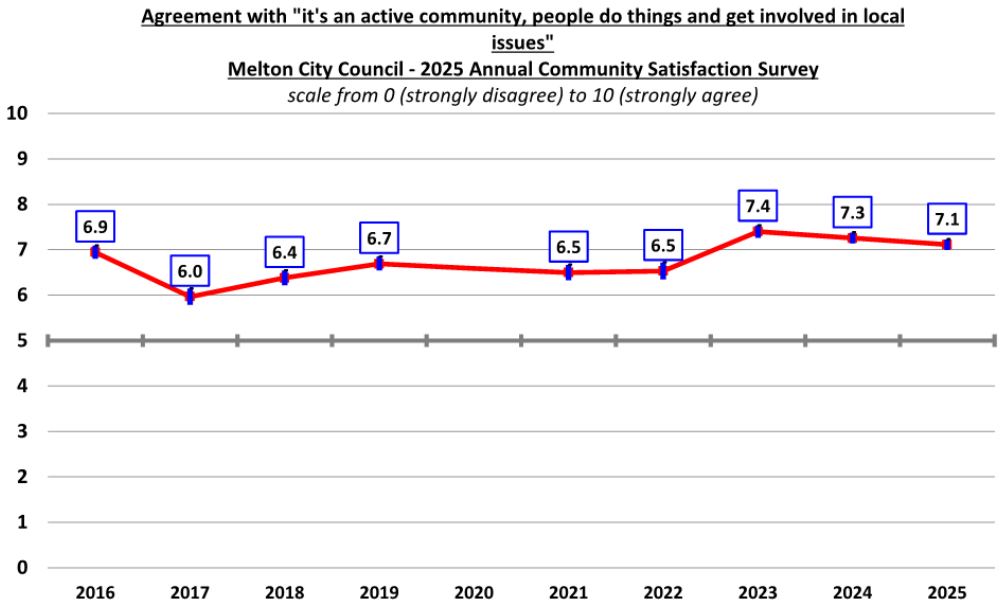


It's an active community, people do things and get involved in local issues:

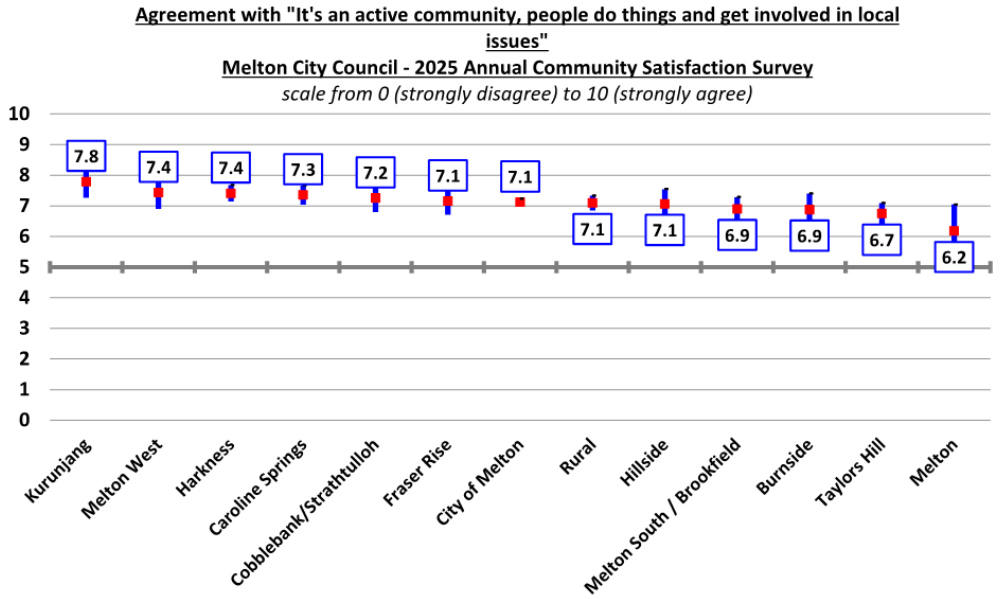
The average agreement that it's an active community, people do things and get involved in local issues declined somewhat this year, down two percent to 7.1 out of 10.

Despite the decline this year, this result remained notably (3%) above the long-term average agreement since 2016 of 6.8 out of 10.

This result comprised 41% who "strongly agreed" and four percent who "disagreed".

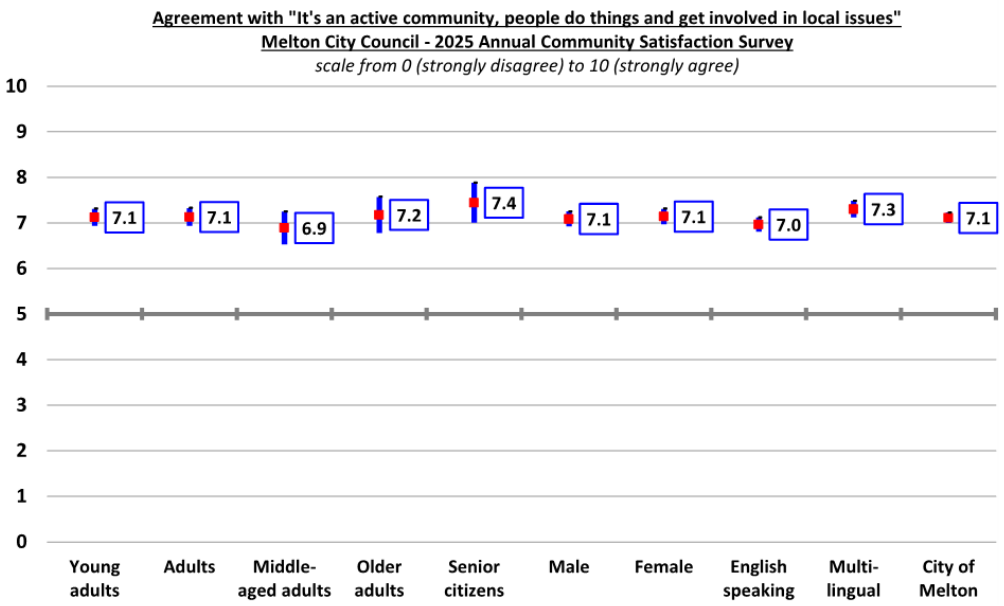


There was measurable variation in this result observed across the municipality, with respondents from Kurunjang measurably (7%) and respondents from Melton West and Harkness somewhat (3%) more in agreement than average. By contrast, respondents from Melton precinct were measurably (9%) and respondents from Taylors Hill were notably (4%) less in agreement than average.



There was measurable variation in this result observed by respondent profile, with senior citizens (aged 75 years and over) somewhat (3%) more in agreement than average.

Respondents from multilingual households were measurably (3%) more in agreement than respondents from English speaking households.



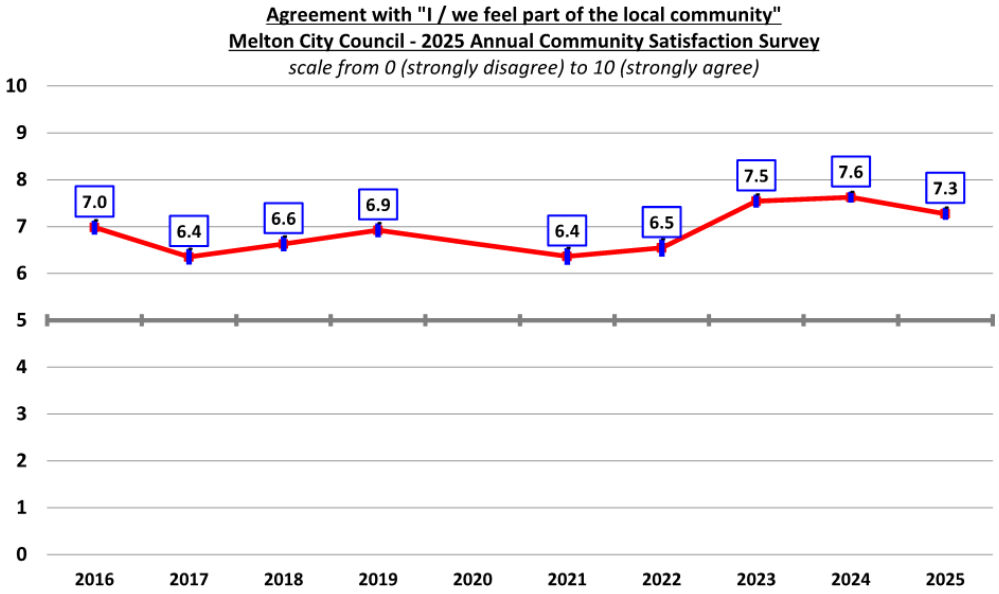
I / we feel part of the local community:

The average agreement that the respondent feels part of the local community declined measurably this year, down three percent to 7.3 out of 10.

This result was measurably below the long-term average agreement since 2016 of 6.9 out of 10.

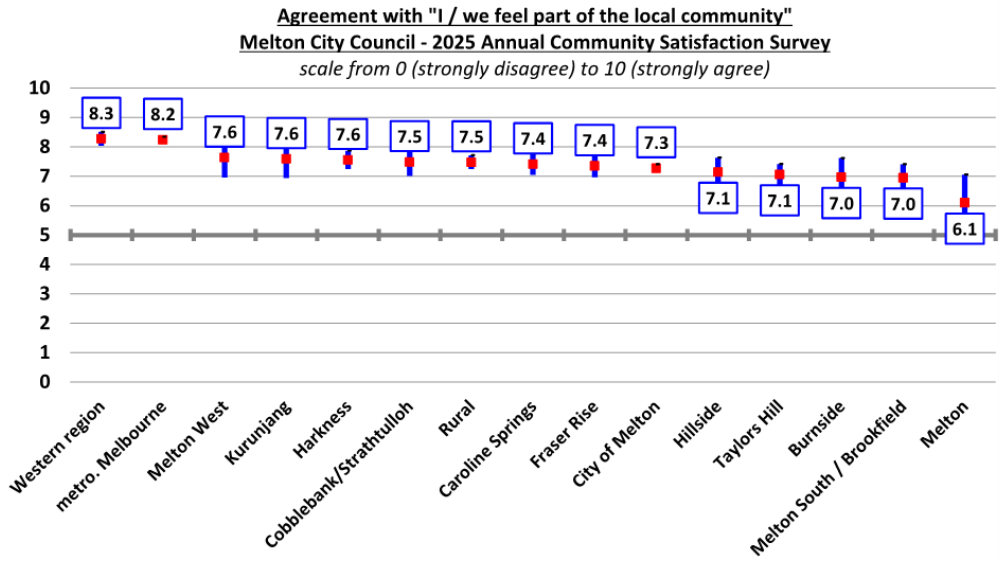
By way of comparison, this result was measurably lower than both the metropolitan (9%) and western region (10%) averages, as recorded in the 2025 *Governing Melbourne* research.

This result comprised 49% who “strongly agreed” and six percent who “disagreed”.



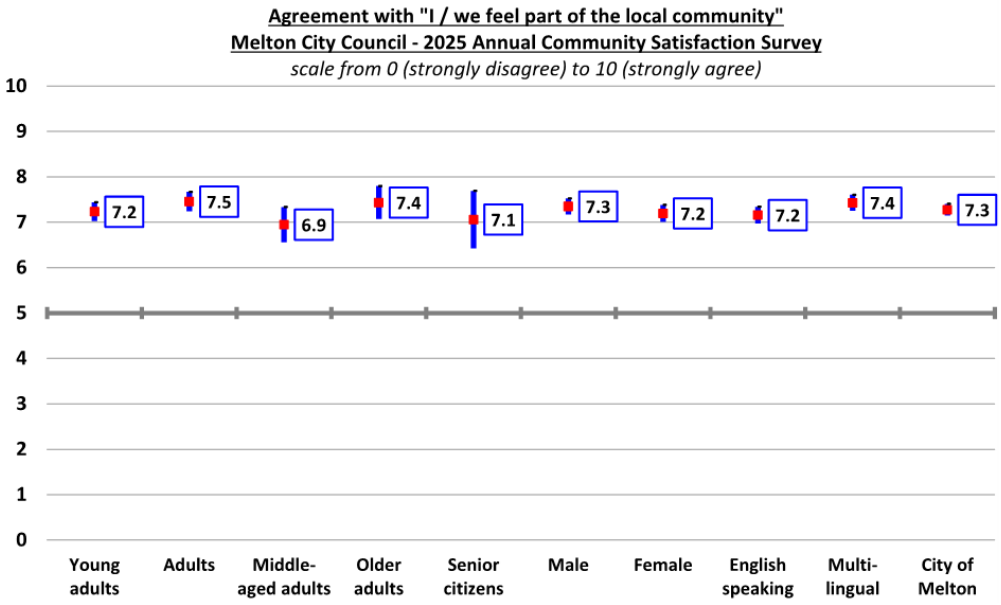
There was measurable variation in this result observed across the municipality, with respondents from Melton West, Kurunjang, and Harkness somewhat (3%) more in agreement than average.

By contrast, respondents from Melton precinct were measurably (12%) and respondents from Burnside and Melton South / Brookfield were somewhat (3%) less in agreement than average.



There was no measurable variation in this result observed by respondent profile, although middle-aged adults (aged 45 to 59 years) were somewhat (3%) less in agreement than average.

Respondents from multilingual households were somewhat (2%) more in agreement than respondents from English speaking households.



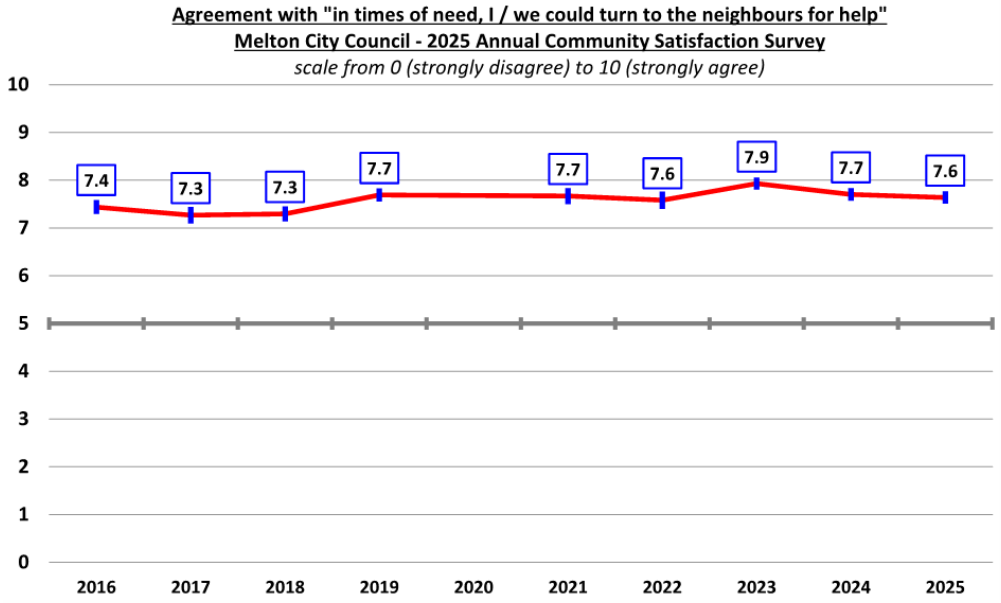
In times of need, I / we could turn to the neighbours for help:

The average agreement that in times of need, the respondent could turn to the neighbours for help declined marginally this year, down one percent to 7.6 out of 10.

This result was identical to the long-term average agreement since 2016 of 7.6 out of 10.

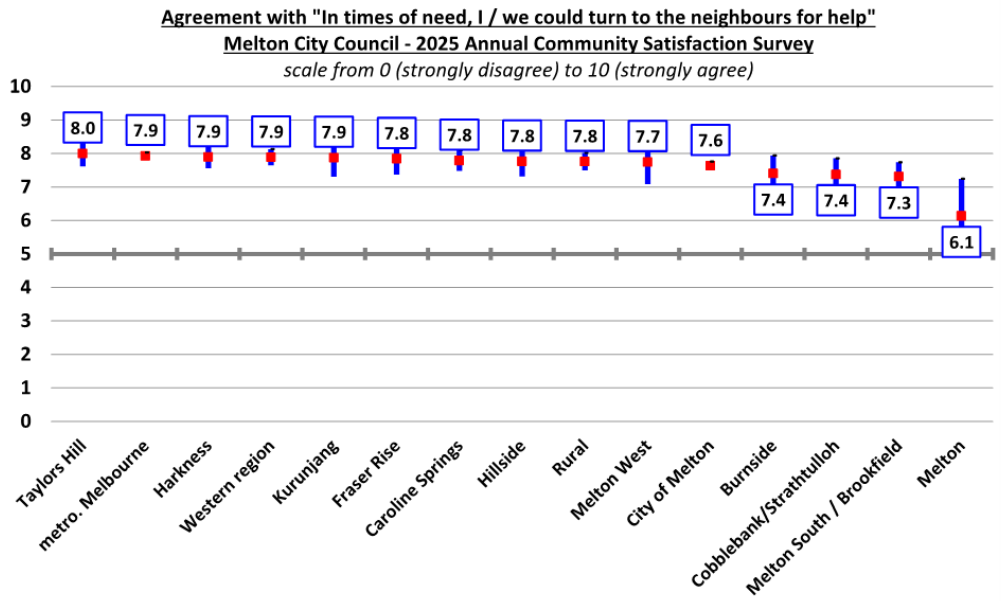
By way of comparison, this result was measurably (3%) lower than the metropolitan average, and somewhat (3%) lower than the western region average, as recorded in the 2025 *Governing Melbourne* research.

This result comprised 59% who “strongly agreed” and five percent who “disagreed”.



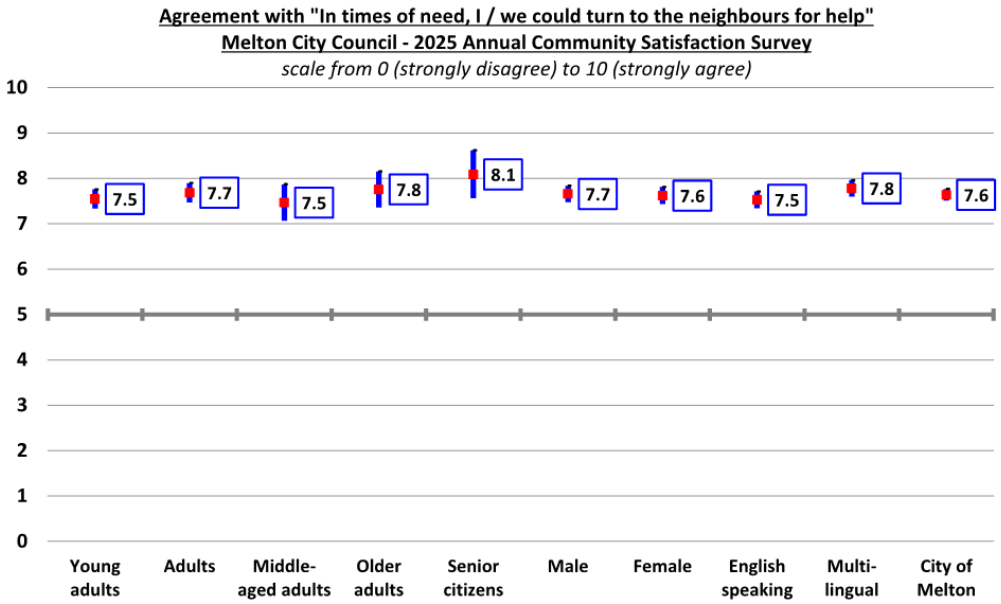
There was measurable variation in this result observed across the municipality, with respondents from Taylors Hill (4%), Harkness and Kurunjang (3%) somewhat more in agreement than average.

By contrast, respondents from Melton precinct were measurably (15%) and respondents from Melton South / Brookfield were somewhat (3%) less in agreement than average.



There was no measurable variation in this result observed by respondent profile, although senior citizens (aged 75 years and over) were notably (5%) more in agreement than average.

Respondents from multilingual households were notably (3%) more in agreement than respondents from English speaking households.

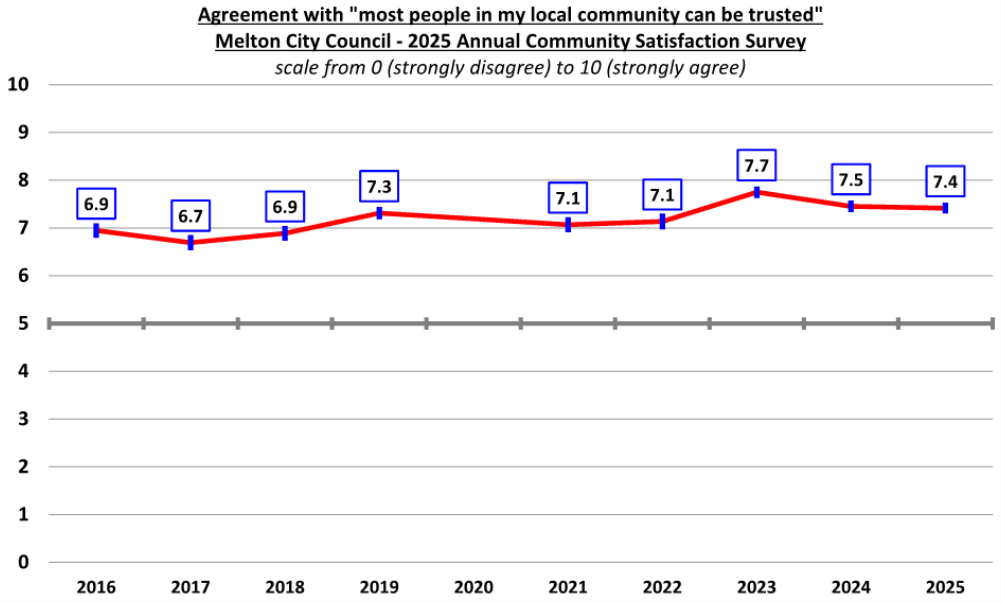


Most people in my local community can be trusted:

The average agreement that most people in the local community can be trusted declined marginally this year, down one percent to 7.4 out of 10.

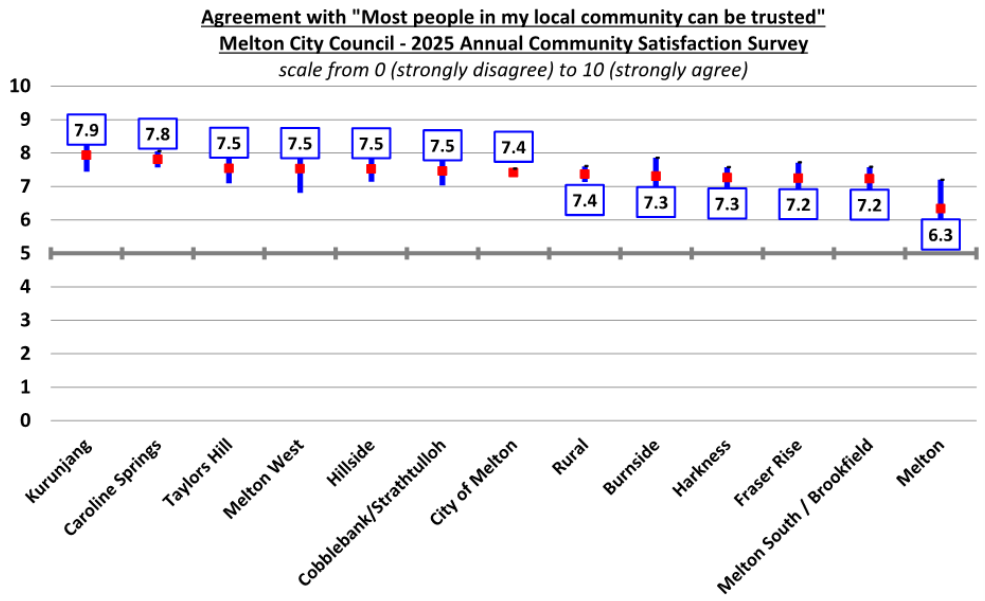
This result was somewhat (2%) higher than the long-term average agreement since 2016 of 7.2 out of 10.

This result comprised 49% who “strongly agreed” and four percent who “disagreed”.



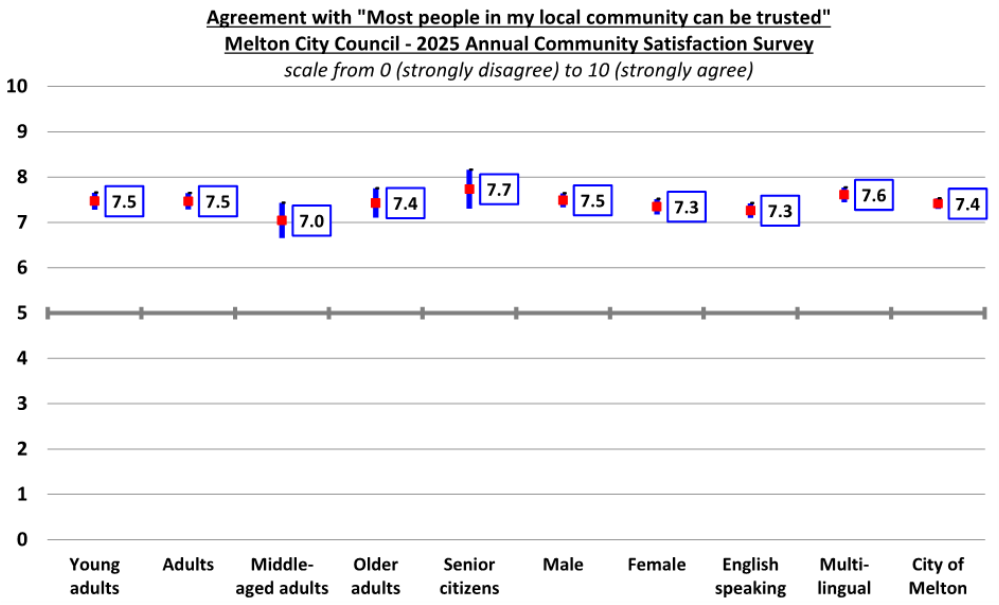
There was measurable variation in this result observed across the municipality, with respondents from Kurunjang (5%) and Caroline Springs (4%) notably more in agreement than average.

By contrast, respondents from Melton precinct were measurably (11%) less in agreement than average.



There was measurable variation in this result observed by respondent profile, with middle-aged adults (aged 45 to 74 years) notably (4%) less in agreement than average and senior citizens (aged 75 years and over) somewhat (3%) more in agreement than average.

Respondents from multilingual households were measurably (3%) more in agreement than respondents from English speaking households.



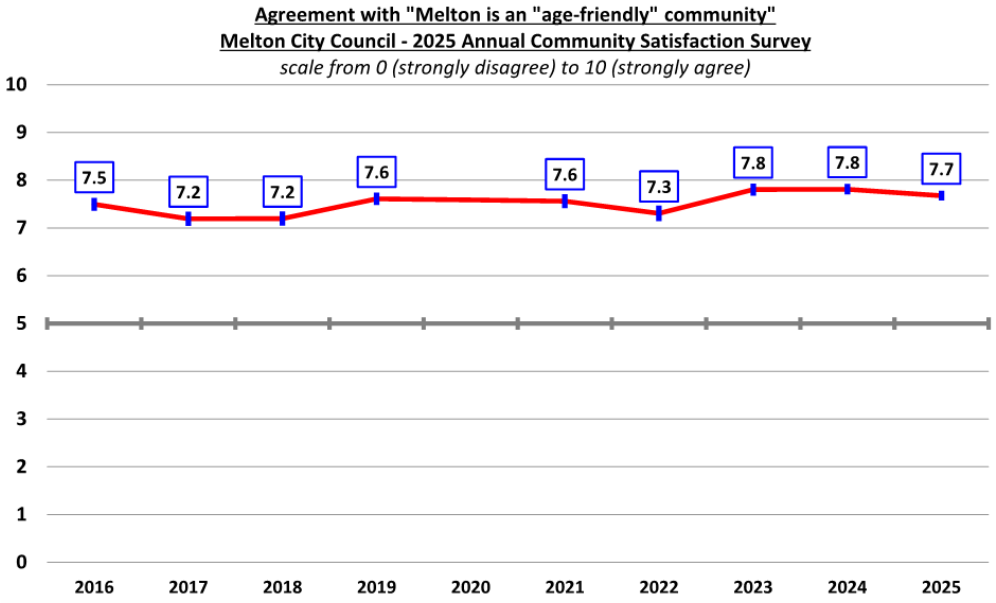
Melton is an 'age-friendly' community:

The average agreement that Melton is an 'age-friendly' community declined marginally this year, down one percent to 7.7 out of 10.

This result was somewhat (2%) higher than the long-term average agreement since 2016 of 7.5 out of 10.

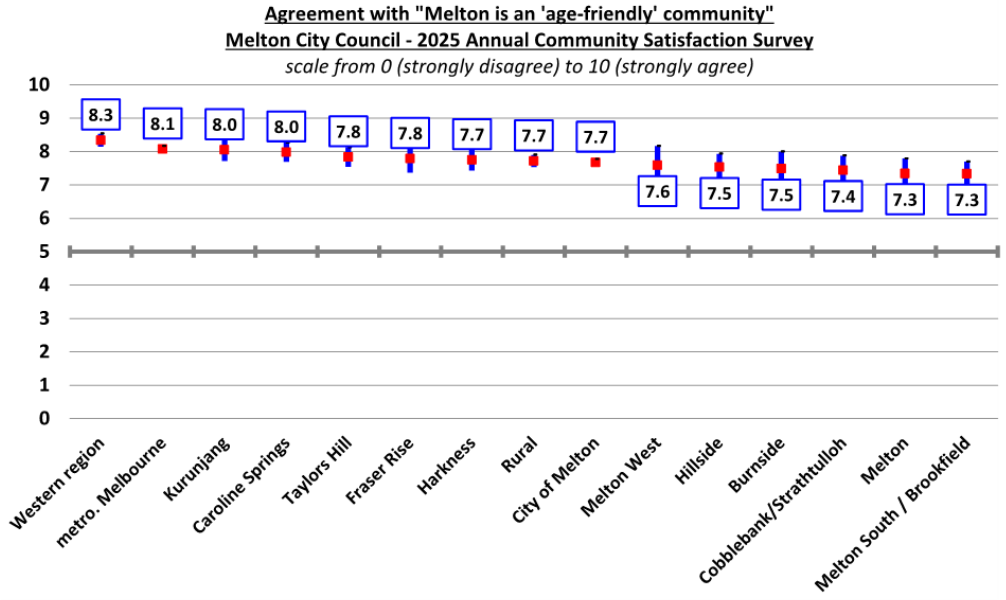
By way of comparison, this result was measurably lower than the metropolitan (4%) and western region (6%) averages, as recorded in the 2025 *Governing Melbourne* research.

This result comprised 57% who "strongly agreed" and two percent who "disagreed".

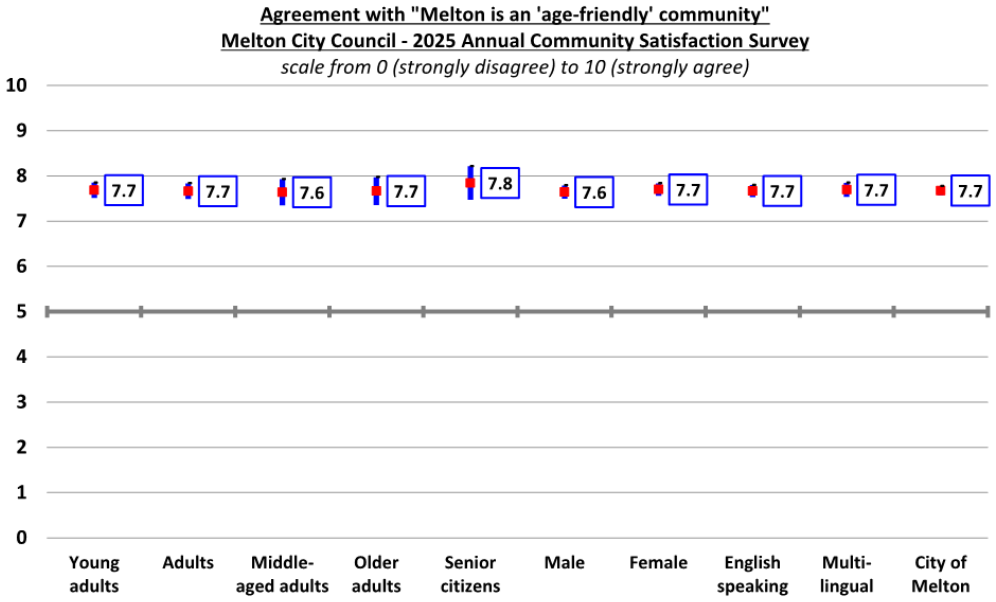


There was no measurable variation in this result observed across the municipality, although respondents from Kurunjang and Caroline Springs were somewhat (3%) more in agreement than average.

By contrast, respondents from Melton precinct and Melton South were notably (4%) and respondents from Cobblebank / Strathtulloh were somewhat (3%) less in agreement than average.



There was no meaningful variation in agreement with this statement observed across the municipality. It is noted that senior citizens (aged 75 years and over) recorded the highest average agreement with this statement.



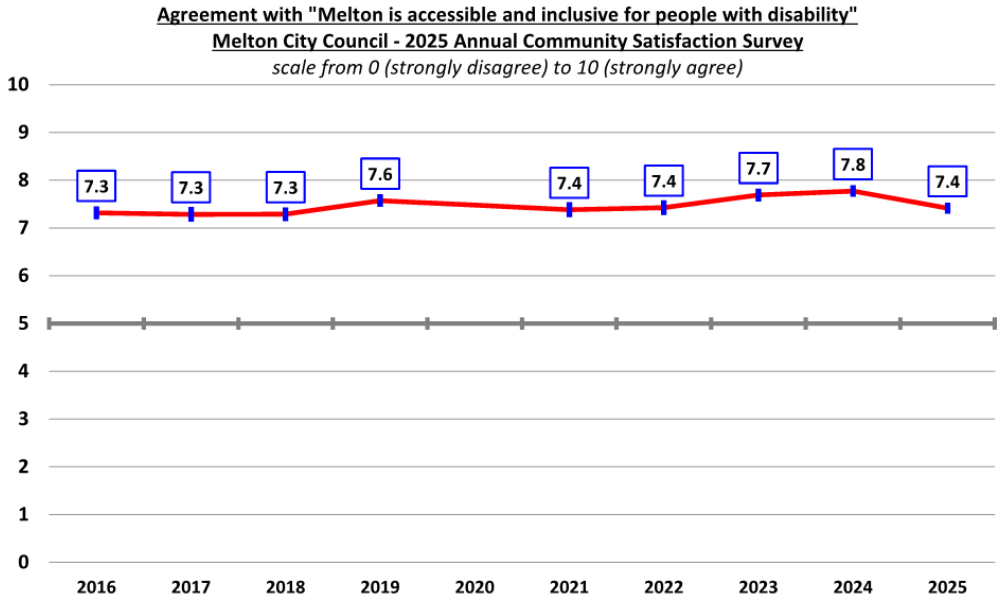
Melton is accessible and inclusive for people with disability:

The average agreement that Melton is accessible and inclusive for people with disability declined measurably this year, down four percent to 7.4 out of 10.

Despite the measurable decline this year, this result was only marginally (1%) lower than the long-term average agreement since 2016 of 7.5 out of 10.

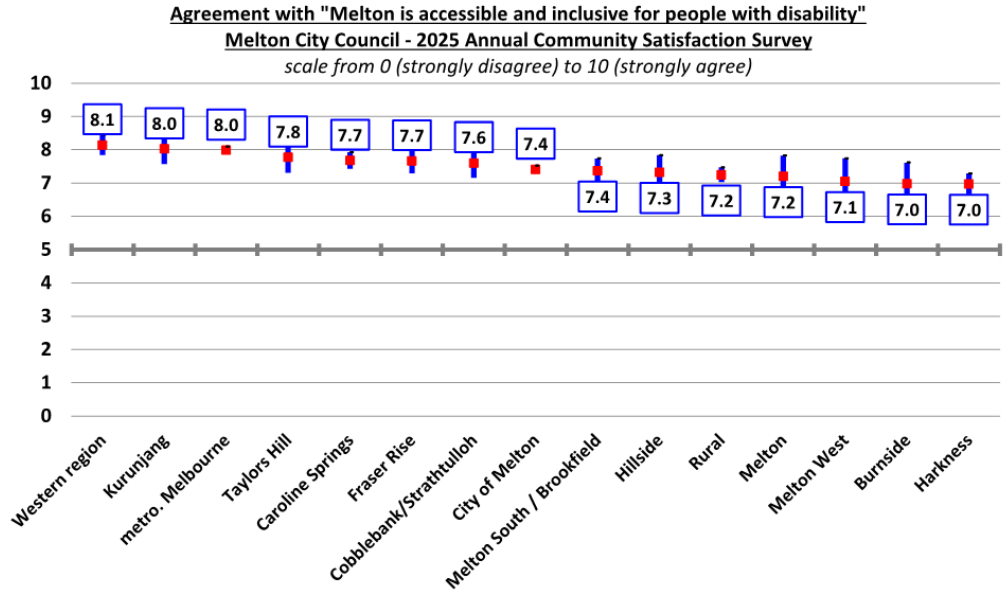
By way of comparison, this result was measurably lower than the metropolitan (6%) and western region (7%) averages, as recorded in the 2025 *Governing Melbourne* research.

This result comprised 47% who “strongly agreed” and four percent who “disagreed”.



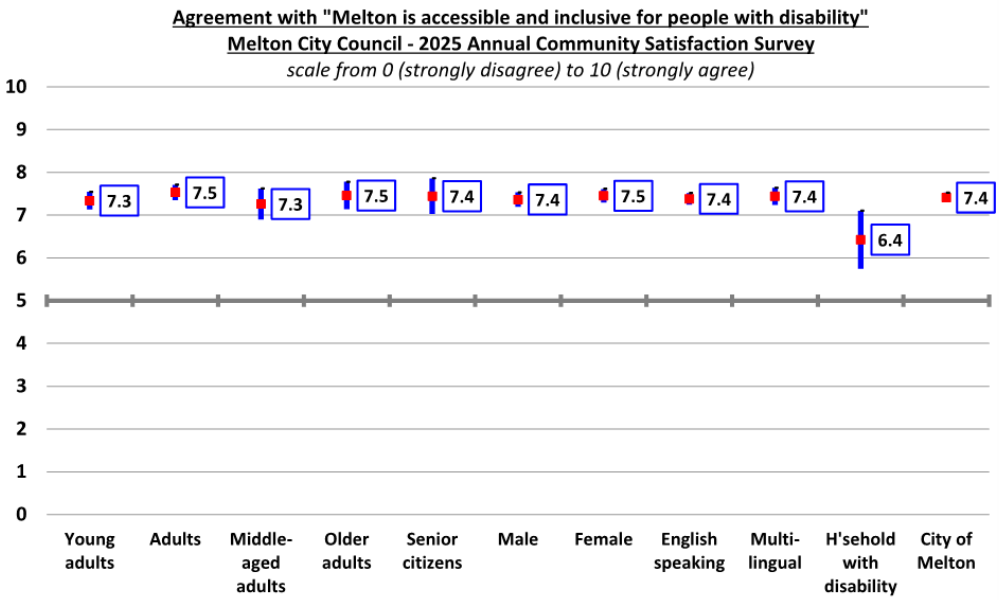
There was measurable variation in this result observed across the municipality, with respondents from Kurunjang measurably (8%), respondents from Taylors Hill were notably (4%), and respondents from Caroline Springs and Fraser Rise were somewhat (3%) more in agreement than average.

By contrast, respondents from Harkness were measurably (4%), respondents form Melton West were somewhat (3%) and respondents from Burnside were notably (4%) less in agreement than average.



There was no measurable variation in this result observed by respondent profile, including age structure, gender, and language spoken at home.

The 42 respondents from households with a member with disability were measurably and significantly (10%) less in agreement than the municipal average, and at a moderate, rather than a strong level of agreement.



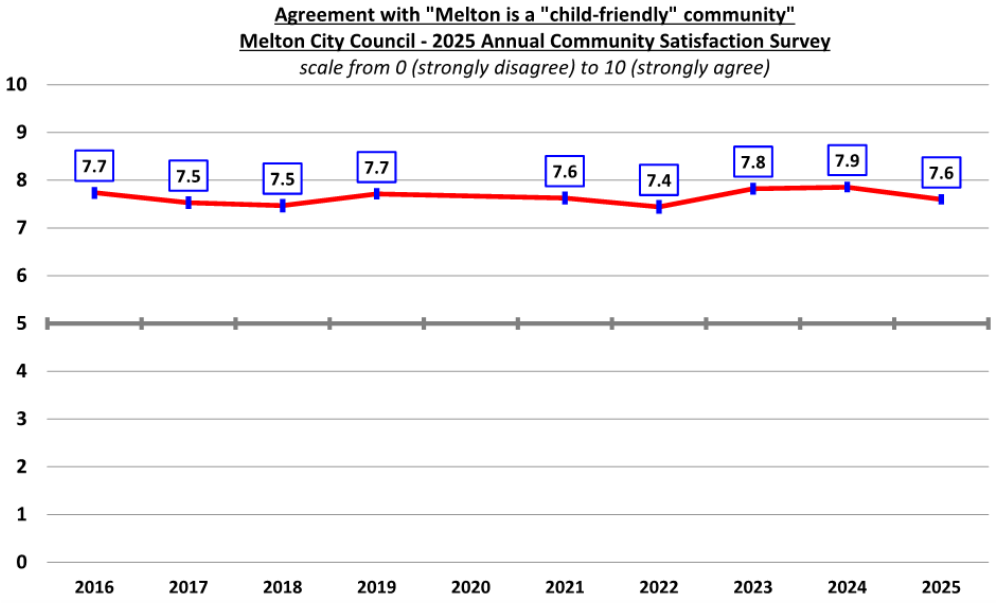
Melton is a 'child-friendly' community:

The average agreement that Melton is a 'child-friendly' community declined measurably this year, down three percent to 7.6 out of 10.

This result was identical to the long-term average agreement since 2016 of 7.6 out of 10.

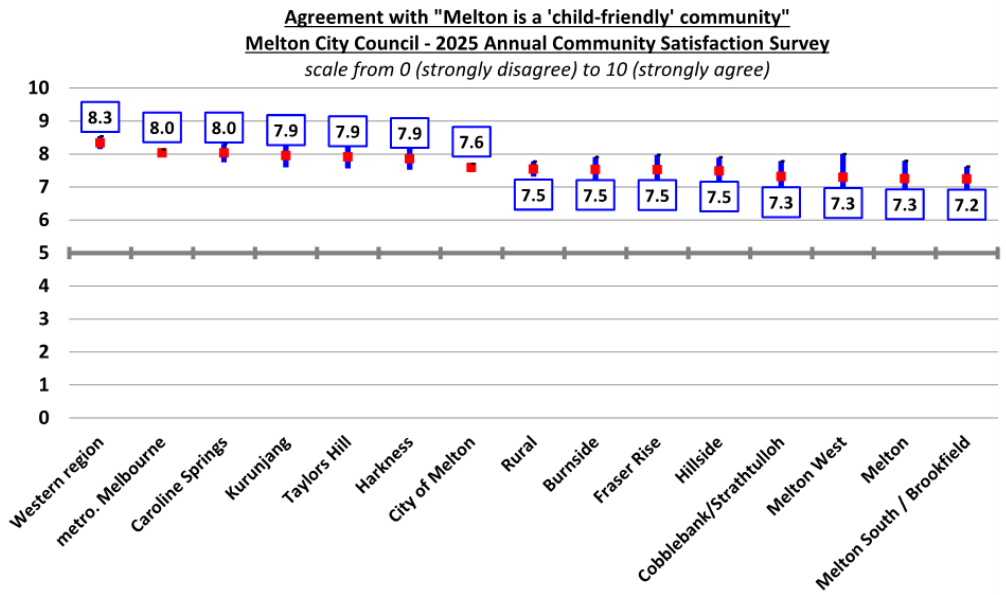
By way of comparison, this result was measurably lower than the metropolitan (4%) and western region (6%) averages, as recorded in the 2025 *Governing Melbourne* research.

This result comprised 55% who "strongly agreed" and three percent who "disagreed".



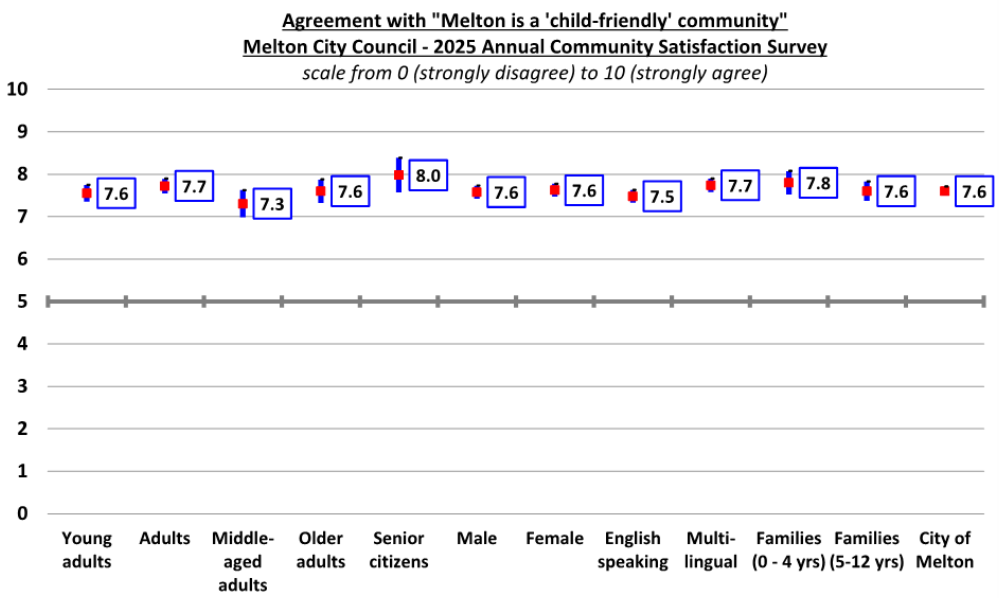
There was measurable variation in this result observed across the municipality, with respondents from Caroline Springs measurably (7%), respondents from Kurunjang, Taylors Hill and Harkness were somewhat (3%) more in agreement than average.

By contrast, respondents from Melton South / Brookfield were notably (4%), and respondents from Melton precinct, Melton West, and Cobblebank / Strathtulloh were somewhat (3%) less in agreement than average.



There was no measurable variation in this result observed by respondent profile, although middle-aged adults (aged 45 to 74 years) were somewhat (3%) less in agreement than average and senior citizens (aged 75 years and over) were notably (4%) more in agreement than average.

The 11 respondents from two-parent families with youngest child aged under five years rated agreement that Melton is a 'child-friendly' community at 7.8 out of 10.



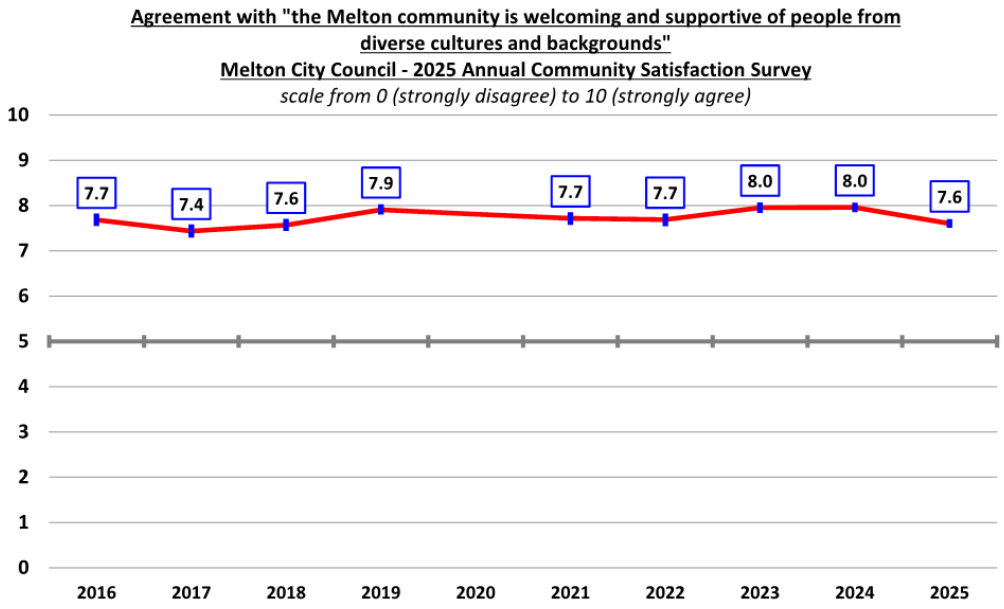
The Melton community is welcoming and supportive of people from diverse cultures and backgrounds:

The average agreement that the Melton community is welcoming and supportive of people from diverse cultures and backgrounds declined measurably this year, down four percent to 7.6 out of 10.

Despite the measurable decline this year, this result was only marginally (1%) lower than the long-term average agreement since 2016 of 7.7 out of 10.

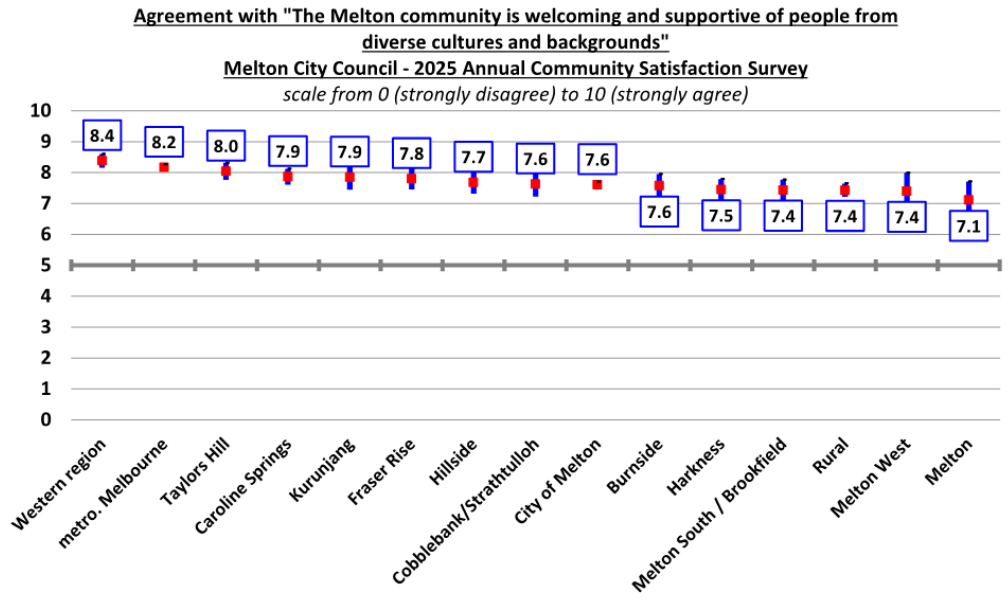
By way of comparison, this result was measurably lower than the metropolitan (6%) and western region (8%) averages, as recorded in the 2025 *Governing Melbourne* research.

This result comprised 53% who "strongly agreed" and two percent who "disagreed".

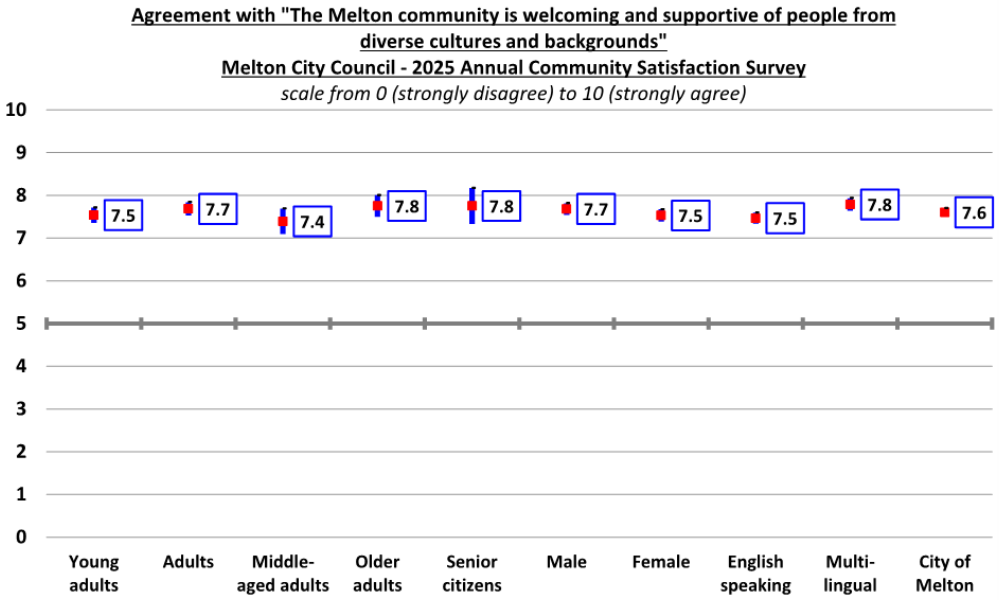


There was measurable variation in this result observed across the municipality, with respondents from Taylors Hill measurably (4%), and respondents from Caroline Springs and Kurunjang were somewhat (3%) more in agreement than average.

By contrast, respondents from Melton precinct were measurably (5%) less in agreement than average.



There was measurable variation in this result observed by respondent profile, with respondents from multilingual households measurably (3%) more in agreement than respondents from English speaking households.

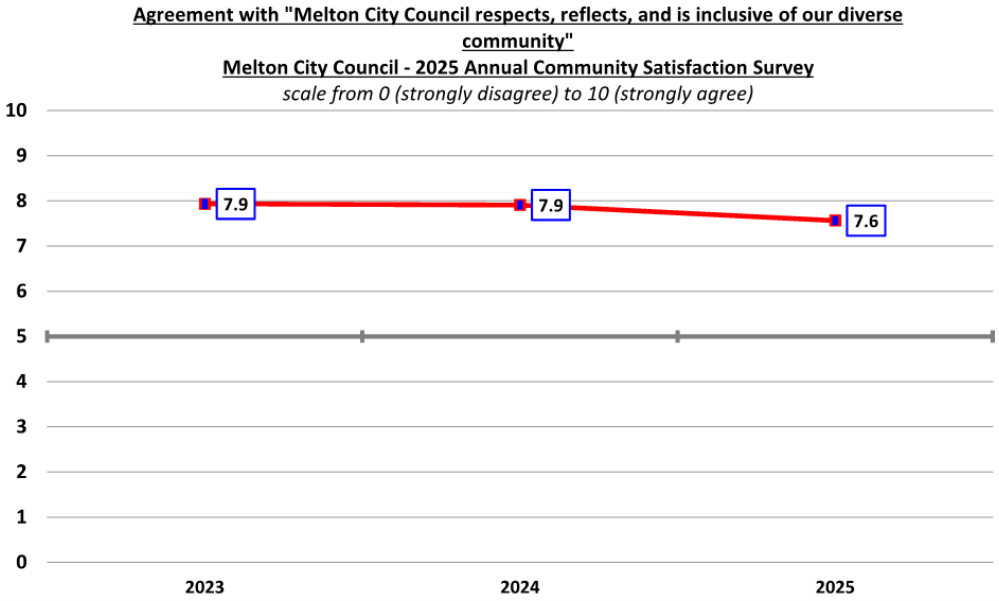


Melton City Council respects, reflects, and is inclusive of our diverse community:

The average agreement that Melton City Council respects, reflects, and is inclusive of the diverse community declined measurably this year, down three percent to 7.6 out of 10.

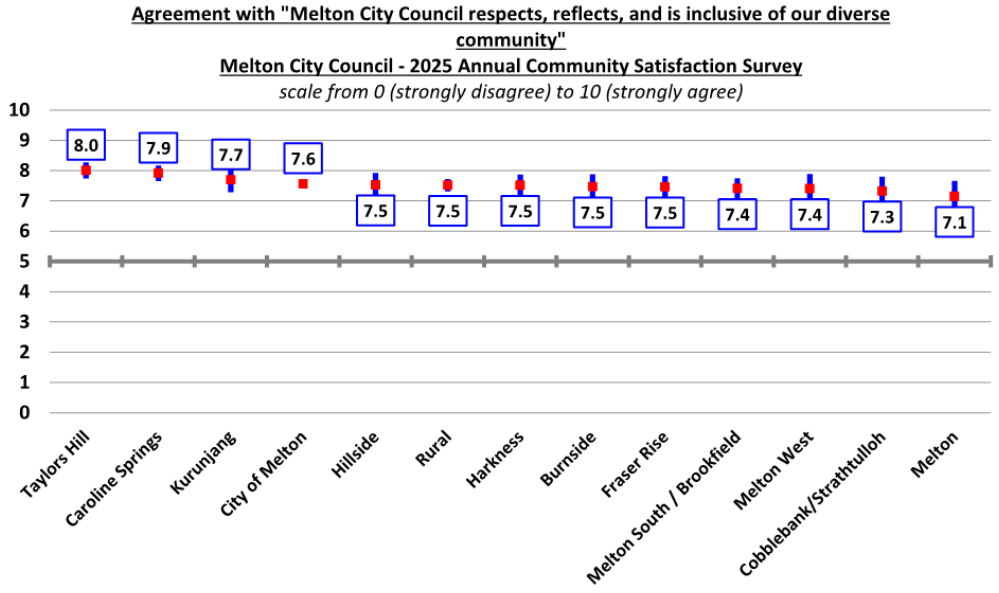
This result was somewhat (2%) lower than the long-term average agreement since 2023 of 7.8 out of 10.

This result comprised 51% who “strongly agreed” and two percent who “disagreed”.

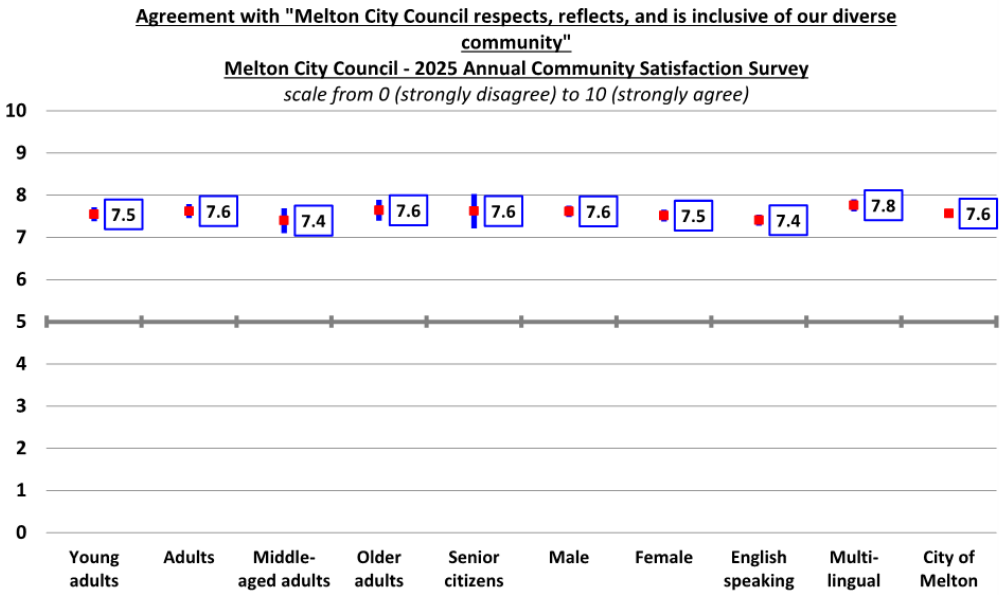


There was measurable variation in this result observed across the municipality, with respondents from Taylors Hill (4%) and Caroline Springs (3%) were measurably more in agreement than average.

By contrast, respondents from Melton precinct were notably (5%) and respondents from Cobblebank / Strathtulloh were somewhat (3%) less in agreement than average.



There was measurable variation in this result observed by respondent profile, with respondents from multilingual households measurably (3%) more in agreement than respondents from English speaking households.

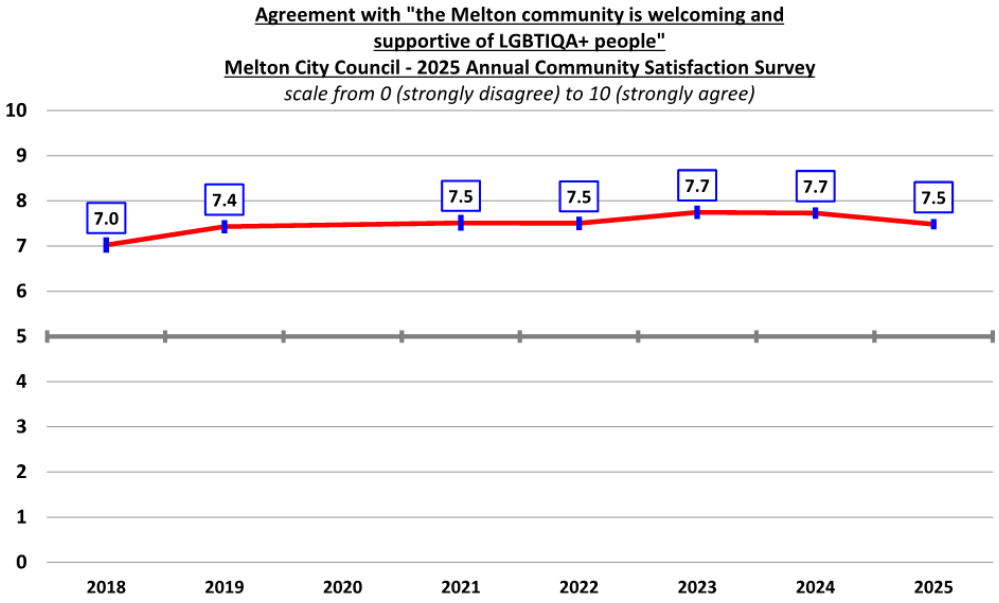


The Melton community is welcoming and supportive of LGBTIQA+ people:

The average agreement that the Melton community is welcoming and supportive of LGBTIQA+ people declined measurably this year, down three percent to 7.5 out of 10.

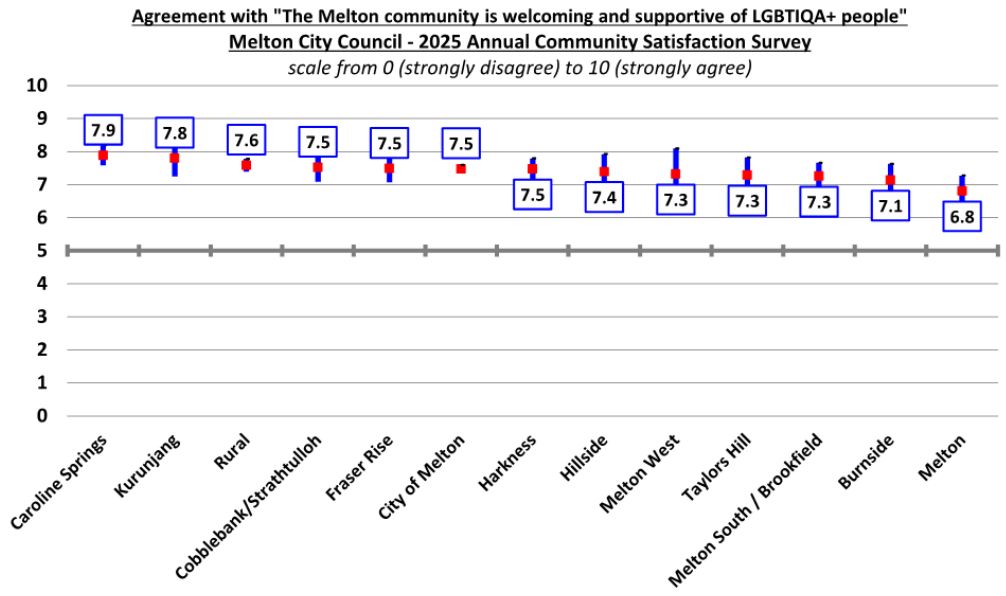
This result was identical to the long-term average agreement since 2018 of 7.5 out of 10.

This result comprised 50% who “strongly agreed” and two percent who “disagreed”.



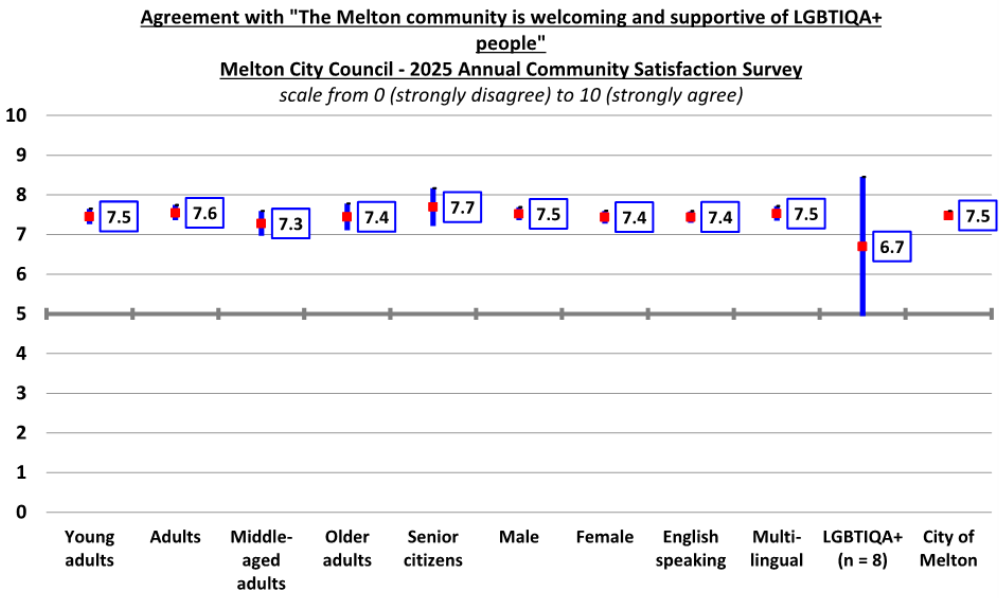
There was measurable variation in this result observed across the municipality, with respondents from Caroline Springs measurably (4%) and respondents from Kurunjang were somewhat (3%) more in agreement than average.

By contrast, respondents from Melton precinct were measurably (7%) and respondents from Burnside were notably (4%) less in agreement than average.



There was no meaningful variation in this result observed by respondent profile, including age structure, gender, and language spoken at home.

The eight respondents who identified as LGBTIQA+ were, however, notably less in agreement, at an average of 6.7 out of 10. The very small sample size for this group of respondents should be borne in mind when interpreting this result.

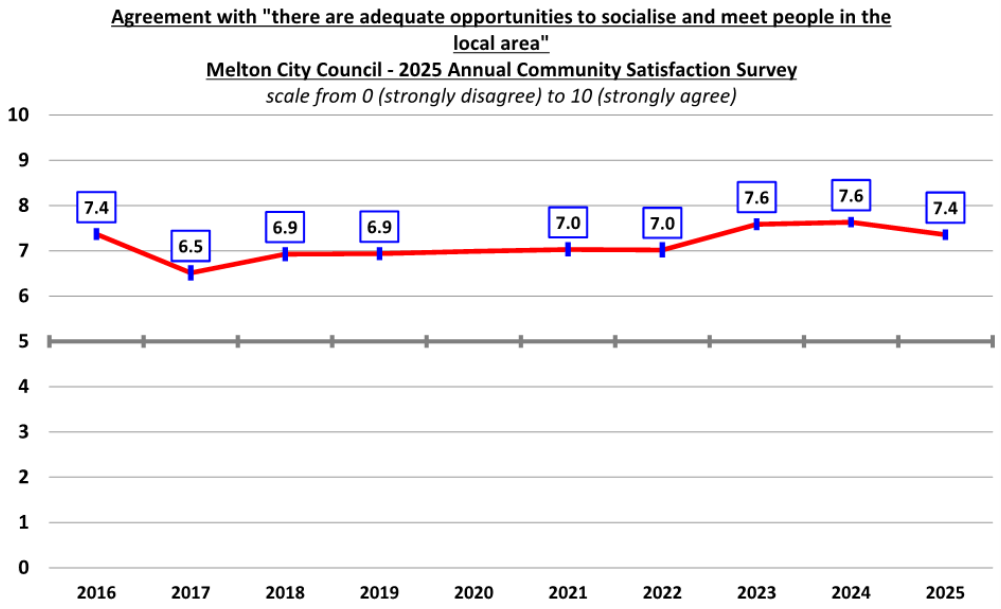


There are adequate opportunities to socialise, meet people in the local area:

The average agreement that there are adequate opportunities to socialise and meet people in the local area declined measurably this year, down two percent to 7.4 out of 10.

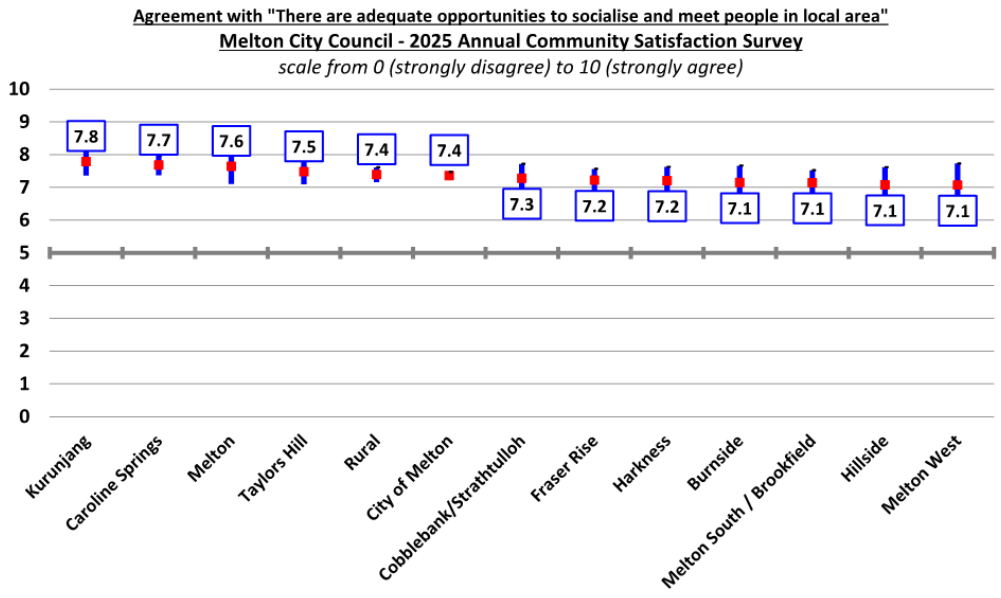
This result was measurably (2%) above the long-term average agreement since 2016 of 7.2 out of 10.

This result comprised 50% who “strongly agreed” and five percent who “disagreed”.

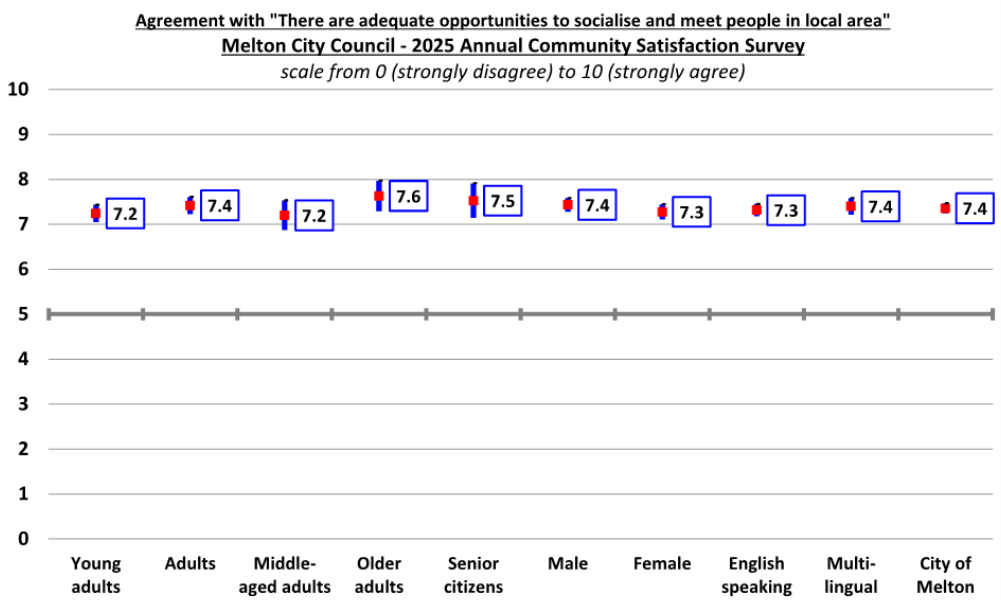


There was no measurable variation in this result observed across the municipality, although respondents from Kurunjang were notably (4%) and respondents from Caroline Springs were somewhat (3%)more in agreement than average.

By contrast, respondents from Burnside, Melton South / Brookfield, Hillside, and Melton West were somewhat (3%) less in agreement than average.



There was no meaningful variation in this result observed by respondent profile.

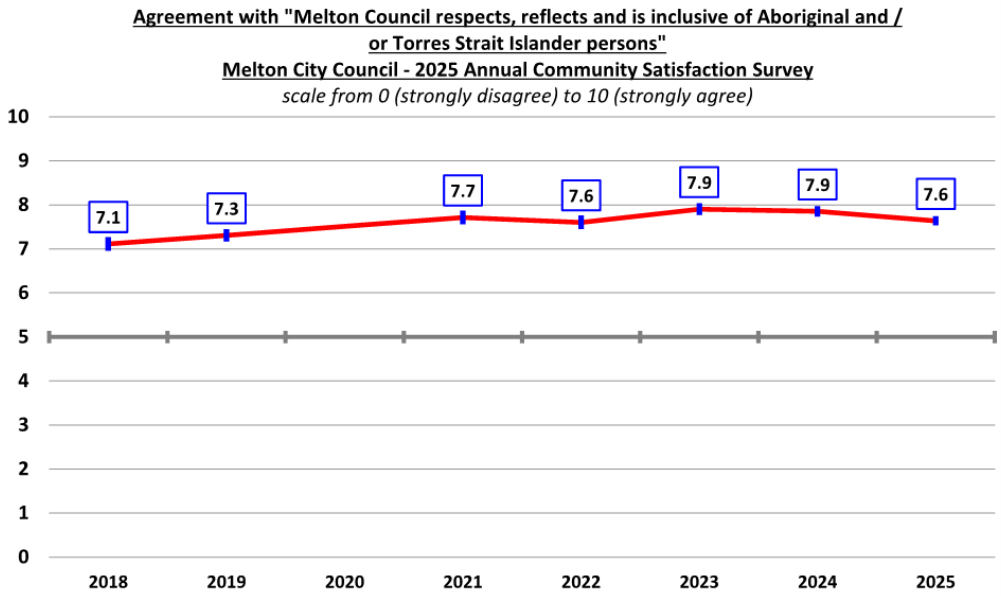


Melton City Council respects, reflects and is inclusive of Aboriginal and / or Torres Strait Islander persons:

The average agreement that Melton City Council respects, reflects, and is inclusive of Aboriginal and / or Torres Strait Islander persons declined measurably this year, down three percent to 7.6 out of 10.

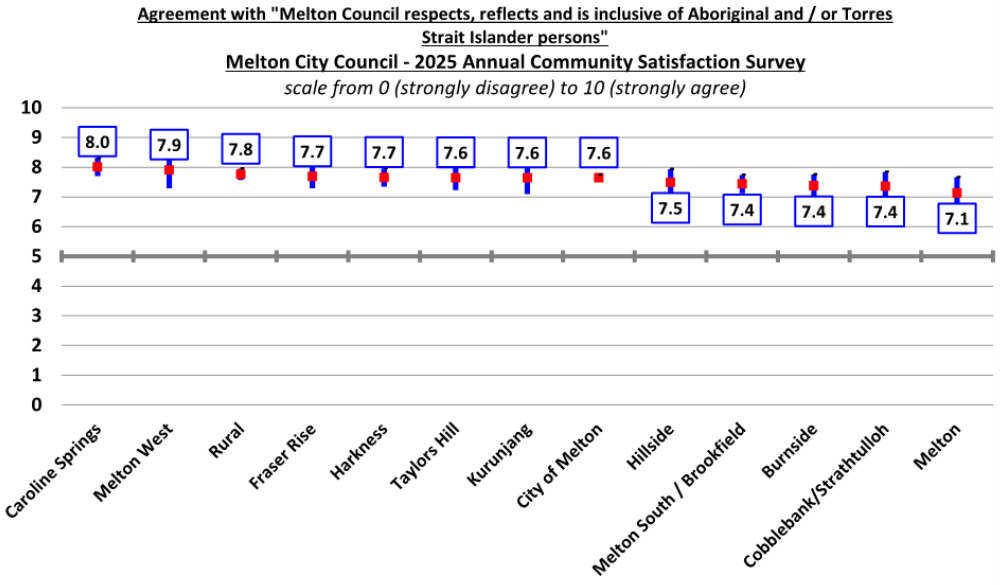
This result was identical to the long-term average agreement since 2018 of 7.6 out of 10.

This result comprised 54% who “strongly agreed” and two percent who “disagreed”.

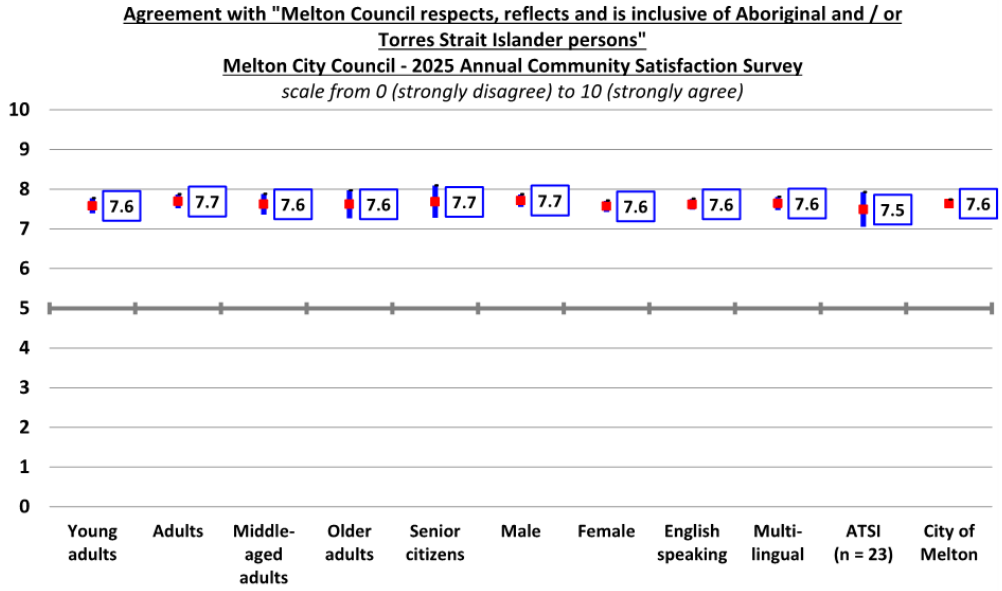


There was measurable variation in this result observed across the municipality, with respondents from Caroline Springs measurably (4%) and respondents from Melton West somewhat (3%) more in agreement than average.

By contrast, respondents from Melton precinct were notably (5%) less in agreement than average.



There was no meaningful variation in this result observed by respondent profile, including the 23 respondents who identified as Aboriginal and / or Torres Strait Islander, who rated agreement at 7.5 out of 10.



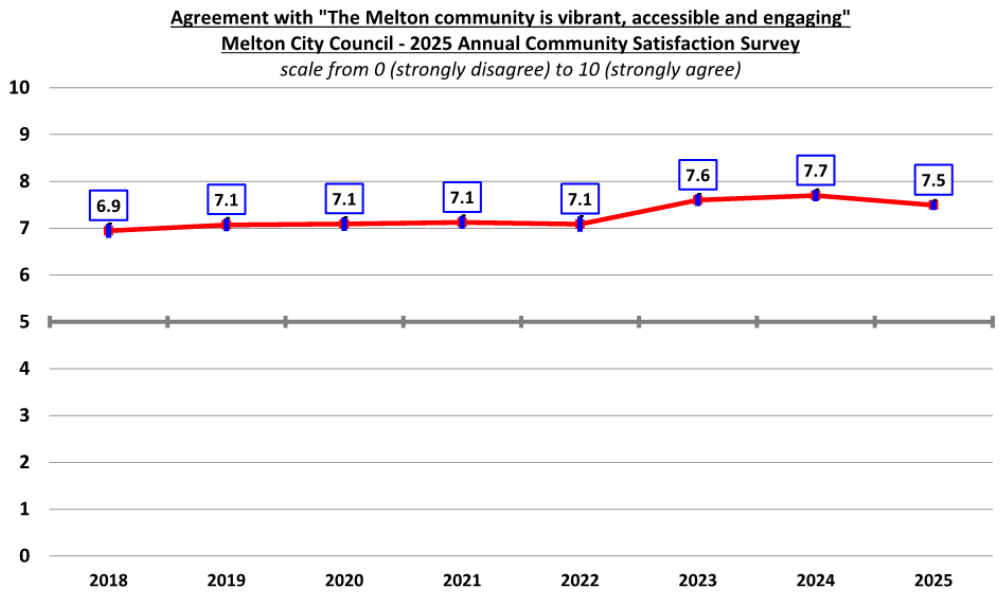
The Melton community is vibrant, accessible, and engaging:

The average agreement that the Melton community is vibrant, accessible, and engaging declined measurably this year, down two percent to 7.5 out of 10.

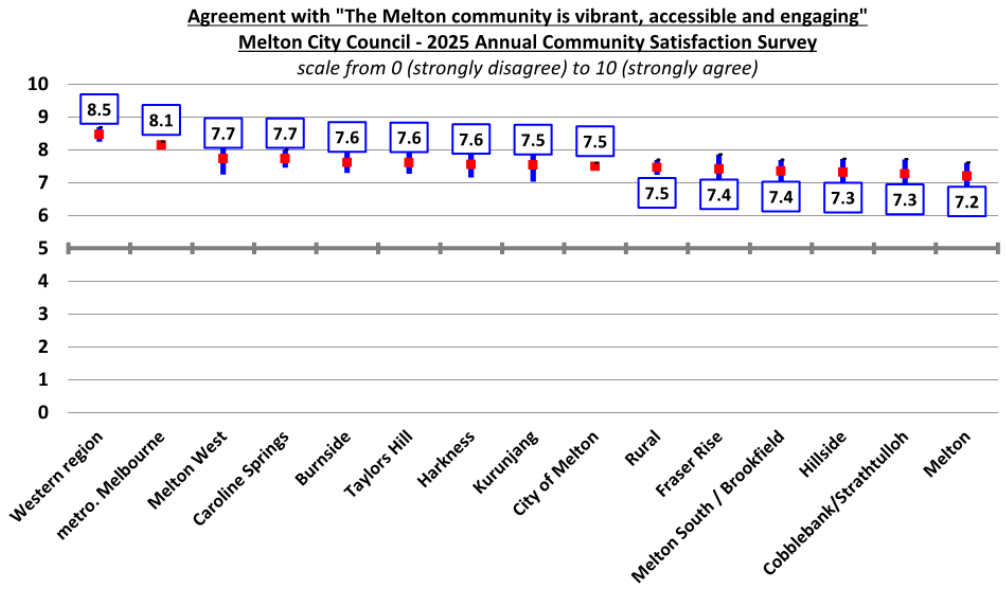
Despite the measurable decline this year, this result was somewhat (2%) higher than the long-term average agreement since 2018 of 7.3 out of 10.

By way of comparison, this result was measurably lower than the metropolitan (6%) and western region (10%) averages, as recorded in the 2025 *Governing Melbourne* research.

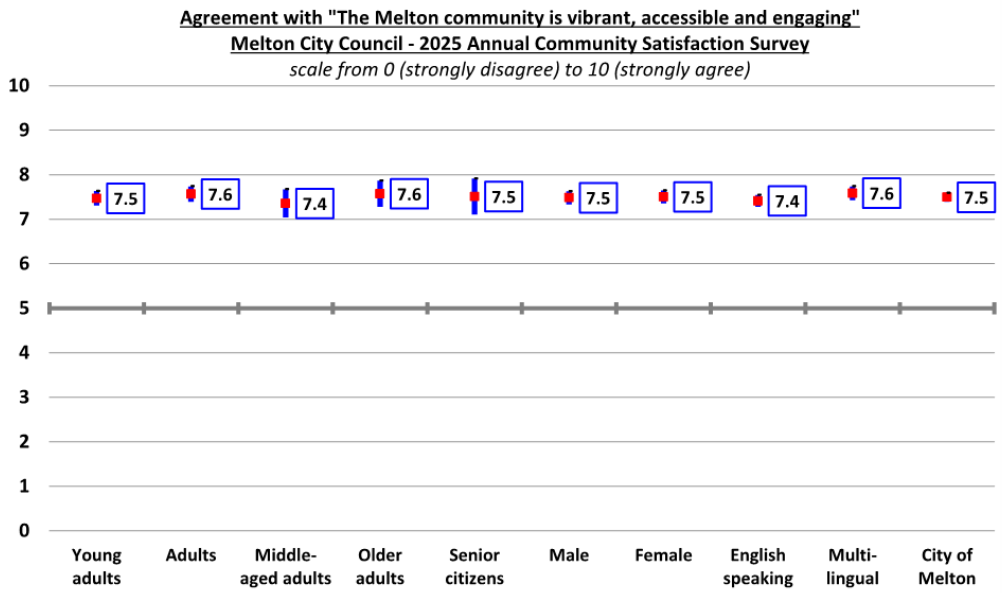
This result comprised 53% who “strongly agreed” and three percent who “disagreed”.



There was no measurable variation in this result observed across the municipality, although respondents from Melton precinct were somewhat (3%) less in agreement than average.



There was no meaningful variation in this result observed by respondent profile.



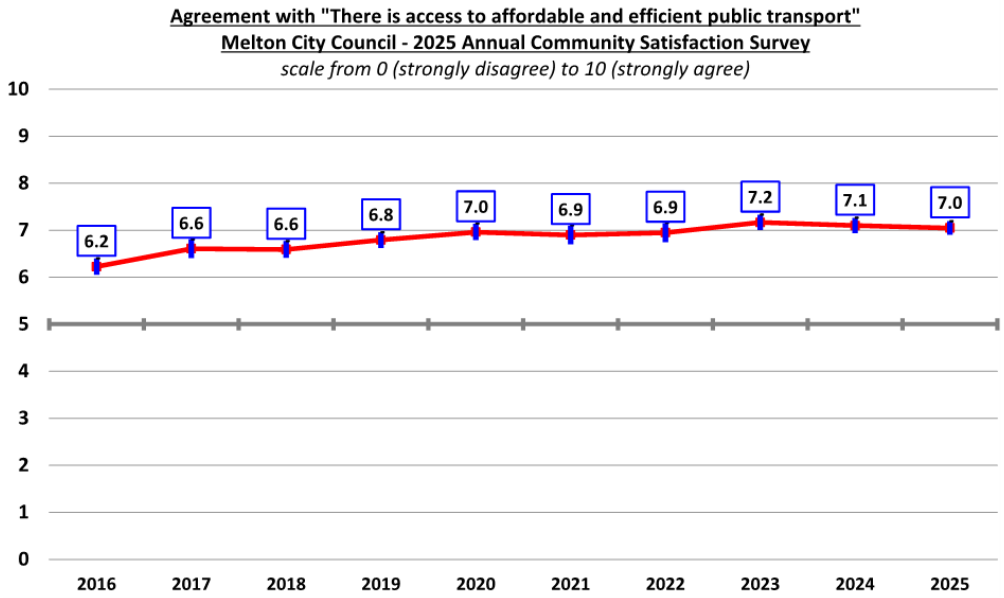
There is access to affordable and efficient public transport:

The average agreement that there is access to affordable and efficient public transport declined marginally this year, down one percent to 7.0 out of 10.

This result was somewhat (2%) higher than the long-term average agreement since 2016 of 6.8 out of 10.

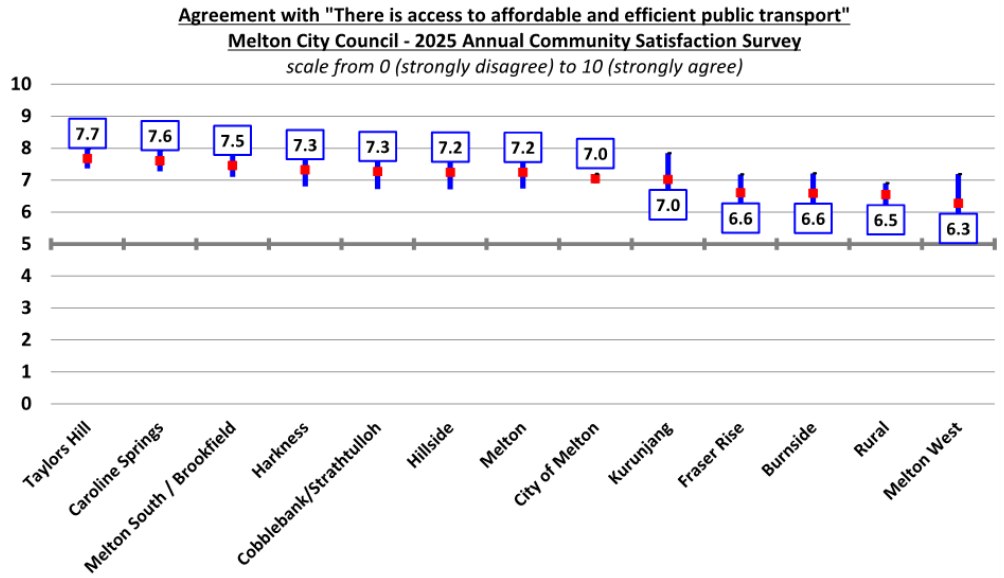
Metropolis Research notes that the average agreement with this statement has trended slightly higher over time.

This result comprised 44% who “strongly agreed” and nine percent who “disagreed”.

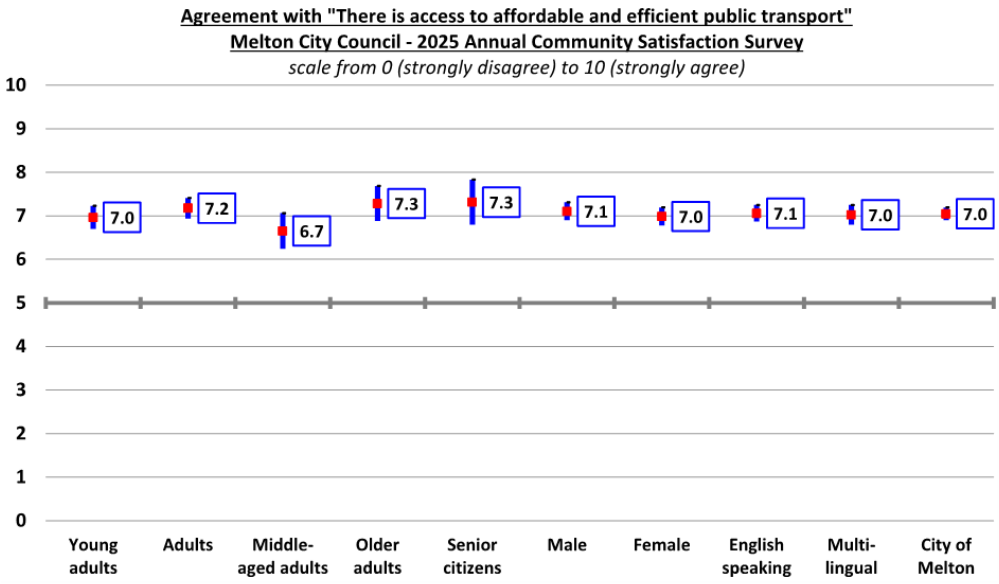


There was measurable variation in this result observed across the municipality, with respondents from Taylors Hill (7%) and Caroline Springs (6%) measurably, respondents from Melton South / Brookfield (5%) notably, and respondents from Harkness and Cobblebank / Strathtulloh somewhat (3%) more in agreement than average.

By contrast, respondents from the rural precinct were measurably (5%), and respondents from Fraser Rise (4%), Burnside (4%), and Melton West (7%) were notably less in agreement than average.



There was no measurable variation in this result observed by respondent profile, although middle-aged adults (aged 45 to 59 years) were somewhat (3%) less in agreement, and senior citizens (aged 75 years and over) were somewhat (3%) more in agreement than average.



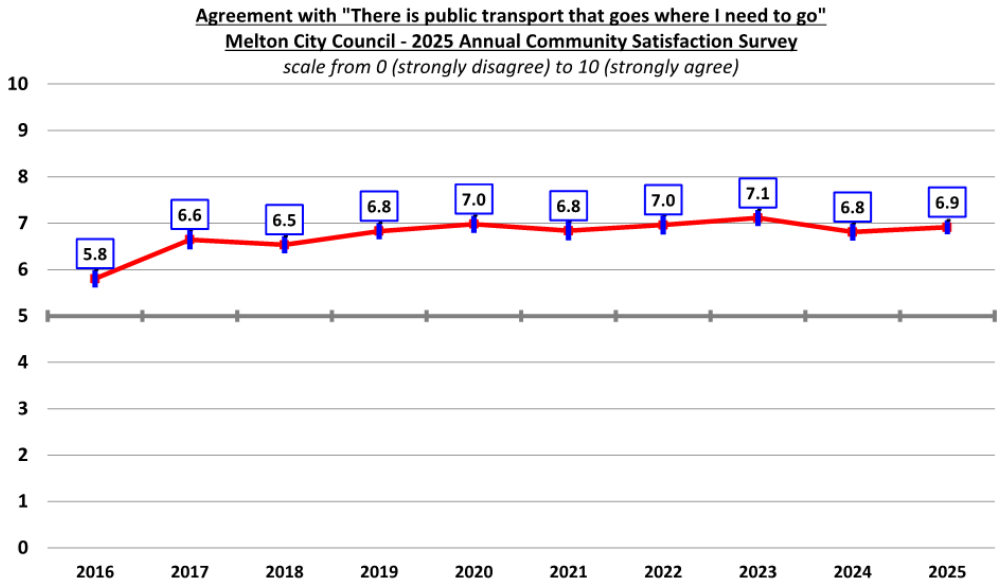
There is public transport that goes where I need to go:

The average agreement that there is public transport that goes where respondents' need to go increased marginally this year, up one percent to 6.9 out of 10.

This result was somewhat (2%) higher than the long-term average agreement since 2016 of 6.7 out of 10.

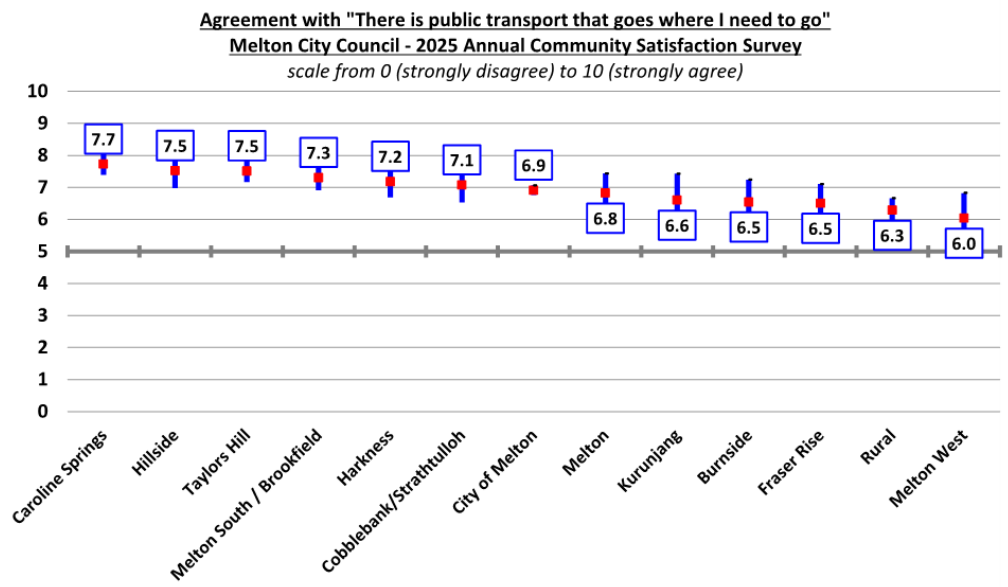
Metropolis Research notes that the average agreement with this statement has trended slightly higher over time.

This result comprised 41% who "strongly agreed" and 11% who "disagreed".

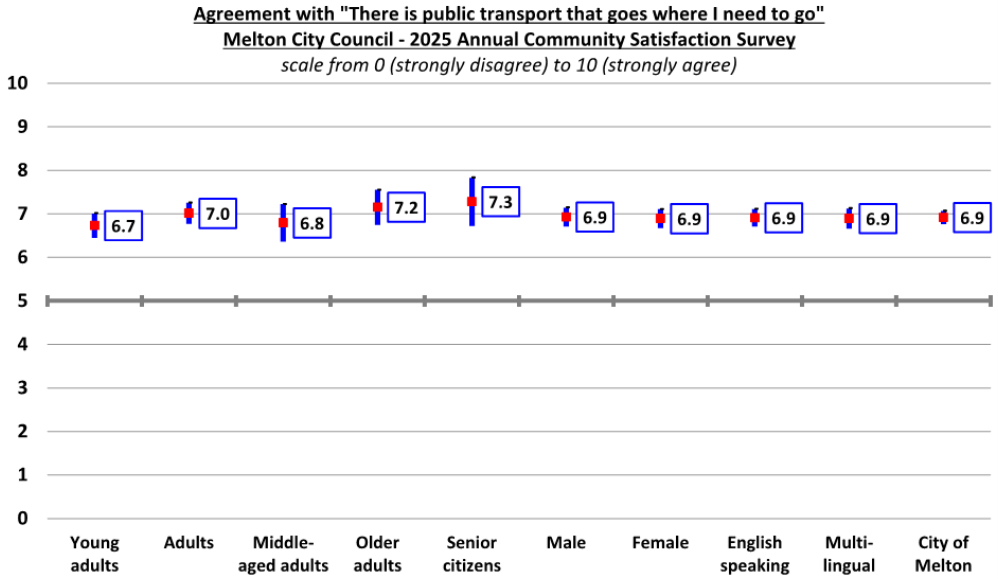


There was measurable variation in this result observed across the municipality, with respondents from Caroline Springs measurably (6%), respondents from Hillside and Taylors Hill notably (6%), and respondents from Melton South / Brookfield (4%) and Harkness (3%) more in agreement than average.

By contrast, respondents from the rural precinct (6%) and Melton West (9%) were measurably, respondents from Burnside and Fraser Rise were notably (4%), and respondents from Kurunjang were somewhat (3%) less in agreement than average.



There was no measurable variation in this result observed by respondent profile, although older adults were somewhat (3%) and senior citizens (aged 75 years and over) were notably (4%) more in agreement than average.

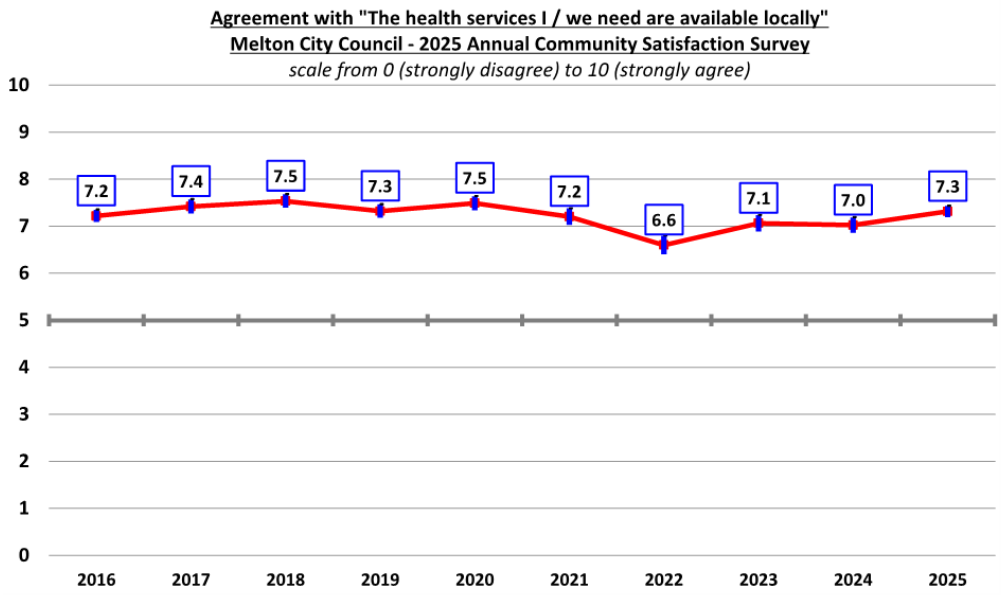


The health services I / we need are available locally:

The average agreement that the health services respondents' need were available locally increased measurably this year, up three percent to 7.3 out of 10.

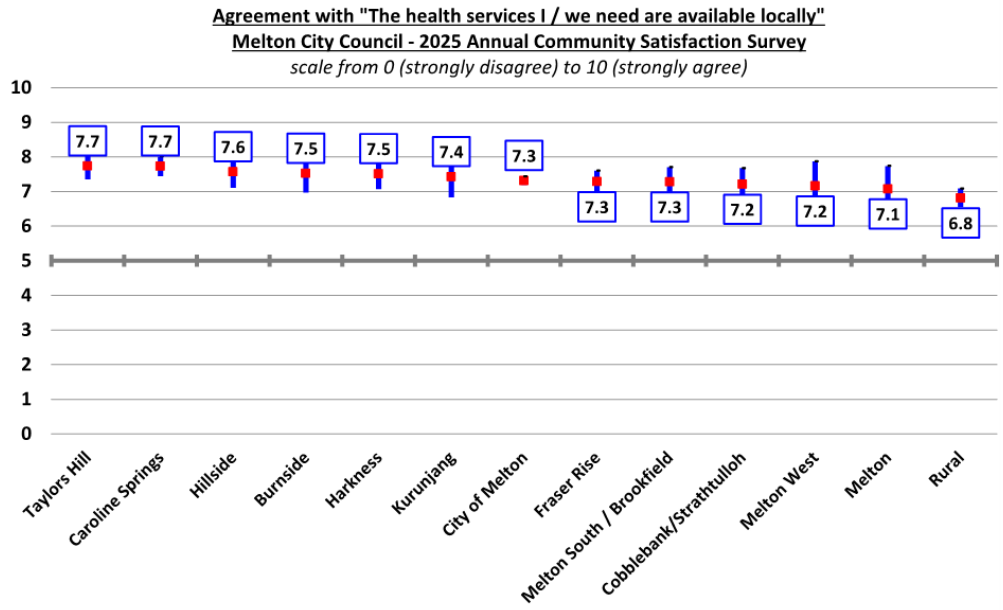
This result was marginally (1%) higher than the long-term average agreement since 2016 of 7.2 out of 10.

This result comprised 48% who "strongly agreed" and six percent who "disagreed".

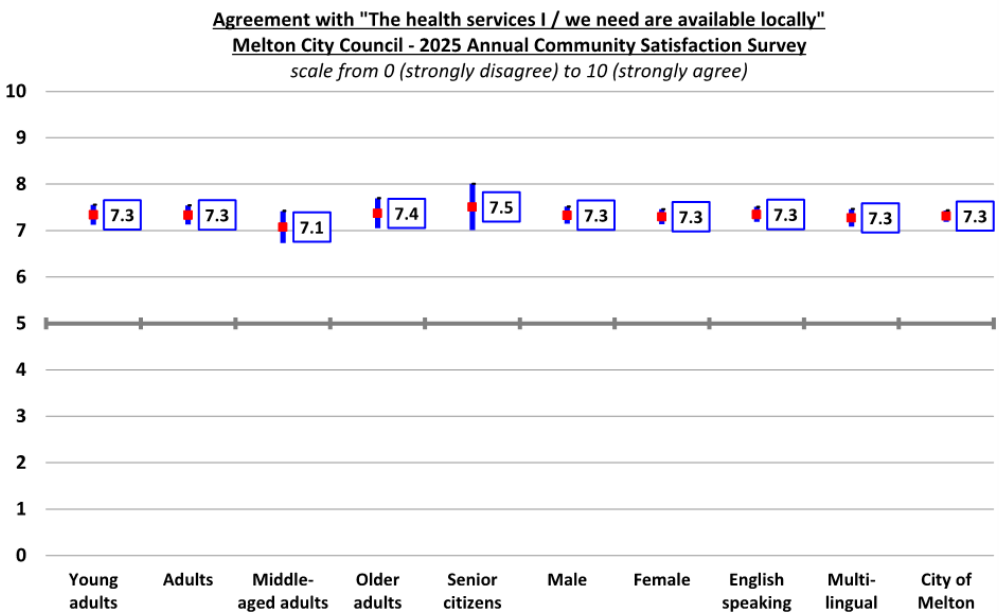


There was measurable variation in this result observed across the municipality, with respondents from Taylors Hill and Caroline Springs measurably (4%) and respondents from Hillside somewhat (3%) more in agreement than average.

By contrast, respondents from the rural precinct were measurably (5%) less in agreement than average.



There was no meaningful variation in this result observed by respondent profile.

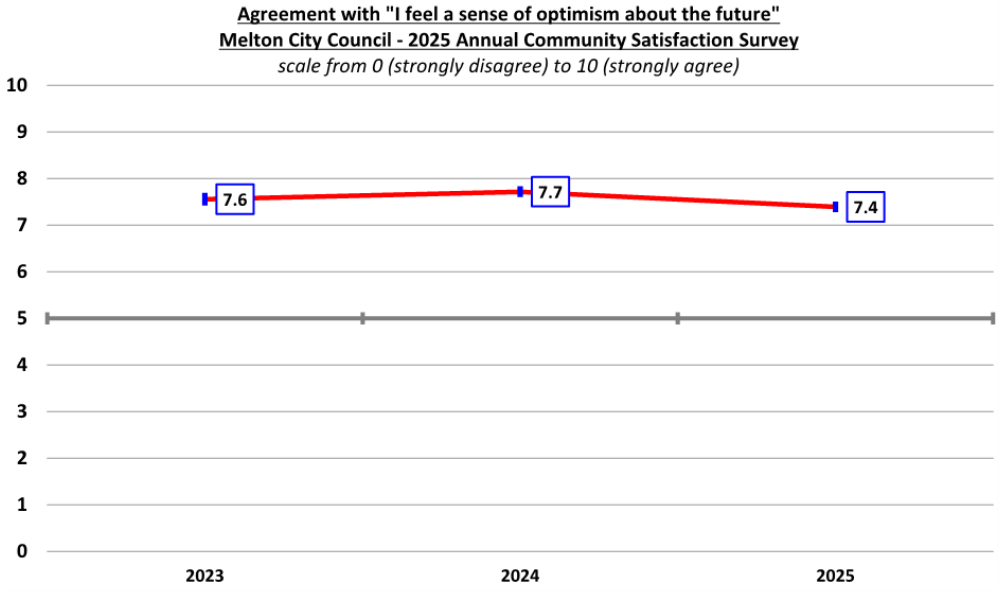


The statement "I feel a sense of optimism about the future"

The average agreement that the respondent felt a sense of optimism about the future declined measurably this year, down three percent to 7.4 out of 10.

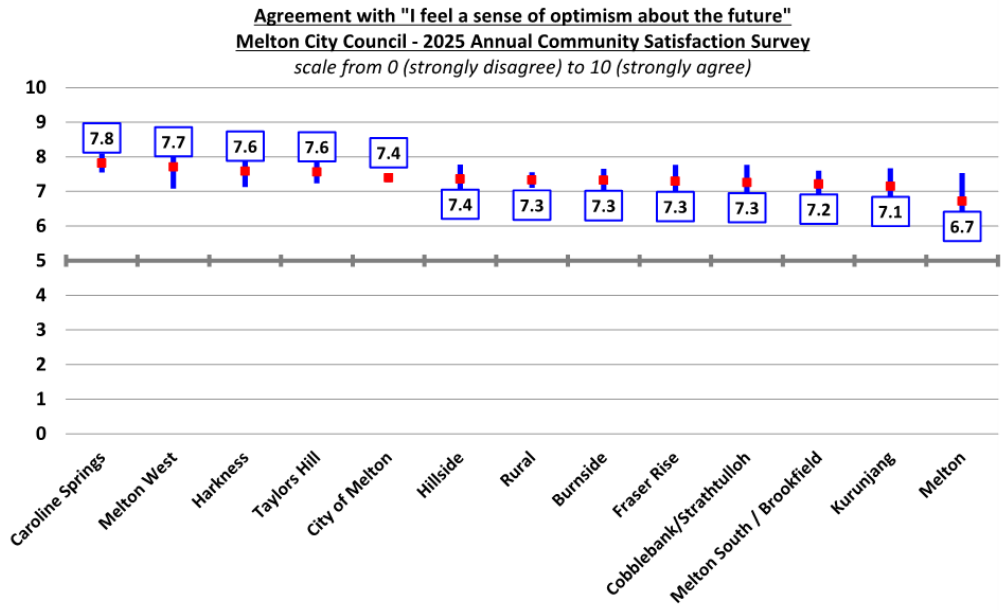
This result was somewhat (2%) lower than the long-term average agreement since 2023 of 7.6 out of 10.

This result comprised 49% who "strongly agreed" and four percent who "disagreed".



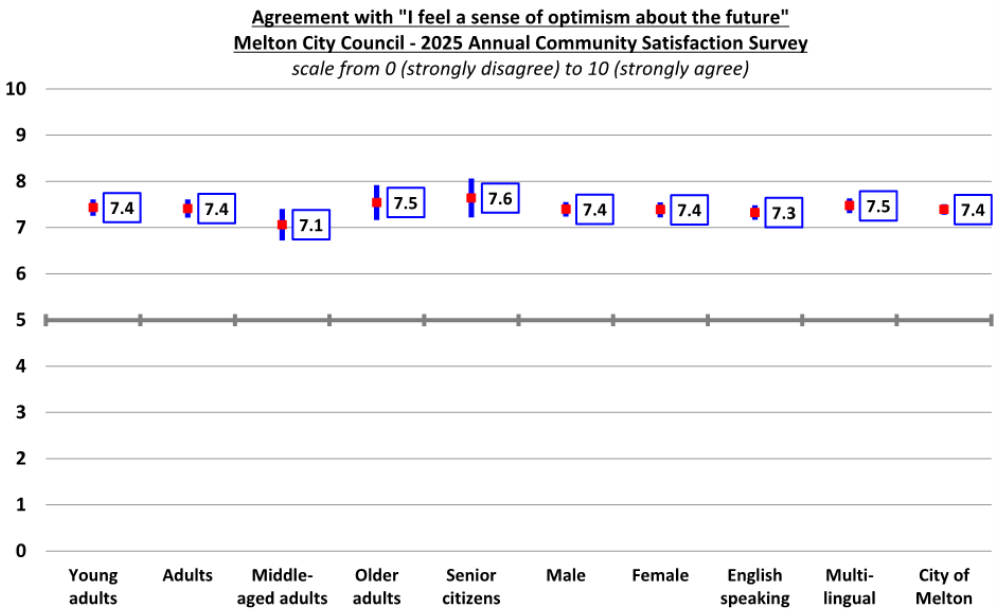
There was measurable variation in this result observed across the municipality, with respondents from Caroline Springs measurably (4%) and respondents from Melton West somewhat (3%) more in agreement than average.

By contrast, respondents from Kurunjang were somewhat (3%) and respondents from Melton precinct were notably (7%) less in agreement than average.



There was no measurable variation in this result observed by respondent profile, although middle-aged adults (aged 45 to 74 years) were somewhat (3%) less in agreement than average.

Respondents from multilingual households were somewhat (2%) more in agreement than respondents from English speaking households.



Average commuting time

Respondents were asked:

"If you are employed, on average how long does it take in total to travel both to and from work each day (combined total two-way)?"

There was a measurable increase in the average commuting time results recorded again this year.

The proportion of respondents (who were employed and provided a response) who reported that their average daily commute took less than one hour (both ways combined) decreased measurably (down 11% this year) down from a high of 54% back in 2022, to 47% in 2024.

As reported by Metropolis Research in 2024, this increase in commuting time may well reflect a return to closer to pre-pandemic commuting times.

Conversely, the proportion of respondents who reported that their daily commute took one hour or more (both ways combined) increased measurably (up 12% this year), up from 45% in 2022 to 64% this year.

It is noted that the proportion of respondents who reported that their two-way commute took 90 minutes or more has remained stable at 19% over the four years the question has been included in the survey.

While the majority (62%) of City of Melton residents recorded in the 2021 *Census* travelled to work by car, these commuting times will not only reflect committing times by car. These results reflect the commuting time of all in the community, including those who travel to work by public transport, and active or sustainable transport modes (i.e., walking, cycling, etc).

Average commuting time
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Response	*2025*		*2024*	*2023*	*2022*
	Number	*Percent*			
Less than 30 minutes	86	14%	21%	30%	21%
30 minutes to less than one hour	144	23%	27%	23%	33%
One hour to less than 90 minutes	204	33%	33%	27%	26%
90 minutes or more	193	31%	19%	19%	19%
Not stated	173		213	163	220
Total	**800**	**100%**	**801**	**806**	**800**

It is noted that the proportion of respondents who raised traffic management related issues as a top three issue to address has remained remarkably stable around the long-term average (2015 to 2025) of 23% and was 23% this year. The 2025 metropolitan average for traffic management related issues was nine percent.

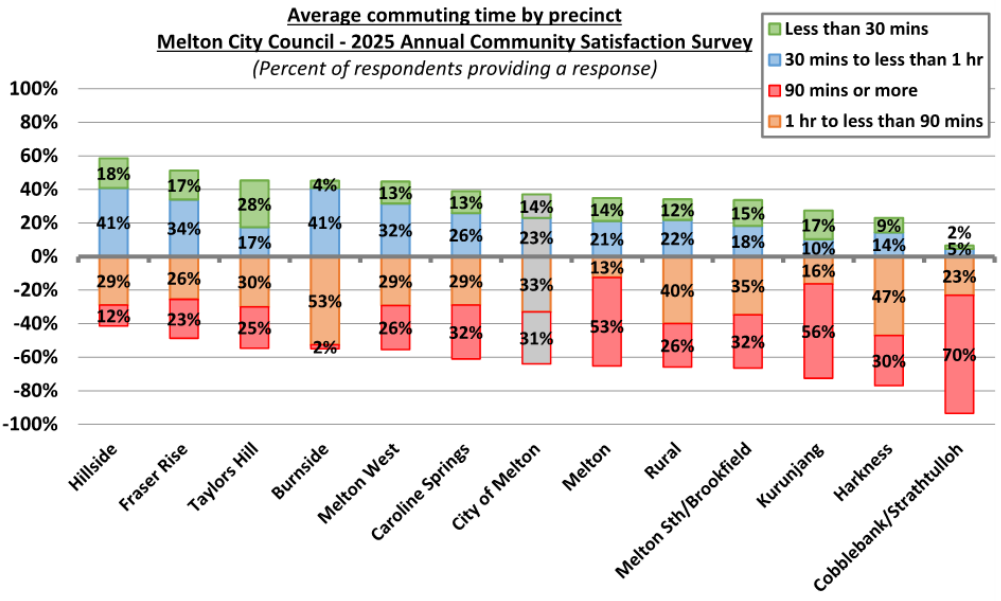
This does highlight that issues such as commuting times including issues around traffic congestion remain significant issues in the City of Melton community.

Metropolis Research notes the relatively small sample size for these results at the precinct level. The smaller sample resulting from the fact that 173 of the 800 respondents were not employed and / or unable or unwilling to provide a response.

This provides an average sample size at the precinct level of 52 respondents.

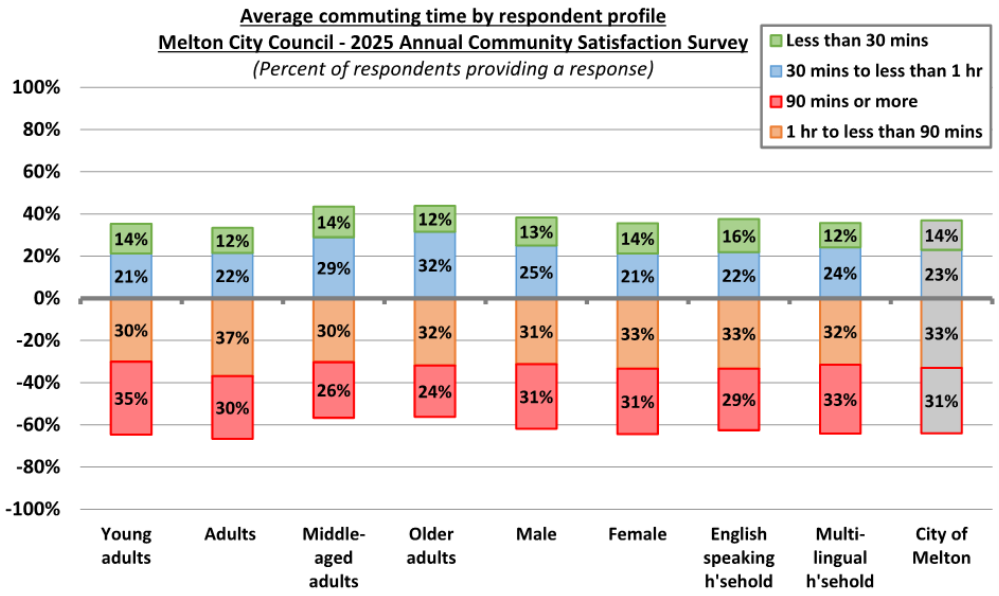
Bearing in mind the small sample size, there was some notable variation in the average commuting time results observed across the municipality, as follows:

- ***Somewhat SHORTER average commute time*** – included respondents from Hillside, Fraser Rise, Taylor Hill, Burnside, and Melton West precincts.
- ***Somewhat LONGER average commute time*** – included respondents from Kurunjang, Harkness, and Cobblebank / Strathtulloh.



There was no measurable variation in the commuting time results observed by respondent profile, although it is noted that middle-aged and older adults (aged 45 to 74 years) were somewhat (6% and 7% respectively) more likely than average to report commute times of less than one hour.

There was no meaningful variation in these results observed by the respondents gender, or language spoken at home.



Food security

Respondents were asked:

"In the past 12 months, were there any times that your household ran out of food and couldn't afford to buy more?"

Respondents were again in 2025, asked whether there were any times in the last 12 months that their household had run out of food and been unable to afford to buy more.

It is acknowledged that this question may be an under-reporting of the likely true level of food insecurity in the City of Melton community, given that there may be some respondents who felt unwilling or unable to answer the question.

The proportion of respondents who reported that their household had run out of food and couldn't afford to buy more at least once in the last 12 months increased again this year, up from nine percent in 2024 to 10% this year.

This was the highest proportion (10%) of respondent households who had run out of food at least once in the last 12 months recorded over the six times that this question has been included in the survey.

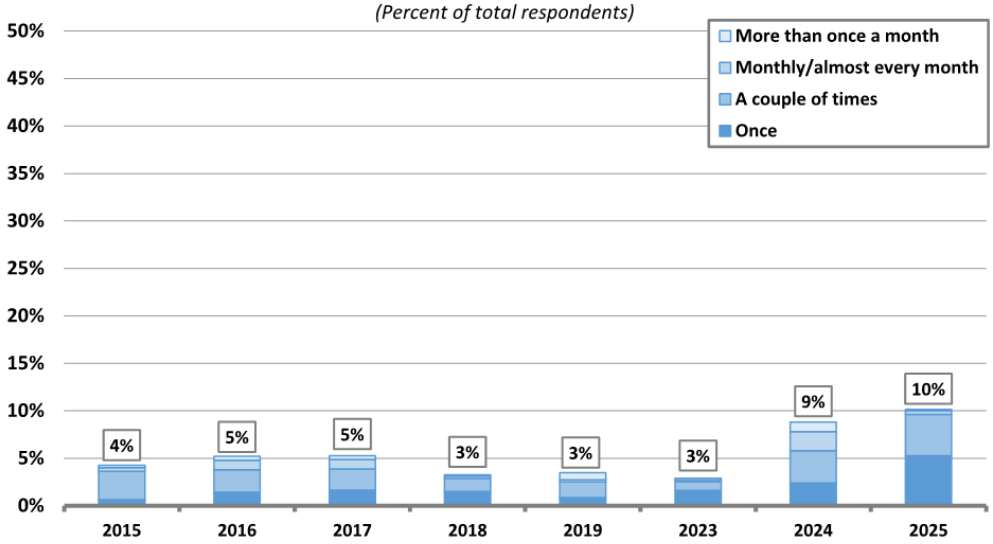
In the post-pandemic period (2023 to 2025), the average proportion of respondent households who reported that they had **never** run out of food at least once in the past year and not been able to buy more has averaged 84%, notably (5%) higher than the pre-pandemic (2015 to 2019) average of 89%.

Frequency of household running out of food
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of total respondents)

Response	2025 Number	2025 Percent	2024	2023	2019	2018	2017
Never	662	83%	85%	83%	92%	87%	89%
Once	42	5%	2%	2%	1%	2%	2%
A couple of times	35	4%	3%	1%	2%	1%	2%
Monthly or almost every month	3	0%	2%	0%	0%	0%	1%
More than once a month	1	0%	1%	0%	1%	0%	0%
Can't say	57	7%	6%	15%	4%	10%	6%
Total	**800**	**100%**	**801**	**806**	**804**	**800**	**800**

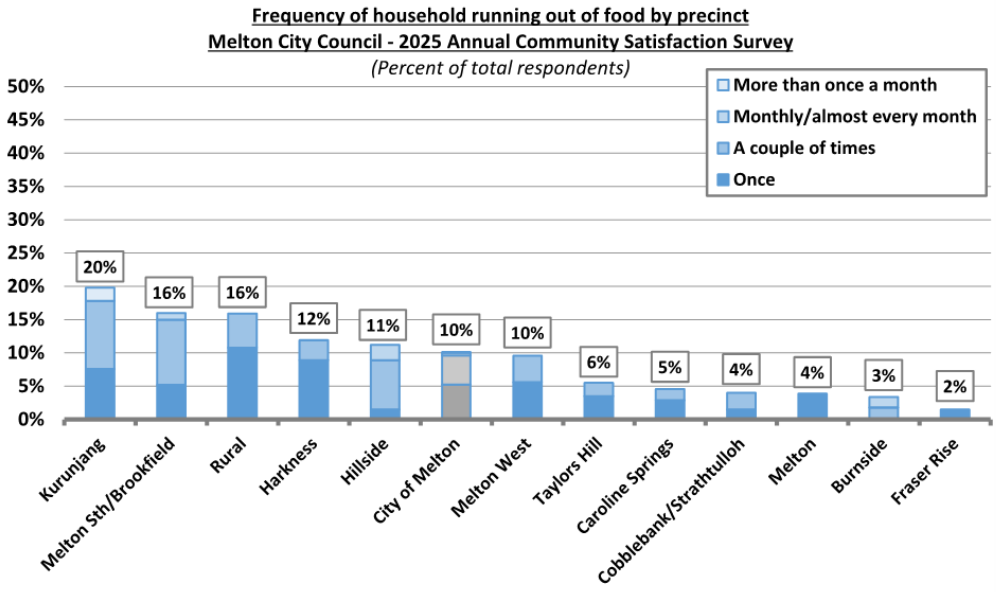
These results suggest that food insecurity has increased in the City of Melton in recent years, at record high levels (9% and 10%), approximately double the long-term average of five percent.

Frequency of household running out of food
Melton City Council - 2025 Annual Community Satisfaction Survey
(Percent of total respondents)



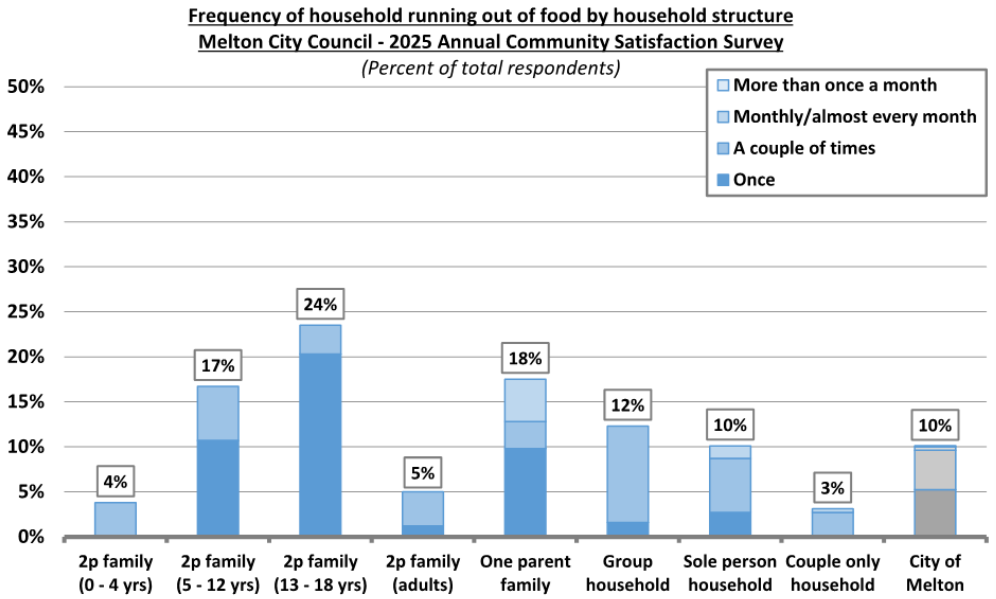
There was notable variation in this result observed across the municipality, as follows:

- ***Notably MORE likely than average to report experiencing food insecurity*** – included respondents from Kurunjang, Melton South / Brookfield, and the Rural precinct).
- ***Notably LESS likely than average to report experiencing food insecurity*** – included respondents from Taylors Hills, Caroline Springs, Cobblebank / Strathtulloh, Melton precinct, Burnside, and Fraser Rise.



There was also some notable variation in food insecurity observed by household structure.

Respondents from two-parent families with school aged and adolescent children (youngest child aged 5 to 18 years) were notably to measurably more likely than average to have run out of food. The 48 respondents from one-parent families (with children of all ages) were also notably (8%) more likely to report having run out of food at least once.



Family violence

The family violence component of the survey includes a preliminary question asking respondents if they believe that family violence is common in the community, and then a follow up set of questions asking respondents if they agree or disagree with five statements relating to some of the drivers of, or myths that can justify or excuse family violence in the community.

The family violence related questions are in line with the national community attitudes survey delivered by Australia's National Research Organisation for Women's Safety (ANROWS).

Metropolis Research acknowledges that the results to this set of questions may be subject to a subjective response bias, given the nature of the questions and that they were asked in person, face-to-face.

Family violence is common in our community

There was a significant (16%) decrease this year in the proportion of respondents who agreed that family violence was common in their community, and a measurable and significant (36%) increase in the proportion who disagreed.

Consistent with the result recorded last year, 15% (down from 13%) of all respondents agreed that family violence was common in their community.

The proportion of respondents who disagreed with this statement, along with the proportion of respondents who could not or would not say, has varied substantially from year to year.

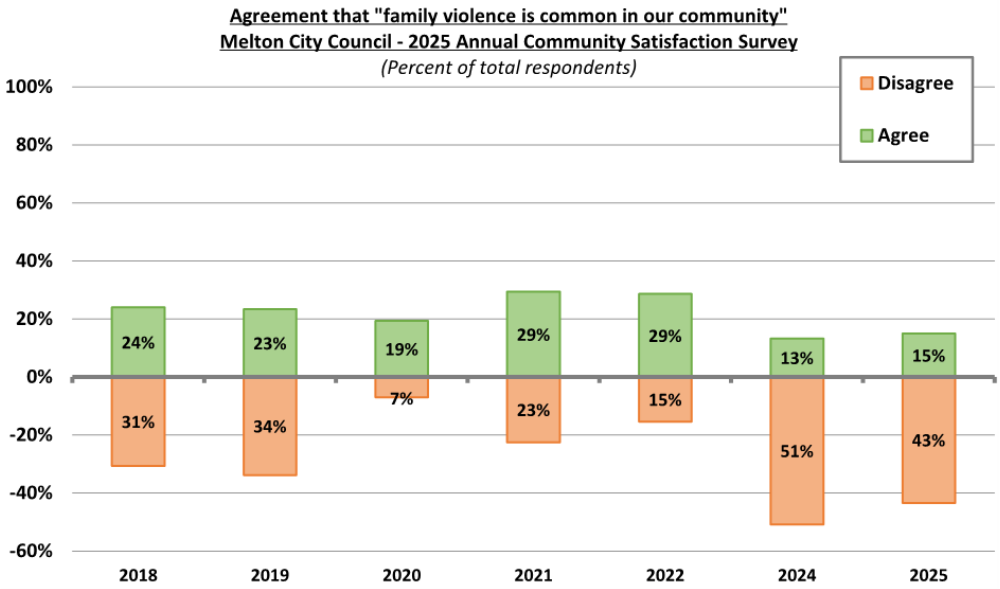
Agreement with "family violence is common in our community"
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of total respondents)

Response	*2025*		*2024*	*2022*	*2021*	*2020*	*2019*
	Number	*Percent*					
Agree	120	15%	13%	29%	29%	19%	23%
Neutral	88	11%	13%	15%	14%	9%	19%
Disagree	347	43%	51%	15%	23%	7%	34%
Can't say	245	31%	23%	41%	34%	64%	24%
Total	**800**	**100%**	**801**	**800**	**800**	**804**	**804**

These results do suggest that the perception that family violence is common in the City of Melton community spiked notably in the pandemic years, particularly in 2021 and 2022.

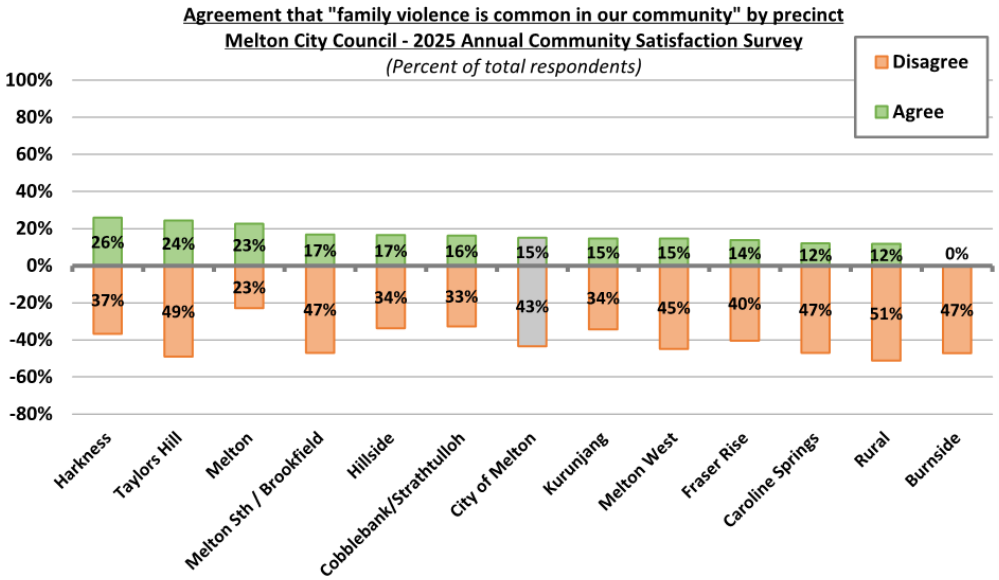
The question was not included in the 2023 survey.

The decline in agreement that family violence is common in the community may reflect a range of factors, many of which may be unrelated to the actual extent of family violence occurring in the City of Melton community.



There was some variation in agreement that family violence is common in the community observed across the municipality.

Respondents from Harkness and Taylors Hill were measurably (11% and 9% respectively) more likely than average to agree that family violence was common in their community. By contrast, respondents from Burnside were measurably less likely than average to agree.

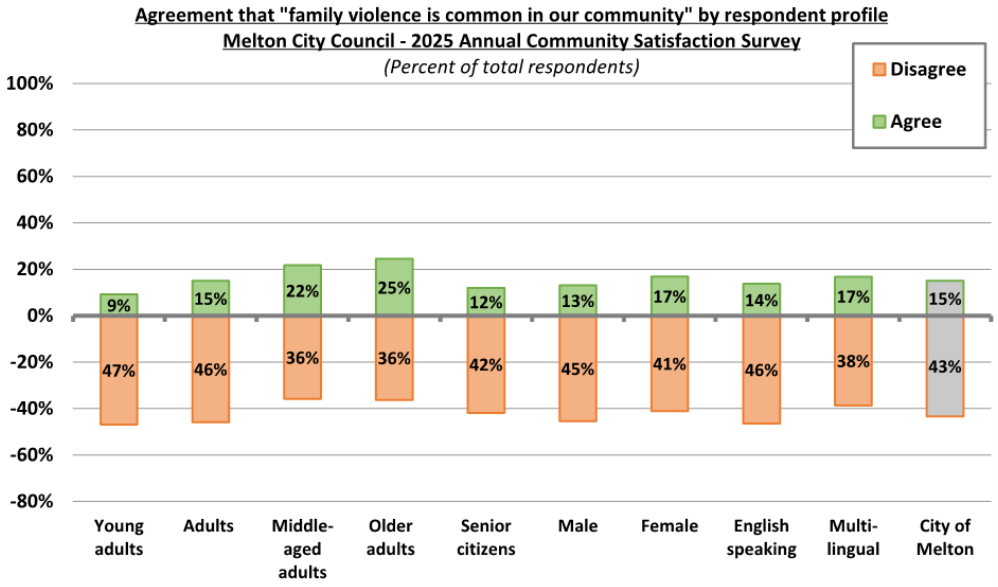


There was some variation in this result observed by respondent profile.

Younger adults (aged 18 to 34 years) were somewhat (6%) less likely than average to agree that family violence was common in their community, while middle-aged and older adults (aged 45 to 74 years) were notably to measurably (7% and 10% respectively) more likely than average to agree.

Female respondents were notably (4%) more likely to agree that family violence was common in their community than male respondents, and respondents from multilingual households were somewhat (3%) more likely to agree than respondents from English speaking households.

These results were broadly consistent with those recorded last year.



Statements about family violence

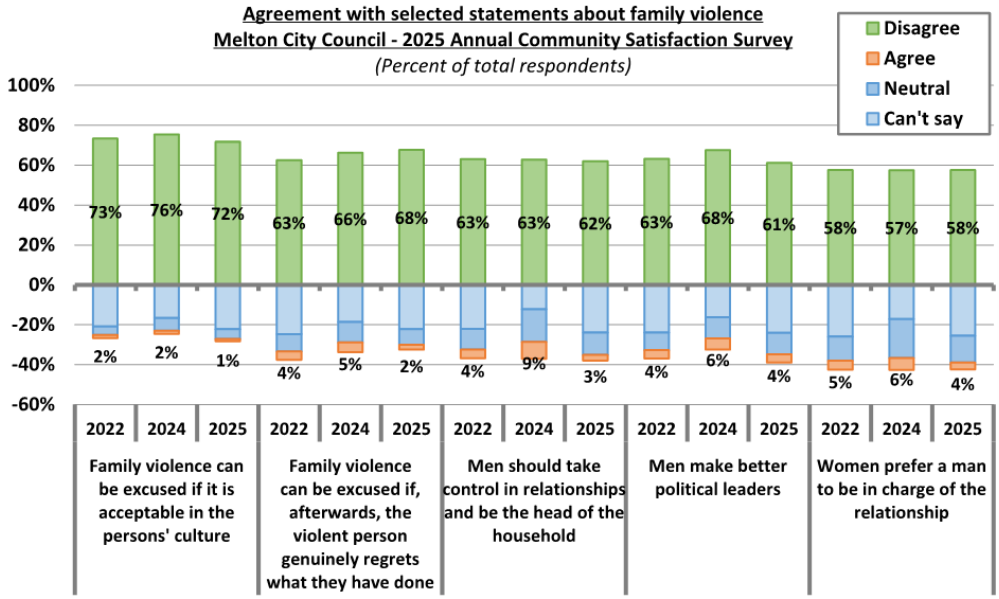
Respondents were asked:

"On a scale from 1 (disagree) to 3 (agree), please rate your agreement with the following statements."

Respondents were again in 2025, asked to rate their agreement with five statements about family violence.

This set of question was previously included in the survey program in 2024, 2022, and 2018.

These results continue to show that the majority of the City of Melton community disagreed with these five statements, which is a positive result that reflects general agreement with contemporary standards.



As discussed in relation to the previous question about the extent of family violence in the community, Metropolis Research does advise some caution in the overinterpretation of year-by-year variations in these results. This is particularly true given the significant proportion of respondents who could not say whether they agreed or disagreed with these statements.

It is also very important to bear in mind that the ability to have a meaningful impact on these results is limited for local government in the short term, and therefore caution should be exercised when attempting to show a causal link between these results and the policy positions of Council, or the service delivery provided by Council in this area.

Metropolis Research notes that whilst less than 10% of respondents agreed with each of these statements, there remains a significant number of respondents who were either neutral in relation to each statement or could not (or would not) say if they agreed or disagreed.

Metropolis Research also makes the point that the issue of family violence is a controversial subject, and that there may well be some in the community who may in fact agree with these statements, but who made the judgement that it was not socially acceptable to admit to agreeing with the views expressed in these statements.

It also cannot be discounted that there may be a small number of respondents who disagreed with these statements rather than reporting a neutral or can't say response, as they felt a social obligation to respond in the manner that they believed was most acceptable.

The following section provides a more detailed breakdown of these results, including full time series, variation by precinct, and variation by respondent profile including age, gender, and language spoken at home.

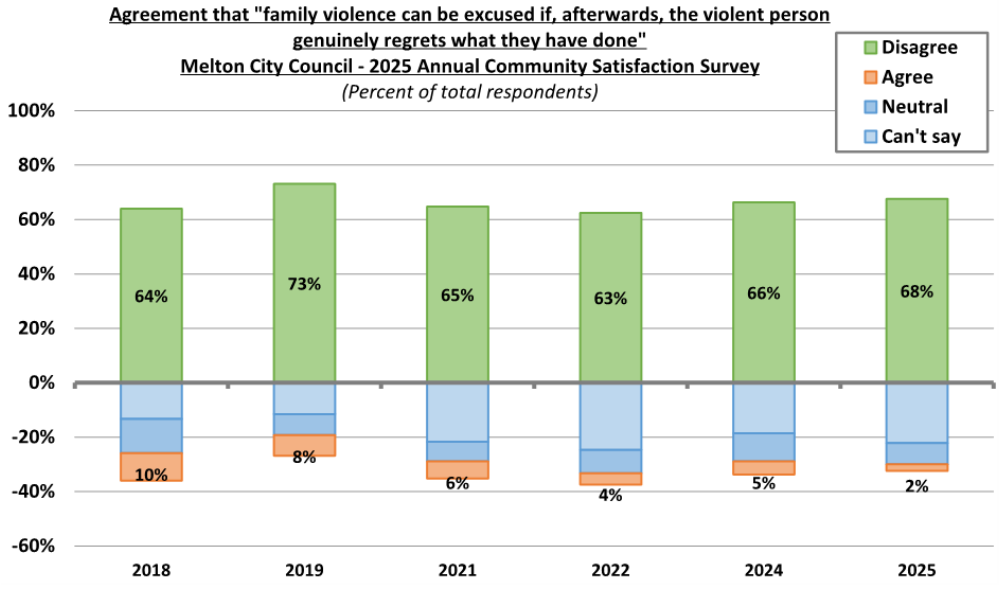
While there was some variation observed for the individual statements, in general terms, the following variations were observed:

- ***Generally, MORE likely to disagree than average*** – included respondents from Melton West, Taylors Hill, and Harkness, older adults (aged 60 to 74 years), female respondents, and respondents from English speaking households.
- ***Generally, LESS likely than average to disagree*** – included respondents from Cobblebank / Strathtulloh, Melton precinct, Fraser Rise, and Kurunjang, male respondents, and respondents from multilingual households.

Family violence can be excused if, afterwards, the violent person genuinely regrets what they've done

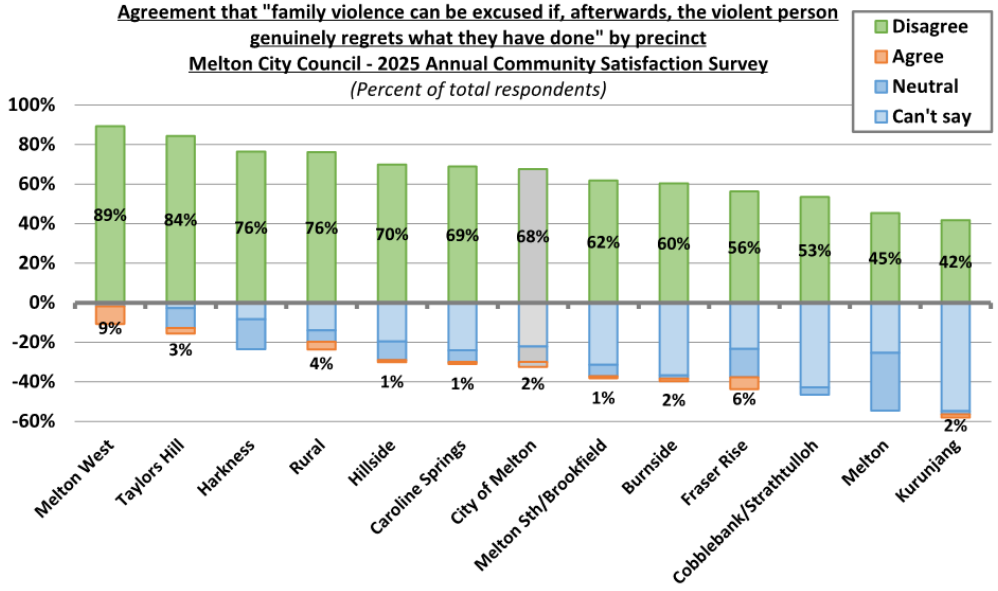
The proportion of respondents who disagreed that family violence can be excused if, afterwards, the violent person genuinely regrets what they've done increased somewhat again this year, up two percent to 68%.

This result was somewhat (2%) above the long-term average since 2018 of 66%, but still below the record high of 73% back in 2019 (pre-pandemic).



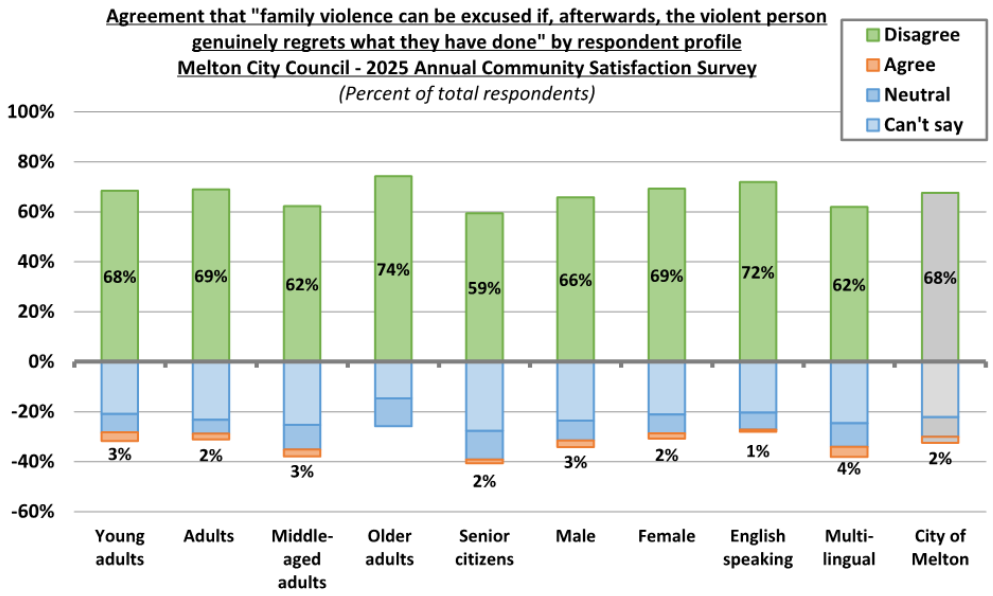
There was substantial variation in this result observed across the municipality.

Respondents from Melton West, Taylors Hill, Harkness, and the rural precinct were notably to measurably more likely than average to disagree with this statement. By contrast, respondents from Burnside, Fraser Rise, Cobblebank / Strathtulloh, Melton precinct, and Kurunjang were notably to measurably less likely to agree.



There was also variation in this result observed by respondent profile, with older adults (aged 60 to 74 years) notably more likely than average to disagree with this statement. By contrast, middle-aged adults (aged 45 to 59 years) and senior citizens (aged 75 years and over) were notably less likely than average to disagree with this statement.

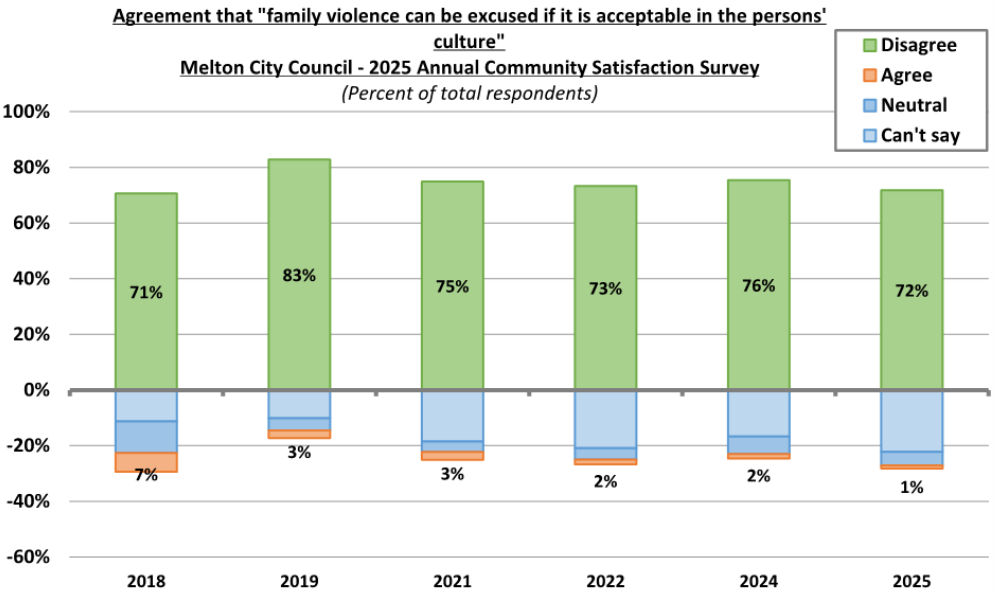
Female respondents were somewhat (3%) more likely to disagree than males, and respondents from English speaking households were measurably (10%) more likely to disagree than respondents from multilingual households.



Family violence can be excused if it is acceptable in the persons' culture

The proportion of respondents who disagreed that family violence can be excused if it is acceptable in the persons' culture declined notably this year, down four percent to 72%.

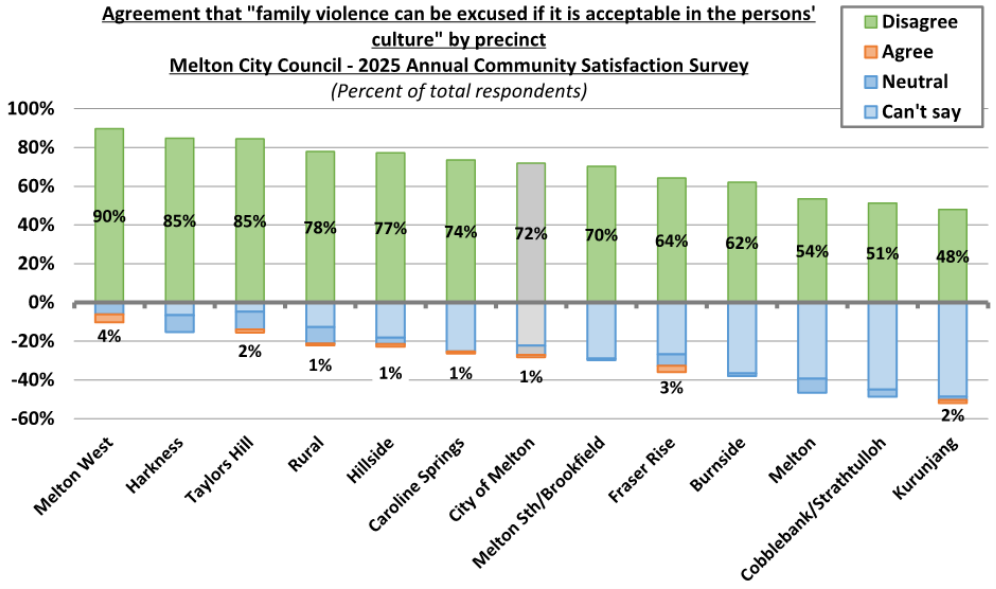
This result remains, however, consistent with the long-term average since 2018 of 75%.



There was substantial variation in this result observed across the municipality.

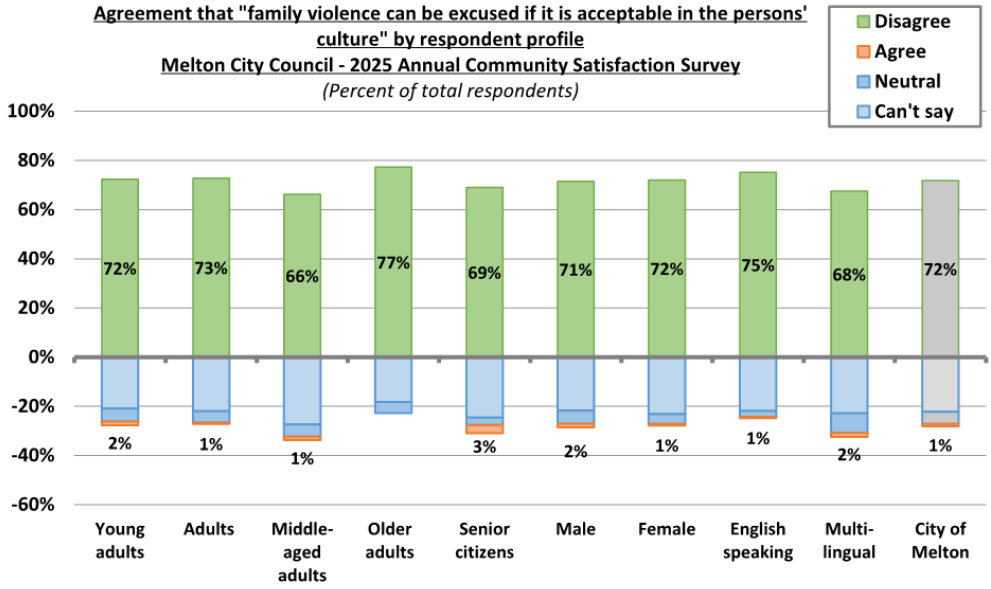
Respondents from Melton West, Harkness, Taylors Hill, and the rural precinct were notably to measurably more likely than average to disagree with this statement.

By contrast, respondents from Fraser Rise, Burnside, Melton precinct, Cobblebank / Strathtulloh, and Kurunjang were notably to measurably less likely to agree.



There was also variation in this result observed by respondent profile, with older adults (aged 60 to 74 years) notably (5%) more likely than average to disagree with this statement. By contrast, middle-aged adults (aged 45 to 59 years) were notably (6%) less likely than average to disagree with this statement.

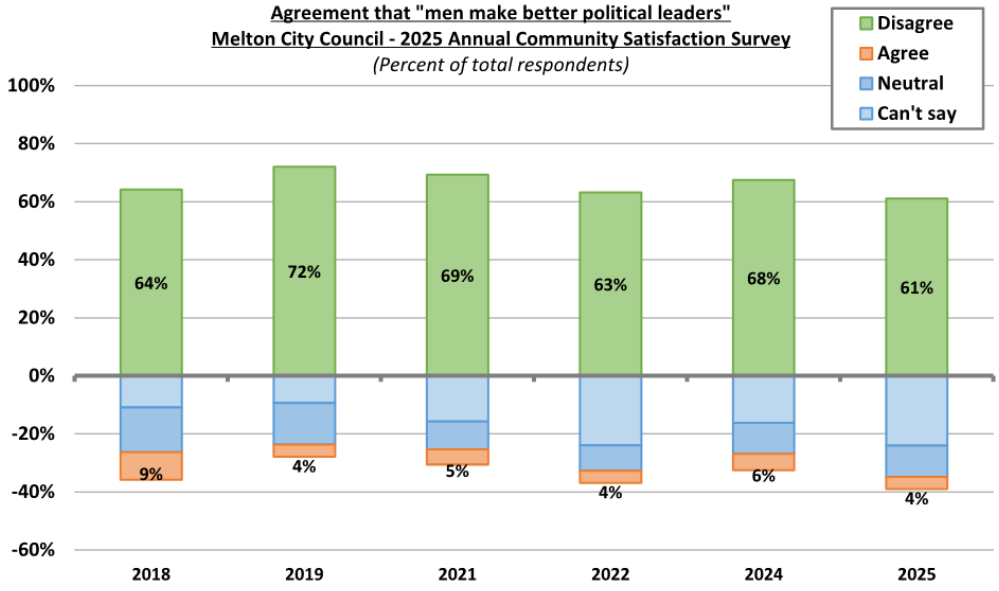
There was no substantial variation in this result observed by gender, however, respondents from English speaking households were notably (7%) more likely to disagree than respondents from multilingual households.



Men make better political leaders

The proportion of respondents who disagreed that men make better political leaders declined measurably this year, down seven to 61%, reversing the increase recorded last year.

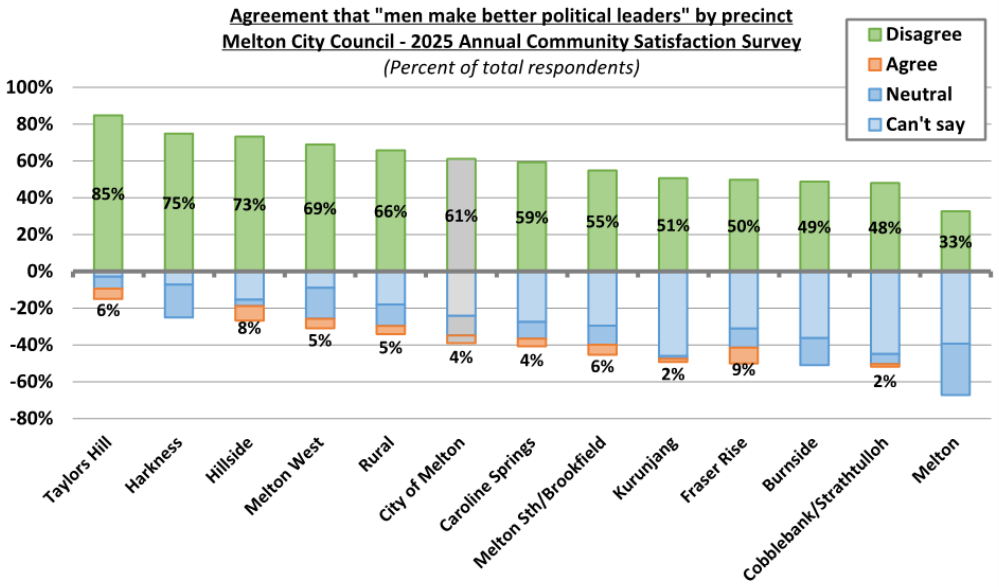
Although this was the lowest level of disagreement with this statement recorded over the six surveys, this result remained relatively consistent with the long-term average disagreement since 2018 of 66%.



There was substantial variation in this result observed across the municipality.

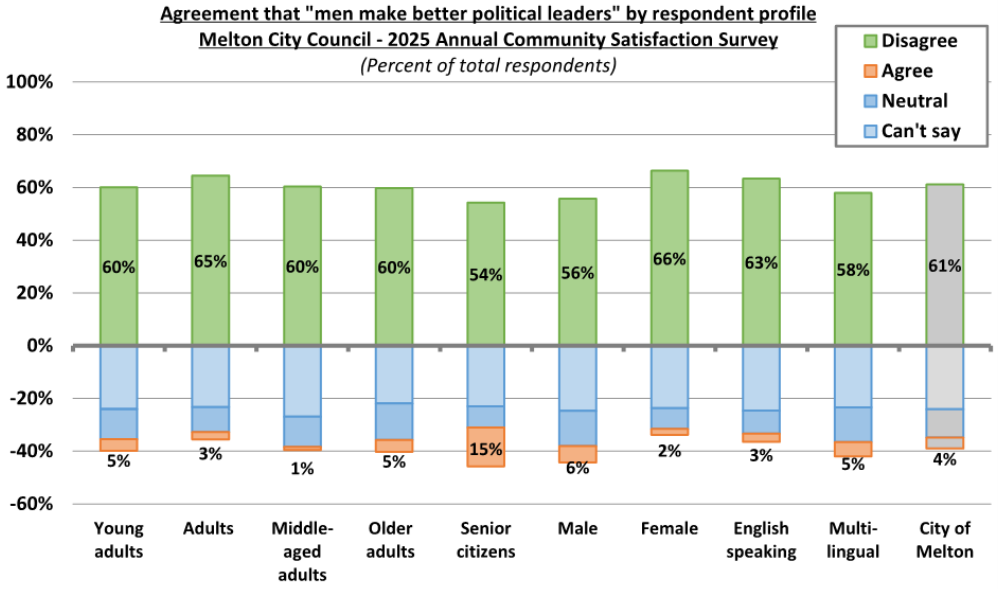
Respondents from Taylors Hill, Harkness, Hillside, and Melton West were notably to measurably more likely than average to disagree with this statement.

By contrast, respondents from Melton South / Brookfield, Kurunjang, Fraser Rise, Burnside, Cobblebank / Strathtulloh, and Melton precinct were notably to measurably less likely to agree.



There was also variation in this result observed by respondent profile, with adults (aged 35 to 44 years) notably (4%) more likely than average to disagree with this statement. By contrast, senior citizens (aged 75 years and over) were notably less likely than average to disagree with this statement.

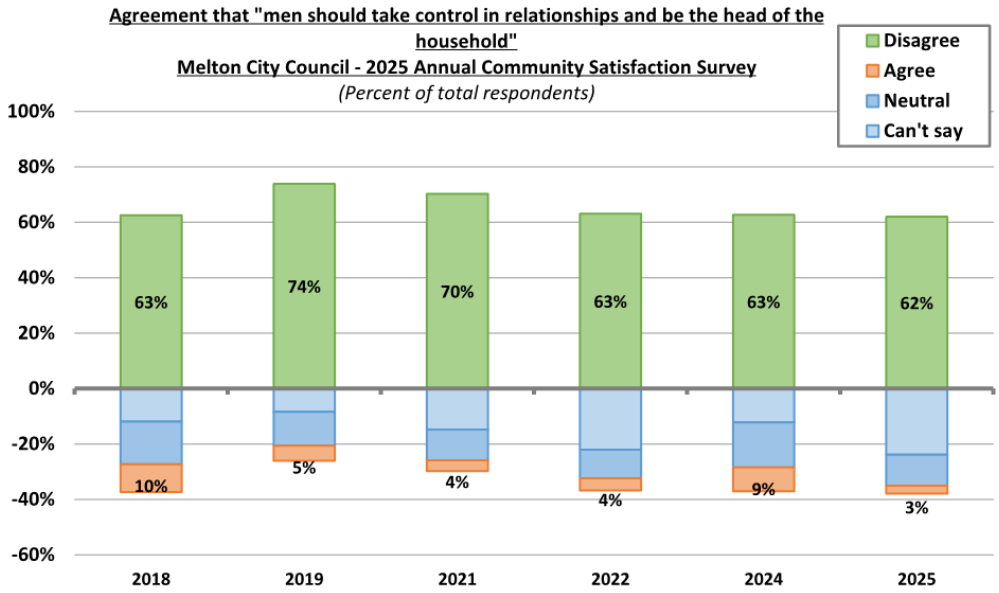
Female respondents were measurably and significantly (10%) more likely to disagree than males, and respondents from English speaking households were measurably (5%) more likely to disagree than respondents from multilingual households.



Men should take control in relationships and be the head of the household

The proportion of respondents who disagreed that men should take control in relationships and be the head of the household remained essentially stable this year at 62% (down 1%).

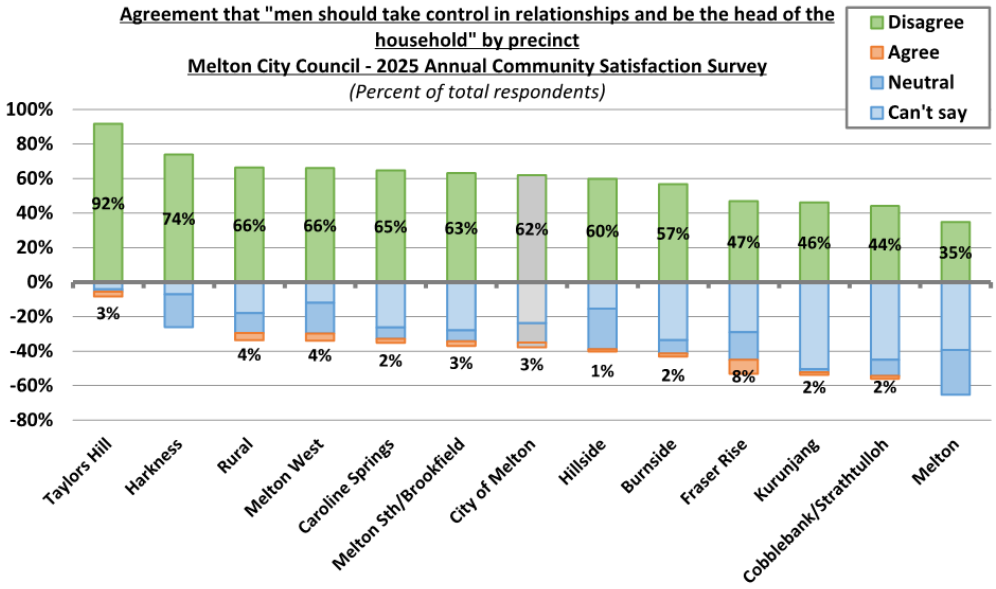
This result was somewhat (4%) lower than the long-term average since 2018 of 66%.



There was substantial variation in this result observed across the municipality.

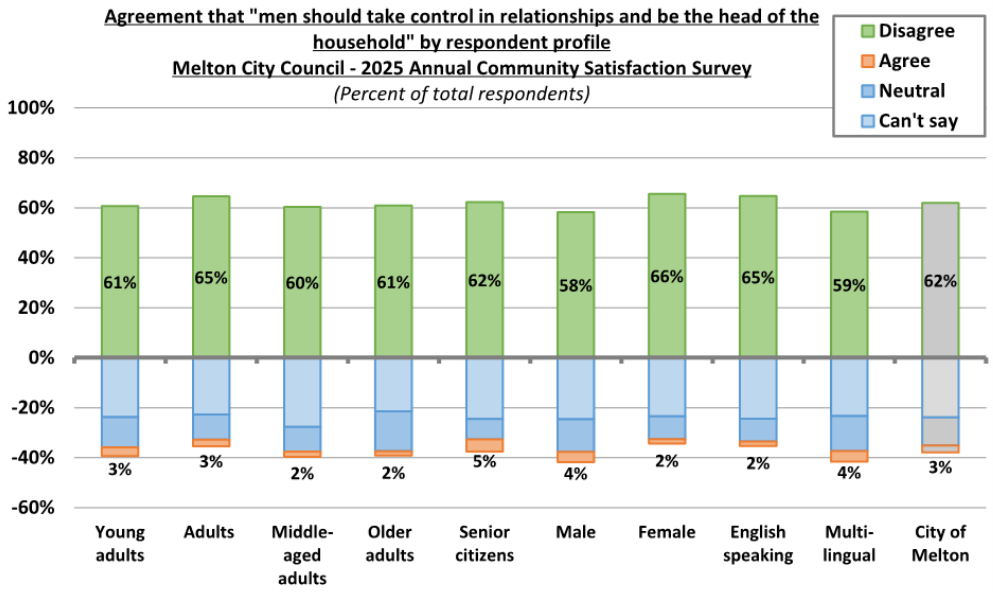
Respondents from Taylors Hill and Harkness were measurably more likely than average to disagree with this statement.

By contrast, respondents from Fraser Rise, Kurunjang, Cobblebank / Strathtulloh, and Melton precinct were measurably less likely to agree.



There was no substantive variation in this result observed by the respondents' age structure.

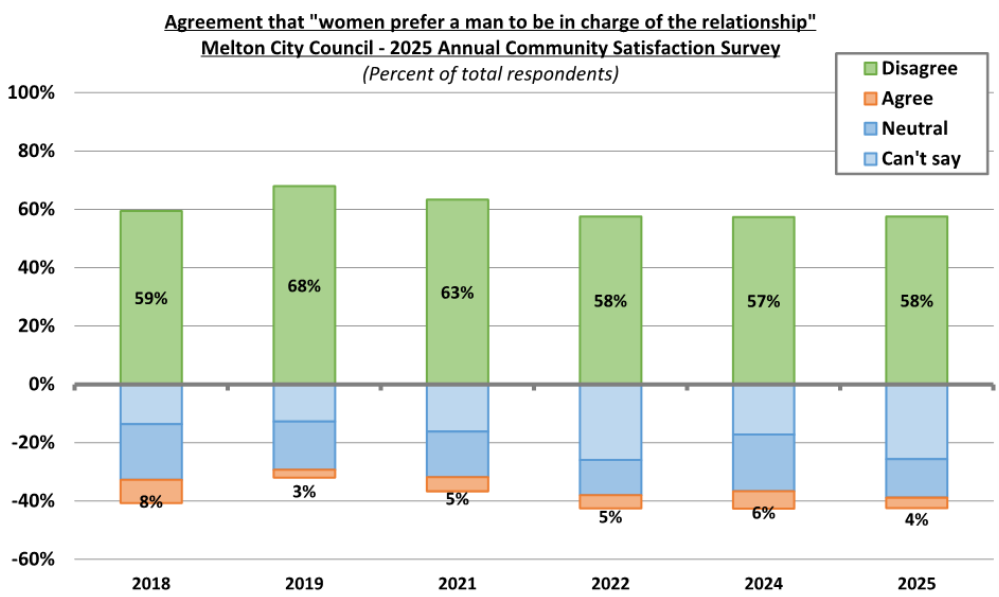
Female respondents were, however, measurably (8%) more likely to disagree than males, and respondents from English speaking households were notably (6%) more likely to disagree than respondents from multilingual households.


Agreement that "men should take control in relationships and be the head of the household" by respondent profile
Melton City Council - 2025 Annual Community Satisfaction Survey
(Percent of total respondents)
Disagree
Agree
Neutral
Can't say
100%
80%
60%
40%
20%
0%
-20%
-40%
-60%
61%
65%
60%
61%
62%
58%
66%
65%
59%
62%
3%
3%
2%
2%
5%
4%
2%
2%
4%
3%
Young adults
Adults
Middle-aged adults
Older adults
Senior citizens
Male
Female
English speaking
Multi-lingual
City of Melton

Women prefer a man to be in charge of the relationship

The proportion of respondents who disagreed that women prefer a man to be in charge of the relationship remained essentially stable this year, up one percent to 58%.

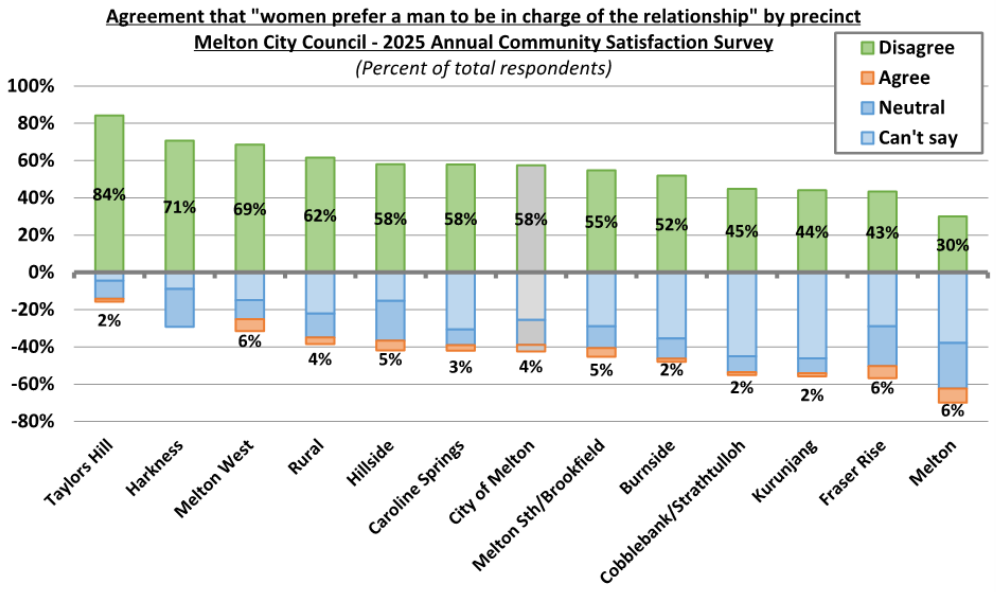
This result was somewhat (3%) lower than the long-term average since 2018 of 61%.



There was substantial variation in this result observed across the municipality.

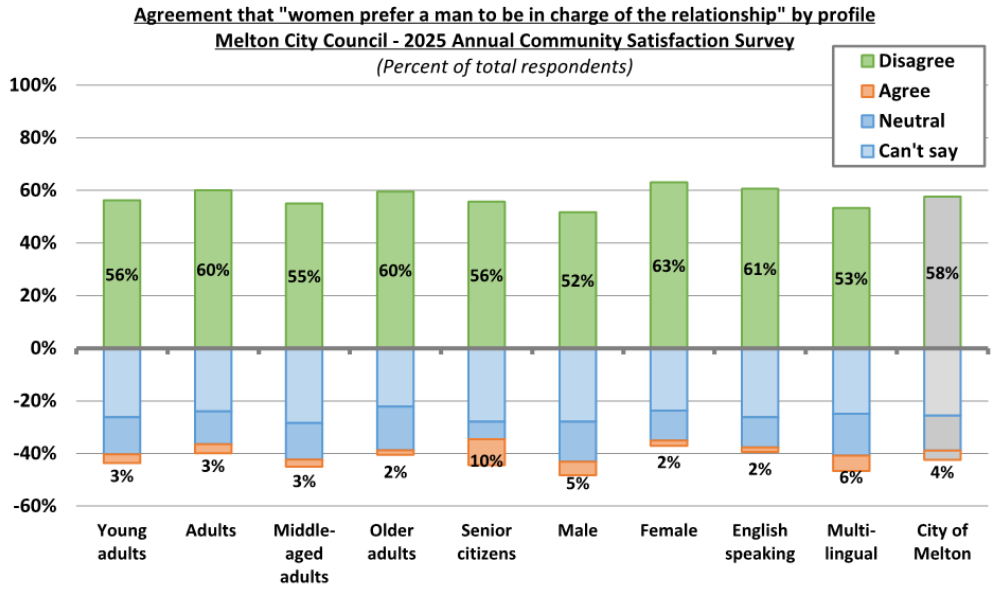
Respondents from Taylors Hill, Harknes, and Melton West were notably to measurably more likely than average to disagree with this statement.

By contrast, respondents from Burnside, Cobblebank / Strathtulloh, Kurunjang, Fraser, Rise, and Melton precinct were notably to measurably less likely to agree.



There was no substantive variation in this result observed by the respondents' age structure.

Female respondents were, however, measurably and significantly (11%) more likely to disagree than males, and respondents from English speaking households were measurably (8%) more likely to disagree than respondents from multilingual households.



Volunteering

Respondents were asked:

"Do you or member of your household volunteer regularly?"

Respondents were again in 2025, asked if they or a member of their household regularly volunteer.

The proportion of respondents from households with a member who regularly volunteers locally declined somewhat this year, down three percent to eight percent.

This was the lowest proportion of households with a member who regularly volunteers locally recorded for the City of Brimbank from 2021 to 2025.

Given the distance now from the pandemic, this was a somewhat surprising result, as there was some expectation that the level of volunteering was likely to start to return to pre-pandemic levels.

This result was measurably below the 2022 *Victorian Population Health Survey* results for the Brimbank-Melton region, which estimated that 12% definitely "help out a local group as a volunteer".

The proportion of respondents from households with a member that volunteers non-locally, remained stable at six percent.

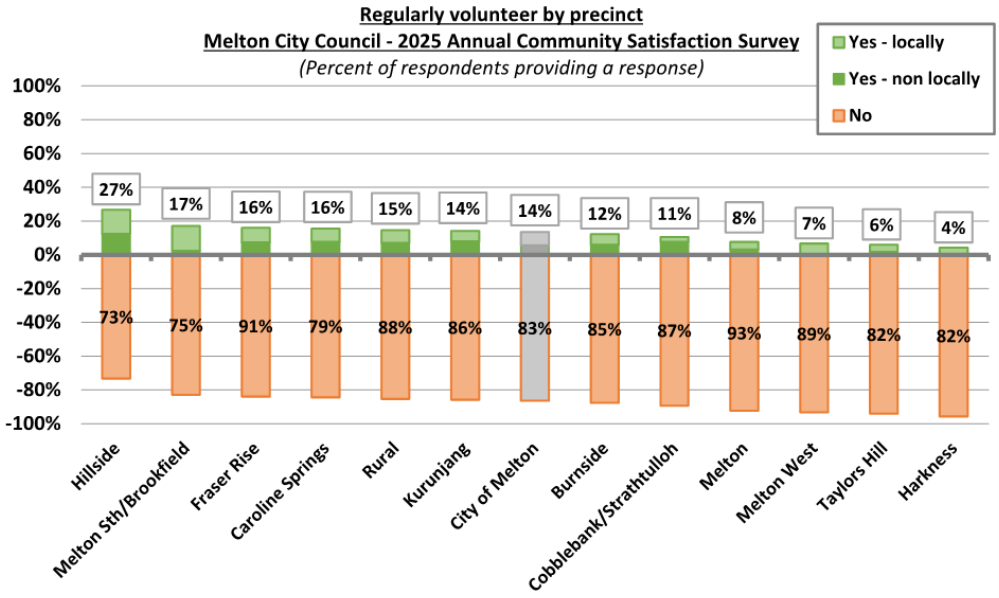
Combined, these results suggest a relatively stable 14% of respondents from across the City of Melton were from households with a member who volunteers.

This was a very modest result, and lower than Metropolis Research has typically observed in other municipalities across metropolitan Melbourne. In other municipalities surveyed post-pandemic, the extent of volunteering in the community appears to be returning slowly to pre-pandemic levels. While the dataset is limited for the City of Melton, this return to volunteering does not appear to be occurring as yet in the City of Melton.

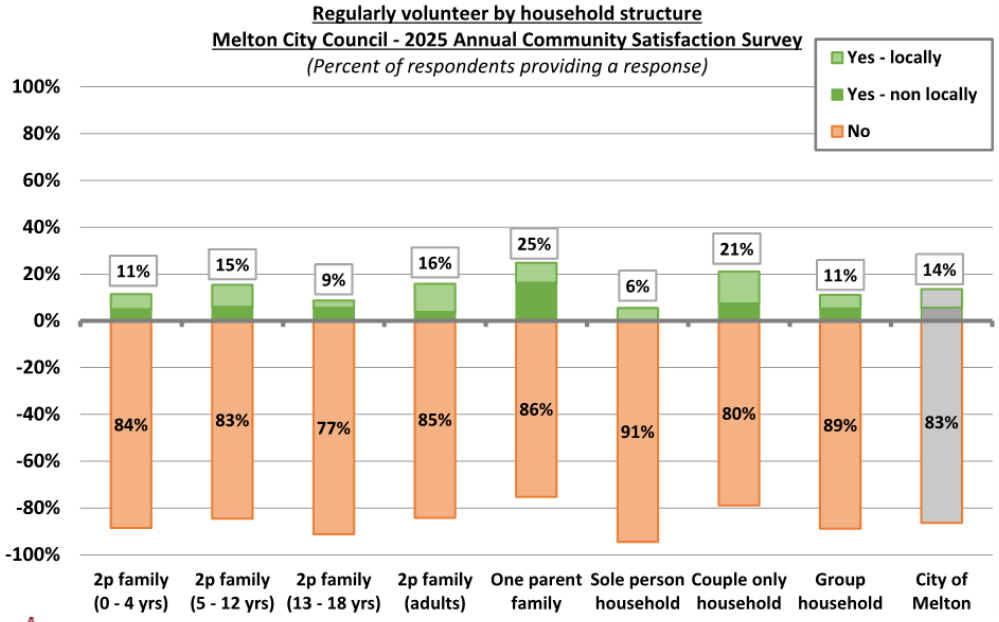
Regularly volunteer
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Response	*2025*		*2024*	*2023*	*2022*	*2021*
	Number	*Percent*				
Yes - locally	58	8%	11%	11%	14%	22%
Yes - non-local	42	6%	6%	3%	3%	5%
No	636	86%	83%	86%	82%	72%
Can't say	64		68	96	135	103
Total	**800**	**100%**	**801**	**806**	**800**	**800**

There was some variation in this result observed across the municipality, with respondents from Hillside measurably (13%) more likely than average to volunteer. By contrast, respondents from Melton precinct (6% less), Melton West (7%), Taylors Hill (8%), and Harkness (10%) all notably to measurably less likely than average to have household members who volunteer (either locally or elsewhere).



There was variation in this result observed by household structure, with sole person households measurably less likely than average to volunteer, while one-parent families and couple households without children were notably more likely.



Respondent profile

The following section of this report provides details as to the demographic profile of the respondents to the survey. These results show that the survey methodology has obtained a sample of residents that is both highly consistent over time, as well as being reflective of the underlying population of the City of Melton.

Age structure

The sample of respondents was weighted by age and gender to reflect the 2021 *Census* results. Metropolis Research notes that the unweighted sample obtained via the door-to-door methodology very closely reflected the underlying population, reinforcing the strength of the door-to-door methodology in representing the views of the Melton community.

Age group
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Age	*2025 (unweighted)*		*2025*	*2024*	*2023*	*2022*	*2021*
	Number	*Percent*	*(weighted)*				
Young adults *(18 - 34 years)*	196	25%	34%	34%	34%	34%	34%
Adults *(35 - 49 years)*	330	41%	33%	33%	33%	33%	24%
Middle-aged adults *(50 - 59 years)*	117	15%	15%	15%	15%	15%	24%
Older adults *(60 - 69 years)*	94	12%	11%	11%	11%	11%	14%
Senior citizens *(70 years and over)*	60	8%	7%	7%	7%	7%	4%
Not stated	3		3	0	0	0	0
Total	**800**	**100%**	**800**	**801**	**806**	**800**	**800**

Gender

The sample of respondents was weighted by age and gender to reflect the 2021 *Census* results.

Gender
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Gender	*2025 (unweighted)*		*2025*	*2024*	*2023*	*2022*	*2021*
	Number	*Percent*	*(weighted)*				
Man	458	57%	49%	49%	49%	49%	49%
Woman	338	42%	51%	51%	51%	51%	51%
Non-binary	2	0%	0%	1%	1%	0%	0%
Prefer to self-describe	0	0%	0%	0%	0%	0%	0%
Prefer not to say	2		2	0	1	1	0
Total	**800**	**100%**	**800**	**801**	**806**	**800**	**800**

Aboriginal and Torres Strait Islander

Consistent with the results recorded in previous years, three percent of respondents identified as Aboriginal and / or Torres Strait Islander.

Household member identify as Aboriginal or Torres Strait Islander
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Response	2025 Number	2025 Percent	2024	2023	2022	2021	2020
Yes	23	3%	2%	1%	3%	1%	2%
No	722	97%	98%	99%	97%	99%	98%
Not stated	55		49	12	16	14	22
Total	**800**	**100%**	**801**	**806**	**800**	**800**	**804**

Household member with disability

The proportion of respondents from households with a member with disability declined this year to just six percent, and measurably lower than the long-term average since 2015 of 12%.

Household member with disability
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Response	2025 Number	2025 Percent	2024	2023	2022	2021	2020
Yes	47	6%	9%	8%	16%	12%	17%
No	723	94%	91%	92%	84%	88%	83%
Not stated	30		13	9	29	15	31
Total	**800**	**100%**	**801**	**806**	**800**	**800**	**804**

Household member identifying as LGBTIQA+

Consistent with historical results, just one percent of respondents identified as LGBTIQA+.

Household member identifying as LGBTIQA+
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Response	2025 Number	2025 Percent	2024	2023	2022	2021	2020
Yes	8	1%	2%	2%	4%	3%	1%
No	752	99%	98%	98%	96%	97%	99%
Not stated	40		23	11	35	21	35
Total	**800**	**100%**	**801**	**806**	**800**	**800**	**804**

Language spoken at home

In 2025, almost half (45% down from 50%) of the respondents (who provided a response) reported that members of their household spoke a language other than English at home, which was somewhat (7%) above the long-term average since 2015 of 38%. This reflects well on the effectiveness of the methodology of engaging with the diverse Melton community.

Language spoken at home
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Response	*2025*		*2024*	*2023*	*2022*	*2021*	*2020*
	Number	*Percent*					
English	439	55%	50%	60%	64%	66%	64%
Hindi	69	9%	8%	5%	3%	3%	4%
Punjabi	54	7%	9%	7%	3%	3%	2%
Vietnamese	24	3%	2%	3%	1%	1%	1%
Tagalog (Filipino)	23	3%	2%	3%	5%	3%	2%
Urdu	19	2%	2%	2%	1%	1%	1%
Arabic	16	2%	2%	2%	2%	1%	1%
German	12	2%	0%	0%	0%	1%	0%
Italian	8	1%	3%	1%	3%	4%	3%
Maltese	8	1%	2%	1%	3%	3%	3%
Tamil	8	1%	1%	0%	0%	0%	1%
Mandarin	7	1%	1%	0%	1%	1%	0%
Burmese	6	1%	0%	0%	0%	0%	0%
Croatian	6	1%	1%	0%	0%	2%	1%
Malayalam	6	1%	1%	0%	1%	1%	0%
Nepali	6	1%	1%	0%	0%	0%	0%
Spanish	6	1%	2%	1%	1%	1%	2%
Macedonian	5	1%	1%	1%	2%	1%	1%
Sinhalese	5	1%	1%	1%	1%	1%	1%
Bengali	4	1%	1%	1%	0%	0%	1%
Teluga	4	1%	1%	1%	1%	1%	0%
Turkish	4	1%	1%	1%	1%	1%	1%
Cantonese	3	0%	0%	0%	0%	0%	0%
Gujarati	3	0%	1%	0%	0%	0%	0%
Indonesian	3	0%	0%	0%	0%	0%	0%
Maori	3	0%	1%	0%	0%	0%	0%
Hakka	2	0%	0%	0%	0%	0%	0%
Persian	2	0%	1%	0%	0%	0%	0%
Polish	2	0%	1%	0%	0%	1%	0%
Portugese	2	0%	0%	0%	0%	0%	0%
Thai	2	0%	0%	0%	0%	0%	0%
Tongan	2	0%	0%	0%	0%	0%	1%
Multiple	0	0%	0%	0%	1%	0%	0%
All other languages *(31 separately identified)*	31	4%	4%	3%	8%	7%	12%
Not stated	6		5	5	13	13	23
Total	**800**	**100%**	**801**	**806**	**800**	**800**	**804**

Household structure

Consistent with the results recorded in previous years, a little more than half of the respondents were from two-parent family households, including a mix of families with children of all ages. The sample also includes 25% couple households without children, six percent one-parent families, eight percent sole person households, and six percent group households.

Household structure
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Structure	*2025*		*2024*	*2023*	*2022*	*2021*	*2020*
	Number	*Percent*					
Two parent family total	**438**	**55%**	**57%**	**56%**	**57%**	**56%**	**58%**
youngest child 0 - 4 years	*109*	*14%*	*15%*	*18%*	*12%*	*16%*	*16%*
youngest child 5 - 12 years	*144*	*18%*	*20%*	*16%*	*19%*	*18%*	*18%*
youngest child 13 - 18 years	*83*	*11%*	*11%*	*10%*	*9%*	*12%*	*11%*
adult children only	*102*	*13%*	*12%*	*11%*	*17%*	*11%*	*13%*
One parent family total	**48**	**6%**	**9%**	**10%**	**9%**	**6%**	**8%**
youngest child 0 - 4 years	*7*	*1%*	*1%*	*2%*	*1%*	*2%*	*1%*
youngest child 5 - 12 years	*10*	*1%*	*1%*	*3%*	*1%*	*2%*	*2%*
youngest child 13 - 18 years	*6*	*1%*	*3%*	*2%*	*1%*	*1%*	*2%*
adult children only	*25*	*3%*	*4%*	*4%*	*5%*	*2%*	*3%*
Group household	45	6%	6%	7%	7%	6%	4%
Sole person household	62	8%	7%	7%	6%	9%	8%
Couple only household	195	25%	20%	19%	19%	21%	20%
Other	2	0%	1%	1%	1%	1%	2%
Not stated	10		11	23	31	29	43
Total	**800**	**100%**	**801**	**806**	**800**	**800**	**804**

Business owner

Consistent with recent years, seven percent of respondents were from households with a member who owned or managed a business in the City of Melton.

Household member own / manage a business in the City of Melton
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Response	*2025*		*2024*	*2023*	*2022*	*2021*	*2020*
	Number	*Percent*					
Yes	54	7%	7%	7%	13%	13%	14%
No	683	93%	93%	93%	87%	87%	86%
Not stated	63		23	16	42	30	42
Total	**800**	**100%**	**801**	**806**	**800**	**800**	**804**

Housing situation

Consistent with the long-term average since 2017, approximately half (46% down from 5%) of respondent households owned their home outright, and a further 28% (up from 23%) were mortgagor households, and there were 25% rental households.

Housing situation
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Situation	*2025*		*2024*	*2023*	*2022*	*2021*	*2020*
	Number	*Percent*					
Own this home	360	46%	50%	54%	45%	48%	39%
Mortgagor *(paying-off this home)*	224	28%	23%	26%	41%	39%	42%
Renting this home	197	25%	25%	19%	14%	11%	16%
Insecure housing	8	1%	2%	1%	0%	2%	3%
Not stated	11		21	13	46	37	50
Total	**800**	**100%**	**801**	**806**	**800**	**800**	**804**

Period of residence

Consistent with the results recorded in previous years, the survey included a good mix of period of residence, with approximately one-third (38%) newer residents (less than five years in the City of Melton), approximately one-third (29% up from 24%) medium term residents (five to less than 10 years), and approximately one-third (34% down from 40%) were long-term residents (10 years or more in the City of Melton).

Period of residence can be a factor in overall satisfaction, as new residents tend to report higher levels of overall satisfaction with Council than long-term residents of 10 years or more.

Period of residence in the City of Melton
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of respondents providing a response)

Period	*2025*		*2024*	*2023*	*2022*	*2021*	*2020*
	Number	*Percent*					
Less than 1 year	70	9%	12%	9%	2%	1%	2%
1 to less than 5 years	230	29%	25%	30%	7%	9%	12%
5 to less than ten years	230	29%	24%	26%	23%	21%	21%
Ten years or more	270	34%	40%	35%	68%	69%	65%
Not stated	0		6	4	26	24	35
Total	**800**	**100%**	**801**	**806**	**800**	**800**	**804**

General comments

Respondents were asked:

"Do you have any further comments you would like to make?"

There were 84 (down from 165) general comments received from the survey this year.

These comments have been broadly categorised, as outlined in the following table.

Comments on roads and traffic remain the most common issues raised by respondents, followed by comments on various Council services and facilities.

It is noted that comments on safety, policing, and crime were again prominent in these results, reflecting the results to other questions in the survey.

Summary of general comments
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number and percent of total responses)

Comment	*2025*		*2024*	*2023*	*2022*	*2021*
	Number	*Percent*				
Traffic and roads	14	17%	18%	26%	14%	11%
Council services and facilities	13	15%	15%	11%	11%	18%
Safety, policing and crime	8	10%	7%	13%	7%	9%
Parking	7	8%	2%	0%	6%	4%
Public transport	7	8%	6%	3%	6%	7%
Communication, consultation, responsiveness	6	7%	3%	4%	7%	5%
Rates and financial management	6	7%	4%	3%	3%	3%
Parks, gardens and open spaces	3	4%	6%	9%	9%	5%
General negative	3	4%	1%	3%	0%	0%
Footpaths	3	4%	4%	1%	3%	2%
Waste management and cleanliness	3	4%	7%	5%	10%	7%
Tree maintenance	3	4%	3%	4%	2%	4%
Comments on the survey	2	2%	1%	2%	2%	2%
Planning, building and development	2	2%	0%	3%	6%	3%
Council governance and performance	2	2%	4%	1%	3%	3%
Schools / education	1	1%	5%	0%	1%	0%
General positive	1	1%	4%	5%	3%	7%
Total	**84**	**100%**	**165**	**93**	**126**	**256**

The following table outlines the verbatim comments received from respondents to the survey this year.

General comments
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Comment	*Number*
Traffic and roads	
Fix the roads	2
Atherstone Blvd needs speed hump as people drive on it too fast	1
Fix the traffic lights in Rockbank, safety	1
Just speed up the road construction so much hectic in cleaning the houses due to dust	1
Leakes Rd should be made road safe	1
Road structure	1
Some roundabouts hold a lot of traffic in the morning around 8:30, while going for work the road has only 1 lane it needs 2 lines its compulsory because the other side has 2 lanes	1
The road that goes to Burnside hub should have been a two-lane road; there is too much traffic congestion	1
There should be an access ramp to the freeway from West Melton	1
Traffic and congestion	1
Traffic management	1
Upgrade the freeway	1
Western Hwy needs a general upgrade	1
Total	**14**
Council services and facilities	
Bring more amenities in Diggers Rest	1
Called up the Council yesterday for services for my bedridden wife and had asked me to come on Thursday and now changed it to Tuesday service was not provided	1
Check properly everything	1
Look after the community	1
Look at where it is lacking in terms of servicing people	1
Services for seniors can be improved and more needed	1
The public toilets are very dirty, and junkies use them, so they are almost always unusable	1
The streets need to be cleaned	1
They should build a recreational centre or leisure centre in Rockbank	1
They should keep up with infrastructure	1
Understand the demographic of people as a lot of people have mental issues but nothing is there for them	1
We need to bring back Medicare bulk billing, if the Council can make note. Hopefully it could be brought about to higher levels of government	1
Wilton Field Village Park playground needs to have good regulations for dog rules as people just leave their dog poo outside	1
Total	**13**

Safety, policing and crime	
Safety is main issue / needs more attention	3
A lot of thefts happening in this area	1
During the nighttime it's not too safe	1
Need more security everywhere like cameras or something	1
They should do more patrolling in WoodGrove SC	1
Woodgrove needs a lot more monitoring, especially after the stabbing incident	1
Total	**8**

Parking	
Disable parking is not available all the time others are parking over there	1
Parking at Rockbank station needed	1
Parking insufficient in stations	1
Parking needs to be worked	1
Parking on the roads	1
They should improve parking in sports ground for community matches, as there is a problem and they should have big grounds with better parking. Even during community event it becomes an issue	1
Non-disabled parking in disabled reserved areas	1
Total	**7**

Public transport	
Frequency of bus of 458 route is bad and needs more frequently	1
Frequent trains would be good	1
Rockbank station needs parking spaces	1
There should be information boards at bus interchange saying which buses go direct to the station instead of buses that go to Kurunjang first	1
They should work on more efficient transportation needed	1
They should work on transportation	1
Trains to the city are always packed, especially in peak hours, the frequency is too low	1
Total	**7**

Communication, consultation, responsiveness	
Keep us aware of the news	1
Listen more and take the communities advice	1
Responsiveness of Council	1
They are not really listening to people, value the people	1
Traffic issue spin Leakes Rd need improvement	1
When I mail something to be done, the response takes 10 days why is it so, what is taking so long	1
Total	**6**

Rates and financial management	
They should decrease the rates, high rates	2
The Council rates are extremely expensive in comparison to other Councils	1
The rates should not go this up	1
You have to put resources where it's needed	1
You need to have funds	1
Total	**6**

Footpaths	
Come to fix the footpaths as soon as possible	1
Footpaths are really bad	1
Pedestrian walking	1
Total	**3**

General negative	
Council is a waste of time and money	1
Melton really needs to be improved; it is deteriorating faster than Pakenham	1
Please understand your community	1
Total	**3**

Parks, gardens and open spaces	
Council should issue fines on the owner of the house for maintenance of lawns	1
If they keep maintaining the parks, then its good	1
Take care of the riverside. They are littering the water bodies	1
Total	**3**

Tree maintenance	
Chop down trees entirely, other Councils do it. If their old, they chop them down, but here they just trim it, and it always just grows over	1
Maybe Council could add legislation for trees, something about big trees like poplar trees growing in small areas. My neighbour's tree has costed thousands in structure damage and blocked drains. When I told the Council they were polite but just said they couldn't do anything about it	1
The lack of maintenance of trees has to be looked upon	1
Total	**3**

Waste management & cleanliness	
Hard rubbish should be a call on service and didn't need website	1
Improve hard rubbish collection	1
The hard rubbish collection should happen more than once a year	1
Total	**3**

Comments on the survey	
I really appreciate the effort from the Council to conduct D2D surveys, but we would prefer these kinds of surveys to be done on our own	1
The interviewer was really good	1
Total	**2**
Council governance and performance	
Get the Council to do their jobs properly	1
They should keep up with the basic needs of the community	1
Total	**2**
Planning, building and development	
Civil engineering needs more attention by Council like roads and infrastructure improvements as they do not do a substantial job which will last a long time	1
Plan properly	1
Total	**2**
General positive	
Always good to see improvement	1
Total	**1**
Schools and education	
I don't have children, but I think we need more high schools in Melton	1
Total	**1**
Total responses	**84**

Appendix One: Reasons for dissatisfaction with Council's overall performance

The following table provides the verbatim comments received from respondents outlining the reasons why they were dissatisfied with Council's overall performance, broken down by issue.

Reasons for dissatisfaction with Council's overall performance
Melton City Council - 2025 Annual Community Satisfaction Survey
(Number of responses)

Reason	*Number*
Council support, governance and performance	
Both sides of the boulevard are treated differently	2
They are hopeless / useless	2
They don't do enough / do nothing for this area	2
Council doesn't advocate for residents living in Diggers Rest. As in they don't wants us (Diggers Rest) to exist	1
Everything is managed poorly	1
Melton Council has a bad reputation	1
Poor performance of Council	1
The Council people are only in for the money	1
There is a bureaucratic mess	1
They are so far left that they make bad decisions for community	1
They do nothing for community, just serve themselves	1
They seem to be doing what's best for them not the community	1
Well, they can always do more instead of just lining their pockets, they're all corrupt	1
Total	**16**
Service and facilities	
Diggers Rest doesn't have basic facilities	1
Have issues with rubbish being emptied and left on roads	1
Low maintenance	1
More general maintenance needed	1
No footpaths	1
No services for the Rockbank community are provided by them	1
Slow in development	1
Small garbage bin	1
The Council does not maintain the infrastructure	1
The Council does not maintain trees	1
There is so much that they can do	1
They do nothing for Rockbank community	1
Took 5 months to come and trim the trees	1
We don't see anything other than garbage collection	1
We have a busy street more safety measures needed	1
Total	**15**

Communication, consultation and responsiveness	
Very slow response to issues	3
I do not think they understand what the community wants and needs	1
Never seen anything about community consultation, but I'm relatively interested	1
Not responsive	1
We don't hear from them	1
Total	**7**

Public transport, traffic and parking	
Issues about local roads raised, still not resolved	1
Road management is poor	1
The roads are not great	1
Traffic	1
Total	**4**

Rates and money spending	
They give unnecessary fines	1
They don't spend money in this area, neglected	1
They care only about money	1
Total	**3**

Other	
Can't really say much	1
I don't have anything to do with the Council	1
Total	**2**
Total responses	**47**

Appendix Two: survey form

Melton City Council
2025 Annual Community Satisfaction Survey

Hi my name is _____ from Metropolis Research and I am here on behalf of Melton City Council.

Council is required, under government regulations to conduct a community satisfaction survey every year, and we would welcome your feedback on the performance of Council.

We are wondering if there is someone in your household who can participate in the survey.

The survey will take approximately 15 mins to complete, is completely confidential and voluntary.

1 **Have you contacted Melton City Council in the last 12 months?**

Yes (*continue*)	**1**	No (*go to Q.4*)	**2**

2 **When you last contacted the Council, was it?** *(Please circle one only)*

Visit in person	**1**	Website	**6**
Telephone *(during office hours)*	**2**	Social media	**7**
Telephone *(after hours service)*	**3**	Visitor Information Centre / Pop-Up	**8**
Mail	**4**	Community Portal	**9**
Email	**5**		

3 **On a scale of 0 (lowest) to 10 (highest), how satisfied were you with the following aspects of service when you last contacted the Melton City Council.**

1. Provision of information on the Council and its services	0	1	2	3	4	5	6	7	8	9	10	*99*
2. Speed and efficiency of service	0	1	2	3	4	5	6	7	8	9	10	*99*
3. Courtesy and professionalism of staff	0	1	2	3	4	5	6	7	8	9	10	*99*
4. Access to relevant officer / area	0	1	2	3	4	5	6	7	8	9	10	*99*
5. Satisfaction with the final outcome	0	1	2	3	4	5	6	7	8	9	10	*99*
6. Overall satisfaction with the customer service experience	0	1	2	3	4	5	6	7	8	9	10	*99*

4

On a scale of 0 (lowest) to 10 (highest), please rate the importance to the community, and your personal level of satisfaction with each of the following.

1. Maintenance and repair of major arterial roads and highways *(managed by VicRoads)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
If rated less than 6, please name any roads of concern:													
2. Maintenance and repair of sealed local roads *(managed by Council)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
If rated less than 6, please name any roads of concern:													
3. Footpath maintenance and repairs	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
4. Regular garbage collection	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
5. Regular recycling	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
6. Green waste collection	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
7. Provision and maintenance of parks and gardens	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
8. Provision and maintenance of street trees	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
9. Parking enforcement	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
10. Local traffic management	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
11. Animal management	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
12. Moving Ahead *(Council's printed newsletter)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
13. Council activities promoting local business growth and development	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
14. Public Spaces *(i.e. Melton amphitheatre, town centre, outdoor built public spaces)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*

5 **On a scale of 0 (lowest) to 10 (highest), please rate the importance of the following services to the community, followed by your personal level of satisfaction with only the services you or a family member has used in the past 12 months?**

(Survey note: Ask importance, then use, then satisfaction only if service has been used in last 12 months)

1. Council's website	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
2. The ability to access Council services through digital or online channels	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
3. Library services	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
4. Melton Recycling Facility	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
5. Hard rubbish collection	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
6. Public toilets	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
7. Recreation and Leisure Centres *(including Melton Waves)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
8. Sports grounds and associated facilities	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
9. Provision and maintenance of playgrounds	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
10. Community Centres / Neighbourhood Houses	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
11. Health services for babies, infants and toddlers	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
12. Council provided services and programs for children *(e.g. Playgroups, Family Day Care, Vacation Care)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*

5

13. Council provided services for young people *(e.g. school holiday programs, music & dance events, youth sport)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
14. Services for seniors *(e.g. Planned Activity Group programs, Seniors Clubs/ activities, personal care or domestic assistance, property maintenance, Men's shed)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
15. Services for people with disability *(e.g. respite care, holiday programs, support services)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
16. On and off road bike and / or walking paths *(including shared pathways)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
17. Provision of cultural events *(e.g. NAIDOC, Harmony Day, IDAHOBIT)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
18. Provision of community events and festivals *(e.g. Djerriwarrh Festival, Pop Culture)*	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Used	Yes						No					
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
18a. How satisfied are you with the representation of culture and diversity in Council events		0	1	2	3	4	5	6	7	8	9	10	*99*

6

On a scale of 0 (lowest) to 10 (highest), can you please rate your satisfaction with the following aspects of Council's governance and leadership?

1. Council meeting its responsibilities towards the environment	0	1	2	3	4	5	6	7	8	9	10	*99*
2. Council's performance in community consultation and engagement	0	1	2	3	4	5	6	7	8	9	10	*99*
3. The opportunities offered by Council to engage or be consulted with on Council decisions	0	1	2	3	4	5	6	7	8	9	10	*99*
4. Council's representation, lobbying and advocacy on behalf of the community with other levels of government and private organisations on key issues	0	1	2	3	4	5	6	7	8	9	10	*99*
5. Advocacy on behalf of the community for local educational opportunities *(e.g. local schools, TAFES, universities)*	0	1	2	3	4	5	6	7	8	9	10	*99*
6. The responsiveness of Council to local community needs	0	1	2	3	4	5	6	7	8	9	10	*99*
7. Council's performance in maintaining the trust and confidence of the local community	0	1	2	3	4	5	6	7	8	9	10	*99*
8. Council making and implementing decisions in the interests of the community	0	1	2	3	4	5	6	7	8	9	10	*99*

7 **Can you please rate your satisfaction with the performance of Council across all areas of responsibility?**

1. Performance of Council across all areas of responsibility	0	1	2	3	4	5	6	7	8	9	10	*99*
If overall satisfaction less than 5, why do you say that?												

8 **Can you please list what you consider to be the top three issues for the City of Melton at the moment?**

Issue One:	
Issue Two:	
Issue Three:	

9 **On a scale of 0 (strongly disagree) to 10 (strongly agree), please rate your agreement with the following statements about the Melton City Council.**

Statement	*Strongly disagree*				*Neutral*						*Strongly agree*	*Can't say*
1. Council infrastructure is equitable, inclusive and accessible	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	*99*
If rated less than 5, why do you say that?												
2. Melton is a City that encourages and enables people to work, shop and spend time locally	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	*99*
If rated less than 5, why do you say that?												
3. Council is efficient and well run	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	*99*
If rated less than 5, why do you say that?												

10 **Have you participated in any community engagement consultation activities in the past 12 months?** *(please select as many as appropriate)*

Accessed Melton conversations	**1**	Completed a Council survey	**3**
Attended a consultation workshop	**2**	Other : _____	**4**

The State Government has planned for the population of the City of Melton to double in size to more than 300,000 over the next 20 years.

The responsibility for providing services, transport infrastructure, and facilities rests with both Council and the State Government.

11 **On a scale of 0 (lowest) to 10 (highest), can you please rate your satisfaction with?**

1. Planning for population growth	0	1	2	3	4	5	6	7	8	9	10	*99*
If you rated satisfaction less than 5, what concerns you most about population growth?												

12 **On a scale of 0 (lowest) to 10 (highest), please rate your satisfaction with the following aspects of planning and development in the City of Melton.**

1. The appearance and quality of new developments in your area	0	1	2	3	4	5	6	7	8	9	10	*99*
If rated less than 5, please identify the developments OR reasons for concern:												
2. Council's performance maintaining local heritage and sites of significance	0	1	2	3	4	5	6	7	8	9	10	*99*

13 **On a scale of 0 (lowest) to 10 (highest), please rate the importance to the community, and your personal level of satisfaction with each of the following.**

1. Local job opportunities	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*
2. Accessibility of local education	Importance	0	1	2	3	4	5	6	7	8	9	10	*99*
	Satisfaction	0	1	2	3	4	5	6	7	8	9	10	*99*

14 **On a scale of 0 (lowest) to 10 (highest), how safe do you feel?**

1. In public areas of the City of Melton during the day	0	1	2	3	4	5	6	7	8	9	10	*99*
2. In the public areas of the City of Melton at night	0	1	2	3	4	5	6	7	8	9	10	*99*
3. Travelling on / waiting for P/T	0	1	2	3	4	5	6	7	8	9	10	*99*
4. In and around local shopping area	0	1	2	3	4	5	6	7	8	9	10	*99*
5. In and around WoodGrove S.C	0	1	2	3	4	5	6	7	8	9	10	*99*
6. In and around Melton Town Centre	0	1	2	3	4	5	6	7	8	9	10	*99*
7. In and around Caroline Springs SC	0	1	2	3	4	5	6	7	8	9	10	*99*
8. At local community events	0	1	2	3	4	5	6	7	8	9	10	*99*
9. At home alone after dark	0	1	2	3	4	5	6	7	8	9	10	*99*
10. At Lake Caroline at night	0	1	2	3	4	5	6	7	8	9	10	*99*
If rated less than five, why do you say that?												

15 **If you are employed, on average how long does it take in total to travel both to and from work each day (combined total two-way)?**

Less than 30 minutes	**1**	One hour to less than 90 minutes	**3**
30 minutes to less than one hour	**2**	90 minutes or more	**4**

16 **On a scale of 0 (strongly disagree) to 10 (strongly agree) where 5 is neutral, please rate your agreement with the following statements regarding the local community.**

1. My / our neighbourhood has a distinct character, it's a special place	0	1	2	3	4	5	6	7	8	9	10	*99*
2. It's an active community, people do things and get involved in local issues	0	1	2	3	4	5	6	7	8	9	10	*99*
3. I / we feel part of the local community	0	1	2	3	4	5	6	7	8	9	10	*99*
4. In times of need, I/we could turn to the neighbours for help	0	1	2	3	4	5	6	7	8	9	10	*99*
5. Most people in my local community can be trusted	0	1	2	3	4	5	6	7	8	9	10	*99*
6. Melton is an "age-friendly" community	0	1	2	3	4	5	6	7	8	9	10	*99*
7. Melton is accessible and inclusive for people with disability	0	1	2	3	4	5	6	7	8	9	10	*99*
8. Melton is a "child-friendly" community	0	1	2	3	4	5	6	7	8	9	10	*99*
9. The Melton community is welcoming and supportive of people from diverse cultures and backgrounds	0	1	2	3	4	5	6	7	8	9	10	*99*
10. Melton City Council respects, reflects, and is inclusive of our diverse community	0	1	2	3	4	5	6	7	8	9	10	*99*
11. The Melton community is welcoming and supportive of LGBTIQA+ people	0	1	2	3	4	5	6	7	8	9	10	*99*
12. There are adequate opportunities to socialise and meet people in the local area	0	1	2	3	4	5	6	7	8	9	10	*99*
13. Melton City Council respects, reflects and is inclusive of Aboriginal and/or Torres Strait Islander persons	0	1	2	3	4	5	6	7	8	9	10	*99*
14. The Melton community is vibrant, accessible and engaging	0	1	2	3	4	5	6	7	8	9	10	*99*
15. There is access to affordable and efficient public transport	0	1	2	3	4	5	6	7	8	9	10	*99*
16. There is public transport that goes where I need to go	0	1	2	3	4	5	6	7	8	9	10	*99*
17. The health services I / we need are available locally	0	1	2	3	4	5	6	7	8	9	10	*99*
18. The statement "I feel a sense of optimism about the future"	0	1	2	3	4	5	6	7	8	9	10	*99*

17 **In the past 12 months, were there any times that your household ran out of food and couldn't afford to buy more?**

Never	1	Monthly or almost every month	4
Once	2	More than once a month	5
A couple of times	3	Can't say	9

18 **On a scale of 1 (disagree) to 3 (agree), please rate your agreement with the following statements.**

Statement	*Disagree*	*Neutral*	*Agree*	*Can't say*
1. Family violence is common in our community	**1**	**2**	**3**	*9*
2. Family violence can be excused if, afterwards, the violent person genuinely regrets what they have done	**1**	**2**	**3**	*9*
3. Family violence can be excused if it is acceptable in the persons' culture	**1**	**2**	**3**	*9*
4. Men make better political leaders	**1**	**2**	**3**	*9*
5. Men should take control in relationships and be the head of the household	**1**	**2**	**3**	*9*
6. Women prefer a man to be in charge of the relationship	**1**	**2**	**3**	*9*

19 **Do you or a member of your household volunteer regularly?**

Yes - *locally*	**1**	No	**4**
Yes - *non-local*	**2**	Can't say	**9**

20 **Please indicate which of the following best describes you?**

15 - 24 years	**1**	50 - 59 years	**4**
25 - 34 years	**2**	60 - 69 years	**5**
35 - 49 years	**3**	70 years or over	**6**

21 **What is your gender identity?**

Man	**1**	Prefer to self-describe:	**4**
Woman	**2**	_____	
Non-binary	**3**	Prefer not to say	**9**

22 **Do any members of this household identify as Aboriginal and/or Torres Strait Islander?**

Yes	**1**	No	**2**

23 **What are all the languages spoken in this household?**

English only	**1**	Other *(specify):*_____	**2**

24 **What is the structure of this household?**

Two parent family *(youngest 0 - 4 yrs)*	**1**	One parent family *(youngest 13-18 yrs)*	**7**
Two parent family *(youngest 5 – 12 yrs)*	**2**	One parent family *(adults child only)*	**8**
Two parent family *(youngest 13 - 18 yrs)*	**3**	Group household	**9**
Two parent family *(adult child only)*	**4**	Sole person household	**10**
One parent family *(youngest 0 - 4 yrs)*	**5**	Couple only family	**11**
One parent family *(youngest 5 – 12 yrs)*	**6**	Other *(specify):*_____	**12**

25 **Do any members of this household identify as having disability?**

Yes	**1**	No	**2**

26 **Do any members of this household identify as LGBTIQA+?**

Yes	**1**	No	**2**

27 **Which of the following best describes the current housing situation of this household?**

Own this home	**1**	Renting this home	**3**
Mortgage (paying-off this home)	**2**	Insecure housing *(e.g. couch surfing, homelessness)*	**4**

28 **Do you or members of this household own or manage a business operating in the City of Melton?**

Yes	**1**	No	**2**

29 **How long have you lived in the City of Melton?**

Less than 1 year	**1**	5 to less than 10 years	**3**
1 to less than 5 years	**2**	10 years or more	**4**

30 **Do you have any further comments you would like to make?**

THANK YOU FOR YOUR TIME AND PARTICIPATION
A summary of these results will be published on Council's website at the conclusion of the project

31 **Council may invite some respondents to a session to provide additional feedback on any issues raised in the survey. Would you be interested in potentially being invited to attend a session?**

Yes	**1**	No	**2**

If Yes, please leave your email address and first name;

Email address:

First name:

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12.2 AUDIT AND RISK COMMITTEE MATTERS

Author: Renee Hodgson - Manager Governance
Presenter: Emily Keogh - Head of Governance

PURPOSE OF REPORT

To present to Council the confirmed minutes (minutes) of the Audit and Risk Committee meeting held on 18 September 2025.

RECOMMENDATION:

That Council:

1. Note the confirmed Minutes and the Chair Summary Report of the Committee Meeting for the Audit and Risk Committee meeting held 18 September 2025, provided as **Appendices 1 and 2** to this report, respectively.
2. Adopt the recommendations endorsed or approved by the Audit and Risk Committee, arising within the minutes.
3. Note the Audit and Risk Committee Biannual Report for the period June 2025 – September 2025, provided as **Appendix 3** to this report.

REPORT

1. Executive Summary

The minutes of the Audit and Risk Committee meeting held on 18 September 2025 are appended to this report as **Appendix 1**. Additionally, a Summary Report of the Committee prepared by the Audit and Risk Committee Chairperson, Jeff Rigby, is provided as **Appendix 2** to this report.

The minutes contain recommendations for the consideration of Council.

A biannual report regarding the activities of the Committee for the period June 2025 to September 2025, is provided as **Appendix 3**.

2. Background/Issues

The Audit and Risk Committee is established by the Council pursuant to Section 53 of the *Local Government Act 2020* ('the Act').

The primary function and responsibility of the Audit and Risk Committee is to monitor the compliance of Council policies and procedures with the Act including any regulations, and chiefly, the overarching governance principles, Council's financial and performance reporting, Council's risk management and fraud prevention systems and controls and oversee the internal and external audit function.

The Audit and Risk Committee makes recommendations to Council for its consideration. These recommendations are set out in the minutes attached at **Appendix 1** for matters that the Audit and Risk Committee considered.

Additionally, section 54 (5) of the *Local Government Act 2020* requires a biannual report that describes the activities of the Audit and Risk Committee, including its findings and recommendations to be presented to Council.

The attached report (**Appendix 3**) provided by the Chairperson of the Audit and Risk Committee, satisfies the requirements for the presentation of a biannual report to Council.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2025-2029 Council and Wellbeing Plan references:

3. A progressive and trusted Council

3.2 An organisation that prioritises good governance, integrity and accountability and is community minded in its decision-making..

4. Financial Considerations

Any and all financial considerations are set out within the reports and minutes of the Audit and Risk Committee.

5. Consultation/Public Submissions

Not applicable.

6. Risk Analysis

A risk analysis is contained within each report to the Audit and Risk Committee.

Risks identified by the Audit and Risk Committee and recommendations in relation to same should be carefully considered by Council as these represent an independent and forensic appraisal of the issues.

7. Options

Council has the option to provide any feedback or direction to the Audit and Risk Committee it feels is appropriate on the discharge of the Committee's responsibilities under the Audit and Risk Committee Charter.

The Audit and Risk Committee is not a delegated committee and operates in an advisory capacity to Council, therefore Council has the discretion to accept, reject or amend the Committee's recommendations.

LIST OF APPENDICES

1. Audit and Risk Committee Minutes - 18 September 2025
2. Audit and Risk Committee Chair Summary Report - 18 September 2025
3. Audit and Risk Committee Biannnual Report June to September 2025

MELTON CITY COUNCIL

Minutes of the Audit and Risk Committee Meeting of the Melton City Council

18 September 2025

Prior to the formal commencement of the meeting, the Committee members met in camera without management in attendance to discuss relevant matters. The members then held in camera discussions with Council's External Auditor, Michael Gummery.

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2. APOLOGIES AND LEAVE OF ABSENCE 4

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4. MINUTES OF PREVIOUS MEETINGS 5

5. PRESENTATION OF STAFF REPORTS 5

5.1 DRAFT EXTERNAL AUDIT MANAGEMENT LETTER 2024/25 5

To report to the Audit and Risk Committee the Draft External Audit Management Letter findings and External Audit Closing Report from the 2024/25 financial statements and performance report audit.

5.2 DRAFT ANNUAL FINANCIAL STATEMENTS AND PERFORMANCE STATEMENT 30 JUNE 2025 5

To present to the Audit and Risk Committee the draft Annual Financial Statements and Performance Statement for 30 June 2025, Management Representation Letter and Governance and Management Checklist in accordance with Section 99 of the *Local Government Act 2020*.

5.3 FINANCE REPORT - PERIOD ENDED 30 JUNE 2025 6

To present the 2024/25 Finance Report for the twelve months ended 30 June 2025.

5.4 EXTERNAL AUDITOR PERFORMANCE 2024/25 7

To report to the Audit and Risk Committee on the performance of the external auditor.

5.5 AUDIT AND RISK COMMITTEE BIANNUAL REPORT TO COUNCIL 7

To present a working draft of the Biannual Report to Council for the Committee's review and feedback.

5.6 VICTORIAN FUNDS MANAGEMENT CORPORATION (VFMC) UPDATE 7

To provide the Audit and Risk Committee with an update from the Victorian Funds Management Corporation (VFMC) on Council's investment portfolio.

5.7 REVIEW OF OUTSTANDING FACILITIES MANAGEMENT INTERNAL AUDIT RECOMMENDATIONS 8

To provide the Audit and Risk Committee with measures to be undertaken to accelerate completion of the 20 incomplete actions for the Facilities Management internal audit.

6. OTHER MATTERS RAISED BY THE COMMITTEE 8

7. NEXT MEETING 8

8. CLOSE OF BUSINESS 8

MELTON CITY COUNCIL

MINUTES OF THE AUDIT AND RISK COMMITTEE MEETING OF THE MELTON CITY COUNCIL HELD IN THE MELTON CIVIC CENTRE, 232 HIGH STREET, MELTON ON 18 SEPTEMBER 2025 AT 12:00 PM

Members:	Jeff Rigby (Chairperson)	
	John Watson	
	Bruce Potgieter	
	Mayor Abboushi	
	Cr Carli	
Officers:	Roslyn Wai	Chief Executive Officer
	Brandon Howard	Interim Director Organisational Performance
	Neil Whiteside	Director City Delivery
	Troy Scoble	Director City Life
	Emily Keogh	Head of Governance
	Natalie Marino	Manager Finance
	Renee Hodgson	Manager Governance
	Rindayi Matienga	Coordinator Accounting Services
Invited Guests:	Michael Gummery	External Auditor, HLB Mann Judd
	Liam Keegan	Victorian Funds Management Corporation (VFMC) (online)
	Gurnoor Brar	Victorian Funds Management Corporation (VFMC) (online)

1. WELCOME / ELECTION OF CHAIR (IF REQUIRED)

The Chairperson opened the meeting at 12.39pm with an Acknowledgement of Country and welcomed the Committee members and attendees, with a special welcome to Rindayi Matienga, Coordinator Accounting Services.

2. APOLOGIES AND LEAVE OF ABSENCE

Sam Romaszko, Director City Futures was an apology for this meeting.

3. DECLARATION OF INTEREST AND / OR CONFLICT OF INTEREST

3.1 DECLARATIONS OF INTEREST AND/OR CONFLICT OF INTEREST

There were no declarations made by Committee members or attendees.

3.2 INTEGRITY DECLARATIONS

Council's Chief Executive Officer and Head of Governance declared that aside from the matters reported in this agenda, there was no new or impending legal action against Council or instances of statutory breach or fraud that had come to their attention since the last meeting of the Committee and that are not prevented from being disclosed to the Committee by statutory or integrity agency procedural requirements.

Council's External Auditor, Michael Gummery, confirmed there had been no obstruction to the work of external audit.

4. MINUTES OF PREVIOUS MEETINGS

The Audit and Risk Committee ratified the out-of-session confirmation of the Minutes and Summary Report of the Audit and Risk Committee Meeting held on 14 August 2025 that were presented to Council at the Scheduled Meeting held on 25 August 2025.

5. PRESENTATION OF STAFF REPORTS

5.1 DRAFT EXTERNAL AUDIT MANAGEMENT LETTER 2024/25

Author: Natalie Marino - Manager Finance
Presenter: Michael Gummery – External Auditor

That Audit and Risk Committee noted the contents of the Final Management Letter and Closing Report 2024/25.

5.2 DRAFT ANNUAL FINANCIAL STATEMENTS AND PERFORMANCE STATEMENT 30 JUNE 2025

Author: Natalie Marino - Manager Finance
Presenter: Brandon Howard - Interim Director Organisational Performance

Motion

Bruce Potgieter/Cr Carli.

In performing its duties and responsibilities of oversight of the external audit function as set down in its Charter and required under statute, the Audit and Risk Committee ('Committee'):

1. informs Council that the Committee has received and considered:
   a. the Annual Financial Report (comprising audited Financial Statements) and the audited Performance Statement for the financial year ending 30 June 2025 ('Audited Statements');

b. the External Auditor's Closing Report and Final Management Letter relating to the audit process for the Audited Statements;
c. the Governance and Management Checklist completed by management that accompanies the final form of the Audited Statements in Council's 2024/25 Annual Report; and
d. the Management Representation Letter to be presented to the External Auditor;

2. assures Council that the Committee has raised and discussed with the External Auditor and management all matters it has identified as part of such consideration and is satisfied with clarifications and advice it has received from the External Auditor and management;

3. is satisfied from its enquiries that there are no incomplete or unresolved matters of a material nature pertaining to the audit that prevents the Committee from providing the following recommendations to Council;

4. based on the Committee's considerations and enquiries, recommends that Council pass a resolution:
   a. giving its approval in principle to the Audited Statements;
   b. authorising the Chief Executive Officer to submit the approved-in-principle Audited Statements to the Victorian Auditor-General's Office (VAGO) for reporting on the audit;
   c. if any subsequent changes recommended or agreed by VAGO are to be made to the approved-in-principle Audited Statements, authorising Council's Principal Accounting Officer to:
      i. make any changes that are of a non-material nature; and
      ii. make any changes that are of a material nature after first consulting with the Committee's Chairperson;
   d. requiring that Council's Principal Accounting Officer prepare a summary of any changes made to the approved-in-principle Audited Statements to enable them to be presented in their final form and provide this summary to both Council and the Committee for their noting;
   e. authorising the certification (signing) of the final form of the Audited Statements by the Mayor, another Councillor and the Chief Executive Officer;

5. expresses its thanks to the External Auditor and the Council staff involved in working with the External Auditor, and acknowledges the efforts involved to bring the external audit process for the financial year ending 30 June 2025 to a satisfactory conclusion and for the high standard of presentation.

CARRIED

At 1.03pm, Michael Gummery and Rindayi Matienga departed the meeting.

5.3 FINANCE REPORT - PERIOD ENDED 30 JUNE 2025

Author: Natalie Marino - Manager Finance
Presenter: Brandon Howard - Interim Director Organisational Performance

The Audit and Risk Committee reviewed and noted the Finance Report for the period ended 30 June 2025 and acknowledged the completeness of the report.

5.4 EXTERNAL AUDITOR PERFORMANCE 2024/25

Author: Natalie Marino - Manager Finance
Presenter: Brandon Howard - Interim Director Organisational Performance

The Audit and Risk Committee noted the report provided on the External Auditor Performance 2024/25.

5.5 AUDIT AND RISK COMMITTEE BIANNUAL REPORT TO COUNCIL

Author: Jeff Rigby - Audit and Risk Committee Chairperson
Presenter: Jeff Rigby - Audit and Risk Committee Chairperson

The Audit and Risk Committee:

1. Reviewed the working draft of the Biannual Report to Council (report); and
2. Noted the updated final report will be provided out-of-session for endorsement for tabling to Council.

Action: Realign timing of the Audit and Risk Committee Biannual Report to Council to cover the periods October to March and April to September.

At 1.16pm, the Chair declared the meeting be adjourned for a short period.

At 1.24pm, The Mayor and Head of Governance departed and did not partake any further in the meeting.

At 1.27pm, the meeting resumed and Liam Keegan and Gurnoor Brar from the Victorian Funds Management Corporation joined the meeting online.

5.6 VICTORIAN FUNDS MANAGEMENT CORPORATION (VFMC) UPDATE

Author: Natalie Marino - Manager Finance
Presenter: Brandon Howard - Interim Director Organisational Performance

The Audit and Risk Committee noted the presentation from the Victorian Funds Management Corporation.

Action: Report to be made at the first meeting of the Audit and Risk Committee in 2026 following a review of the Victorian Funds Management Corporation in December 2025.

At 1.45pm, Cr Carli temporarily departed the meeting. No business was conducted during her absence. Cr Carli returned to the meeting at 1.46pm.

1.51pm, Liam Keegan and Gurnoor Brar from the Victorian Funds Management Corporation departed the meeting.

5.7 REVIEW OF OUTSTANDING FACILITIES MANAGEMENT INTERNAL AUDIT RECOMMENDATIONS

Author: Aaron Biscan - Manager Recreation and Facility Activation
Presenter: Troy Scoble - Director City Life

AT 1.55pm, Natalie Marino departed the meeting.

The Audit and Risk Committee received and noted the report and presentation provided in relation to the review of outstanding facilities management internal audit recommendations and will receive a further update at the February Audit and Risk Committee meeting.

6. OTHER MATTERS RAISED BY THE COMMITTEE

Cr Carli, on behalf of the Mayor and herself, thanked the committee for their advice and professionalism.

John Watson reciprocated the gesture, stating the involvement of Cr Carli and the Mayor is appreciated.

The Chair thanked Cr Carli and the Mayor for their time and contributions and wished them well in their future endeavours.

7. NEXT MEETING

Thursday 20 November 2025 at 1pm at Melton Civic Centre.

8. CLOSE OF BUSINESS

The meeting closed at 2.21pm.

Confirmed

Dated this

.....CHAIRPERSON

City of Melton Audit & Risk Committee
Summary Report of the Committee for the Meeting Held on 18 September 2025

Committee Meeting Key Outcome: External Audit of Annual Financial Report and Performance Statement for 2024/25 Reporting Year

The Committee met to receive and consider the audited Annual Financial Report and audited Performance Statement for the year ending 30 June 2025. The External Auditor, Mr Michael Gummery of HLB Mann Judd, attended the meeting and also met with the Committee 'in camera' prior to the meeting to discuss key matters arising from the external audit, with the External Auditor providing their Final Management Letter and Closing Report to the Committee.

The Committee took into consideration the advice received from the External Auditor and Council officers, and after due enquiry, the Committee resolved as follows.

In performing its duties and responsibilities of oversight of the external audit function as set down in its Charter and required under statute, the Audit and Risk Committee ('Committee'):

1. *informs Council that the Committee has received and considered:*
   a. *the Annual Financial Report (comprising audited Financial Statements) and the audited Performance Statement for the financial year ending 30 June 2025 ('Audited Statements');*
   b. *the External Auditor's Closing Report and Final Management Letter relating to the audit process for the Audited Statements;*
   c. *the Governance and Management Checklist completed by management that accompanies the final form of the Audited Statements in Council's 2024/25 Annual Report; and*
   d. *the Management Representation Letter to be presented to the External Auditor;*
2. *assures Council that the Committee has raised and discussed with the External Auditor and management all matters it has identified as part of such consideration and is satisfied with clarifications and advice it has received from the External Auditor and management;*
3. *is satisfied from its enquiries that there are no incomplete or unresolved matters of a material nature pertaining to the audit that prevents the Committee from providing the following recommendations to Council;*
4. *based on the Committee's considerations and enquiries, recommends that Council pass a resolution:*
   a. *giving its approval in principle to the Audited Statements;*
   b. *authorising the Chief Executive Officer to submit the approved-in-principle Audited Statements to the Victorian Auditor-General's Office (VAGO) for reporting on the audit;*
   c. *if any subsequent changes recommended or agreed by VAGO are to be made to the approved-in-principle Audited Statements, authorising Council's Principal Accounting Officer to:*
      i. *make any changes that are of a non-material nature; and*
      ii. *make any changes that are of a material nature after first consulting with the Committee's Chairperson;*
   d. *requiring that Council's Principal Accounting prepare a summary of any changes made to the approved-in-principle Audited Statements to enable them to be presented in their final form and provide this summary to both Council and the Committee for their noting;*
   e. *authorising the certification (signing) of the final form of the Audited Statements by the Mayor, another Councillor and the Chief Executive Officer;*

5. *expresses its thanks to the External Auditor and the Council staff involved in working with the External Auditor, and acknowledges the efforts involved to bring the external audit process for the financial year ending 30 June 2025 to a satisfactory conclusion and for the high standard of presentation.*

Committee Discussions

1. The Committee received and discussed advice provided by management on the performance of the External Auditor in conducting the external audit for the 2024/25 reporting year. The External Auditor was not present during those discussions, and this management advice will assist the Committee Chairperson complete a formal confidential survey of their performance that is to be issued in due course on behalf of the Victorian Auditor-General's Office.

2. The Finance Report to Council for the fourth quarter period of 2024/25 ending 30 June 2025 was received and discussed by the Committee in conjunction with audited Annual Financial Report for 2024/25, and the report was noted.

3. The Committee received a working draft version of a Biannual Report to Council for the Committee's review and feedback. The Committee Charter requires that this report is prepared after the meeting where the Committee receives and provides its recommendations to Council on the audited Annual Financial Report and Performance Statement for a particular reporting year. The Committee endorsed a final version of the Biannual Report that will then be presented to Council as an accompaniment to the audited report and statement.

4. As part of monitoring of Council's invested funds under Council's Investment Policy, the Committee received a presentation from representatives of the Victorian Funds Management Corporation (VFMC) on the performance of Council's cash investments in the selected investment products. The Committee noted the strong income fund returns since the inception of the investment portfolio with VFMC and the investment outlook for 2025/26, and looks forward to a report on a review of investments by management with the VFMC in December 2025.

5. At the previous meeting held on 18 August 2025, the Committee requested that management pursue the timely completion of incomplete actions for critical and high risk findings of a prior Internal Audit of Council's Facilities Management. Management provided to the Committee a revised schedule of target completion dates of the 20 actions, which the Committee discussed and noted that 60 percent of actions are to be completed by 31 March 2026 and the remaining actions by the end of 2026.

Matter for Consideration by Council

The Committee recommendations, as detailed on the previous page of this report, regarding the audited Annual Financial Report and audited Performance Statement for the year ending 30 June 2025 will be presented to Council for consideration.

Prepared by
Jeff Rigby
Committee Chairperson
Audit & Risk Committee
City of Melton
18 September 2025


Audit and Risk Committee
BIANNUAL REPORT
June 2025 – September 2025
CITY OF MELTON

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1. Background and Context

Melton City Council has established an Audit and Risk Committee (Committee) pursuant to Section 53 of the *Local Government Act 2020* (the Act) to support the Council in performing its functions and discharging its oversight responsibilities in ensuring good government of Council's municipal district.

The Committee achieves this by monitoring, reviewing, endorsing, and advising on the matters set out in its Charter prepared and approved by Council under Section 54 of the Act. The Committee is an advisory committee to Council, and it has no delegated authority from Council. It does have authority and the ability to perform activities prescribed in its Charter, and in particular the Committee can:

1. require the attendance of senior Council Officers at its meetings, as appropriate;
2. have unrestricted access to members of the management team and relevant information;
3. review the process for reporting pursuant to the *Public Interest Disclosures Act 2012*;
4. oversee the performance of the external auditor and the appointment and performance of the internal auditor;
5. meet in private without the attendance of management, including meeting in camera with auditors; and
6. request necessary financial resources to be provided to enable the Committee to receive any necessary legal, accounting, or other professional advice.

The duties and responsibilities of the Committee are set down in the Charter and cover:

1. external audit;
2. internal audit;
3. financial and performance reporting;
4. internal control environment;
5. risk management;
6. fraud prevention systems and controls; and
7. compliance management.

The Charter requires the Committee to review it at least biennially and recommend changes to Council. The Committee's Charter was adopted by Council on 16 December 2024 and it incorporated amendments as recommended by the Committee.

The Committee reports twice per annum to Council on the Committee's activities and how the Committee has discharged its responsibilities under the Charter for the biannual reporting period. One such report is required following the meeting when the Annual Financial Report and the Annual Performance Statement have been considered by the Committee and recommendations regarding their approval are then provided to Council. The biannual reporting period for this report is the four-month period of June to September 2025

2. Committee Meetings Held During the Reporting Period

Since the last Biannual Report to Council, the Committee has met on two occasions in person at Council's office in Melton, with meetings held on:

1. 14 August 2025;
2. 18 September 2025.

The Internal Auditor attended the meeting of the Committee held in August 2024 and the External Auditor attended both Committee meetings. Internal Auditor attendance was not required for the September meeting.

All Committee resolutions were recorded in the minutes of each meeting, with the minutes then presented to Council for consideration at a subsequent scheduled meeting of the Council, together with a meeting summary report prepared by the Committee Chairperson. To ensure the timely presentation of Committee meeting minutes to Council, the Committee received post-meeting the unconfirmed meeting minutes, as approved by the Chairperson for circulation to Committee members, and members confirmed the minutes via circular resolution out-of-session, with the out-of-session resolution then ratified at the next Committee meeting.

3. Committee Membership for the Reporting Period

The Act requires the appointment of a majority of external members who are not Councillors to the Committee. This provides a measure of independence and enables the Committee to provide advice to Council on matters related to its responsibilities utilising broader skills and experience than might otherwise be the case.

The Committee membership is detailed in the following table:

Committee Member	Position Held	Meeting Attendance Attended/Eligible
Jeff Rigby	Chairperson	2/2
John Watson	Independent External Member	2/2
Bruce Potgieter	Independent External Member	2/2
Cr Steve Abboushi	Mayor and Councillor Member	2/2
Cr Lara Carli	Deputy Mayor Councillor Member	2/2

4. Committee Work Plan for 2025

As reported to Council in February 2025, the Committee adopted a work plan for the 2025 year at the February 2025 Committee meeting. The work plan sets out the Charter requirements that the Committee must meet and by when during the 2025 year, with all work plan requirements having been met for the biannual reporting period, with the exception of the following item.

1. Quarterly report on Compliance Road Map to be presented to the August 2025 Committee meeting.

The Committee understands that work is continuing on the development of a Compliance Management Framework and the implementation of a program of works under a Risk and Compliance Roadmap that is to be delivered over 2025 and 2026, which will uplift risk and compliance maturity within the organisation. The Committee looks forward to receiving a quarterly report and update on the progress achieved at its next meeting.

5. Committee Duties and Responsibilities – Report on Committee Activities

5.1. External Audit – Financial and Performance Reporting

The Act designates the Victorian Auditor-General's Office (VAGO) as responsible for the external audit functions of local government in Victoria. VAGO has contracted the undertaking of Council's external audit to HLB Mann Judd for a three-year period concluding with the external audit for the 2025/26 reporting period, and with an option to extend the appointment of HLB Mann Judd for a further one year.

The report for the previous biannual reporting period confirmed that the Committee had received from the External Auditor in February 2025 an audit strategy memo for the 2024/25 reporting year that was noted by the Committee, with the Committee receiving the External Auditor's Interim Management Letter at the Committee's meeting held on 22 May 2025 and noting the interim audit findings detailed in that letter.

VAGO's report on the Victorian local government sector titled *Results of 2023/24 Audits: Local Government* and tabled in April 2025 in the Victorian Parliament affirmed to the local government sector the need for audited entities to have a thorough understanding of measuring and assessing the fair value of their property, infrastructure assets, plant and equipment. Therefore, a key focus of the Committee's oversight of the external audit function for the 2024/25 reporting year has been consideration of the reasonableness of asset valuations and the fair value estimates of the asset classes that are presented in the audited financial statements comprising the 2024/25 Annual Financial Report.

The Annual Financial Report and an audited Performance Statement for the 2024/25 reporting year were presented for the Committee's consideration at the meeting held on 18 September 2025. The External Auditor presented a Final Management Letter and Closing Report at the meeting, and the key matters arising from the external audit were discussed with the Committee.

Taking into consideration the advice received from the External Auditor and Council officers, and after due enquiry by the Committee, the Committee resolved as follows.

In performing its duties and responsibilities of oversight of the external audit function as set down in its Charter and required under statute, the Audit and Risk Committee ('Committee'):

1. *informs Council that the Committee has received and considered:*
   a. *the Annual Financial Report (comprising audited Financial Statements) and the audited Performance Statement for the financial year ending 30 June 2025 ('Audited Statements');*
   b. *the External Auditor's Closing Report and Final Management Letter relating to the audit process for the Audited Statements;*
   c. *the Governance and Management Checklist completed by management that accompanies the final form of the Audited Statements in Council's 2024/25 Annual Report; and*
   d. *the Management Representation Letter to be presented to the External Auditor;*
2. *assures Council that the Committee has raised and discussed with the External Auditor and management all matters it has identified as part of such consideration and is satisfied with clarifications and advice it has received from the External Auditor and management;*
3. *is satisfied from its enquiries that there are no incomplete or unresolved matters of a material nature pertaining to the audit that prevents the Committee from providing the following recommendations to Council;*
4. *based on the Committee's considerations and enquiries, recommends that Council pass a resolution:*
   a. *giving its approval in principle to the Audited Statements;*
   b. *authorising the Chief Executive Officer to submit the approved-in-principle Audited Statements to the Victorian Auditor-General's Office (VAGO) for reporting on the audit;*
   c. *if any subsequent changes recommended or agreed by VAGO are to be made to the approved-in-principle Audited Statements, authorising Council's Principal Accounting Officer to:*
      i. *make any changes that are of a non-material nature; and*
      ii. *make any changes that are of a material nature after first consulting with the Committee's Chairperson;*
   d. *requiring that Council's Principal Accounting Officer prepare a summary of any changes made to the approved-in-principle Audited Statements to enable them to be presented in their final form and provide this summary to both Council and the Committee for their noting;*

e. *authorising the certification (signing) of the final form of the Audited Statements by the Mayor, another Councillor and the Chief Executive Officer;*

5. *expresses its thanks to the External Auditor and the Council staff involved in working with the External Auditor, and acknowledges the efforts involved to bring the external audit process for the financial year ending 30 June 2025 to a satisfactory conclusion and for the high standard of presentation.*

The Committee acknowledges the good working relationship and level of cooperation shown by the External Auditor and management throughout the course of the external audit.

5.2. Internal Audit

Council's internal audit services provider, Moore Australia, is appointed as Internal Auditor until the end of 2025. In past years, the Committee has adopted an Internal Audit Plan covering a forward period of three years that comprises:

1. a program of internal audits to be conducted in the immediate first year of the plan; and
2. proposed internal audits in the subsequent second and third years of the plan that are then reconsidered when the three-year plan is next presented to the Committee and the subsequent one-year program of internal audits for the subsequent year is approved.

Progress against the adopted plan is monitored at each Committee meeting.

However, with the Internal Auditor's appointment concluding at the end of 2025, the Committee received and adopted an Internal Audit Plan at the February 2025 meeting that detailed the program of internal audits scheduled for 2025 and nominated a set of internal audits to form the basis of a start-up program for 2026. This start-up program can enable the continuity of internal audit work once an internal audit services provider is confirmed and engaged to commence in early 2026.

a) Internal Audit Scopes

As detailed in the adopted Internal Audit Plan for 2025, during the biannual reporting period the following internal audit scopes were received, reviewed and approved to proceed by the Committee, with the internal audits to be scheduled for completion in 2025.

1. Building Services.
2. Child Safety Standards.
3. Environmental Sustainability Compliance.

b) Internal Audit Reports

During the biannual reporting period, the Internal Auditor conducted the following internal audits and reports were presented to the Committee detailing the key findings and risk considerations, recommended actions, and management responses with timeframes for implementation.

Internal Audit Report	Overall Control Rating [1]	Key Findings (No.)	Recommendations (No.) [2]
Emergency Management	Adequate	7	11
Risk Management	Fair	5	20
Lease-In and Lease-Out	Fair	6	25
Project Management and Strategic Planning	Fair	10	42

1 Refer to Appendix A for further details on Overall Control Rating that guides the internal audit rating process
2 Specifically excludes Improvement Opportunities provided by Internal Auditor.

The Committee received and accepted the four reports presented by the Internal Auditor and recommended Council adopt the recommendations, with management to undertake the agreed actions provided in the reports.

The Internal Auditor also conducted a follow-up of internal audit recommendations, which was an assurance review requested by the Committee to provide an independent assessment of the implementation status of three prior recommendations made from an Internal Audit of Budget and Forecasting conducted during the latter part of 2023. The reported findings validated the reported status of 'completed' for the three recommendations as previously reported by management to the Committee.

c) Progress on Implementation of Internal Audit Recommendations

The implementation of recommendations and agreed actions arising from internal audit reports presented to the Committee in this biannual reporting period, along with recommendations still in progress and carried forward from the previous reporting period, are monitored by the Committee at each meeting. The following table tracks the overall progress made with implementation of audit recommendations during the biannual reporting period.

Meeting Date of Report	Reported Item	Recommendations (No.)
May 2025	Recommendations Open at Meeting	182
August 2025	Recommendations Added Since Last Meeting	+52
	Recommendations Completed Since Last Meeting	-45
	Recommendations Open at Meeting	189

The following table summarises the number of open internal audit recommendations at the start and the end of the biannual reporting period.

	Critical	High	Medium	Low	Not Rated	Total
Recommendations Open at May 2025	Information not Available for this Report					182
Recommendations Open at August 2024	3	59	84	43	Nil	189
Change	Information not Available for this Report					+7

There are four internal audits in the adopted Internal Audit Plan that are scheduled for completion by the end of 2025.

5.3. Financial Reporting

In conjunction with the presentation of the audited financial statements for the 2024/25 reporting year, the Committee received and reviewed the Financial Report for the quarter ending 30 June 2025 at the meeting held on 18 September 2025.

The Committee received at the meeting held on 14 August 2025 the Quarterly Investment Holding Report for the quarter ending 30 June 2025 and an accompanying investment report from the Victorian Funds Management Corporation, with the Committee discussing and noting the performance of Council's cash investments portfolio for the 2024/25 year under Council's Investment Policy Statement. As part of monitoring of Council's invested funds under the Investment Policy, the Committee also received at the 18 September 2024 meeting a presentation from VFMC representatives on the performance of Council's cash investments in the selected investment products. The Committee noted the strong investment fund returns since the inception of the investment portfolio with VFMC and the investment outlook for 2025/26,

where more moderate returns seem likely in the financial year ahead compared to last year. Management and the VFMC are reviewing the investment portfolio in December 2025, and the Committee looks forward to management's advice in early 2026 on whether the VFMC's products can continue to achieve the investment objectives of the Investment Policy Statement adopted by Council in December 2023.

At the meeting held on 14 August 2025, the Committee received and discussed Council's adopted 10-Year Financial Plan covering the period 2025-2035, with the Committee noting in the plan how Council plans to utilise its forecasts of available funds over that period to deliver services, programs and infrastructure, while assessing Council's financial sustainability over the long term based on a number of key financial sustainability measures.

5.4. Internal Controls

In addition to receiving internal audit reports, the Committee has oversight in relation to internal control measures and, over this biannual reporting period, the Committee continued to receive and consider management reports as detailed below.

1. An update report on the review of the adequacy and effectiveness of key Finance and Accounting policies, systems and controls and their consistency with Local Government principles, with the Committee noting progress and outcomes from the policy reviews and management actions to ensure policies are up to date and changes to policies are embedded in Council's processes and practices.
2. A confidential Quarterly Governance Report on mandatory personal interests disclosures and individual returns timeframe compliance, including a report on an audit conducted to verify prescribed information provided or omitted; legislative compliance assurance and reported non-compliances; privacy and data breach notifications; Freedom of Information applications; integrity matters of fraud, corruption and theft incidents; and significant legal matters where Council is a party to legal proceedings.

5.5. Risk Management

Oversight of risk management continued to be a primary focus of the Committee over this biannual reporting period, with the Committee considering information from management and advising Council on several key matters as detailed below.

1. The Committee continued to receive Information Technology (IT) Key Risks update briefings from Council's Head of Technology as a standing report and, at the meeting on 14 August 2025, the Committee discussed and noted the enterprise-level IT risks that are currently classified as "in progress" and noted enterprise risks that have been finalised through mitigations. The Committee also receives a standing dashboard-style report on the Technology Change Program – Horizon One (TCP-H1) that delivers an architecture model under Council's Information and Communications Technology strategy. The Committee noted updates on TCP-H1 program and key actions progress, expenditure compared to budget, and program risks and issues with associated mitigations to limit further program delay and cost escalations. In addition to the standing report, the Committee received a presentation on Council's three-year *Cyber Security Strategy FY26-FY28* that was finalised for implementation in May 2025.
2. The Committee continued to receive as a standing item a status report detailing progress on the implementation of recommendations and actions from the Asset Management internal audit report accepted by the Committee in late 2023. The Committee noted the progress with Council's Asset Management Framework, governance under an Asset Management Steering Committee, asset condition auditing, deliberative engagement in developing Council's statutory Asset Plan, performance monitoring, lifecycle planning for asset categories and asset accounting.

3. As reported in Section 5.2, the Internal Auditor conducted an internal audit of risk management that assessed the Council's risk management framework, with a specific focus on the framework's alignment to the well-accepted international standard for risk management and identifying areas of improvement in the design and implementation of the framework, as well as opportunities to enhance risk management practices to better align with industry best practice and regulatory requirements. The report included comparative benchmarking of Council's risk management framework against the international standard to identify gaps, and the current system was assessed as 'partially aligned' to the standard. Overall, the report presented to the Committee meeting on 14 August 2025 concluded that the control environment for the risk management framework is *Fair*. Two of the five audit findings were rated as high risk, with the remaining three audit findings rated as medium risk, and 20 recommendations were agreed with management. The Committee noted the Internal Auditor's advice that Council's Executive Leadership Team is already undertaking a 'refresh' of Council's risk management framework that seeks to improve risk management maturity across the organisation.
4. At the Committee meeting held on 14 August 2025, the Committee considered a detailed report on Council's insurance program for 2025/26, and the Committee noted the various factors driving insurance costs for the local government sector level and the impact on the premiums payable by Council for its insurance products.

5.6. Fraud Prevention Systems and Controls

Integrity matters are reported to the Committee in the confidential Quarterly Governance Reports referred to in the previous Section 5.4, and this includes details on fraud, corruption and theft incidents or allegations. The Committee is also kept proactively and transparently informed by the CEO on integrity and risk matters and, from time to time, this can include fraud and corruption matters. A particular matter can be communicated to Council by an integrity agency that is investigating the matter, however confidentiality limitations under statute or integrity agency procedural requirements can also apply to disclosing and then discussing the matter.

The Committee receives advice on occasional proactive reviews and self-assessments undertaken by management in relation to relevant findings contained in published reports by integrity agencies, with any actions that management decides to implement as opportunities for improvement that can further strengthen Council's fraud prevention controls and response processes. These actions, together with actions and opportunities for improvement that may be recommended from internal audits, are regularly reported to, and their implementation progress is monitored by, the Committee, and this occurs in conjunction with the status of internal audit recommendations.

Such proactive engagement with the Committee demonstrates a commitment to good governance of the organisation and to protecting Council's interests and reputation through prevention and early detection of fraudulent activities.

5.7. Compliance Management

At the Committee's August 2025 meeting, the Committee was presented with and noted a quarterly CEO Procurement Delegations report detailing all purchase orders raised using the CEO's delegations and all purchases on the CEO's corporate credit card, with all transactions assessed as compliant.

The Committee also received a report on the management and operations of the Melton Public Cemetery for the 2024-25 reporting year, as the Melton Cemetery Trust is an entity governed and controlled by Council. The Committee noted the matters reported that covered the status of interments, cemetery operations and site maintenance activities, master plan implementation and future operational considerations, as well as an abstract of annual financial accounts to be submitted to the Victorian Department of Health as part of Council's reporting obligations.

6. Committee Performance

The Committee is required under its Charter to assess its performance against the obligations prescribed in its Charter. At the Committee's meeting held on 14 August 2025, the Committee received and discussed a report detailing the results of a self-assessment survey completed in the previous month by both Committee members and Council officers who regularly interact with the Committee. The survey enabled participants to score key attributes of performance covering the areas of Processes and Procedures, Effectiveness of the Committee, Internal Audit, Risk, Financial Management, and External Audit.

Council may care to note that the Committee's annual performance survey has been the basis for the Committee's annual self-assessment and, in considering the performance ratings and feedback, the Committee has self-assessed its performance as satisfactory. Council's CEO has since tabled a copy of the annual performance assessment report at a Council meeting, as required under the Act.

7. Conclusion

Over the biannual reporting period, the Committee is pleased to report that it has:

1. performed the duties and discharged the responsibilities prescribed in the Committee's Charter;
2. met the requirements of the Act for Audit and Risk Committees; and
3. provided appropriate advice and guidance to Council on the matters brought before the Committee.

Prepared for and on behalf of
the Audit and Risk Committee by

Jeff Rigby
Chairperson
Audit and Risk Committee
City of Melton
18 September 2025

APPENDIX A

Moore Australia Internal Audit Reports – Matrix for Overall Process Rating by Internal Auditor

RATING	GUIDELINE DESCRIPTION
POOR	• Significant control design improvements identified to ensure that risk of issues related to integrity, probity, inaccuracy, material loss or adjustment is minimised, and functional objectives are met. Significant gaps in policy and procedures for key control areas. • An unacceptable number of controls (including a selection of both significant and minor) identified as not operating for which sufficient mitigating back-up controls could not be identified. • Large volume of inaccuracies, high impact issues and / or material losses have occurred as a result of control environment deficiencies. • Instances of non-compliances, fraud or significant contravention of corporate policy or legislative/regulatory obligations detected. • No action taken on previous significant audit findings to resolve the item on a timely basis.
FAIR	• Control design improvements identified to ensure that risk of material loss is minimised, and functional objectives are met. Some policy and procedure gaps on key control areas. • Several significant controls identified as not operating for which sufficient mitigating back-up controls could not be identified. • Losses have occurred as a result of control environment deficiencies. • Little action taken on previous significant audit findings to resolve the item on a timely basis.
ADEQUATE	• Control design improvements identified; however, the risk of loss is immaterial. Minor policy and procedure gaps only. • Isolated or "one-off" significant controls identified as not operating for which sufficient mitigating back-up controls could not be identified. • Numerous instances of minor controls not operating for which sufficient mitigating back-up controls could not be identified. • Some previous significant audit action items have not been resolved on a timely basis.
STRONG	• No control design improvements identified. Robust policy and procedure to set expectations guide and protect. • Only minor instances of controls identified as not operating which have mitigating back-up controls, or the risk of loss is immaterial. • All previous significant audit action items have been closed.

12.3 ANNUAL FINANCIAL STATEMENTS AND PERFORMANCE STATEMENT 30 JUNE 2025

Author: Natalie Marino - Manager Finance
Presenter: Brandon Howard - Interim Director Organisational Performance

PURPOSE OF REPORT

To present to Council for approval in principle the Annual Financial Statements and Performance Statement for 30 June 2025, prior to reports being submitted to Council's Auditor, in accordance with section 99(2) and 99(3) of the *Local Government Act 2020.*

RECOMMENDATION:

That Council:

1. Approve, in principle, the Annual Financial Statements and Performance Statement for 30 June 2025 at **Appendix 1 and Appendix 2**.
2. Authorise the Mayor, Cr Steven Abboushi, Deputy Mayor, Cr Lara Carli and Chief Executive Officer, Roslyn Wai to approve the Statements in their final form after any changes recommended, or agreed, by the Auditor have been made, pursuant to sections 99(2) and 99(3) of the *Local Government Act 2020*.

REPORT

1. Executive Summary

Each year, individual local governments across Victoria are required to present a set of audited financial statements and performance statement to Government, Council and their Community. The financial statements contain information on the financial performance, financial position, and cash flows of Council for the financial year ended 30 June 2025. The format of the financial statements complies with both the accounting and reporting requirements of Australian Accounting Standards, and requirements as set down by Local Government Victoria (LGV).

The performance statement includes the results of the prescribed sustainable capacity, service performance and financial performance indicators and measures, together with a description of the municipal district and an explanation of material variations in the results. This statement has been prepared to meet the requirements of the Local Government Act 2020 and Local Government (Planning and Reporting) Regulations 2020.

The Audit and Risk Committee meeting on 18 September 2025 discussed and reviewed the Annual Financial Statements and Performance Statement for the year ended 30 June 2025. There were no adverse audit findings and Melton City Council has received an unqualified audit opinion. The Audit and Risk Committee has recommended that Council approve in principle the statements prior to them being submitted to the Auditor for final signoff, as required under the Local Government Act 2020.

Council remains in a sustainable financial position to meet the challenges and infrastructure requirements of a growth Council, with a strong Balance Sheet and Financial performance in 2024/25.

2. Background/Issues

For the purposes of sections 99(2) and 99(3) of the Local Government Act 2020, Council must not submit the Annual Financial Statements and Performance Statement to the auditor unless it has passed a resolution giving its approval in principle to the Statements. The Council must authorise two Councillors to certify the Statements in their final form after any changes are recommended, or agreed to, by the Auditor. The auditor provides audit reports which gives an opinion on whether the statements present fairly the Council's financial performance, position and other indicators.

The financial statements and performance statement are publicly available documents and are used by (but not limited to) Councillors, residents and ratepayers, employees, suppliers, contractors, customers, Local Government Victoria, state and federal governments, and financiers including banks and other financial institutions.

Council's 30 June 2025 Financial Result

Council's adjusted operating result for the year ended 30 June 2025 was a surplus of $15M compared to a budget of $35M. This adjusted operating result excludes asset revaluation movements, developer contributions and capital grant revenue, and is used as a more accurate measure of the Council's underlying financial performance.

This unfavourable budget variance can be attributed to the reclassification of technology expenses to operating expenditure ($10M). This was originally budgeted as capital. The balance of the budget variance predominantly related to capital infrastructure projects, which had a component of operating expenditure that couldn't be capitalised.

As one of Australia's fastest growing regions, significant developer contributions and capital grants were received in 2024-25. Total revenue was $700M, up by $143M from 2024. This contributed to a Surplus for the year of $392M, which represented an increase of $98M on the previous year.

Council's Comprehensive result for the year was a surplus of $555M, which related to revaluation increments on Council's existing assets of $162M.

Council has a total of $554M in cash, term deposits and investments at year end. The majority of these funds are restricted for future capital infrastructure projects within respective development areas.

Council's Net Assets as at year end was $5.3B, with $5.1B representing Property, Infrastructure, Plant and Equipment assets.

3. Council and Wellbeing Plan Reference and Policy Reference

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

3. A progressive and trusted Council

3.2 An organisation that prioritises good governance, integrity and accountability and is community minded in its decision-making..

4. Financial Considerations

Financial considerations are contained in the respective reports listed as appendices.

5. Consultation/Public Submissions

There is no requirement for public consultation in relation to the Annual Financial Statements and Performance Statement for the year ended 30 June 2025.

6. Risk Analysis

Presentation and certification of the Annual Financial Statements and Performance Statement for the year ended 30 June 2025 will ensure Council's continued compliance with the legislative requirements and ensure transparency with regards to its financial position and performance.

7. Options

The Council has the option to accept or reject the Audit and Risk Committee's recommendations.

LIST OF APPENDICES

1. Financial Statements 2024/25
2. Performance Statement 2024/25

Melton City Council

ANNUAL FINANCIAL REPORT

for the year ended 30 June 2025

A vibrant, safe and liveable City accessible to all

Melton City Council

Annual Financial Report

for the year ended 30 June 2025

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Melton City Council

Annual Financial Report

for the year ended 30 June 2025

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These financial statements are General Purpose Financial Statements and cover the consolidated operations for Melton City Council.

All figures presented in these financial statements are presented in Australian Currency.

These financial statements were authorised for issue by the Council on 22 September 2025.
Council has the power to amend and reissue these financial statements.

Melton City Council

Annual Financial Report

for the year ended 30 June 2025

Certification of the Financial Statements

In my opinion the accompanying financial statements have been prepared in accordance with the *Local Government Act 2020 and* the *Local Government (Planning and Reporting) Regulations 2020)*, the Australian Accounting Standards and other mandatory professional reporting requirements.

Brandon Howard CPA
Responsible Accounting Officer
Dated: 22 September 2025
232 High Street, Melton VIC

In our opinion, the accompanying financial statements present fairly the financial transactions of Melton City Council for the year ended 30 June 2025 and the financial position of the Council as at that date.

At the date of signing, we are not aware of any circumstances which would render any particulars in the financial statements to be misleading or inaccurate.

We have been authorised by the Council and by the *Local Government (Planning and Reporting) Regulations 2020* to certify the financial statements in their final form.

Cr Steven Abboushi
Mayor
Dated: 22 September 2025
232 High Street, Melton VIC

Cr Lara Carli
Deputy Mayor
Dated: 22 September 2025
232 High Street, Melton VIC

Roslyn Wai
Chief Executive Officer
Dated: 22 September 2025
232 High Street, Melton VIC

Melton City Council

Annual Financial Report

for the year ended 30 June 2025

Victorian Auditor-General's Office Report

Insert VAGO Report here

continued on next page ...

Melton City Council

Annual Financial Report
for the year ended 30 June 2025

Victorian Auditor-General's Office Report (continued)

Insert VAGO Report here

Melton City Council

Comprehensive Income Statement

for the year ended 30 June 2025

	Note	2025 $ '000	2024 $ '000
Income / Revenue			
Rates and charges	3.1	191,245	177,031
Statutory fees and fines	3.2	15,162	14,871
User fees	3.3	13,486	10,404
Grants - operating	3.4	57,300	25,896
Grants - capital	3.4	34,706	10,513
Contributions - monetary	3.5	73,037	62,977
Contributions - non monetary	3.5	275,327	215,941
Fair value increment for investment properties		–	975
Interest Income	3.7	34,517	32,074
Other income		5,573	6,330
Total income / revenue		700,353	557,012
Expenses			
Employee costs	4.1	83,056	72,049
Materials and services	4.2	152,873	122,668
Depreciation	4.3	61,602	56,203
Amortisation - Intangible assets		590	327
Depreciation - Right of use assets		351	354
Allowance for impairment losses		3,976	2,678
Borrowing costs		124	197
Finance Costs - Leases		23	20
Net loss on disposal of property, infrastructure, plant and equipment	3.6	5,074	2,756
Revaluation decrement of IPP&E	6.2	–	4,418
Fair value decrement on investment properties		125	–
Other expenses		78	1,827
Total expenses		307,872	263,497
Surplus/(deficit) for the year		392,481	293,515
Other comprehensive income:			
Items that will not be reclassified to surplus or deficit in future periods			
Net asset revaluation gain/(loss)	9.1	162,517	173,053
Total other comprehensive income		162,517	173,053
Total comprehensive result		554,998	466,568

The above comprehensive income statement should be read in conjunction with the accompanying notes.

Melton City Council

Balance Sheet

as at 30 June 2025

	Note	2025 $ '000	2024 $ '000
Assets			
Current assets			
Cash and cash equivalents	5.1	58,605	18,771
Non-current assets classified as "held for sale"	6.1	109	230
Trade and other receivables	5.1	48,338	64,139
Prepayments		4,456	302
Other financial assets	5.1	230,000	236,000
Inventories		6	5
Contract assets	5.1	8,861	15,512
Total current assets		350,375	334,959
Non-current assets			
Other financial assets	5.1	264,949	324,673
Inventories		2	10
Property, infrastructure, plant and equipment	6.2	4,822,553	4,219,875
Investment property		9,400	9,525
Intangible assets		2,185	2,775
Right-of-use assets		580	608
Total non-current assets		5,099,669	4,557,466
Total assets		5,450,044	4,892,425
Liabilities			
Current liabilities			
Trade and other payables	5.2	67,363	53,886
Trust funds and deposits	5.2	13,541	10,372
Contract and other liabilities	5.2	13,525	17,205
Provisions	5.3	16,818	15,324
Interest-bearing liabilities		1,538	2,240
Lease liabilities		250	262
Total current liabilities		113,035	99,289
Non-current liabilities			
Trust funds and deposits	5.2	24,567	37,230
Provisions	5.3	2,235	2,116
Interest-bearing liabilities		2,387	922
Lease liabilities		341	387
Total non-current liabilities		29,530	40,655
Total liabilities		142,565	139,944
Net assets		5,307,479	4,752,481
Equity			
Accumulated surplus		3,027,910	2,605,020
Reserves	9.1	2,279,569	2,147,461
Total Equity		5,307,479	4,752,481

The above balance sheet should be read in conjunction with the accompanying notes.

Melton City Council

Statement of Changes in Equity

for the year ended 30 June 2025

	Note	Total $ '000	Accumulated Surplus $ '000	Revaluation Reserves $ '000	Other Reserves $ '000
2025					
Balance at beginning of the financial year		4,752,481	2,605,020	1,635,811	511,650
Surplus/(deficit) for the year		392,481	392,481	–	–
Other comprehensive income					
Net asset revaluation gain/(loss)		162,517	–	162,517	–
Other comprehensive income		162,517	–	162,517	–
Total comprehensive income		554,998	392,481	162,517	–
Transfers from other reserves	9.1	–	214,703	–	(214,703)
Transfers to other reserves	9.1	–	(184,294)	–	184,294
Balance at end of the financial year		5,307,479	3,027,910	1,798,328	481,241
2024					
Balance at beginning of the financial year		4,285,913	2,343,662	1,462,758	479,493
Surplus/(deficit) for the year		293,515	293,515	–	–
Other comprehensive income					
Net asset revaluation gain/(loss)		173,053	–	173,053	–
Other comprehensive income		173,053	–	173,053	–
Total comprehensive income		466,568	293,515	173,053	–
Transfers from other reserves	9.1	–	121,870	–	(121,870)
Transfers to other reserves	9.1	–	(154,027)	–	154,027
Balance at end of the financial year		4,752,481	2,605,020	1,635,811	511,650

The above statement of changes in equity should be read in conjunction with the accompanying notes.

Melton City Council

Statement of Cash Flows

for the year ended 30 June 2025

	Note	2025 Inflows/ (Outflows) $ '000	2024 Inflows/ (Outflows) $ '000
Cash flows from operating activities			
Rates and charges		185,051	168,075
Statutory fees and fines		12,170	11,318
User fees		13,665	12,274
Grants - operating		57,108	18,417
Grants - capital		32,268	7,663
Contributions - monetary		73,037	62,977
Interest received		38,585	19,336
Trust funds and deposits taken		(9,494)	9,532
Other receipts		(48,329)	7,861
Net GST refund/(payment)		22,427	23,168
Employee costs		(81,443)	(70,012)
Materials and services		(155,939)	(150,733)
Other payments		5,517	3,319
Net cash provided by/(used in) operating activities	9.2	144,623	123,195
Cash flows from investing activities			
Payments for property, infrastructure, plant and equipment	6.2	(172,866)	(114,943)
Proceeds from sale of property, infrastructure, plant and equipment		2,118	5,110
Payments for investments, other properties and intangibles		–	(14,816)
Proceeds from sale of investments		65,724	–
Net cash provided by/(used in) investing activities		(105,024)	(124,649)
Cash flows from financing activities			
Finance costs		(124)	(197)
Proceeds from borrowings		3,300	–
Repayment of borrowings		(2,537)	(2,608)
Interest paid - lease liabilities		(23)	(20)
Repayment of lease liabilities		(381)	(351)
Net cash flow provided by/(used in) financing activities		235	(3,176)
Net Increase (decrease) in cash and cash equivalents		39,834	(4,630)
Cash and cash equivalents at the beginning of the financial year		18,771	23,401
Cash and cash equivalents at the end of the financial year		58,605	18,771

The above statement of cash flows should be read in conjunction with the accompanying notes.

Melton City Council

Statement of Capital Works

for the year ended 30 June 2025

	Note	2025 $ '000	2024 $ '000
Property			
Land		29,627	3,510
Total land		29,627	3,510
Buildings		42,687	36,415
Total buildings		42,687	36,415
Total property		72,314	39,925
Plant and equipment			
Plant, machinery and equipment		428	28
Fixtures, fittings and furniture		239	74
Computers and telecommunications		915	674
Library books		573	526
Total plant and equipment		2,155	1,302
Infrastructure			
Roads		46,495	49,828
Bridges		1,446	902
Footpaths and cycleways		3,147	3,764
Drainage		1,031	1,703
Recreational, leisure and community facilities		35,899	14,705
Parks, open space and streetscapes		7,653	–
Off street car parks		211	568
Public Art		–	81
Kerb & Channel		166	353
Traffic Management Devices		1,992	1,549
Other infrastructure		360	36
Total infrastructure		98,400	73,489
Total capital works expenditure	6.2	172,869	114,716
Represented by:			
New asset expenditure		106,745	58,886
Asset renewal expenditure		10,104	17,489
Asset expansion expenditure		–	4,250
Asset upgrade expenditure		56,020	34,091
Total capital works expenditure		172,869	114,716

The above statement of capital works should be read in conjunction with the accompanying notes.

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 1. Overview

Introduction

The Melton City Council was established by an Order of the Governor in Council on 15 December 1994 and is a body corporate.

The Council's main office is located at 232 High Street, Melton.

Statement of compliance

These financial statements are a general purpose financial report that consists of a Comprehensive Income Statement, Balance Sheet, Statement of Changes in Equity, Statement of Cash Flows, Statement of Capital Works and Notes accompanying these financial statements. The general purpose financial report complies with Australian Accounting Standards (AAS), other authoritative pronouncements of the Australian Accounting Standards Board, the *Local Government Act 2020*, and the *Local Government (Planning and Reporting) Regulations 2020.*

The Council is a not-for-profit entity and therefore applies the additional AUS paragraphs applicable to a not-for-profit entity under the Australian Accounting Standards.

Accounting policy information

1.1 Basis of accounting

Accounting policies are selected and applied in a manner which ensures that the resulting financial information satisfies the concepts of relevance and reliability, thereby ensuring that the substance of the underlying transactions or other events is reported. Accounting policies applied are disclosed in sections where the related balance or financial statement matter is disclosed.

The accrual basis of accounting has been used in the preparation of these financial statements, except for the cash flow information, whereby assets, liabilities, equity, income and expenses are recognised in the reporting period to which they relate, regardless of when cash is received or paid.

The financial statements are based on the historical cost convention unless a different measurement basis is specifically disclosed in the notes to the financial statements.

The financial statements have been prepared on a going concern basis. The financial statements are in Australian dollars. The amounts presented in the financial statements have been rounded to the nearest thousand dollars unless otherwise specified. Minor discrepancies in tables between totals and the sum of components are due to rounding.

Judgements, estimates and assumptions are required to be made about the carrying values of assets and liabilities that are not readily apparent from other sources. The estimates and associated judgements are based on professional judgement derived from historical experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates.

Revisions to accounting estimates are recognised in the period in which the estimate is revised and also in future periods that are affected by the revision. Judgements and assumptions made by management in the application of AAS that have significant effects on the financial statements and estimates relate to:

- the fair value of land, buildings, infrastructure, plant and equipment (refer to Note 6.2)
- the determination of depreciation for buildings, infrastructure, plant and equipment (refer to Note 6.2).
- the determination of employee provisions (refer to Note 5.3).
- the determination of whether performance obligations are sufficiently specific so as to determine whether an arrangement is within the scope of *AASB 15 Revenue from Contracts with Customers or AASB 1058 Income of Not-for-Profit Entities* (refer to Note 3.4)
- the determination, in accordance with *AASB 16 Leases*, of the lease term, the estimation of the discount rate when not implicit in the lease and whether an arrangement is in substance short-term or low value.
- whether or not AASB 1059 *Service Concession Arrangements: Grantors* is applicable
- other areas requiring judgements

Unless otherwise stated, all accounting policies are consistent with those applied in the prior year. Where appropriate, comparative figures have been amended to accord with current presentation, and disclosure has been made of any material changes to comparatives.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 1. Overview (continued)

Goods and Services Tax (GST)
Income and expenses are recognised net of the amount of associated GST. Receivables and payables are stated inclusive of the amount of GST receivable or payable. The net amount of GST recoverable from, or payable to, the taxation authority is included with other receivables or payables in the balance sheet.

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 2. Analysis of our results

Note 2.1 Performance against budget

The performance against budget notes compare Council's financial plan, expressed through its annual budget, with actual performance. The *Local Government* (*Planning and Reporting*) *Regulations 2020* requires explanation of any material variances. Council has adopted a materiality threshold of the lower of 10 percent or $250,000 where further explanation is warranted. Explanations have not been provided for variations below the materiality threshold unless the variance is considered to be material because of its nature.

These notes are prepared to meet the requirements of the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020*.

2.1.1 Income / Revenue and expenditure

	Budget 2025 $ '000	Actual 2025 $ '000	Variance $ '000	Variance %	Ref
Income / Revenue					
Rates and charges	192,255	191,245	(1,010)	(0.53)%	1
Statutory fees and fines	13,841	15,162	1,321	9.54%	2
User fees	12,951	13,486	535	4.13%	3
Grants - operating	40,212	57,300	17,088	42.49%	4
Grants - capital	28,243	34,706	6,463	22.88%	5
Contributions - monetary	97,951	73,037	(24,914)	(25.44)%	6
Contributions - non monetary	185,846	275,327	89,481	48.15%	7
Net gain on disposal of property, infrastructure, plant and equipment	23,426	–	(23,426)	(100.00)%	8
Interest Income	32,515	34,517	2,002	6.16%	9
Other income	5,279	5,573	294	5.57%	10
Total income / revenue	632,519	700,353	67,834	10.72%	
Expenses					
Employee costs	82,204	83,056	(852)	(1.04)%	11
Materials and services	120,845	152,873	(32,028)	(26.50)%	12
Depreciation	56,125	61,602	(5,477)	(9.76)%	13
Amortisation - intangible assets	327	590	(263)	(80.43)%	14
Depreciation - right of use assets	399	351	48	12.03%	
Allowance for impairment losses	1,352	3,976	(2,624)	(194.08)%	15
Borrowing costs	482	124	358	74.27%	16
Finance costs - leases	72	23	49	68.06%	
Net loss on disposal of property, infrastructure, plant and equipment	–	5,074	(5,074)	(100)%	17
Fair value decrement on investment properties	–	125	(125)	(100)%	
Other expenses	465	78	387	83.23%	18
Total expenses	262,271	307,872	(45,601)	(17.39)%	
Surplus/(deficit) for the year	370,248	392,481	22,233	6.00%	

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 2.1 Performance against budget (continued)

(i) Explanation of material variations

Variance Ref	Explanation
1.	Rates and Charges ended the year marginally unfavourable to budget which is attributable to less lots titled and less houses built than originally anticipated.
2.	Statutory Fees and Fines finished the financial year 10% above budget expectations, reflecting stronger overall revenue performance
3.	User Fees income ended the year with a 4% favourable variance to budget mainly due to higher than anticipated revenues from 'Building Subdivision Fee' income and 'Building Application Fee' income.
4.	Operating grant income ended the year favourably against budget by 42% as a result of the Commonwealth Government paying the full allocation for the 2025 financial assistance grants, along with an advance payment of 50% of the 2026 allocation.
5.	The favourable variance to budget against Capital Grant income is primarily due to unbudgeted Capital Grant income received for a number of projects including : *Thornhill Park Children's and Community Centre* *Asset Management Services* *Renewal Program Transport Sealed Roads* Conversely, these were partially offset by budgeted grants not being received including those for the following projects: *Weir Views Childrens and Community Centre* *Aintree Children's and Community Centre* *Plumpton Children's Centre & Neighbourhood House*
6.	Monetary contributions ended the year unfavourable to budget mainly due to subdivisions not achieving their Statement's of Compliance (SOC's), as expected where developers experienced delayed responses from referral authorities such as Melbourne Water. As well as this, amendments to plans and construction schedules by developers in response to increases in costs and slowing demand in the housing market due to higher than anticipated interest rates, also contributed to the unfavourable variance.
7.	The Favourable variance for non monetary contribution is mainly driven by strong subdivision activity during the year, which also include works in kind and land in kind delivered by developers. The other factors contributing to the favourable variance relate to the impact of indexation on Projects valuations where a higher value is recognised compared to budget and some Non-Monetary Contributions were not included in the budget.
8.	Lower than anticipated land sales volume within the Atherstone development is the main contributor to the unfavourable variance with the remaining subdivision expected to be developed in the near future to generate sales.
9	Interest income ended marginally better than budget due to slightly better than anticipated returns on investments.
10	The favourable variance is mainly due to improved collections at the new Melton Recycling Facility.
11.	Employee costs ended the year slightly above budget, primarily due to strategic adjustments in staffing to support organisational leadership and service delivery.
12	Materials and Services costs ended the year above budget, primarily due to unplanned contract labour expenses associated with staff backfilling and project secondments. Additionally, some maintenance costs were reclassified from capital expenditure to operating expenditure, contributing to the variance. There was an increase in professinal advisory fees and implementation costs due to the on-going implementation of the new system. These impacts were partially offset by lower than expected costs in areas such as Development and Research, Planning and Design.
13	This unfavourable variance is mainly due to more Drainage, Road and Footpath assets being capitalised sooner than originally anticipated and fewer Recreation and Furniture assets being capitalised than originally anticipated.
14	The unfavourable variance reflects the commencement of amortisation for newly implemented software systems, including Project Hub and the Analytics and Business Intelligence platform that was not originally budgeted for.
15	Council is implementing a new Bad and Doubtful Debts Policy that resulted in the increase in the provision for bad debts. Additionally, there was an increase in the number of infringement orders referred to court.
16	This is due to the timing difference between when budgeted loans were expected to be taken out and when they are actually taken out.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 2.1 Performance against budget (continued)

17 The loss is due to unanticipated disposal of various infrastructure assets across the City of Melton with a slight off-set from Atherstone land sales.

18 This favourable variance is mainly due to better cost control measures on various sundry expenses.

continued on next page ...

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 2.1 Performance against budget (continued)

2.1.2 Capital works

	Budget 2025 $ '000	Actual 2025 $ '000	Variance $ '000	Variance %	Ref
Property					
Land	–	29,627	29,627	100%	1
Total land	–	29,627	29,627	100%	
Buildings	47,613	42,687	(4,926)	(10.35)%	2
Total buildings	47,613	42,687	(4,926)	(10.35)%	
Total property	47,613	72,314	24,701	51.88%	
Plant and equipment					
Plant, machinery and equipment	4,995	428	(4,567)	(91.43)%	3
Fixtures, fittings and furniture	422	239	(183)	(43.36)%	
Computers and telecommunications	10,360	915	(9,445)	(91.17)%	4
Library books	559	573	14	2.50%	
Total plant and equipment	16,336	2,155	(14,181)	(86.81)%	
Infrastructure					
Roads	70,694	46,495	(24,199)	(34.23)%	5
Bridges	1,700	1,446	(254)	(14.94)%	6
Footpaths and cycleways	13,117	3,147	(9,970)	(76.01)%	7
Drainage	929	1,031	102	10.98%	
Recreational, leisure and community facilities	61,508	35,899	(25,609)	(41.64)%	8
Parks, open space and streetscapes	6,569	7,653	1,084	16.50%	9
Off street car parks	130	211	81	62.31%	
Kerb & Channel	142	166	24	16.90%	
Traffic Management Devices	2,816	1,992	(824)	(29.26)%	10
Other infrastructure	1,546	360	(1,186)	(76.71)%	11
Total infrastructure	159,151	98,400	(60,751)	(38.17)%	
Total capital works expenditure	223,100	172,869	(50,231)	(22.52)%	
Represented by:					
New asset expenditure	123,883	106,745	(17,138)	(13.83)%	
Asset renewal expenditure	11,175	10,104	(1,071)	(9.58)%	
Asset upgrade expenditure	88,042	56,020	(32,022)	(36.37)%	
Total capital works expenditure	223,100	172,869	(50,231)	(22.52)%	

continued on next page ...

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 2.1 Performance against budget (continued)

Variance Ref Explanation

1. The Land category recorded an unfavourable variance at year-end due to land acquisitions that were not included in the original budget. These purchases reflect strategic opportunities that arose during the year to support long-term planning and community development objectives.
2. The Buildings category ended the year relatively unfavourable to budget predominately due to expenditure associated with the Melton Recycling Facility having been budgeted against Plant Machinery and Equipment rather than Buildings. As well as this, the Macpherson Park Stage 3 Rugby Pavillion project realised unbudgeted expenditure.
3. Plant and Machinery ended the year with a favourable variance to budget as a result of the budget having included building costs associated with the Melton Recycling Facility which have been allocated against the Buildings category above.
4. Computers and telecommunications ended the year favourable to budget as a result of the correct accounting treatment of SAAS software intangible costs in actuals against budget. The budget included these costs as capital expense. TCP Implementation & Azure Uplift ($8.2m) which were originally budgeted as capital expense.
5. Roads ended the year favourable to against budget due to delays in spending in the following projects:
   Bulmans Road, West Melton - Urbanisation
   Taylors Rd Duplication - Gourlay Rd to Westwood Dr
   Boundary Road Construction Stage 2
   These were partially offset by higher than anticipated spending against the following projects:
   Taylors Road/Plumpton Road-Signalised Intersection
   Taylors Rd Duplication & Int Upgrade of Gourlay Rd
   Road Construction - Bridge Road, Cobblebank
6. The main driver of the favourable variance against budget is delays with the following upgrade projects:
   Bridge Renewal Program
   Exford Road Bridge
7. Footpaths and cycleways ended the year favourably against budget due to delays in spending in the following projects:
   Pedestrian Bridge-Over Toolern Creek, Strathtulloh
   Pedestrian Bridge-Modeina-Burnside Height
   These were partially offset by unbudgeted spending against the following projects:
   Civic Centre Paths
   MTC Revitalisation-Active Transport & Streetscapes
8. Recreational, leisure and community facilities ended the year 41.64% favourable to budget due to delays in spending in the following projects:
   Mt Atkinson East Sports Reserve, Mt Atkinson
   Plumpton Aquatic Centre
   Macpherson Park Rugby Pavilion & Pitch - Stage 3
   These were partially offset by higher than anticipated spending against the *Rockbank North Sports Reserve.*
9. Parks and open space and streetscapes ended the year relatively unfavourable to budget due to higher than anticipated spending against
   Blackwood Drive Recreation Reserve, Melton South
   Hillside Recreation Reserve (Revitalisation)
   Navan Park Playspace
   These were partially offset by lower than anticipated spending against the following projects:
   Minor Park Upgrade – Punjel Drive Reserve
   The Grange Reserve Upgrade
10. Traffic Management Devices ended the year with a favourable variance to budget due to delays in spending agaisnt the following projects:
    Lancefield Drive Raised Intersection & Crossing
    Parwan Exford Rd & Exford Rd IntersectUpgrade & Street Lights
11. Other infrastructure ended the year with a favourable variance to budget due to delays in spending against the following projects:
    Sportsground Lighting Upgrade Program
    Street Lighting Improvement Program

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 2.2 Analysis of Council results by program

2.2.1 Analysis of Council results by program

Council delivers its functions and activities through the following programs.

Office of CEO
The office of the CEO incorporates Customer Services & Transformation, Engagement & Advocacy, Strategic Intiatives, Legal Services, and Governance Services.

Organisational Performance
The Organisational Performance directorate incorporates the Finance, Information Technology, Procurement, Enterprise Project Management Office and Organisational Performance service units. This directorate provides internal support to Council Staff.

City Life
The City Life directorate incorporates the Community Care, Families & Children, Recreation, Youth, Arts & Events and Libraries service units. The Communty Services directorate provides a range of services to people within our community, through provision of leisure and sporting infrastructure, libraries, care services for families, children, the elderly and those with disabilities.

City Delivery
The City Delivery directorate incorporates the Capital Delivery, Engineering & Assets, Operations, Contract Management, Economic Development & Advocacy and Community Safety service units. The City Delivery directorate is responsible for constructing new infrastructure and maintaining existing infrastructure across a very diverse range of assets that underpin the wellbeing of the community.

City Futures
The City Futures directorate incorporates the Infrastructure Planning, Growth & Development, Strategy and Environmental & Sustainability. The City Futures directorate provides planning, design & strategy and environmental health & sustainability services to the community.

2.2.2 Summary of income / revenue, expenses, assets and capital expenses by program

Functions/activities	Income / Revenue $ '000	Expenses $ '000	Surplus / (Deficit) $ '000	Grants included in income / revenue $ '000	Total assets $ '000
2025					
Office of CEO	1,446	20,020	(18,574)	–	–
Organisational Performance	564,408	102,563	461,845	34,757	619,327
City Life	24,953	40,565	(15,612)	20,749	122,453
City Delivery	72,061	130,014	(57,953)	36,114	4,698,028
City Futures	37,482	14,707	22,775	386	10,236
Total functions and activities	700,350	307,869	392,481	92,006	5,450,044
2024					
Office of CEO	1,730	15,437	(13,707)	–	–
Organisational Performance	493,749	40,725	453,024	14,544	660,302
City Life	19,606	38,567	(18,961)	15,437	111,430
City Delivery	31,205	155,260	(124,055)	6,191	4,113,857
City Futures	10,722	13,508	(2,786)	237	6,836
Total functions and activities	557,012	263,497	293,515	36,409	4,892,425

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 3. Funding for the delivery of our services

	2025 $ '000	2024 $ '000

3.1 Rates and charges

Council uses Capital Improved Value (CIV) as the basis of valuation of all properties within the municipal district. The CIV of a property is the value of the land and improvements.

The valuation base used to calculate general rates for 2024/25 was $60.972 billion (2023/24: $56.587 billion).

General rates	117,363	108,905
Municipal charge	14,528	13,320
Supplementary rates and rate adjustments	6,284	5,948
Interest on rates and charges	2,304	1,844
Commercial	7,928	7,138
Industrial	14,515	12,520
Rural	4,611	3,955
Garbage charge	23,712	23,401
Total rates and charges	191,245	177,031

The date of the general revaluation of land for rating purposes within the municipal district was 1 January 2024 and the valuation was first applied in the rating year commencing 1 July 2024.

Annual rates and charges are recognised as income when Council issues annual rates notices. Supplementary rates are recognised when a valuation and reassessment is completed and a supplementary rates notice issued.

3.2 Statutory fees and fines

Infringements and costs	6,078	5,801
Permits	5,481	5,713
Other	3,603	3,357
Total statutory fees and fines	15,162	14,871

Statutory fees and fines (including parking fees and fines) are recognised as income when the service has been provided, the payment is received, or when the penalty has been applied, whichever first occurs.

3.3 User fees

Leisure centre, building and other permits	4,893	3,805
Childcare aged care and health services	825	830
Subdivision fees	6,297	3,617
Other fees and charges	1,471	2,152
Total user fees	13,486	10,404
User fees by timing of revenue recognition		
User fees recognised over time	2,401	3,450
User fees recognised at a point in time	11,085	6,954
Total user fees	13,486	10,404

User fees are recognised as revenue at a point in time, or over time, when (or as) the performance obligation is satisfied. Recognition is based on the underlying contractual terms.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 3. Funding for the delivery of our services (continued)

	2025 $ '000	2024 $ '000
3.4 Funding from other levels of government		
Grants were received in respect of the following:		
Summary of grants		
Commonwealth funded grants	49,084	9,846
State funded grants	42,922	26,563
Total grants received	92,006	36,409
(a) Operating Grants		
Recurrent - Commonwealth Government		
Financial Assistance Grant	40,147	937
Family day care	1,092	1,322
Aged care	99	107
Community health	17	91
Other	3,908	4,920
Recurrent - State Government		
Aged care	419	1,004
Libraries	1,032	1,009
Children services	6,047	8,071
Community support and development	1,355	2,071
Community health	101	138
Youth services	40	213
Environment	–	31
Family and Children	–	57
Other	655	698
Total recurrent operating grants	54,912	20,669
Non-recurrent - Commonwealth Government		
Community Support and Development	–	20
Aged Care	10	–
Other	–	334
Non-recurrent - State Government		
Community health	82	213
Family and children	440	372
Children's services	328	1,432
Community support and development	751	1,223
Environment	542	801
Family, youth and housing	159	60
Libraries	1	–
Parks & open space streetscapes	13	247
Aged care	–	227
Other	62	298
Total non-recurrent operating grants	2,388	5,227
Total operating grants	57,300	25,896

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 3. Funding for the delivery of our services (continued)

	2025 $ '000	2024 $ '000
(b) Capital Grants		
Recurrent - Commonwealth Government		
Roads to recovery	1,459	1,124
Roads	–	6
Recurrent - State Government		
Roads	–	311
Sports & Recreation	207	105
Other	–	23
Total recurrent capital grants	1,666	1,569
Non-recurrent - Commonwealth Government		
Buildings	62	–
Parks & Open Space Streetscapes	518	198
Car Parks	–	370
Sports & Recreation	250	359
Roads	1,340	36
Other	182	22
Non-recurrent - State Government		
Buildings	20,565	5,524
Sports & Recreation	3,720	348
Parks & Open Space Streetscapes	1,144	872
Footpaths	13	191
Roads	1,519	–
Environment	1,787	100
Bridges	–	125
Traffic Management Devices	1,784	20
Libraries	156	–
Other	–	779
Total non-recurrent capital grants	33,040	8,944
Total capital grants	34,706	10,513

(c) Recognition of grant income

Before recognising funding from government grants as revenue the Council assesses whether there is a contract that is enforceable and has sufficiently specific performance obligations in accordance with *AASB 15 Revenue from Contracts with Customers*. When both these conditions are satisfied, the Council:

- identifies each performance obligation relating to revenue under the contract/agreement
- determines the transaction price
- recognises a contract liability for its obligations under the agreement
- recognises revenue as it satisfies its performance obligations, at the time or over time when services are rendered.

Where the contract is not enforceable and/or does not have sufficiently specific performance obligations, the Council applies *AASB 1058 Income for Not-for-Profit Entities.*

Grant revenue with sufficiently specific performance obligations is recognised over time as the performance obligations specified in the underlying agreement are met. Where performance obligations are not sufficiently specific, grants are recognised on the earlier of receipt or when an unconditional right to receipt has been established. Grants relating to capital projects are generally recognised progressively as the capital project is completed. The following table provides a summary of the accounting framework under which grants are recognised.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 3. Funding for the delivery of our services (continued)

	2025 $ '000	2024 $ '000
Income recognised under AASB 1058 Income of Not-for-Profit Entities		
General purpose	40,147	937
Other specific purpose grants	18,314	3,580
Specific purpose grants to acquire non-financial assets	26,980	29,064
Revenue recognised under AASB 15 Revenue from Contracts with Customers		
Specific purpose grants	6,565	2,828
	92,006	36,409

(d) Unspent grants received on condition that they be spent in a specific manner:

Operating		
Balance at start of year	1,634	9,113
Received during the financial year and remained unspent at balance date	658	1,397
Received in prior years and spent during the financial year	(850)	(8,876)
Balance at year end	1,442	1,634
Capital		
Balance at start of year	12,121	14,971
Received during the financial year and remained unspent at balance date	5,592	2,311
Received in prior years and spent during the financial year	(8,030)	(5,161)
Balance at year end	9,683	12,121

Unspent grants are determined and disclosed on a cash basis.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 3. Funding for the delivery of our services (continued)

	2025 $ '000	2024 $ '000
3.5 Contributions		
Monetary	73,037	62,977
Non-monetary contributions		
Non-monetary	275,327	215,941
Total contributions	348,364	278,918

Contributions of non monetary assets were received in relation to the following asset classes including rolling credits for excess land and works in kind.

The rolling credit scenario represents an agreement between Council and the developer and an obligation for the developer to deliver an infrastructure project where the developer receives a credit upon delivery of the infrastructure. The rolling credit balance is offset against the developers contribution in the next stage until exhausted or in the case of a credit balance in the final stage, a settlement is made in the form of a payout to the developer to close out the balance. The increase in non monetary contributions reflect the increase and uplift in subdivision activity during the year.

Land	112,538	54,616
Land under roads	31,463	21,202
Roads	81,639	70,620
Parks and open space	3,482	–
Footpaths	28,246	20,279
Drainage	48,978	49,246
Recreation	10,218	5,290
Kerb and channel	23,606	19,400
Traffic management	6,258	2,391
Bridges	4,835	1,499
Car parks	2,099	1,499
Rolling Credits	(78,034)	(30,101)
Total non-monetary contributions	275,328	215,941

Monetary and non monetary contributions are recognised as income at their fair value when Council obtains control over the contributed asset.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 3. Funding for the delivery of our services (continued)

	2025 $ '000	2024 $ '000
3.6 Net gain/(loss) on disposal of property, infrastructure, plant and equipment		
Land Held for Sale		
Proceeds of sale	2,118	5,093
Written down value of assets disposed	(582)	(1,704)
Total net gain/(loss) on disposal of land held for sale	1,536	3,389
Plant and equipment		
Proceeds of sale	–	17
Written down value of assets disposed	(237)	(208)
Total net gain/(loss) on disposal of plant and equipment	(237)	(191)
Buildings and Infrastructure Assets		
Written down value of assets disposed	(6,373)	(5,954)
Total net gain/(loss) on disposal of Infrastructure Assets	(6,373)	(5,954)
Total net gain/(loss) on disposal of property, infrastructure, plant and equipment	(5,074)	(2,756)

The profit or loss on sale of an asset is determined when control of the asset has passed to the buyer.

	2025 $ '000	2024 $ '000
3.7 Interest Income		
Interest Income		
Interest Income	34,517	32,074
Total Interest Income	34,517	32,074

Interest is recognised as it is earned.

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 4. The cost of delivering services

	2025 $ '000	2024 $ '000
4.1 Employee costs		
(a) Employee costs		
Wages and salaries	69,712	60,929
WorkCover	1,876	1,466
Casual staff	1,191	1,484
Superannuation	9,300	7,161
Fringe benefits tax	66	59
Other	911	950
Total employee costs	83,056	72,049
(b) Superannuation		
Defined benefit fund		
Employer contributions to Local Authorities Superannuation Fund (Vision Super)	53	87
	53	87
Accumulation funds		
Employer contributions to Local Authorities Superannuation Fund (Vision Super)	3,738	3,509
Employer contributions - other funds	5,509	3,565
	9,247	7,074
Total superannuation costs	9,300	7,161

Contributions made exclude amounts accrued at balance date. Refer to note 9.3 for further information relating to Council's superannuation obligations.

4.2 Materials and services

Contract payments	62,294	51,728
General maintenance	31,017	12,937
Utilities	5,428	5,258
Information technology	4,707	5,069
Insurance	1,986	1,805
Consultants	175	361
Garbage collection and disposal	8,684	8,183
Contract labour	7,506	10,501
Administrative support	11,731	9,397
Program expenses	5,497	5,972
Professional fees	8,176	5,240
Auditors' remuneration - VAGO - audit of the financial statements, performance statement and grant acquitals	79	71
Auditors' remuneration - internal	149	186
Contributions and donations	783	623
Councillors allowances	491	461
Transport and vehicle operations	895	948
Other	3,275	3,928
Total materials and services	152,873	122,668

Expenses are recognised as they are incurred and reported in the financial year to which they relate.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 4. The cost of delivering services (continued)

	2025 $ '000	2024 $ '000
4.3 Depreciation		
Property	8,864	8,543
Plant and equipment	620	494
Infrastructure	52,118	47,166
Total depreciation	61,602	56,203

Refer to note 6.2 for a more detailed breakdown of depreciation and amortisation charges and accounting policy.

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 5. Investing in and financing our operations

	2025 $ '000	2024 $ '000
5.1 Financial assets		
(a) Cash and cash equivalents		
Current		
Cash on hand	4	4
Cash at bank	36,432	7,663
Cash at call	22,169	11,104
Total current cash and cash equivalents	58,605	18,771
Total cash and cash equivalents	58,605	18,771
(b) Other financial assets		
Current		
Term deposits	230,000	236,000
Total current other financial assets	230,000	236,000
Non-current		
Managed funds	169,949	74,673
Term deposits	95,000	250,000
Total non-current other financial assets	264,949	324,673
Total other financial assets	494,949	560,673
Total current financial assets	288,605	254,771
Total non-current financial assets	264,949	324,673
Total cash and cash equivalents and other financial assets	553,554	579,444

Cash and cash equivalents include cash on hand, deposits at call, and other highly liquid investments with original maturities of three months or less, net of outstanding bank overdrafts.

Other financial assets are valued at fair value, at balance date. Term deposits are measured at original cost. Any unrealised gains and losses on holdings at balance date are recognised as either a revenue or expense.

Other financial assets include term deposits and those with original maturity dates of three to 12 months are classified as current, whilst term deposits with maturity dates greater than 12 months are classified as non-current.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 5. Investing in and financing our operations (continued)

	2025 $ '000	2024 $ '000
(c) Trade & Other Receivables		
Current		
Statutory receivables		
Rates debtors	33,735	27,541
Infringement debtors	10,235	8,622
Non-statutory receivables		
Accrued interest	6,059	10,127
Other debtors	7,112	24,432
Allowance for expected credit loss - infringements	(8,265)	(6,206)
Allowance for expected credit loss - other debtors	(538)	(377)
Total current trade and other receivables	48,338	64,139
Total trade and other receivables	48,338	64,139

Short term receivables are carried at invoice amount. An allowance for expected credit losses is recognised based on past experience and other objective evidence of expected losses. Long term receivables are carried at amortised cost using the effective interest rate method.

	2025 $ '000	2024 $ '000
(d) Ageing of receivables		
The ageing of the Council's trade & other receivables (excluding statutory receivables) that are not impaired was:		
Current (not yet due)	10,687	30,261
Past due by up to 30 days	1,232	1,613
Past due between 31 and 180 days	211	1,420
Past due between 181 and 365 days	503	966
Total trade and other receivables	12,633	34,260

(e) Ageing of individually impaired receivables

At balance date, other debtors representing financial assets with a nominal value of $538,000 (2024: $377,000) were impaired. The amount of the provision raised against these debtors was $538,000 (2024: $377,000). They individually have been impaired as a result of their doubtful collection.

Many of the long outstanding past due amounts have been lodged with Council's debt collectors or are on payment arrangements.

The ageing of receivables that have been individually determined as impaired at reporting date was:

Past due between 181 and 365 days	538	377
Total trade and other receivables	538	377

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 5. Investing in and financing our operations (continued)

	2025 $ '000	2024 $ '000
(f) Contract assets		
Current		
Contract Assets	8,861	15,512
Total Current	8,861	15,512
Total contract assets	8,861	15,512

Contract assets are recognised when Council has transferred goods or services to the customer but where Council is yet to establish an unconditional right to consideration.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 5. Investing in and financing our operations (continued)

	2025 $ '000	2024 $ '000

5.2 Payables, trust funds and deposits and contract and other liabilities

(a) Trade and other payables

Current		
Non-statutory payables		
Trade payables	43,050	30,944
Accrued expenses	12,813	17,037
Statutory payables	*11,500*	*5,905*
Total current trade and other payables	67,363	53,886

(b) Trust funds and deposits

Current		
Refundable deposits	13,265	10,095
Construction retention monies	276	277
Total current trust funds and deposits	13,541	10,372
Non-current		
Refundable deposits	24,436	37,100
Other refundable deposits	131	130
Total non-current trust funds and deposits	24,567	37,230

(c) Contract and other liabilities

Contract liabilities		
Current		
Grants received in advance - operating	1,442	1,634
Grants received in advance - capital	9,683	12,121
Income received in advance - contracts with customers	2,400	3,450
Total current contract liabilities	13,525	17,205
Total current contract and other liabilities	13,525	17,205

Unearned income/revenue represents contract liabilities and reflect consideration received in advance from customers in respect of construction of roads and other infrastucture across Council. Unearned income/revenue is derecognised and recorded as revenue when promised goods and services are transferred to the customer. Refer to Note 3.

Amounts received as deposits and retention amounts controlled by Council are recognised as trust funds until they are returned, transferred in accordance with the purpose of the receipt, or forfeited. Trust funds that are forfeited, resulting in Council gaining control of the funds, are to be recognised as revenue at the time of forfeit.

Purpose and nature of items

Statutory Payables include Fire Service Levy of which Council is the collection agent for fire services levy on behalf of the State Government. Council remits amounts received on a quarterly basis. Amounts disclosed here will be remitted to the State Government in line with that process.

Refundable deposits - Deposits are taken by Council as a form of surety in a number of circumstances, including in relation to building works, tender deposits, contract deposits and the use of civic facilities.

Construction Retention Monies - Council has a contractual right to retain certain amounts until a contractor has met certain requirements or a related warrant or defect period has elapsed. Subject to the satisfactory completion of the contractual

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 5. Investing in and financing our operations (continued)

obligations, or the elapsing of time, these amounts will be paid to the relevant contractor in line with Council's contractual obligations.

5.3 Provisions

	Employee provisions $ '000	Total $ '000
2025		
Balance at the beginning of the financial year	17,440	17,440
Additional provisions	2,158	2,158
Amounts used	(545)	(545)
Balance at the end of the financial year	19,053	19,053
Provisions		
Provisions - current	16,818	16,818
Provisions - non-current	2,235	2,235
Total Provisions	19,053	19,053
2024		
Balance at the beginning of the financial year	15,403	15,403
Additional provisions	2,966	2,966
Amounts used	(929)	(929)
Balance at the end of the financial year	17,440	17,440
Provisions		
Provisions - current	15,324	15,324
Provisions - non-current	2,116	2,116
Total Provisions	17,440	17,440

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 5. Investing in and financing our operations (continued)

	2025 $ '000	2024 $ '000
(a) Employee provisions		
Current provisions expected to be wholly settled within 12 months		
Annual leave	6,103	4,583
Long service leave	1,618	1,072
	7,721	5,655
Current provisions expected to be wholly settled after 12 months		
Annual leave	1,501	2,135
Long service leave	7,596	7,534
	9,097	9,669
Total current employee provisions	16,818	15,324
Non-Current		
Long service leave	2,235	2,116
Total Non-Current Employee Provisions	2,235	2,116
Aggregate Carrying Amount of Employee Provisions:		
Current	16,818	15,324
Non-current	2,235	2,116
Total Aggregate Carrying Amount of Employee Provisions	19,053	17,440

The calculation of employee costs and benefits includes all relevant on-costs and are calculated as follows at reporting date.

Annual leave
A liability for annual leave is recognised in the provision for employee benefits as a current liability because Council does not have an unconditional right to defer settlement of the liability. Liabilities for annual leave are measured at:
- nominal value if Council expects to wholly settle the liability within 12 months
- present value if Council does not expect to wholly settle within 12 months.

Liabilities that are not expected to be wholly settled within 12 months of the reporting date are recognised in the provision for employee benefits as current liabilities, measured at the present value of the amounts expected to be paid when the liabilities are settled using the remuneration rate expected to apply at the time of settlement.

Long service leave
Liability for long service leave (LSL) is recognised in the provision for employee benefits. Unconditional LSL is disclosed as a current liability as Council does not have an unconditional right to defer settlement. Unconditional LSL is measured at nominal value if expected to be settled within 12 months or at present value if not expected to be settled within 12 months. Conditional LSL that has been accrued, where an employee is yet to reach a qualifying term of employment, is disclosed as a non-current liability and measured at present value.

Key assumptions:		
- discount rate	4.20%	4.35%
- index rate	3.25%	4.45%

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 5. Investing in and financing our operations (continued)

	2025 $ '000	2024 $ '000
5.4 Financing arrangements		
The Council has the following funding arrangements in place as at 30 June 2025.		
Bank overdraft	1,800	1,800
Credit card facilities	200	200
Other facilities	3,925	3,162
Total Facilities	5,925	5,162
Used facilities	3,966	3,206
Unused facilities	1,959	1,956

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 5. Investing in and financing our operations (continued)

5.5 Commitments

The Council has entered into the following commitments. Commitments are not recognised in the Balance Sheet. Commitments are disclosed at their nominal value and presented inclusive of the GST payable.

(a) Commitments for expenditure

	Not later than 1 year $ '000	Later than 1 year and not later than 2 years $ '000	Later than 2 years and not later than 5 years $ '000	Later than 5 years $ '000	Total $ '000
2025					
Operating					
Recycling facility operations	–	–	–	–	–
Garbage and recycling collection	25,155	–	–	–	25,155
Facility maintenance	3,865	69	83	–	4,017
Plant and vehicles	2,952	2,952	4,182	–	10,086
Health/cleaning services	4,740	–	–	–	4,740
Business services	9,685	5,395	4,867	–	19,947
Parks maintenance services	14,876	28,359	5	–	43,240
Road maintenance	9,453	19,900	–	–	29,353
IT services	18,757	16,994	13,371	584	49,706
Recreation/Leisure services	2,927	6,021	–	–	8,948
Total	92,410	79,690	22,508	584	195,192
Capital					
Buildings	49,947	19,786	–	–	69,733
Roads	3,248	883	–	–	4,131
Recreational and other infrastructure	1,865	503	–	–	2,368
Total	55,060	21,172	–	–	76,232
2024					
Operating					
Recycling facility operations	8,000	9,000	–	–	17,000
Garbage and recycling collection	15,950	16,155	–	–	32,105
Health/cleaning services	4,220	4,740	–	–	8,960
Business services	–	–	–	–	–
Parks maintenance services	12,421	13,313	27,813	–	53,547
Road maintenance	8,764	9,453	19,900	–	38,117
IT services	8,052	5,616	4,412	1,395	19,475
Recreation/Leisure services	3,072	2,927	6,021	–	12,020
Total	60,479	61,204	58,146	1,395	181,224
Capital					
Buildings	25,020	259	50	–	25,329
Roads	20,373	253	50	–	20,676
Recreational and other infrastructure	181	40	–	–	221
Total	45,574	552	100	–	46,226

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 5. Investing in and financing our operations (continued)

	2025 $ '000	2024 $ '000

(b) Operating lease receivables

Operating lease receivables

The Council has entered into commercial property leases on its investment property, consisting of surplus freehold buildings.

These properties held under operating leases have remaining non-cancellable lease terms of between 1 and 5 years.

All leases include a CPI based revision of the rental charge annually.

Future undiscounted minimum rentals receivable under non-cancellable operating leases are as follows:		
Not later than one year	810	730
Later than one year and not later than five years	3,490	3,124
	4,300	3,854

Note 6. Assets we manage

	2025 $ '000	2024 $ '000

6.1 Non-current assets classified as "held for sale"

Current		
Fair value of land	109	230
Total non current assets classifed as held for sale	109	230

Non-current assets classified as held for sale (including disposal groups) are measured at the lower of its carrying amount and fair value less costs of disposal, and are not subject to depreciation. Non-current assets, disposal groups and related liabilities and assets are treated as current and classified as held for sale if their carrying amount will be recovered through a sale transaction rather than through continuing use. This condition is regarded as met only when the sale is highly probable and the asset's sale (or disposal group sale) is expected to be completed within 12 months from the date of classification.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 6. Assets we manage (continued)

6.2 Property, infrastructure, plant and equipment

Summary of property, infrastructure, plant and equipment	Carrying amount 30 June 2024 $ '000	Additions $ '000	Contributions $ '000	Revaluation $ '000	Disposal $ '000	Depreciation $ '000	Write-off $ '000	Transfers $ '000	Carrying amount 30 June 2025 $ '000
Property	1,238,270	29,627	143,690	39,297	(763)	(8,864)	–	31,714	1,472,971
Plant and equipment	2,307	2,155	–	–	(48)	(620)	(192)	–	3,602
Work in progress	141,540	141,088	–	–	–	–	(19,031)	(123,804)	139,793
Infrastructure	2,837,759	–	209,359	123,220	(5,608)	(52,118)	–	93,575	3,206,187
Total	4,219,876	172,870	353,049	162,517	(6,419)	(61,602)	(19,223)	1,485	4,822,553

Summary of Work in Progress	Opening WIP $ '000	Additions $ '000	Write-off $ '000	Transfers $ '000	Closing WIP $ '000
Property	31,509	42,687	(2,259)	(31,714)	40,223
Infrastructure	110,031	98,401	(16,772)	(92,090)	99,570
Total	141,540	141,088	(19,031)	(123,804)	139,793

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Notes to the Financial Statements

for the year ended 30 June 2025

Note 6. Assets we manage (continued)

	Land specialised $ '000	Land non specialised $ '000	Land under roads $ '000	Total land and land improve-ments $ '000	Buildings specialised $ '000	Buildings non specialised $ '000	Total buildings $ '000	Work in progress $ '000	Total work in progress $ '000	Total property $ '000
Property										
At fair value 1 July 2024	670,353	90,546	176,494	937,393	356,254	38,984	395,238	31,509	31,509	1,364,140
Accumulated depreciation at 1 July 2024	–	–	–	–	(83,835)	(10,527)	(94,362)	–	–	(94,362)
	670,353	90,546	176,494	**937,393**	272,419	28,457	**300,876**	31,509	**31,509**	**1,269,778**
Movements in fair value										
Additions	29,627	–	–	29,627	–	–	–	42,687	42,687	72,314
Contributions	112,227	–	31,463	143,690	–	–	–	–	–	143,690
Revaluation	–	–	–	–	47,020	5,905	52,925	–	–	52,925
Disposal	–	–	–	–	(2,007)	–	(2,007)	–	–	(2,007)
Write-off	–	–	–	–	–	–	–	(2,259)	(2,259)	(2,259)
Transfers	–	–	–	–	26,815	4,899	31,714	(31,714)	(31,714)	–
	141,854	–	31,463	**173,317**	71,828	10,804	**82,632**	8,714	**8,714**	**264,663**
Movements in accumulated depreciation										
Depreciation and amortisation	–	–	–	–	(7,825)	(1,039)	(8,864)	–	–	(8,864)
Accumulated depreciation of disposals	–	–	–	–	1,244	–	1,244	–	–	1,244
Accumulated depreciation on revaluation	–	–	–	–	(12,076)	(1,552)	(13,628)	–	–	(13,628)
	–	–	–	–	(18,657)	(2,591)	**(21,248)**	–	–	**(21,248)**
At fair value 30 June 2025	812,209	90,546	207,957	1,110,712	428,081	49,788	477,869	40,223	40,223	1,628,804
Accumulated depreciation at 30 June 2025	–	–	–	–	(102,492)	(13,118)	(115,610)	–	–	(115,610)
Carrying amount	812,209	90,546	207,957	**1,110,712**	325,589	36,670	**362,259**	40,223	**40,223**	**1,513,194**

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Notes to the Financial Statements

for the year ended 30 June 2025

Note 6. Assets we manage (continued)

	Plant machinery and equipment $ '000	Fixtures fittings and furniture $ '000	Computers and telecomms $ '000	Library books $ '000	Total plant and equipment $ '000
Plant and Equipment					
At fair value 1 July 2024	955	950	8,155	1,772	11,832
Accumulated depreciation at 1 July 2024	(892)	(860)	(7,254)	(519)	(9,525)
	63	90	901	1,253	**2,307**
Movements in fair value					
Additions	428	239	915	573	2,155
Disposal	(232)	–	–	(45)	(277)
Write-off	–	–	–	(192)	(192)
	196	239	915	336	**1,686**
Movements in accumulated depreciation					
Depreciation and amortisation	(17)	(79)	(330)	(192)	(618)
Accumulated depreciation of disposals	229	–	–	–	229
	212	(79)	(330)	(192)	**(389)**
At fair value 30 June 2025	1,151	1,189	9,070	2,108	13,518
Accumulated depreciation at 30 June 2025	(680)	(936)	(7,587)	(713)	(9,916)
Carrying amount	471	253	1,483	1,395	**3,602**

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 6. Assets we manage (continued)

	Roads $ '000	Bridges $ '000	Foot-paths and cycle-ways $ '000	Drainage $ '000	Recrea-tional, leisure and comm-unity $ '000	Parks open spaces and streets-capes $ '000	Off street car parks $ '000	Kerb and channel $ '000	Traffic manage-ment $ '000	Total $ '000	Work in progress $ '000	Total work in progress $ '000	Total infra-structure $ '000
Infrastructure													
At fair value 1 July 2024	1,073,122	161,255	470,297	984,166	149,029	–	56,280	414,122	124,075	3,432,346	110,031	110,031	3,542,377
Accumulated depreciation at 1 July 2024	(161,044)	(29,708)	(82,141)	(156,732)	(53,958)	–	(8,580)	(66,075)	(36,349)	(594,587)	–	–	(594,587)
	912,078	131,547	388,156	827,434	95,071	–	47,700	348,047	87,726	**2,837,759**	110,031	**110,031**	**2,947,790**
Movements in fair value													
Revaluation	–	–	–	132,047	–	–	–	–	17,923	149,970	–	–	149,970
Additions	–	–	–	–	–	–	–	–	–	–	98,401	98,401	98,401
Contributions	81,639	4,835	28,246	48,978	10,217	3,481	2,099	23,606	6,258	209,359	–	–	209,359
Transfers	67,089	(158)	2,763	451	(52,333)	73,072	(24)	745	1,973	93,578	(92,090)	(92,090)	1,488
Write-off	–	–	–	–	–	–	–	–	–	–	(16,772)	(16,772)	(16,772)
Disposal	(7,564)	(83)	(517)	(76)	(1,590)	(251)	(64)	(400)	(220)	(10,765)	–	–	(10,765)
	141,164	4,594	30,492	181,400	(43,706)	76,302	2,011	23,951	25,934	**442,142**	(10,461)	**(10,461)**	**431,681**
Movements in accumulated depreciation													
Depreciation and amortisation	(14,601)	(2,403)	(6,102)	(10,637)	(4,712)	(2,860)	(890)	(7,084)	(2,829)	(52,118)	–	–	(52,118)
Accumulated depreciation of disposals	4,006	26	107	34	709	119	15	90	51	5,157	–	–	5,157
Accumulated depreciation on revaluation	–	–	–	(21,385)	–	–	–	–	(5,365)	(26,750)	–	–	(26,750)
Transfers	(3)	–	–	–	16,375	(16,375)	–	–	–	(3)	–	–	(3)
	(10,598)	(2,377)	(5,995)	(31,988)	12,372	(19,116)	(875)	(6,994)	(8,143)	**(73,714)**	–	–	**(73,714)**
At fair value 30 June 2025	1,214,286	165,849	500,789	1,165,566	105,323	76,302	58,291	438,073	150,009	3,874,488	99,570	99,570	3,974,058
Accumulated depreciation at 30 June 2025	(171,642)	(32,085)	(88,136)	(188,720)	(41,586)	(19,116)	(9,455)	(73,069)	(44,492)	(668,301)	–	–	(668,301)
Carrying amount	1,042,644	133,764	412,653	976,846	63,737	57,186	48,836	365,004	105,517	**3,206,187**	99,570	**99,570**	**3,305,757**

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 6. Assets we manage (continued)

Acquisition
The purchase method of accounting is used for all acquisitions of assets, being the fair value of assets provided as consideration at the date of acquisition plus any incidental costs attributable to the acquisition. Fair value is the price that would be received to sell an asset (or paid to transfer a liability) in an orderly transaction between market participants at the measurement date. Refer also to Note 8.4 for further disclosure regarding fair value measurement.

Where assets are constructed by Council, cost includes all materials used in construction, direct labour, borrowing costs incurred during construction, and an appropriate share of directly attributable variable and fixed overheads.

In accordance with Council's policy, the threshold limits have applied when recognising assets within an applicable asset class and unless otherwise stated are consistent with the prior year.

	Depreciation Period years	Threshold Limit $ ´000
Asset recognition thresholds and depreciation periods		
Land and land improvements		
Land	N/A	–
Land under roads	N/A	–
Buildings		
Buildings	50	–
Plant and Equipment		
Plant and machinery	5	5
Furniture and equipment	3-5	5
Library assets	10	–
Infrastructure		
Roads	10-100	10
Bridges	25-100	25
Other	20-100	–
Footpaths	10-61	10
Car parks	10-70	10
Drainage works	80-100	25
Recreation facilities	3-30	–
Kerb and channel	10-70	10
Traffic management	10-70	10

Land under roads
Council recognises land under roads it controls at fair value.

Depreciation and amortisation
Buildings, land improvements, plant and equipment, infrastructure, and other assets having limited useful lives are systematically depreciated over their useful lives to Council in a manner which reflects consumption of the service potential embodied in those assets. Estimates of remaining useful lives and residual values are made on a regular basis with major asset classes reassessed annually. Depreciation rates and methods are reviewed annually.

Where assets have separate identifiable components that are subject to regular replacement, these components are assigned distinct useful lives and residual values and a separate depreciation rate is determined for each component.

Road earthworks are not depreciated on the basis that they are assessed as not having a limited useful life.

Straight line depreciation is charged based on the residual useful life as determined each year.

Depreciation periods used are listed above and are consistent with the prior year unless otherwise stated.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 6. Assets we manage (continued)

Repairs and maintenance
Where the repair relates to the replacement of a component of an asset and the cost exceeds the capitalisation threshold the cost is capitalised and depreciated. The carrying value of the replaced asset component is expensed.

Valuation of land and buildings
Valuation of land and land under roads was undertaken by qualified independent valuers Opteon Pty Ltd (API No. 102351). The valuation of land is at fair value, being market value based on highest and best use permitted by relevant land planning provisions. Where land use is restricted through existing planning provisions the valuation is reduced to reflect this limitation. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Specialised land is valued at fair value using site values adjusted for englobo (undeveloped and/or unserviced) characteristics, access rights and private interests of other parties and entitlements of infrastructure assets and services. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Valuation of buildings was undertaken by qualified independent valuers Odysseus-imc Pty Ltd/Asset Management Consultants. The valuation is at fair value based on replacement cost less accumulated depreciation as at the date of valuation.

Any significant movements in the unobservable inputs for land and land under roads will have a significant impact on the fair value of these assets.

The date and type of the current valuation is detailed in the following table. An indexed based revaluation was conducted in the current year for land and land under roads based on Valuer General Victoria and buildings based on the Rawlinson's Australian Construction Handbook. A full revaluation for land, land under roads and buildings were in 2021/2022, 2023/24 and 2022/23 respectively. A full revaluation will be conducted in 2025/2026 for land 2027/28 land under roads and 2026/27 for buildings.

Details of Council's land and buildings and information about the fair value hierarchy (refer to Note 8.4 for hierarchy definition) as at 30 June 2025 are as follows:

	Level 1	Level 2	Level 3	Date of valuation	Type of Valuation
Non-specialised Land	–	90,546	–	Jun/25	index
Specialised land	–	–	812,209	Jun/25	index
Land Under Roads	–	–	207,957	Jun/25	index
Buildings	–	–	362,259	Jun/25	index
Total	–	90,546	1,382,425		

Valuation of Infrastructure
Valuation of infrastructure assets has been determined in accordance with an independent valuation undertaken by Brightly Siemens.

The date and type of the current valuation is detailed in the following table. An indexed based revaluation was conducted in the current year for all infrastructure assets in the current year and this valuation was based on the Rawlinson 's Australian Construction Handbook. A full revaluation for recreational, leisure & community facilities and traffic management assets was conducted in 2021/22 and the next full revaluation of these assets will be in 2025/26.

A full revaluation for drainage was conducted in 2022/23 with a full revaluation due in 2026/27.

Bridges, footpaths, car parks, roads and kerb and channel were subjected to a full revaluation in 2023/24. A full revaluation of these assets will be conducted in 2027/28.

The valuation is at fair value based on replacement cost less accumulated depreciation as at the date of valuation.

Details of Council's infrastructure and information about the fair value hierarchy (refer to Note 8.4 for hierarchy definition) as at 30 June 2025 are as follows:

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 6. Assets we manage (continued)

	Level 1	Level 2	Level 3	Date of valuation	Type of Valuation
Roads	–	–	1,042,644	Jun/25	index
Bridges	–	–	133,764	Jun/25	index
Footpaths and cycleways	–	–	412,653	Jun/25	index
Drainage	–	–	976,846	Jun/25	index
Recreational, leisure & community facilities	–	–	63,737	Jun/25	index
Parks, open space & streetscapes	–	–	57,186	Jun/25	Index
Off street car parks	–	–	48,836	Jun/25	index
Traffic management	–	–	105,517	Jun/25	index
Kerb and channel	–	–	365,004	Jun/25	index
Total *	–	–	3,206,187		

(*) An assessment was undertaken based on applicable indices to ensure that the carrying amount approximated fair value.

Description of significant unobservable inputs into level 3 valuations

Specialised land and land under roads is valued using a market based direct comparison technique. Specialised land include Council reserves, public car parks, sports grounds, ovals and playgounds.

Significant unobservable inputs include the extent and impact of restriction of use and the market cost of land per square metre. The extent and impact of restrictions on use varies and results in a reduction to surrounding land values between 5% and 95%. The market value of land varies significantly depending on the location of the land and the current market conditions. Currently land values range between $1 and $815 per square metre.

Specialised buildings are valued using a depreciated replacement cost technique. Significant unobservable inputs include the current replacement cost and remaining useful lives of buildings. Current replacement costs is calculated on a square metre basis and ranges from $240 to $6,700 per square metre. The remaining useful lives of buildings are determined on the basis of the current condition of buildings and vary from 2 years to 100 years. Replacement cost is sensitive to changes in market conditions, with any increase or decrease in cost flowing through to the valuation. Useful lives of buildings are sensitive to changes in expectations or requirements that could either shorten or extend the useful lives of buildings.

Infrastructure assets are valued based on the depreciated replacement cost. Significant unobservable inputs include the current replacement cost and remaining useful lives of infrastructure. The remaining useful lives of infrastructure assets are determined on the basis of the current condition of the asset and vary from 2 years to 50 years. Replacement cost is sensitive to changes in market conditions, with any increase or decrease in cost flowing through to the valuation. Useful lives of infrastructure are sensitive to changes in use, expectations or requirements that could either shorten or extend the useful lives of infrastructure assets.

	2025 $ '000	2024 $ '000
Reconciliation of specialised land		
Specialised Land	812,209	670,353
Land Under Roads	207,957	168,745
Total specialised land	1,020,166	839,098

6.3 Investments in associates, joint arrangements and subsidiaries

Community Asset Committee

All entities controlled by Council that have material income, expenses, assets or liabilities, such as community asset committees, have been included in this financial report. Any transactions between these entities and Council have been eliminated in full.

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 7. People and relationships

7.1 Council and key management remuneration

(a) Related Parties

Parent entity
Melton City Council is the parent entity.

Subsidiaries and Associates
Council has no interests in subsidiaries or associates.

(b) Key Management Personnel

Key management personnel (KMP) are those people with the authority and responsibility for planning, directing and controlling the activities of Melton City Council. The Councillors, Chief Executive Officer and Executive Directors are deemed KMP.

Details of KMP at any time during the year are:

Councillors	Councillor Steve Abboushi (Mayor from 21 November 2024) Councillor Kathy Madjlik (Mayor to 26 October 2024) Councillor Lara Carli Councillor Bob Turner Councillor Sophie Ramsey Councillor Ashleigh Vandenberg Councillor Julie Shannon Councillor John Verdon (from 8 November 2024) Councillor Philip Zada (from 8 November 2024) Councillor Brandi Morris (from 8 November 2024) Councillor Goran Kesic (to 26 October 2024) Councillor Justine Farrugia (to 26 October 2024)

		2025 No.	2024 No.
Total Number of Councillors		12	9
Chief Executive Officer	Roslyn Wai	1	1
Director Organisational Performance	Brandon Howard (from 23 June 2025)	1	–
Director Organisational Performance	Peter Leersen (from 1 July 2024 to 23 June 2025)	1	1
Executive Lead Strategic Initiatives	Luke Shannon (from 1 July 2023 to 29 October 2023)	–	1
Director City Delivery	Neil Whiteside	1	1
Director City Life	Troy Scoble	1	1
Director City Futures	Sam Romazsko	1	1
Head of People & Customer	Angela Hays (from 29 July 2024 to 27 June 2025)	1	–
Head of Governance	Megan Kruger (from 1 July 2023 to 2 April 2024)	–	1
Head of Governance	Emily Keogh	1	1
Head of People & Customer	Sarah Noel (from 1 July 2024 to 31 July 2025)	1	1
Total Number of Key Management Personnel		21	18

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 7. People and relationships (continued)

(c) Remuneration of Key Management Personnel

Remuneration comprises employee benefits including all forms of consideration paid, payable or provided by Council, or on behalf of the Council, in exchange for services rendered. Remuneration of Key Management Personnel and Other senior staff is disclosed in the following categories.

Short-term employee benefits include amounts such as wages, salaries, annual leave or sick leave that are usually paid or payable on a regular basis, as well as non-monetary benefits such as allowances and free or subsidised goods or services.

Other long-term employee benefits include long service leave, other long service benefits or deferred compensation.

Post-employment benefits include pensions, and other retirement benefits paid or payable on a discrete basis when employment has ceased.

Termination benefits include termination of employment payments, such as severance packages.

	2025 $ '000	2024 $ '000
Total remuneration of key management personnel was as follows:		
Short-term employee benefits	2,552	2,711
Other long-term employee benefits	30	35
Post-employment benefits	204	206
Total	2,786	2,952

	2025 No.	2024 No.
The numbers of key management personnel whose total remuneration from Council and any related entities, fall within the following bands:		
$10,000 - $19,999	2	–
$20,000 - $29,999	3	–
$30,000 - $39,999	4	5
$40,000 - $49,999	–	1
$50,000 - $59,999	1	1
$60,000 - $69,999	1	1
$80,000 - $89,999	–	1
$90,000 - $99,999	–	1
$100,000 - $109,999	1	–
$190,000 - $199,999	–	1
$220,000 - $229,999	–	1
$240,000 - $249,999	1	–
$250,000 - $259,999	2	–
$290,000 - $299,999	–	2
$300,000 - $309,999	3	1
$310,000 - $319,999	2	1
$330,000 - $339,999	–	1
$400,000 - $409,999	–	1
$410,000 - $419,999	1	–
	21	18

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 7. People and relationships (continued)

(d) Remuneration of other senior staff

Other senior staff are officers of Council, other than Key Management Personnel, whose total remuneration exceeds $170,000 and who report directly to a member of the KMP.

	2025 $ '000	2024 $ '000
Total remuneration of other senior staff was as follows:		
Short-term employee benefits	4,752	3,499
Other long-term employee benefits	60	155
Post-employment benefits	531	373
Total	5,343	4,027

	2025 No.	2024 No.
The number of other senior staff are shown below in their relevant income bands:		
Income Range:		
$170,000 - $179,999	–	2
$180,000 - $189,999	1	2
$190,000 - $199,999	6	6
$200,000 - $209,999	9	1
$210,000 - $219,999	8	3
$220,000 - $229,999	2	4
$240,000 - $249,999	–	1
$280,000 - $289,999	1	–
	27	19

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 7. People and relationships (continued)

7.2 Related party disclosure

(a) Transactions with related parties

No transactions other than remuneration payments or the reimbursement of approved expenses were entered into by Council with Key Management Personnel, or Related Parties of such Key Management Personnel during the reporting year. If any such transactions are entered into by Council, they are at arms-length.

(b) Outstanding balances with related parties

There are no outstanding balances with related parties as at 30 June 2025 (2024: Nil).

(c) Loans to/from related parties

No loans have been made, guaranteed or secured by the Council to Key Management Personnel of the Council during the reporting period (2024: Nil).

(d) Commitments to/from related parties

There are no commitments to or from related parties as at 30 June 2025 (2024: Nil).

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 8. Managing uncertainties

8.1 Contingent assets and liabilities

Contingent assets and contingent liabilities are not recognised in the Balance Sheet, but are disclosed and if quantifiable, are measured at nominal value. Contingent assets and liabilities are presented inclusive of GST receivable or payable respectively.

(a) Contingent assets

Contingent assets are possible assets that arise from past events, whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Council.

At balance date Council was aware of Developer contributions to be received in respect of estates currently under development expected to be in the range of $270 million to $300 million (2024: $310 million to $340 million).

(b) Contingent liabilities

Contingent liabilities are:

- possible obligations that arise from past events, whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Council; or
- present obligations that arise from past events but are not recognised because:
  - it is not probable that an outflow of resources embodying economic benefits will be required to settle the obligation; or
  - the amount of the obligation cannot be measured with sufficient reliability.

Superannuation

Council has obligations under a defined benefit superannuation scheme that may result in the need to make additional contributions to the scheme, matters relating to this potential obligation are outlined below. As a result of the volatility in financial markets the likelihood of making such contributions in future periods exists.

Liability Mutual Insurance

Council is a participant of the MAV Liability Mutual Insurance (LMI) Scheme. The LMI scheme provides public liability and professional indemnity insurance cover. The LMI scheme states that each participant will remain liable to make further contributions to the scheme in respect of any insurance year in which it was a participant to the extent of its participant's share of any shortfall in the provision set aside in respect of that insurance year, and such liability will continue whether or not the participant remains a participant in future insurance years.

MAV Workcare

Council was a participant of the MAV WorkCare Scheme. The MAV WorkCare Scheme provided workers compensation insurance. MAV WorkCare commenced business on 1 November 2017 and the last day the Scheme operated as a self-insurer was 30 June 2021. In accordance with the Workplace Injury Rehabilitation and Compensation Act 2013 , there is a six-year liability period following the cessation of the Scheme (to 30 June 2027). At the end of the liability period, an adjustment payment may be required (or received). The determination of any adjustment payment is dependent upon revised actuarial assessments of the Scheme's tail claims liabilities as undertaken by Work Safe Victoria.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 8. Managing uncertainties (continued)

8.2 Change in accounting standards

Certain new Australian Accounting Standards and interpretations have been published that are not mandatory for the 30 June 2025 reporting period. Council assesses the impact of these new standards. As at 30 June 2025 there was a $5.86 million impact to the fair valuation of buildings and infrastructure assets due to the assessment of the amendments to AASB 13 by Council.

In September 2024 the Australian Accounting Standards Board (AASB) issued two Australian Sustainability Reporting Standards (ASRS). This followed Commonwealth legislation establishing Australia's sustainability reporting framework. Relevant entities will be required to undertake mandatory reporting of climate-related disclosures in future financial years. Public sector application issues remain under consideration and Council will continue to monitor developments and potential implications for future financial years.

8.3 Financial instruments

(a) Objectives and policies

The Council's principal financial instruments comprise cash assets, term deposits, managed funds, receivables (excluding statutory receivables), payables (excluding statutory payables) and bank borrowings. Details of the material accounting policies and methods adopted, including the criteria for recognition, the basis of measurement and the basis on which income and expenses are recognised, in respect of each class of financial asset, financial liability and equity instrument is disclosed in the notes of the financial statements. Risk management is carried out by senior management under policies approved by the Council. These policies include identification and analysis of the risk exposure to Council and appropriate procedures, controls and risk minimisation.

(b) Market risk

Market risk is the risk that the fair value or future cash flows of Council financial instruments will fluctuate because of changes in market prices. Council's exposure to market risk is primarily through fair valuation and interest rate risk with some price risks exposure in managed funds and and no exposure to foreign currency risk.

Interest rate risk

Interest rate risk refers to the risk that the value of a financial instrument or cash flows associated with the instrument will fluctuate due to changes in market interest rates. Council's interest rate liability risk arises primarily from long term loans and borrowings at fixed rates which exposes Council to fair value interest rate risk. Cash flow interest rate risk is the risk that the future cash flows of a financial instrument will fluctuate because of changes in market interest rates. Council has minimal exposure to cash flow interest rate risk through its cash and deposits that are at floating rates.

Investment of surplus funds is made with approved financial institutions under the *Local Government Act 2020*.
Council manages interest rate risk by adopting an investment policy that ensures:

- diversification of investment product;
- monitoring of return on investment; and
- benchmarking of returns and comparison with budget.

There has been no significant change in Council's exposure, or its objectives, policies and processes for managing interest rate risk or the methods used to measure this risk from the previous reporting period.

Interest rate movements have not been sufficiently significant during the year to have an impact on Council's year end result.

(c) Credit risk

Credit risk is the risk that a contracting entity will not complete its obligations under a financial instrument and cause Council to make a financial loss. Council has exposure to credit risk on some financial assets included in the balance sheet. Particularly significant areas of credit risk exist in relation to outstanding fees and fines as well as loans and receivables from sporting clubs and associations. To help manage this risk:

- Council has a policy for establishing credit limits for the entities Council deals with;
- Council may require collateral where appropriate; and

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 8. Managing uncertainties (continued)

- Council only invests surplus funds with financial institutions which have a recognised credit rating specified in Council's investment policy.

Receivables consist of a large number of customers, spread across the ratepayer, business and government sectors. Credit risk associated with Council's financial assets is minimal because the main debtor is secured by a charge over the rateable property.

There are no material financial assets which are individually determined to be impaired.

Council may also be subject to credit risk for transactions which are not included in the balance sheet, such as when Council provides a guarantee for another party. Details of our contingent liabilities are disclosed in Note 8.1(b).

The maximum exposure to credit risk at the reporting date to recognised financial assets is the carrying amount, net of any allowance for impairment of those assets, as disclosed in the balance sheet and notes to the financial statements. Council does not hold any collateral.

(d) Liquidity risk

Liquidity risk includes the risk that, as a result of Council's operational liquidity requirements it will not have sufficient funds to settle a transaction when required or will be forced to sell a financial asset at below value or may be unable to settle or recover a financial asset.

To help reduce these risks Council:

- have a liquidity policy which targets a minimum and average level of cash and cash equivalents to be maintained;
- have readily accessible standby facilities and other funding arrangements in place;
- have a liquidity portfolio structure that requires surplus funds to be invested within various bands of liquid instruments;
- monitor budget to actual performance on a regular basis; and
- set limits on borrowings relating to the percentage of loans to rate revenue and percentage of loan principal repayments to rate revenue.

The Council's maximum exposure to liquidity risk is the carrying amounts of financial liabilities as disclosed on the face of the Balance Sheet and the amounts related to financial guarantees, and is deemed insignificant based on prior periods' data and current assessment of risk.

Other than adding further funds to investment portfolio managed by VFMC, there has been no change in Council's exposure, or its objectives, policies and processes for managing liquidity risk or the methods used to measure this risk from the previous reporting period.

With the exception of borrowings, all financial liabilities are expected to be settled within normal terms of trade.

Unless otherwise stated, the carrying amounts of financial instruments reflect their fair value.

(e) Sensitivity disclosure analysis

Taking into account past performance, future expectations, economic forecasts, and management's knowledge and experience of the financial markets, Council believes the following movements are 'reasonably possible' over the next 12 months:

- A parallel shift of + 0.5% and -1.0% in market interest rates (AUD) from year-end rates of 5.1% for all term deposits and 6.4% for VFMC managed funds.

These movements will not have a material impact on the valuation of Council's financial assets and liabilities, nor will they have a material impact on the results of Council's operations.

8.4 Fair value measurement

Fair Value Hierarchy
The Council's financial assets and liabilities are not valued in accordance with the fair value hierarchy, Council's financial assets and liabilities are measured at amortised cost.

continued on next page ...

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 8. Managing uncertainties (continued)

Council measures certain assets and liabilities at fair value where required or permitted by AAS. *AASB 13* Fair value measurement aims to improve consistency and reduce complexity by providing a definition of fair value and a single source of fair value measurement and disclosure requirements for use across AAS.

Council has considered the amendments to *AASB 13 Fair Value Measurement* that apply for the 2024-25 financial year as a result of AASB 2022-10 Amendments to Australian Accounting Standards - Fair Value Measurement of Non-Financial Assets of Not-for-Profit Public Sector Entities. For assets, where the Council adopts a current replacement cost approach to determine fair value, the Council now considers the inclusion of site preparation costs, disruption costs and costs to restore another entity's assets in the underlying valuation.

The AASB 13 amendments apply prospectively, comparative figures have not been restated.

The AASB 13 amendments have impacted Council's financial statements as follows

The current replacement cost of Council assets, buildings and infrastructure assets has increased by $5.86 million due to the inclusion of site preparation costs, disruption costs and costs to restore another entity's assets.

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within a fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

Level 1 — Quoted (unadjusted) market prices in active markets for identical assets or liabilities
Level 2 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable; and
Level 3 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable.

For the purpose of fair value disclosures, Council has determined classes of assets and liabilities on the basis of the nature, characteristics and risks of the asset or liability and the level of the fair value hierarchy as explained above.

In addition, Council determines whether transfers have occurred between levels in the hierarchy by re-assessing categorisation (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period.

Revaluation
Subsequent to the initial recognition of assets, non-current physical assets, other than plant and equipment, are measured at their fair value, being the price that would be received to sell an asset (or paid to transfer a liability) in an orderly transaction between market participants at the measurement date. (For plant and equipment carrying amount is considered to approximate fair value given short useful lives). At balance date, the Council reviewed the carrying value of the individual classes of assets measured at fair value to ensure that each asset materially approximated its fair value. Where the carrying value materially differed from the fair value at balance date, the class of asset was revalued.

Fair value valuations are determined in accordance with a valuation hierarchy. Changes to the valuation hierarchy will only occur if an external change in the restrictions or limitations of use of an asset result in changes to the permissible or practical highest and best use of the asset. In addition, Council undertakes a formal revaluation of land, buildings, and infrastructure assets on a regular basis ranging from 1 to 4 years. The valuation is performed either by experienced council officers or independent experts. The following table sets out the frequency of revaluations by asset class.

Asset Class	**Revaluation frequency**
Land	1 to 4 years
Buildings	1 to 4 years
Roads	1 to 4 years
Bridges	1 to 4 years
Footpaths and cycleways	1 to 4 years
Drainage	1 to 4 years
Recreational, leisure and community facilities	1 to 4 years
Waste management	1 to 4 years
Parks, open space and streetscapes	1 to 4 years
Other infrastructure	1 to 4 years

continued on next page ...

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 8. Managing uncertainties (continued)

Where the assets are revalued, the revaluation increases are credited directly to the asset revaluation reserve except to the extent that an increase reverses a prior year decrease for that class of asset that had been recognised as an expense in which case the increase is recognised as revenue up to the amount of the expense. Revaluation decreases are recognised as an expense except where prior increases are included in the asset revaluation reserve for that class of asset in which case the decrease is taken to the reserve to the extent of the remaining increases. Within the same class of assets, revaluation increases and decreases within the year are offset.

Impairment of assets

At each reporting date, the Council reviews the carrying value of its assets to determine whether there is any indication that these assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair value less costs of disposal and value in use, is compared to the assets carrying value. Any excess of the assets carrying value over its recoverable amount is expensed to the comprehensive income statement, unless the asset is carried at the revalued amount, in which case the impairment loss is recognised directly against the revaluation surplus in respect of the same class of asset to the extent that the impairment loss does not exceed the amount in the revaluation surplus for that same class of asset.

8.5 Events occurring after balance date

No matters have occurred after balance date that require disclosure in the financial report.

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 9. Other matters

	Balance at beginning of reporting period $ '000	Increase (decrease) $ '000	Balance at end of reporting period $ '000
9.1 Reserves			
(a) Asset revaluation reserves			
2025			
Property			
Land - specialised	123,218	–	123,218
Land - non specialised	234,893	–	234,893
Buildings	70,990	34,944	105,934
Buildings - non specialised	11,442	4,353	15,795
	440,543	39,297	479,840
Infrastructure			
Roads	397,917	–	397,917
Bridges	92,283	–	92,283
Footpaths and cycleways	162,574	–	162,574
Drainage	387,236	110,662	497,898
Recreational, leisure and community facilities	46,676	–	46,676
Offstreet car parks	6,611	–	6,611
Kerb and channel	93,602	–	93,602
Traffic management	7,690	12,558	20,248
Other infrastructure	679	–	679
	1,195,268	123,220	1,318,488
Total asset revaluation reserves	1,635,811	162,517	1,798,328
2024			
Property			
Land - specialised	123,218	–	123,218
Land - non specialised	234,893	–	234,893
Buildings	70,990	–	70,990
Buildings - non specialised	11,442	–	11,442
	440,543	–	440,543
Infrastructure			
Roads	518,407	(120,490)	397,917
Bridges	51,858	40,425	92,283
Footpaths and cycleways	21,584	140,990	162,574
Drainage	387,236	–	387,236
Recreational, leisure and community facilities	34,761	11,915	46,676
Offstreet car parks	–	6,611	6,611
Kerb and channel	–	93,602	93,602
Traffic management	7,690	–	7,690
Other infrastructure	679	–	679
	1,022,215	173,053	1,195,268
Total asset revaluation reserves	1,462,758	173,053	1,635,811

continued on next page ...

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 9. Other matters (continued)

The asset revaluation reserve is used to record the increased (net) value of Council's assets over time.

	Balance at beginning of reporting period $ '000	Transfer from Accumulated Surplus $ '000	Transfer to Accumulated Surplus $ '000	Balance at end of reporting period $ '000
(b) Other reserves				
2025				
Restricted reserves				
Street trees/drainage	1,064	79	–	1,143
Community infrastructure	359,079	169,514	(189,216)	339,377
Total restricted reserves	360,143	169,593	(189,216)	340,520
Discretionary reserves				
Perpetual maintenance	148	11	–	159
Defined benefit call	421	31	–	452
Infrastructure and strategic investment	136,870	14,659	(12,624)	138,905
Capital reserve	14,068	–	(12,863)	1,205
Total discretionary reserves	151,507	14,701	(25,487)	140,721
Total Other reserves	511,650	184,294	(214,703)	481,241
2024				
Restricted reserves				
Street trees/drainage	999	65	–	1,064
Community infrastructure	314,054	139,930	(94,905)	359,079
Total restricted reserves	315,053	139,995	(94,905)	360,143
Discretionary reserves				
Perpetual maintenance	139	9	–	148
Defined benefit call	395	26	–	421
Infrastructure and strategic investment	122,873	13,997	–	136,870
Capital reserve	41,033	–	(26,965)	14,068
Total discretionary reserves	164,440	14,032	(26,965)	151,507
Total Other reserves	479,493	154,027	(121,870)	511,650

Street trees/drainage
Developer contributions for provision of drainage assets and street beautification.

Community infrastructure
Developer contributions collected to deliver community infrastructure within PSP and non-PSP areas in accordance with the *Planning and Environment Act 1987* and section 173 agreements.

Perpetual maintenance
Provision for perpetual maintenance of Melton Cemetery.

Public art
Provision for installation and maintenance of public art throughout the municipality.

continued on next page ...

Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 9. Other matters (continued)

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

Infrastructure and strategic investment
Income generated from Atherstone estate set aside for strategic investment and major capital works.

Capital reserve
Provision for capital works carried forward from previous years.

	2025 $ '000	2024 $ '000
9.2 Reconciliation of cash flows from operating activities to surplus/(deficit)		
Surplus/(deficit) for the year	392,481	293,515
Non-cash adjustments:		
Depreciation/amortisation	62,543	56,884
(Profit)/loss on disposal of property, infrastructure, plant and equipment	5,074	2,756
Fair value adjustments for investment property	125	(975)
Contributions - Non-monetary assets including rolling credits	(353,361)	(246,042)
Amounts disclosed in financing activities	147	217
Revaluation decrements of IPP&E direct to P&L	–	4,418
Change in assets and liabilities:		
(Increase)/decrease in trade and other receivables	33,194	(4,435)
(Increase)/decrease in inventories	7	13
(Increase)/decrease in prepayments	(4,154)	159
Increase/(decrease) in contract assets	6,651	10,876
Increase/(decrease) in trade and other payables	13,477	2,699
Increase/(decrease) in provisions	1,613	2,037
(Decrease)/increase in other liabilities	(9,494)	9,532
(Decrease)/increase in contract and other liabilities	(3,680)	(8,459)
Net cash provided by/(used in) operating activities	144,623	123,195

9.3 Superannuation

Council makes the majority of its employer superannuation contributions in respect of its employees to the Local Authorities Superannuation Fund (the Fund). This Fund has two categories of membership, accumulation and defined benefit, each of which is funded differently. Obligations for contributions to the Fund are recognised as an expense in the Comprehensive Income Statement when they are made or due.

Accumulation
The Fund's accumulation category, Vision MySuper/Vision Super Saver, receives both employer and employee contributions on a progressive basis. Employer contributions are normally based on a fixed percentage of employee earnings (for the year ended 30 June 2025, this was 11.5% as required under Superannuation Guarantee (SG) legislation (2024: 11.0%)).

Defined Benefit
Council does not use defined benefit accounting for its defined benefit obligations under the Fund's Defined Benefit category. This is because the Fund's Defined Benefit category is a pooled multi-employer sponsored plan.

The Fund Actuary is unable to allocate benefit liabilities, assets and costs between employers for the purposes of AASB 119 due to lack of proportional split of the defined benefit liabilities, assets and cost between participating employers.

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Melton City Council

Notes to the Financial Statements

for the year ended 30 June 2025

Note 9. Other matters (continued)

Council makes employer contributions to the Defined Benefit category of the Fund at rates determined by the Trustee on the advice of the Fund Actuary using triennial actuarial investigations with the last investigation as at 30 June 2024 conducted and completed by 31 October 2024. The vested benefit index (VBI) is used as an indicator. The VBI as at 30 June 2024 was 105.4%. A VBI above 100% is considered satisfactory.

The VBI is used as the primary funding indicator. Because the VBI was above 100%, the 30 June 2024 actuarial investigation determined the Defined Benefit category was in a satisfactory financial position and that no change was necessary to the Defined Benefit category's funding arrangements from prior years.

The 2024 triennial actuarial investigation surplus amounts

An actuarial investigation is conducted annually for the Defined Benefit category of which Council is a contributing employer. Generally, a full actuarial investigation is conducted every three years and interim actuarial investigations are conducted for each intervening year. A full investigation was conducted as at 30 June 2024, further details of which are disclosed in the financial report for the year ended 30 June 2024.

Employer contributions

Defined benefit employer contributions can either be *regular contributions* or *funding calls*.

Regular contributions are based on 2024 triennial actuarial investigation conducted by the Fund Actuary, Council makes employer contributions to the Fund's Defined Benefit category at rates determined by the Fund's Trustee. The rate is expected to increase in line with any increases in the SG contribution rate and was reviewed as part of the 30 June 2024 triennial valuation and Council reimburses the Fund to cover the excess of the benefits paid as a consequence of retrenchment above the funded resignation or retirement benefit.

The *Funding Calls* are made if Defined Benefit category is in unsatisfactory financial position at an actuarial investigation. The Fund monitors its VBI on a quarterly basis and the Fund has set its shortfall limit at 98%.

The 2025 interim actuarial investigation

An interim actuarial investigation is being conducted for the Fund's position as at 30 June 2025 as the Fund provides lifetime pensions in the Defined Benefit category. It is anticipated that this actuarial investigation will be completed by October 2025.

The VBI of the Defined Benefit category was 110.5% as at 30 June 2025. The financial assumptions used to calculate the 30 June 2025 VBI were:

Net investment returns 5.7% pa
Salary information 3.5% pa
Price inflation (CPI) 2.6% pa

Council was notified of the 30 June 2025 VBI during August 2025.

Because the VBI was above 100%, the Defined Benefit category was in a satisfactory financial position at 30 June 2025 and it is expected that the actuarial investigation will recommend that no change will be necessary to the Defined Benefit category's funding arrangements from prior years.

Note 10. Changes in accounting policies

There have been no changes to accounting policies in the 2024-25 year.

Melton City Council

PERFORMANCE STATEMENT
for the year ended 30 June 2025

A vibrant, safe and liveable
City accessible to all

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Certification of the Performance Statement

In my opinion, the accompanying performance statement has been prepared in accordance with the *Local Government Act 2020* and the Local Government (Planning and Reporting) Regulations 2020.

Brandon Howard CPA
Principal Accounting Officer

Dated: 22 September 2025

In our opinion, the accompanying performance statement of the Melton City Council for the year ended 30 June 2025 presents fairly the results of the Council's performance in accordance with the *Local Government Act 2020* and the Local Government (Planning and Reporting) Regulations 2020.

The performance statement contains the relevant performance indicators, measures and results in relation to service performance, financial performance and sustainable capacity.

At the date of signing, we are not aware of any circumstances that would render any particulars in the performance statement to be misleading or inaccurate.

We have been authorised by the Council and by the Local Government (Planning and Reporting) Regulations 2020 to certify this performance statement in its final form.

Cr Steve Abboushi
Mayor

Dated: 22 September 2025
232 High Street, Melton VIC

Cr Lara Carli
Deputy Mayor

Dated: 22 September 2025
232 High Street, Melton VIC

Roslyn Wai
Chief Executive Officer

Dated: 22 September 2025
232 High Street, Melton VIC

VAGO Audit report

VAGO Audit report

Performance Statement

For the year ended 30 June 2025

Section 1: Description of municipality

Located 19 kilometres northwest of Melbourne's CBD, the City of Melton is one of the fastest growing areas in Australia, projected to grow from 219,697 residents today to 455,980 by 2046. We have on average 71 families moving in, and 76 babies born in our city every week. More than 60,000 residents were born overseas and almost 70,000 residents speak a language other than English at home.

The City of Melton is an integral part of Melbourne's western growth corridor, connected to the State of Victoria's major freeways and airports, as well as the State's largest industrial hub and the Port of Melbourne.

The City of Melton is a community that is transforming into a bustling region where people aspire to build a home, raise a family, establish a business and pursue a career. Whilst much of what attracts people to our City stems from our proximity to Melbourne, new estates, and the beauty of our natural open spaces, it is in fact our community, our people and our values that make this great City, the place that people want to call home.

Section 2. Service Performance Indicators

For the year ended 30 June 2025

		Results					
		2022	2023	2024	2025	2025	
	Service/*indicator* /*measure*	Actual	Actual	Actual	Target as per budget	Actual	Comment
	Aquatic facilities						
	Utilisation						
AF6	*Utilisation of aquatic facilities* [Number of visits to aquatic facilities / Municipal population]	1.00	1.61	1.82	N/A	1.63	Although slightly lower than previous result, visitation to aquatic facilities meets KPI targets in the facilities management contract for the financial year.
	Animal management						
	Health and safety						
AM7	*Animal management prosecutions* [Number of successful animal management prosecutions/Number of animal management prosecutions] x100	100%	100%	100%	N/A	100%	Six matters were heard and succesfuly prosecuted during the financial year ending 30 June 2025.
FS4	**Food safety**						
	Health and safety						
	Critical and major non-compliance outcome notifications [Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises] x100	100.00%	0.00%	0.00%	N/A	0.00%	No notifications received during the financial year ending 30 June 2025.

		Results					
		2022	2023	2024	2025	2025	
	Service/*indicator /measure*	Actual	Actual	Actual	Target as per budget	Actual	Comment
	Governance						
	Satisfaction						
G2	*Satisfaction with community consultation and engagement (community satisfaction rating out of 100 with the consultation and engagement efforts of Council)*	65	70	69	64.96	70	The 2024/25 result is marginally increased in comparison to that of 2023/24, and is significantly higher than the set target which indicates the community is increasingly satisfied with Council's community consultation and engagement.
	Libraries						
	Participation						
LB7	*Library membership* [percentage of the population that are registered library members] x100	N/A	N/A	19.70%	N/A	23.07%	There has been a relatively small increase in library memberships, primarily as a result of significant population growth across the City.
	Maternal and child health						
	Participation						
MC4	*Participation in the MCH service* [Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100	55.98%	52.80%	53.20%	N/A	66.73%	The transition from a prioritised service model to a full service delivery model in Maternal and Child Health (MCH) services has led to a notable increase (14%) in participation. 9,612 children attended the MCH service at least once throughout the year and 14,404 children were enrolled in the MCH service.
	Participation						
MC5	*Participation in the MCH service by Aboriginal children* [Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100	64.03%	80.04%	67.34%	N/A	86.73%	During the reporting period, participation in Maternal and Child Health (MCH) services by Aboriginal children increased, reflecting strengthened engagement with Aboriginal families. A key contributing factor was the employment of an Aboriginal MCH nurse, whose culturally safe outreach and presence within the community have fostered trust and improved access. 298 Aboriginal children attended the MCH service at least once throughout the year and 343 Aboriginal children enrolled in the service.

		Results					
		2022	2023	2024	2025	2025	
	Service/*indicator* /*measure*	Actual	Actual	Actual	Target as per budget	Actual	Comment
	Roads						
	Condition						
R2	*Sealed local roads below the intervention level* (percentage of sealed local roads that are below the renewal intervention level set by Council and not requiring renewal)	96.50%	96.52%	97.06%	96.60%	99.95%	This is a great result owing to the greater commitment to the annual re-sealing program.
	Statutory Planning						
	Service Standard						
SP2	*Planning applications decided within the relevant required time* (percentage of planning application decisions made within the relevant required time)	87.06%	51.26%	52.80%	75.00%	61.36%	Reduced processing times over the past couple of years is a result of process improvements and less complex applications being received. These improvements will be factored into Council undertaking a review of the target set against this measure.
	Waste Collection						
	Waste diversion						
WC5	*Kerbside collection waste diverted from landfill* [Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100	43.44%	43.43%	39.73%	46.98%	38.81%	Government initiatives resulted in a higher uptake of other waste disposal options. These included the Melton Recycling Facility, free green waste disposal, hard waste collection services and the container deposit scheme with households choosing to return their cans and bottles instead of placing these in kerbside bins. Based on the result and the higher uptake of alternative disposal options, Council will review its target for this measure.

Section 3. Financial Performance Indicators

For the year ended 30 June 2025

		2022	2023	2024	2025	2025	2026	2027	2028	2029	
	Dimension/*indicator* /*measure*	Actual	Actual	Actual	Target as per budget	Actual	Forecast				Material Variations
	Efficiency										
	Expenditure level										
E2	*Expenses per property assessment* [Total expenses / Number of property assessments]	$2,654.13	$2,786.17	$2,994.28	$2,960.23	$3,314.41	$3,365.67	$3,298.84	$3,333.91	$3,361.26	The 2024/25 movement in this indicator is largely due to unbudgeted maintenance costs that had originally been budgeted against capital expenditure. Council continues to monitor expenditure.
	Revenue level										
E4	*Average rate per property assessment* [Sum of all general rates and municipal charges / Number of property assessments]	$1,671.45	$1,671.52	$1,724.84	N/A	$1,778.80	$1,930.24	$1,960.45	$1,965.79	$2,047.20	Results for this indicator have been consistent over the past few years. Revenue from rates has remained consistent with the increase in the number of rateable properties within the municipality.
	Liquidity										
	Working capital										
L1	*Current assets compared to current liabilities* [Current assets / Current liabilities] x100	311.41%	389.34%	337.36%	461.20%	303.61%	473.78%	212.53%	113.31%	99.13%	Unfavourable movement in this ratio is largely due to outflows of capital projects delivery and land acquisitions. However the Council's liquidity remains strong in dollar terms and forecasted to remain so with substantial cash reserves in place over the medium term.

	Dimension/*indicator /measure*	2022 Actual	2023 Actual	2024 Actual	2025 Target as per budget	2025 Actual	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast	Material Variations
	Unrestricted cash										
L2	*Unrestricted cash compared to current liabilities* [Unrestricted cash / Current liabilities] x100	-296.08%	-349.73%	-419.78%	N/A	-342.11%	82.68%	50.50%	19.19%	5.84%	The prescribed calculation method excludes term deposits with an original maturity of greater than 90 days that are classified as Other Financial Assets. In 2025 there was a 77.67% improvement in the unrestricted cash ratio. The ratio is forecast to decrease by up an average of up to 74% by 2029. This is driven by a significant capital works program scheduled over the next four year, totalling $1.2 billion.
	Obligations										
	Loans and borrowings										
O2	*Loans and borrowings compared to rates* [Interest bearing loans and borrowings / Rate revenue] x100	5.58%	3.55%	1.79%	N/A	2.05%	11.31%	25.64%	32.60%	32.47%	Council drew down on a loan for Melton Recreation Sports Club construction and continued to repay borrowings as they mature and has had sufficient cash inflows to achieve this. Council intends to borrow to fund significant infrastructure investment in future years, new borrowings totalling $242.9 million by 2029.
O3	*Loans and borrowings repayments compared to rates* [Interest and principal repayments on interest bearing loans and borrowings / Rate revenue] x100	1.89%	1.71%	1.58%	N/A	1.39%	3.57%	5.98%	7.90%	8.81%	Council has consistently met debt obligations as they fell due, supported by adequate cash inflows throughout the period.

	Dimension/*indicator /measure*	2022 Actual	2023 Actual	2024 Actual	2025 Target as per budget	2025 Actual	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast	Material Variations
	Indebtedness										
O4	*Non-current liabilities compared to own source revenue* [Non-current liabilities / Own source revenue] x100	12.29%	13.84%	16.82%	N/A	11.36%	16.31%	24.89%	27.92%	27.09%	Council's Non Current Liabilities continue to remain stable and at manageable levels. The indicator is expected to increase to reflect $242.9 million futures borrowings over the next four years.
	Asset renewal and upgrade										
O5	*Asset renewal and upgrade compared to depreciation* [Asset renewal and asset upgrade expenses/ Asset depreciation] x100	46.40%	35.52%	91.77%	176.78%	107.33%	110.33%	199.75%	77.42%	67.29%	Asset renewal expenditure increased in 2025, driven by the delivery of a greater number of capital projects focused on renewing and upgrading Council assets. Actual expenditure remained below target due to the deferral of some works to 2026 and depreciation was $5.5 million above budget. Looking ahead, Council anticipates significant asset growth over the medium to long term, which will result in higher depreciation charges.
	Operating position										
	Adjusted underlying result										
OP1	*Adjusted underlying surplus (or deficit)* [Adjusted underlying surplus (deficit)/ Adjusted underlying revenue] x100	33.28%	31.27%	12.76%	N/A	21.46%	24.87%	30.69%	25.52%	28.07%	The increase in this ratio during 2025 is primarily attributable to higher income received within the reporting period. The Commonwealth Government paid the full allocation for the 2025 financial assistance grants, along with an advance payment of 50% of the 2026 allocation.
S1	*Rates compared to adjusted underlying revenue* [Rate revenue / Adjusted underlying revenue] x100	48.43%	48.35%	58.61%	51.50%	48.79%	49.51%	46.94%	49.66%	49.10%	The result for the measure is 2.72% below target and is expected to increase by a further 0.31% by 2029.
	Rates effort										
S2	*Rates compared to property values* [Rate revenue / Capital improved value of rateable properties in the municipality] x100	0.34%	0.32%	0.31%	N/A	0.30%	0.31%	0.30%	0.29%	0.29%	This measure has remained stable over recent years and is a modest decline is expected in future.

Section 4. Sustainable Capacity Indicators

For the year ended 30 June 2025

		Results				
		2022	2023	2024	2025	
	Indicator /*measure*	**Actual**	**Actual**	**Actual**	**Actual**	**Comment**
	Population					
C1	*Expenses per head of municipal population* [Total expenses / Municipal population]	$1,090.86	$1,199.04	$1,278.68	$1,276.82	The movement in this indicator is largely due to an increase in expenditure. Council continue to manage expenditure prudently despite the high level of growth experienced within the municipality.
C2	*Infrastructure per head of municipal population* [Value of infrastructure / Municipal population]	$12,260.45	$14,986.40	$15,918.04	$15,394.10	Infrastructure constructed within the municipality has and will continue to increase at levels higher than population growth. The ratio is stable compared to prior years.
C3	*Population density per length of road* [Municipal population / Kilometres of local roads]	135.36	132.46	135.31	152.32	Results reflects a 17 % increase in population from 206,070 to 241,112 compared to a 4% increase in kilometres of road length. The population density is reflective of the growth in development within the municipality.
C4	***Own-source revenue***					
	Own-source revenue per head of municipal population [Own-source revenue / Municipal population]	$1,014.47	$1,085.94	$1,172.83	$1,078.21	Indicator is impacted by fluctuations in populations data and land development within the municipality. There was a 17% increase in population. The result was impacted by significant development contribution income as a result of this development growth.
C5	***Recurrent grants***					
	Recurrent grants per head of municipal population [Recurrent grants / Municipal population]	$193.45	$227.10	$107.91	$234.65	This ratio has increased as a result of the Commonwealth Government paying the full allocation for the 2025 financial assistance grants, along with an advance payment of 50% of the 2026 allocation.

		Results				
	Indicator /*measure*	**2022**	**2023**	**2024**	**2025**	**Material Variations**
C6	***Disadvantage***					
	Relative socio-economic disadvantage [Index of Relative Socio-Economic Disadvantage by decile]	5.00	5.00	4.00	4.00	This measure has remained stable over recent years and is expected to remain at the same levels in future.
	Workforce turnover					
C7	*Percentage of staff turnover* [Number of permanent staff resignations and terminations / Average number of permanent staff for the financial year] x100	21.55%	17.12%	13.74%	17.20%	Staff turnover rate varies from year to year. The rate at 17.20% is below the Victorian industry average of 18%.

Section 5. Notes to the accounts

For the year ended 30 June 2025

5.1. Basis of preparation

Council is required to prepare and include a performance statement within its annual report. The performance statement includes the results of the prescribed service performance, financial performance and sustainable capacity indicators and measures together with a description of the municipal district, an explanation of material variations in the results and notes to the accounts. This statement has been prepared to meet the requirements of the *Local Government Act 2020* and *Local Government (Planning and Reporting) Regulations 2020*.

Where applicable the results in the performance statement have been prepared on accounting bases consistent with those reported in the Financial Statements. The other results are based on information drawn from council information systems or from third parties (e.g., Australian Bureau of Statistics or the Council's satisfaction survey provider).

The performance statement presents the actual results for the current year and the previous three years, along with the current year's target, if mandated by *the Local Government (Planning and Reporting) Regulations 2020*. Additionally, for the prescribed financial performance indicators and measures, the performance statement includes the target budget for the current year and the results forecast for the period 2025-26 to 2028-29 by the council's financial plan.

The *Local Government (Planning and Reporting) Regulations 2020* requires explanation of any material variations in the results contained in the performance statement. Council has adopted materiality thresholds relevant to each indicator and measure and explanations have not been provided for variations below the materiality thresholds unless the variance is considered to be material because of its nature.

5.2. Definitions

Key term	Definition
Aboriginal children	means a child who is an Aboriginal person
Aboriginal person	has the same meaning as in the Aboriginal Heritage Act 2006
adjusted underlying revenue	means total income other than: · non-recurrent grants used to fund capital expenditure; and · non-monetary asset contributions; and · contributions to fund capital expenditure from sources other than those referred to above
adjusted underlying surplus (or deficit)	means adjusted underlying revenue less total expenditure
annual report	means an annual report prepared by a council under section 98 of the Act
asset renewal expenditure	means expenditure on an existing asset or on replacing an existing asset that returns the service capability of the asset to its original capability
asset upgrade expenditure	means expenditure that— (a) enhances an existing asset to provide a higher level of service; or (b) extends the life of the asset beyond its original life
critical non-compliance outcome notification	means a notification received by council under section 19N(3) or (4) of the *Food Act 1984* , or advice given to council by an authorized officer under that Act, of a deficiency that poses an immediate serious threat to public health
current assets	has the same meaning as in the Australian Accounting Standards
current liabilities	has the same meaning as in the Australian Accounting Standards
food premises	has the same meaning as in the *Food Act 1984*
intervention level	means the level set for the condition of a road beyond which a council will not allow the road to deteriorate and will need to intervene
local road	means a sealed or unsealed road for which the council is the responsible road authority under the *Road Management Act 2004*
major non-compliance outcome notification	means a notification received by a council under section 19N(3) or (4) of the *Food Act 1984* , or advice given to council by an authorized officer under that Act, of a deficiency that does not pose an immediate serious threat to public health but may do so if no remedial action is taken
MCH	means the Maternal and Child Health Service provided by a council to support the health and development of children within the municipality from birth until school age
non-current liabilities	means all liabilities other than current liabilities
own-source revenue	means adjusted underlying revenue other than revenue that is not under the control of council (including government grants)
population	means the resident population estimated by council
rate revenue	means revenue from general rates, municipal charges, service rates and service charges
relative socio-economic disadvantage	in relation to a municipal district, means the relative socio-economic disadvantage, expressed as a decile for the relevant financial year, of the area in which the municipal district is located according to the Index of Relative Socio-Economic Disadvantage of SEIFA
restricted cash	means cash, cash equivalents and financial assets, within the meaning of the Australian Accounting Standards, not available for use other than for a purpose for which it is restricted, and includes cash to be used to fund capital works expenditure from the previous financial year
SEIFA	means the Socio-Economic Indexes for Areas published from time to time by the Australian Bureau of Statistics on its Internet site
Target N/A	Targets are only set for indicators prescribed by the Know Your Council framework
unrestricted cash	means all cash and cash equivalents other than restricted cash

12.4 COMMUNITY GRANT AND FUND PROGRAM ROUND MAY - JUNE 2025

Author: Isabel Venables - Community Grants Team Leader
Presenter: Troy Scoble - Director City Life

PURPOSE OF REPORT

To advise Council of the outcomes of the May June round of Community Grants and Funds.

RECOMMENDATION:

That Council note the Community Grant and Fund Program Update for May to June 2025.

REPORT

1. Executive Summary

Melton City Council recognises the importance of supporting community groups and individuals, and Council's community grant and fund programs assist in the achievement of our strategic objectives.

Applications for the May June 2025 Community Grant Program were accepted from 1 May to 30 June 2025. A total of thirty-seven (37) applications were submitted, eighteen (18) of these applications met the criteria for assessment.

Ineligible and unsuccessful applicants have been provided feedback to assist them in resubmitting for a future round of funding.

A total of $58,985.88 has been awarded in the 2025/2026 financial year through the Community Grants Program.

In addition to these two rounds of the Community Grants Program, Community Fund applications including Resident Achievement, New Group and FairGo 4 Youth Fund applications continued to be revied and processed.

2. Background/Issues

The Community Grants and Fund program provides year-round access through to bi-monthly assessments, recognising the importance of supporting, assisting and partnering with community groups to deliver initiatives that benefit the broader community, enhance community wellbeing, and contribute to Council's strategic objectives. Applicants can apply for grants of up to $5,000 in one of the following five categories:

- **The Arts**: Building community connections, expressing creativity and local culture through the arts.
- **Sports & Hobbies**: Increasing participation and accessibility of sports and hobbies.
- **Healthy & Safe Living**: Promoting a safer, healthier, and more connected municipality.
- **Festivals & Events**: Celebrating diversity and unity, bringing people together to strengthen social connections.
- **Environment & Nature**: Reducing our environmental footprint and protecting and enhancing the City of Melton's natural environment.

The objective is to ensure equitable distribution of funding across the five categories, although actual allocations are determined by received applications. To promote all elements of the program, officers are actively encouraging applications in all categories.

The May June 2025 Community Grants round opened on 1 May 2025 and closed 30 June 2025. Applications were assessed against the Council adopted Community Grants and Fund Policy and Terms of Reference, to ensure consistency with adopted policy and procedures. An overview of the applications provided at **Appendix 1.**

Grant Assessment

The Assessment Panel operates under the adopted Terms of Reference and adheres to strict confidentiality and disclosure requirements as an Advisory Committee of Council. Panel members and Grant/Project Officers must disclose any conflicts of interest involving applicants. The Governance team advises on managing conflicts during the assessment and authorisation process.

The Assessment Panel deliberates on funding allocations during their meetings, and recommendations require formal approval from Council's Chief Executive Officer (CEO).

The summary of the assessment attached **(Appendix 2 – May/June 2025 round)** lists the grants awarded funding in the respective round. When applications are ineligible and there is sufficient time before the grant round deadline to address issues with the application, Officers assist applicants by supporting them to correct and resubmit their applications. If applications remain ineligible by the grant round deadline, the updated Grants program allows applicants to resubmit for the following round.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2025-2029 Council and Wellbeing Plan references:

1. A healthy and inclusive community

1.1 A connected community where people have equitable access to local activities, events, programs and services.

4. Financial Considerations

May/June 2025 Community Grant round

Sixteen (16) applications approved for funding in the round totalling $58,985.88.

The following table illustrates total spend for the 2024-25 financial year and cumulative spend for the 2025-26 financial year.

Round	Approved / Recommended $	Cumulative Spend % (YTD Plan)	Cumulative Spend % (YTD Actual)
May June 2025	$58,985.88	17%	13.1%
July August 2025		33%	
September October 2025		50%	
November December 2025		67%	
January February 2026		83%	
March April 2026		100%	
Total YTD Approved/Recommended:	**$58,985.88**		
FY25/26 Budget Remaining:	**$391,014.12**		

5. Consultation/Public Submissions

The following promotional and training activities were undertaken to support potential applications for the May June grant rounds:

- Personalised one-on-one meetings with over 10 community groups
- Personalised emails to previous unsuccessful Community Grant applicants and successful New Group applicants, encouraging to reapply
- Presentation at Ready, Set, Connect business network meeting on 14 May
- Poster displays at National Volunteer Week High Tea event on 22 May 2025
- Information stall at Plumpton Community Centre activation day
- Social media promotion

6. Risk Analysis

Council's Community Grant and Fund Programs strictly adhere to the relevant Policies, Guidelines and Terms of Reference to reduce and mitigate risks associated with the administration of this program. Risks related to conflict of interest are managed through declarations of interests and conflicts of interests from all relevant parties.

Council's revised Community Grant and Fund Programs also implements the recommendations of the internal audit conducted on the program in 2023 as adopted by Council.

7. Options

Council has the option to:

1. Note the report as per the officer's recommendation; or
2. Request further clarification in relation to the report.

LIST OF APPENDICES

1. Community Grants Round Application Overview - May to June 2025 - **CONFIDENTIAL**
2. Community Grants Round Application Summary - May to June 2025 - **CONFIDENTIAL**

12.5 AINTREE MAJOR TOWN CENTRE URBAN DESIGN FRAMEWORK

Author: Cillian Bell - Strategic Planner
Presenter: Travis Conway - Acting Director City Futures

PURPOSE OF REPORT

To consider the Aintree Major Town Centre Urban Design Framework.

RECOMMENDATION:

That Council adopt the Aintree Major Town Centre Urban Design Framework at **Appendix 2**.

REPORT

1. Executive Summary

The Aintree Major Town Centre (MTC) is identified as a Major Activity Centre within the western growth corridor and is a place that will fulfil a major role in the growth of Melton City.

The Aintree MTC site covers approximately 47 hectares of commercial, mixed use, and residential land and is planned to cater for retail, residential, mixed use and community facilities that will provide residents with local employment opportunities and easy access to a range of facilities and services.

The Urban Design Framework (UDF) is a statutory requirement of the Rockbank North Precinct Structure Plan (PSP) and Urban Growth Zone Schedule 4 (UGZ4) within the Melton Planning Scheme. A copy of Aintree MTC UDF can be found as an **Appendix 2**.

The PSP specifies a series of principles, organising elements, and requirements which outline its key components. Additionally, the Aintree MTC Background Report 2023 provides guidance on the major town centre's vision and strategic directions (**Appendix 1**).

It is recommended that Council adopt the Aintree Major Town Centre Urban Design Framework (September 2025).

2. Background/Issues

The Urban Design Framework (UDF) is a planning document that sets out an integrated vision for the area and guides its use and development over time through urban design principles, objectives, planning and design requirements and guidelines. The UDF must be approved by Council, as the responsible authority prior to considering any planning permit applications in the town centre.

The preparation of the Aintree Major Town Centre (MTC) UDF is a requirement of the Rockbank North Precinct Structure Plan (PSP) and Schedule 4 to the Urban Growth Zone of the Melton Planning Scheme. The land use and development within the Aintree MTC area is to be generally in accordance with the Rockbank North Precinct Structure Plan (PSP).



Figure 1: Major Town Centre Concept Plan from Rockbank North Precinct Structure Plan 2012

The MTC has an underlying zoning of Commercial 1 Zone (Clause 34.01), and all uses within the UDF area will be required to be consistent with the Commercial 1 Zone provisions. The periphery of the MTC has an applied Mixed Use Zone (Clause 32.04) to facilitate a mixed use environment with a focus on higher density residential.

The Aintree MTC is situated in one of the fastest growing regions in Australia. The Aintree suburb had 7,982 residents in 2021, which has grown from a small base population of 334 residents in 2016. This represents a 2,300% + increase in 5 years (Australian Bureau of Statistics 2021 Census and 2016 Census).

The Rockbank North PSP is expected to enable a population of approximately over 20,000 people once fully built out.

The Aintree MTC in its ultimate form will generate approximately 1,420 dwellings, approximately 36,000sqm of retail floor space, significant areas set aside for commercial, medical and entertainment and over 6,400 new jobs.

Although the existing residents currently enjoy access to the Woodlea Local Town Centre for daily retail needs, there is now an emerging demand for a major town centre to service the current and future population needs of Aintree and the Rockbank area.

There are two landowners within the UDF area. Aintree Major Town Centre Pty Ltd who own land in the north and west of the UDF area, and Leakes Road Rockbank Pty Ltd (Woodlea), who own land in the south and east of UDF area. This is demonstrated in *Figure 2* below.



Figure 2: Site Features Map from Aintree MTC UDF 2025 showing Land Ownership Parcels

Aintree Major Town Centre Urban Design Framework

In September 2021, Council engaged UrbanFold and Echelon Planning to prepare the Aintree Major Town Centre Urban Design Framework. In April 2022, Council commenced the project via a design charette which involved key stakeholders and landowners. Additional consultation sessions and meetings were held to confirm emerging themes and issues, such as the transport network, future built form design and other detailed matters in relation to the form and content UDF.

The project was undertaken in 4 stages:

Stage 1: Project Management Plan (PMP)

Stage 2: Background Report (including Technical Reports)

Stage 3: Draft Urban Design Framework

Stage 4: Final Urban Design Framework

The Background Report and Technical Reports (Traffic, drainage, flood modelling, and economic assessment peer review) were finalised in August 2023. UrbanFold on behalf of Council prepared a draft UDF and was made available for public consultation from 16 October 2023 to 13 November 2023.

The Aintree Major Town Centre Urban Design Framework is arranged into five sections:

- Section 1 (Introduction)
- Section 2 (Context)
- Section 3 (Urban Design Framework)
- Section 4 (Implementation & Staging)
- Section 5 (Review)

Section 3 provides content in relation to requirements that must be met and guidelines that should be adhered to by applicants seeking to develop the land for town centre purposes.

The UDF provides a planning tool to assist Council officers in guiding high quality urban design and development outcomes that are consistent with the urban structure (see *Figure 3*). The UDF provides an overall vision and guides the use and development of the MTC area, outlining planning and urban design principles to enable Council to assess future planning permit applications.

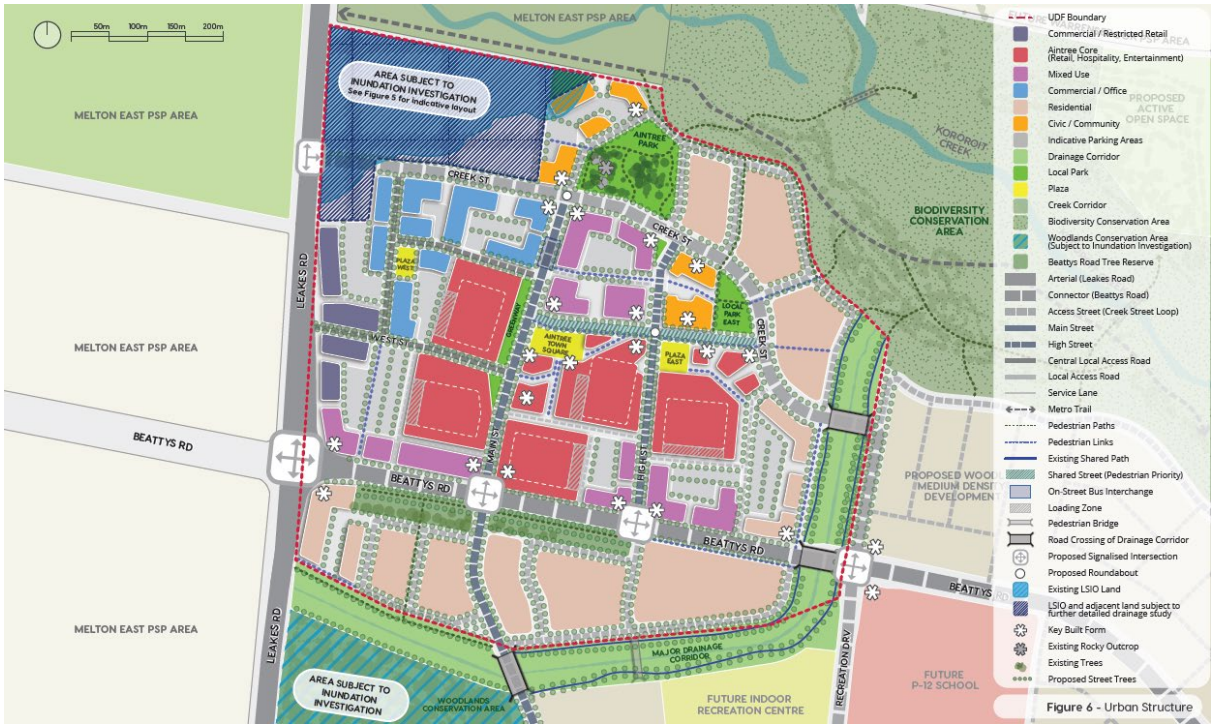


Figure 3: Urban Structure Plan from the Aintree MTC UDF 2025

The UDF builds on the work undertaken as part of the Rockbank North PSP which was gazetted in June 2012. The UDF must be generally in accordance with the plans, requirements and guidelines in the PSP. The design and structure of the UDF is guided by principles, organising elements, and requirements listed in the Rockbank North PSP.

Issues

Throughout the course of the preparation of the UDF, there have been some matters that have arisen through submissions and have subsequently been addressed and resolved.

More recently, officers have been working closely with Melbourne Water (MW) and the Department of Transport and Planning (DTP) to work through drainage and transport issues, particularly as they relate to the northwest corner of the UDF area.

Submissions were initially received from both MW and DTP which indicated that they would not be in support of the UDF until further flood modelling was complete for the Upper Kororoit Creek Development Services Scheme (DSS). This also had the potential to impact on the local road network and access onto Leakes Road.

The UDF was placed on hold in May 2024 for several reasons, including the requirement to procure additional technical studies to address information gaps identified by key government stakeholders to support the UDF. However, the most prominent issue related to challenges associated with the extent of development that may be allowed on the Land Subject to an Inundation Overlay (LSIO) in the northwest of the UDF area and its impact on transport infrastructure.

Officers conducted further consultation with MW and DTP in late 2024 to resolve submissions received in relation to the flood affected area of the UDF. It was determined that a part, or staged approach to the UDF would assist the progression of the plan.

This staged approach is demonstrated in *Figure 4* below. This plan demonstrates the staged delivery of the UDF. It is intended that there will be two phases and three stages, as described below. Stage 3 can occur once MW has completed flood modelling for the Upper Kororoit Creek Development Services Scheme.



Figure 4: Implementation Plan from the Aintree MTC UDF 2025

Resolution of Key Issues

Council officers conducted workshops with stakeholders and landowners in late 2024 to resolve key issues raised in submissions during the consultation period to the UDF. With agreement reached on the vision, network and principles of the UDF, officers determined a staged approach to the UDF was appropriate considering the longer than expected delays to receive flood modelling outcomes from MW on the Upper Kororoit Creek Development Services Scheme (DSS).

Additionally, Council's transport officers conducted multiple rounds of transport modelling to resolve concerns regarding the functionality of the Major Town Centre should the Creek Street / Leakes Road intersection be compromised as a result of flooding constraints.

Officers' internal analysis conducted in August 2025 demonstrated that the traffic network in the MTC will function at acceptable levels of service without the Creek Street / Leakes Road intersection. However, delivery of this intersection remains as the preference, as it will improve network functionality significantly.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2025-2029 Council and Wellbeing Plan references:

2. A thriving and well-designed City

2.3 A City that has well-designed and maintained places and spaces accessible to all.

4. Financial Considerations

Council officer time and resources were involved in the preparation, consultation and review of the UDF. In 2020, Council applied for the VPA's Streamlining for Growth (SfG) Program and received $150,000 in funding towards to delivery of the Aintree Major Town Centre UDF. At that time, Council also allocated $50,000 towards the project in 2021-22.

A condition of the SfG is that the final version of the Urban Design Framework will be provided to the VPA/DTP for inclusion in the SfG Program library.

5. Consultation/Public Submissions

Various methods of consultation were used to engage with the stakeholders and the wider community during the development of the UDF. These methods included Council's website, Facebook, Star Weekly Newspapers, letters, Stakeholder and Landowner workshops and meetings, and the facilitation of a community information 'drop-in' session.

An overview of the project timeline is provided below:

Date	Event
April 2022	Aintree MTC UDF Design Charette
November 2022	Meeting with Landowner (Aintree Major Town Centre Pty Ltd)
June 2023	Councillor E-News Update – Background Report
June – July 2023	Targeted government stakeholder consultation on Background Report and Technical Reports
11 September 2023	Councillor Briefing
25 September 2023	Council Report – Update on Consultation Activities
16 October – 13 November 2023	Draft Aintree UDF Consultation
23 October 2023	Community Drop-in Session
May 2024	Commencement of agency resolution process
June 2024	Letters to all interested parties providing project status update and rationale behind the UDF being placed on hold
September 2024 – August 2025	Continued Council engagement with agencies to resolve key issues and relevant updates to the UDF
22 September 2025	Formal consideration of the UDF at Council Meeting

The community consultation process involved:

- Posts on Facebook/LinkedIn to advise of consultation
- Information on Council's website (including FAQs) and Melton Conversations platform
- Newspaper advertisements in the Melton and Moorabool Star Weekly, and Brimbank and North West Star Weekly
- Letters to landholders and stakeholders
- Community 'drop-in' session

The Draft UDF was placed on consultation for 4 weeks from 16 October to 13 November 2023. Council received five submissions from stakeholders and landowners.

The submitters included Department of Energy, Environment and Climate Action (DEECA), Victorian Planning Authority (VPA), Melbourne Water (MW), Mirvac (Woodlea), and the Department of Transport and Planning (DTP).

Following this consultation, the majority of issues were able to be discussed and resolved between Officers and the submitters through meetings and workshops. However, the flooding and transport constraints has led the UDF to be staged, excising the LSIO and including an indicative layout as optional if the area was deemed developable. The Creek Street / Leakes Road intersection was the exception, as it was deemed as important for functionality of the UDF transport network.

The main issues raised by Melbourne Water and the Department of Transport and Planning in their submissions were:

- The ultimate flood levels for the area are not known as the flood modelling has not been completed for Kororoit Creek
- The effects of the proposed upgrade of Leakes Road on the floodplain is unknown
- The future design levels for the MTC needs to consider the ultimate developed drainage conditions and the ultimate flood levels associated with the Kororoit Creek floodplain, major waterway corridor and Woodlea Conservation Area

Following the initial 4 week consultation period and subsequent stakeholder engagements, the Draft UDF was amended to respond to submissions from landowners and government agencies, where considered appropriate. Post submission changes included:

- Updates to road carriageway widths to support bus capability
- Updates to the Staging Plan
- Inclusion of an Implementation Plan
- Updates to the Site Features Plan
- Updates to residential heights
- Updates to the Public Transport Plan
- The inclusion of a Movement and Place Assessment
- Updates to text throughout the document
- Updates to the Land Subject to Inundation Overlay area (flood storage area)
- Minor updates to the transport network infrastructure
- Updates to the Biodiversity Conservation Area interface

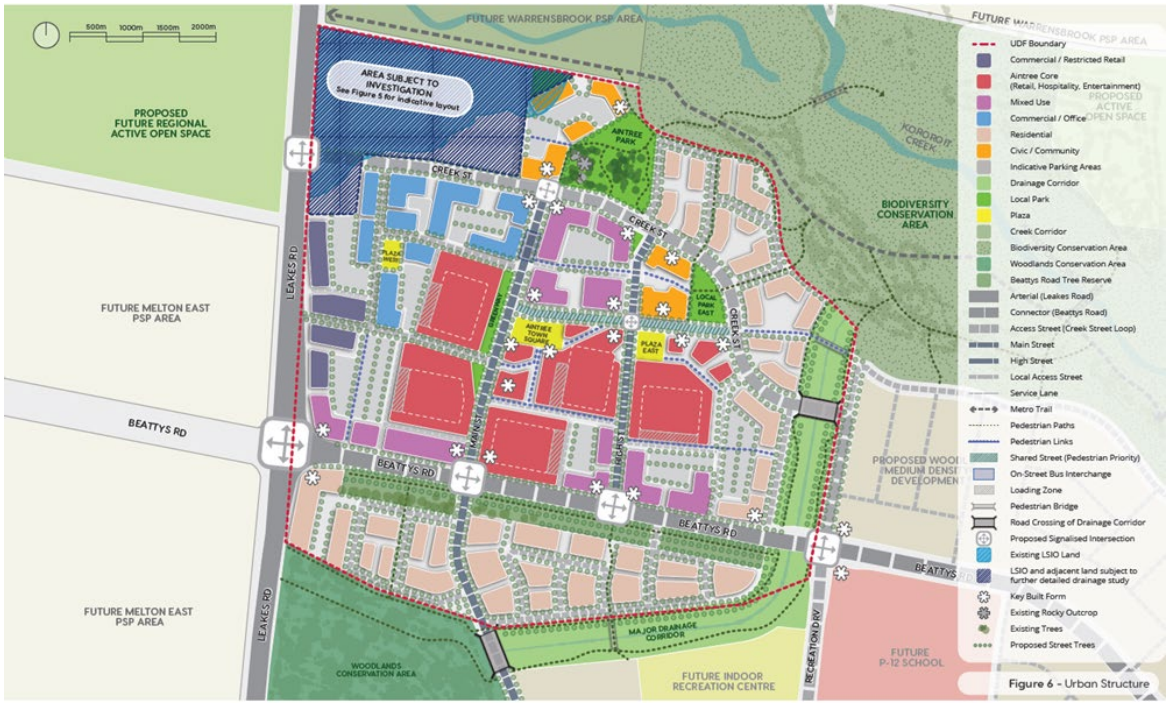


Figure 5: Urban Structure Plan from Aintree MTC UDF 2023

Figure 5 above shows the public consultation version of the Urban Structure from 2023.

Figure 6 below illustrates where changes to the plan have been made in response to the key issues identified through the consultation process.

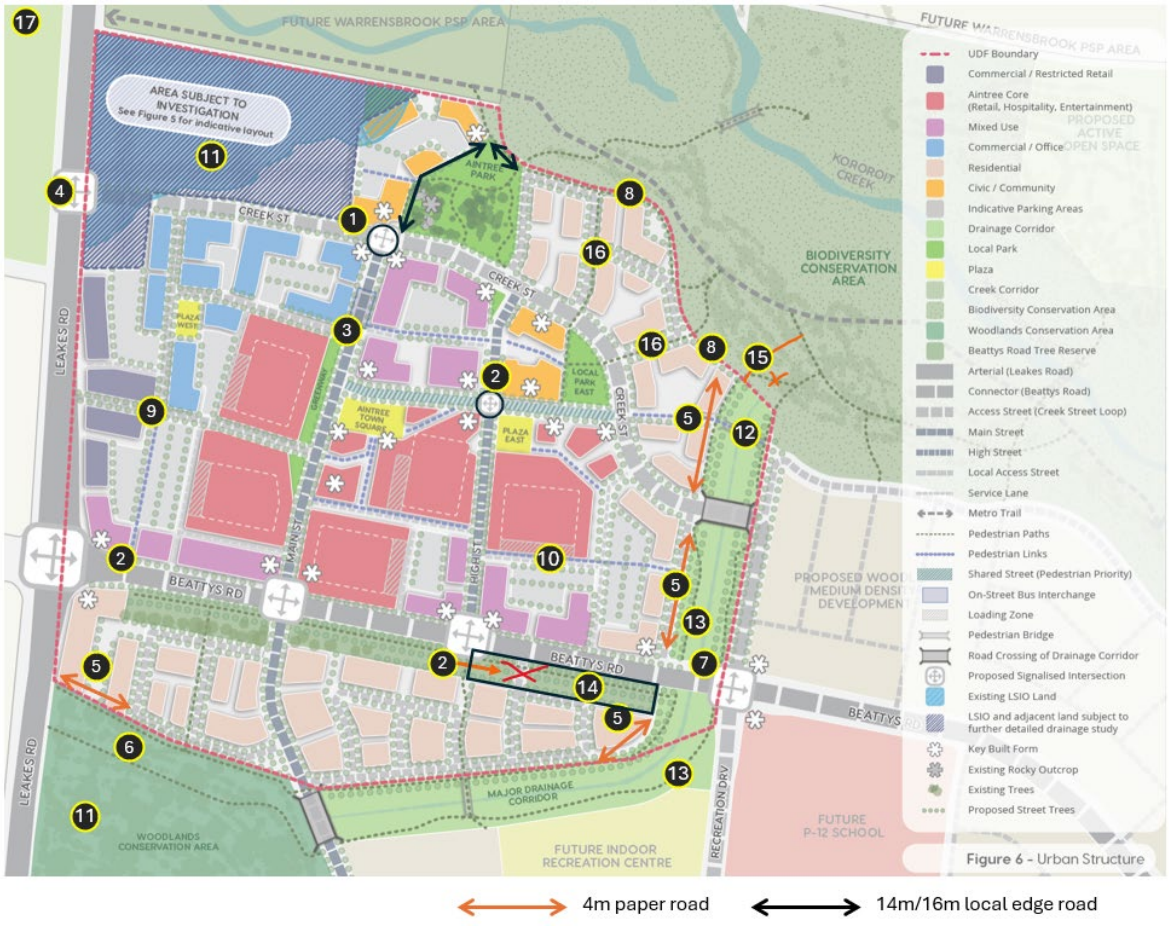


Figure 6: Urban Structure from Aintree MTC UDF August 2023

The below table explains the changes noted in Fig. 6:

Number	Changes
1	Creek Street - Width updated to 34m, intersection becomes roundabout, space for bus infrastructure, road carriageway width updated to 3.5m
2	High Street - On-street / protected bicycle lanes, parking and bicycle lanes switch positions, local access street relocated to align with High Street south of Beattys Road
3	Main Street - Road carriageway width updated to 3.5m, bicycle connections added, bus infrastructure added (bus stops and waiting areas)
4	T-Intersection - Intersection changed to a T-intersection symbol
5	Residential Interface - A paper road (4m width) added between residential interface and drainage corridor
6	Drainage Corridor - Drainage corridor graphic extended towards Leakes Road
7	Bridge - Bridge (with symbol) added over drainage corridor
8	Biodiversity Conservation Area - Local edge road (14m width) added facing Biodiversity Conservation Area, updated requirements based on DEECA feedback
9	East-West Street - East-West Street profile updated to be similar to High Street
10	Back of House Interface - New Back of House interface added, removal of pedestrian links
11	Woodlands Conservation Area - Addition of a ‘hatch’ over the Woodlands Conservation Area, addition of a label ‘Area subject to inundation investigation’ on all plans
12	Remove Bridge – Removal of pedestrian bridge over drainage crossing
13	Pedestrian Paths – Rename pedestrian paths around drainage corridors to ‘shared paths’
14	Tree Reserve – Removal of tree reserve east of High Street, replace with residential development
15	Pedestrian Path – Straighten pedestrian path
16	Pedestrian Links – Updated to blue pedestrian link
17	Scalebar – Update scalebar with correct dimensions (50m, 100m, 150m, 250m)

Through ongoing meetings and discussion with submitters, key concerns and issues are now considered to be resolved.

6. Risk Analysis

If Council choose not to adopt the project:

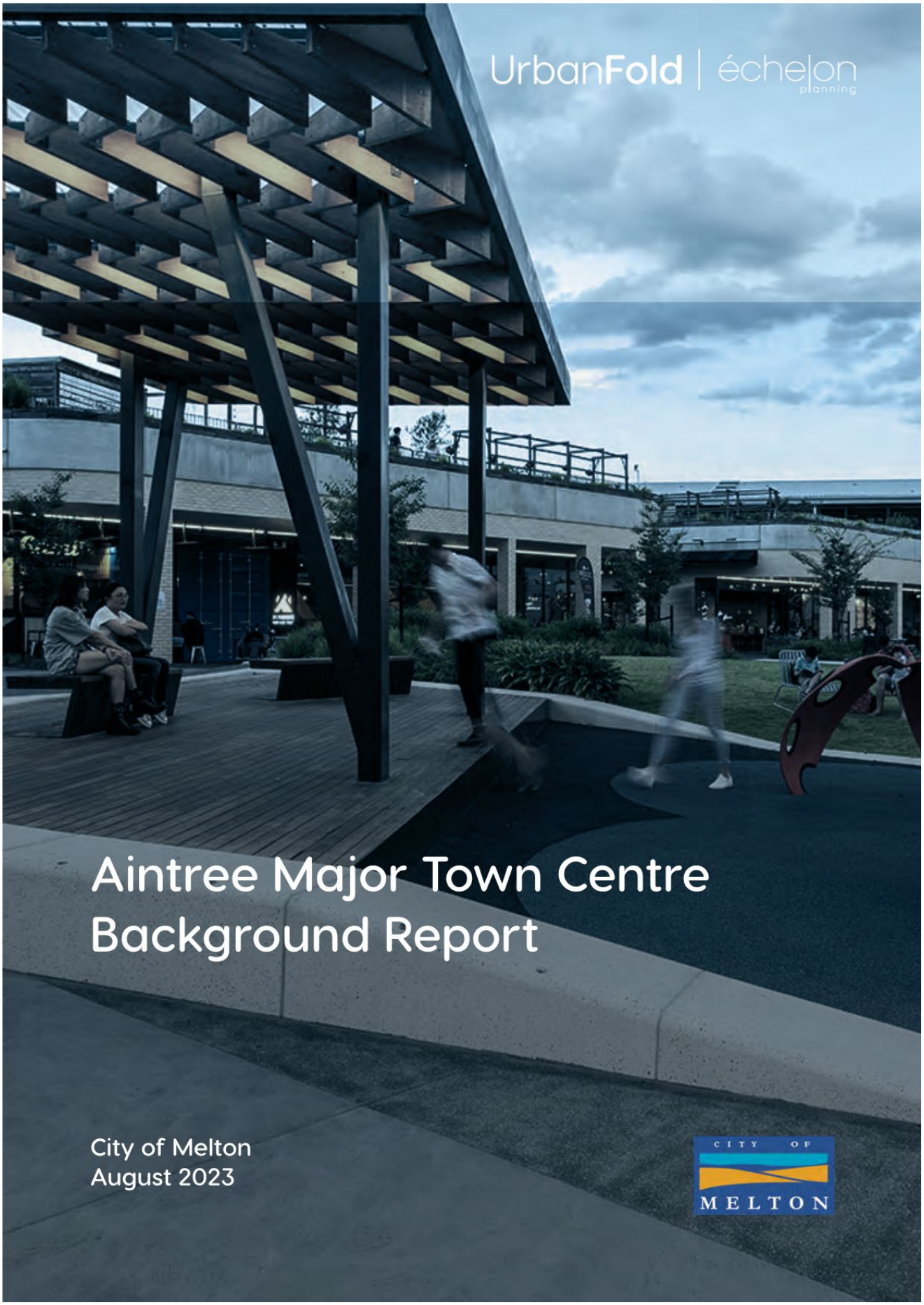
1. Council will be required to return the $150,000 received as part of the SfG program from VPA.
2. Council may not be able to consider planning permit applications for development within Aintree Major Town Centre.
3. Council may experience a delay in the delivery of much needed commercial, civic, community, entertainment and recreational uses that would provide essential services, generate business investment and provide local employment opportunities for Aintree and the surrounding catchment.

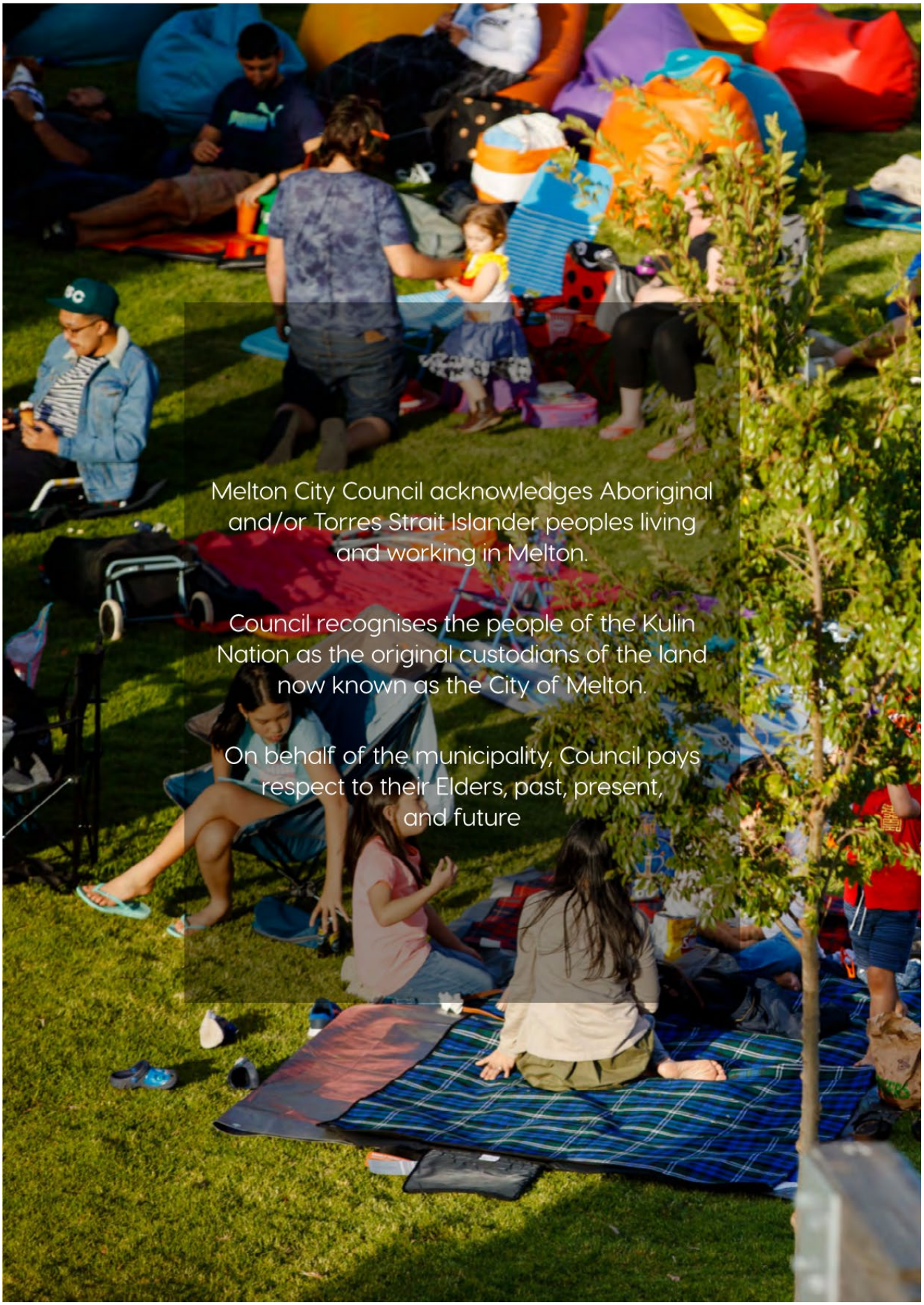
7. Options

1. Adopt the Aintree Major Town Centre Urban Design Framework at **Appendix 2**.
2. Not adopt the Aintree Major Town Centre Urban Design Framework.

LIST OF APPENDICES

1. Aintree Major Town Centre Background Report - dated August 2023
2. Aintree Major Town Centre Urban Design Framework - dated September 2025


UrbanFold | échelon planning
Aintree Major Town Centre
Background Report
City of Melton
August 2023
CITY OF MELTON


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

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Benchmaking overview

A APPENDIX
Benchmarking Studies



Introduction

UrbanFold and Echelon Planning have been engaged by Melton City Council to work collaboratively with Council and landowners to prepare the Rockbank North (Aintree) Major Town Centre Urban Design Framework. As part of this process we have prepared this Background Report, which provides a summary of the existing conditions and background analysis that informs the Aintree Urban Design Framework.

What is an Urban Design Framework?

An Urban Design Framework (UDF) is a tool used to create a set of strategic planning policies and design guidelines which inform the future development of an urban place, often a town centre.

The purpose of the UDF is to set out an integrated vision for the Centre and guide it's use and development. The UDF will guide Council officers when assessing permit applications as well as providing a vision and guidance to landowners and developers. UDF's should aim to be flexible by identifying key principles, objectives and design guidelines, whilst not dictating the actual design of the built form.

The Rockbank North Precinct Structure Plan (PSP) directs the development and future land uses in the PSP area, and requires that a UDF be prepared to expand on urban design principles illustrated and outlined in the Rockbank North PSP (and its appendices) and provide greater design guidance, focusing on the outcomes desired and the vision of the Major Town Centre (MTC).

The Rockbank North PSP identifies the Rockbank North (Aintree) MTC as a regional destination for a number of activities including employment, education, recreation, entertainment, health, civic, dining and shopping.

Development cannot occur within the UDF area until a UDF has been approved by Council

Purpose of the project.

The Rockbank North Precinct Structure Plan (PSP) and Rockbank North Development Contributions Plan (DCP) were approved by the Minister for Planning in June 2012 through Amendment C120 to the Melton Planning Scheme. The Planning Scheme Amendment also introduced the Urban Growth Zone (UGZ) – Schedule 4 which applies to the PSP area. Its is a requirement of the UGZ Schedule that an Urban Design Framework for the Major Town Centre is prepared and approved by the Responsible Authority (City of Melton).

Since the approval of the PSP, permits have been issued and acted on over the majority of the land south of Taylors Road. Development has commenced on the north side of Taylors Road from the eastern side of the PSP and is travelling west towards the MTC area.

The scale and speed of development that has occurred within the PSP has lead to the landowners within the MTC approaching Council to request the commencement of the UDF for the MTC.

The UDF will:

- Establish a clear and integrated vision for the MTC Land;
- Guide the use and development of the area through objectives and planning and design requirements and guidelines;
- Establish an implementation program of statutory and strategic initiatives;
- Include internal and external consultation with landowners, occupiers (businesses) relevant stakeholders, Council staff, Councillors and the wider community;
- Include a staging plan directing how the MTC can be effectively developed in a commercially feasible and community oriented manner; and,
- Establish a process for monitoring and review.

Purpose of the document.

A background report is required to identify issues and opportunities prior to commencing preparation of the UDF.

The purpose of this report is to document the analysis undertaken in relation to site constraints, technical investigations and relevant strategic planning policies and guidelines of the Melton Planning Scheme

This Background Report includes reviews and summaries of the following policies and studies:

- State & Local policy and key influencing documents
- Rockbank North Town Centre Technical Transport Report (including recommendations)
- Rockbank North Major Activity Centre Economic Assessment (including recommendations)
- Benchmarking of Activity Centres
- Key site opportunities & constraints
- Broad UDF recommendations

The findings of the background work will inform the development of a UDF for the Aintree MTC.

A set of technical reports will accompany this document, located in Appendix B. At the time of preparing this background report the following technical reports were available:

- Rockbank North Town Centre Technical Traffic Report prepared by The Institute for Sensible Transport
- Rockbank North Major Activity Centre Economic Assessment prepared by Urban Enterprise, and the Peer Review of that document prepared by HillPDA
- Stormwater Management Strategy (SWMS) prepared by Spiire

Melton City Council staff are undertaking a technical review of the reports and will be managing the preparation of any additional reports identified in this process.

Methodology and process.

The development of the Aintree MTC Urban Design Framework will occur throughout 2022/2023, and will be made up of the stages below.

Stage 1 - Project Management Plan
Review of all existing background material and Gap Analysis in order to create a Project Management Plan

Stage 2 - Background and Technical Reports
Review available background information, previous UDFs, and best practices, and summarise into a Background Report to understand and communicate the risks and opportunities. This will set the vision and strategic direction for the UDF.

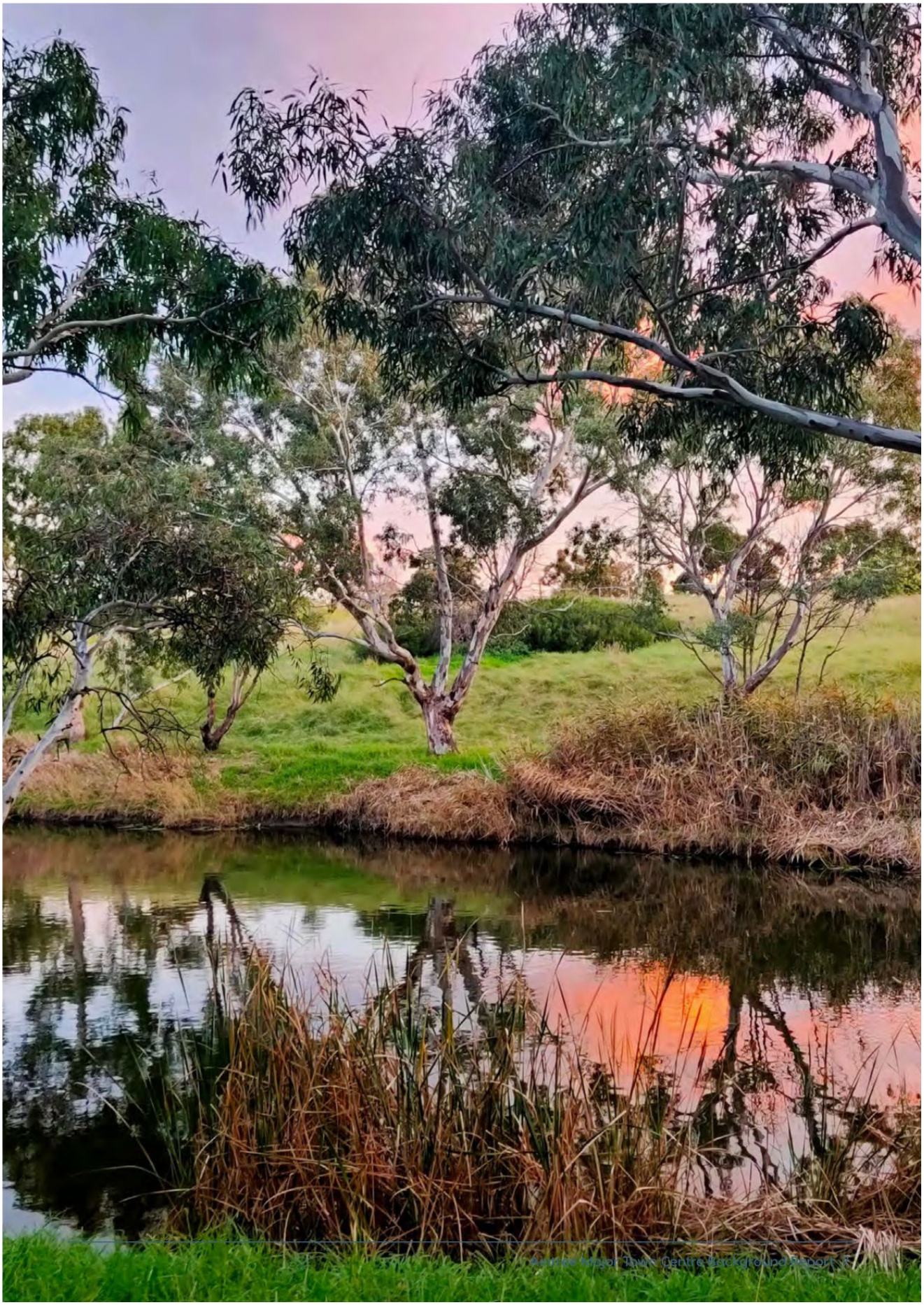
Conduct multi-day design charettes with major landowners and stakeholders.

Stage 3 - Draft UDF
Use the information gathered from the previous stage, discussions with Council and stakeholders to create the Draft UDF.

Conduct stakeholder consultation of the draft UDF.

Stage 4 - Final UDF
Review and receipt of comments from Council, key stakeholders, landowners and the broader community to help in refining the Final UDF

Stage 5 - Present Final UDF to Council for approval


Aintree Major Town Centre Background Report


Context
8 Aintree Major Town Centre Background Report

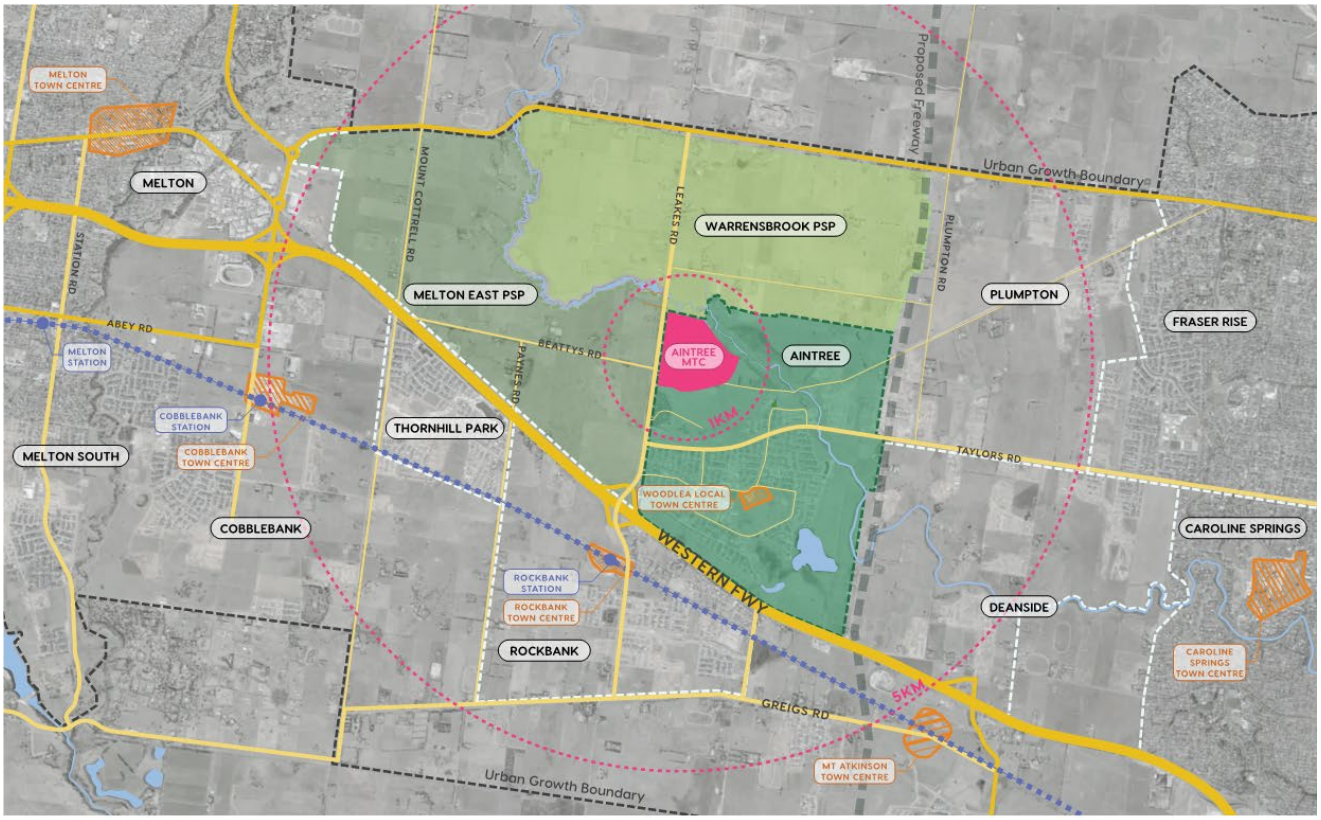


Figure 1 - Regional Context

Regional Context

The Aintree MTC UDF area is located 28km west of the Melbourne CBD in the City of Melton. Located in Melbourne's west, the City of Melton is bounded by Moorabool Shire (west), Macedon Ranges Shire (north), the Cities of Hume and Brimbank in the east and Wyndham City (south).

The Western Growth Corridor Plan set the strategic direction for future urban development of land that was included within the Urban Growth Boundary (UGB) as part of its 2010 review. The Melton Growth Area extends from Caroline Springs in the east through to Melton Township in the west, following the alignment of the Western Freeway and Melbourne - Ballarat rail line. The Western Growth Corridor Plan identifies Rockbank North as a Major Town Centre. The Western metro Region Land Use Framework Plan is currently in a draft form and is proposed to replace the Growth Corridor Plans. The Land Use Framework Plan identifies the Activity Centre as a Major Activity Centre and future Regionally Significant Commercial Land.

The Aintree MTC is part of a network of Town Centres within the Western Growth Corridor. The MTC is planned to service the north-west quadrant, including the Rockbank North PSP and future Melton East PSP and Warrensbrook PSP catchment. It is located on Leakes and Beattys Roads with interface to the Kororoit Creek.

Since the approval of the Rockbank North Precinct Structure Plan in 2012, seven further Precinct Structure Plans have been prepared and approved by the Victorian Planning Authority (VPA) in the City of Melton Growth Corridor – bringing the total number of approved PSPs to eleven.

Development in all of the City of Melton's approved PSPs have progressed substantially. In Kororoit and Plumpton in particular (which adjoin Rockbank North to the east), development is progressing rapidly towards the boundary between those PSPs and Rockbank North.

Melton East PSP, which is located directly to the west of Rockbank North, is currently under preparation by the VPA.

Major investment in new transport infrastructure is planned, in the form of the Outer Metropolitan Ring Road (OMR) and the electrification of the Melton rail line. When this occurs, it will underpin the corridor's urban growth and accessibility.

Together these projects will deliver important metropolitan connections and open up strategic employment routes that link Melbourne's south west to its north. In addition to attracting increased employment to the region, the improved transport facilities will also boost access to services and liveability for residents in Melbourne's west. The UDF for Aintree MTC will need to consider how the centre will link into these networks to optimise access and movement.

A Growing Community

The Municipality

The City of Melton is located in the outer western area of Melbourne, within 19 kilometres of the Melbourne CBD. The City of Melton is one of Australia's fastest-growing municipalities, consisting of a series of townships and communities; the largest being Caroline Springs and Melton (Caroline Springs is located 19 kilometres west of Melbourne's CBD and Melton Township is located 35 kilometres west of Melbourne's CBD). The context map (Figure 1) provides a high level overview of the area surrounding the Aintree MTC area.

The City of Melton is one of metropolitan Melbourne's growth areas and is estimated to have a population of 264,651 people by 2031 with an ultimate build-out of over 440,000 people. At present, a large portion of the municipality is undeveloped; however, this will change in the coming years, with large areas of land now within the Urban Growth Boundary (UGB).

Community History and Profile

The City of Melton has a rich Aboriginal heritage which goes back over 40,000 years. Two different but related language groups, each made up of a number of individual clans, lived in the areas now covered by the City of Melton Local Government Area. These two language groups are the Wurundjeri Woi-Wurrung and Wada-Wurrung peoples. These two Traditional Owner groups form two of the five tribes that make up the Kulin Nations. Historically and today, the inheritance of cultural practice for next generations is important, encouraging connection to people and places. City of Melton Aboriginal and/or Torres Strait Islander community members are diverse, coming from the two Traditional Owner groups, but also many Aboriginal nations and clans from across Australia.

Aboriginal stone tools and camp sites have been found along local water courses, as well as a number of scarred trees where bark had been excised out of the tree without causing harm to the ongoing health of the tree. This bark was used for making canoes, carrying containers, shields and shelters. There are a number of Aboriginal cultural heritage sites in the City of Melton; the Melton Valley Golf Course canoe scar tree, the Bullum Bullum camp site in Burnside and the site of the area's last known corroboree of 1863 in Hannah Watts Park, Melton.

The first European settlers arrived in the late 1830s. By 1862, Melton was created as a district, which would develop a rich pastoral and farming heritage. This era is still evident with numerous remaining pastoral homesteads, dry stone walls and dams. *(Source: City of Melton - Health & Wellbeing Profile 2020)*

In 1974, Melton was declared as Melbourne's first satellite city. Extensive suburban development led to a major increase in population through the 1980s, and throughout the last decade, the municipality has continued to experience unprecedented population growth. In 2020 Aintree had a population of 1841 and it is expected to increase by 77.9% to 12,586 by 2051 *(Source: Forecast ID)*. As a result, Melton is the second fastest growing municipality in Victoria, and is also a relatively 'young' community compared to Greater Melbourne, with a lower median age.

The community profile of the Melton area also differs in a number of ways to that of Greater Melbourne. It is less diverse than many areas in Greater Melbourne although this is changing as the municipality grows. A larger segment of the local population were born overseas (30% compared to 28.4% across Victoria) with the major countries of origin including India, Philippines, United Kingdom and New Zealand. Melton has a higher percentage of single parent households compared to Greater Melbourne, and also features larger households compared to Greater Melbourne, with more than half of households including children.

Melton has relatively high rates of unemployment and higher levels of mortgage stress and rental stress. There area also a high percentage of households that have two or more vehicles compared to Greater Melbourne. The City has the lowest tree canopy in metropolitan Melbourne at only 4.1% compared with the metropolitan Melbourne average of 16.2%, and a high vulnerability to heat with a score of 5 on the Heat Vulnerability Index.

Overall, across the City of Melton growth will increase infrastructure and service needs across all age groups for the foreseeable future. While the age profile will stay relatively stable, there will be significant growth in the number of people in all age groups. In addition, the impact of COVID-19 on growth and diversity is not yet clear or properly understood, and will provide further change and evolution to the local community. *(Source: City of Melton - Health & Wellbeing Profile 2020)*

Policy and Key Influencing Documents

State Policy

Plan Melbourne Metropolitan Planning Strategy 2017-2050

Plan Melbourne 2017-2050 is the Victorian Government's long-term planning strategy, guiding the way the city will grow and change to 2050.

What this means for the UDF:

- Identifies the Rockbank North MTC area as a Major Activity Centre.
- Locates Rockbank North MTC area in close proximity to large future employment bases, such as Cobblebank, Plumpton, and Rockbank.
- Identifies the Outer Metropolitan Ring Road upgrade as a potential future project (Infrastructure Victoria's Infrastructure Strategy 2021-2051 identified that staging for the project should occur within the next 2 years and that subject to business cases the construction of the first stages should commence in the next decade)
- Plan Melbourne encourages 'Living Locally' and the 20-minute neighbourhood concept through:
  - Intensification of housing and employment within activity centres
  - Providing housing choice and diversity in locations
  - Encouraging people to walk cycle or use public transport to meet everyday needs and to make better utilisation of existing transport infrastructure.
  - Seeks to achieve a distinctive and liveable city with quality design and amenity

Rockbank North Precinct Structure Plan

The Rockbank North PSP was prepared by the Victorian Planning Authority in consultation with Melton City Council, and other various government stakeholders. The PSP and DCP were approved by the Minister for Planning in June 2012 through Amendment C120 to the Melton Planning Scheme. The PSP covers the suburb now known as Aintree.

This document is the long-term plan for urban development in the Aintree area, which provides direction on land use allocation, servicing and utilities, and the community infrastructure items required for a new residential community both in the MTC and the PSP more broadly.

It is important to note that the PSP is 10 years old and so the UDF needs to build on the principles of the PSP while reflecting changes in the planning framework and the development industry that have occurred over the past 10 years. These include but are not limited to the following:

- The 20 minute neighbourhood concept
- Delivery of affordable housing
- Consideration of new housing delivery models such as Build to Rent, Deliberative Development etc.
- Resurgence of the need for small employment spaces rather than just focusing on retail
- Evolution of Urban Design Principles in more recent PSPs.
- circa 36,500m2 of retail floorspace, and will be supported in the centre hierarchy by a local town centre and a local convenience centre situated, respectively, in the western and south-western parts of the PSP.

What this means for the UDF:

The Rockbank North Future Urban Structure Plan details the broader land use configurations for the PSP area and provides information regarding to future public transport routes, and locations of open spaces and community facilities.

The supporting context provided in the PSP allows for a degree of certainty around the periphery of the UDF area, allowing for some comfort in the network of supporting streets and land uses.

The PSP also outlines a number of key social, community, and transport infrastructure pieces which also assist in providing the context required for the UDF. As outlined on the following page, the UDF provides direction on broad organising elements such as cycling and pedestrian movements. These must connect to the broader identified cycling and pedestrian connections in the PSP.

The PSP contains Requirements and Guidelines that apply across the entire PSP area as well as MTC specific Requirements including floor space controls (R39) and a break down of the items that must be addressed in the preparation of the UDF (R40).

The Rockbank North Major Town Centre Urban Design Framework Concept Plan provides a high level vision for the MTC, and how it may develop, with specific locations of buildings, location for parking, loading and active frontages.

Overall, the PSP proposes an average minimum density of 16 dwellings per hectare. Higher densities at 35 dwellings per hectare are proposed in the area surrounding the MTC, which will realise approximately 500+ dwellings within a walkable catchment of the Rockbank Train Station, bus interchange and the MTC.

The MTC is anticipated to be a vibrant mixed use town centre supported by a range of commercial, civic, educational,community, entertainment and recreational uses.

It is anticipated that the MTC will support both physical and economic growth as it evolves. Staging will likely facilitate the early delivery of essential services, with higher order retail developing in later stages.

Although outside of the UDF area, it will be important to consider the location and staging of the community (Community centre and indoor recreation centre) facilities as well as the Active Open Space areas and what impact this would have in relation to the planning and staged development of the MTC.

The PSP identifies an area in the north western corner of the UDF as an "Area subject to detailed flood analysis". This is largely based on the existing Land Subject to Inundation Overlay mapping and will be discussed later in this report.

Requirement 40 of the PSP identified the items that the UDF must address as follows:

- A response to the Major Town Centre Concept (Figure 2) and the vision and organising elements set out in this PSP;
- The role and function of the town centre as a whole;
- Appropriate land uses, their locations and relationships to the Town Centre;
- The location and integration of community facilities and services;
- The fine grain road network and how the network fosters connectivity within, to and from the Town Centre;
- The incorporation of public transport services, including a bus interchange, into the design of the Town Centre;
- The retention and enhancement of the natural environment and its integration into the Town Centre design;
- A hierarchy of public spaces including active recreation, passive recreation, conservation areas, pedestrian and cycle links, urban spaces and landscape nodes. An overall landscape concept must be included within the Urban Design Framework;

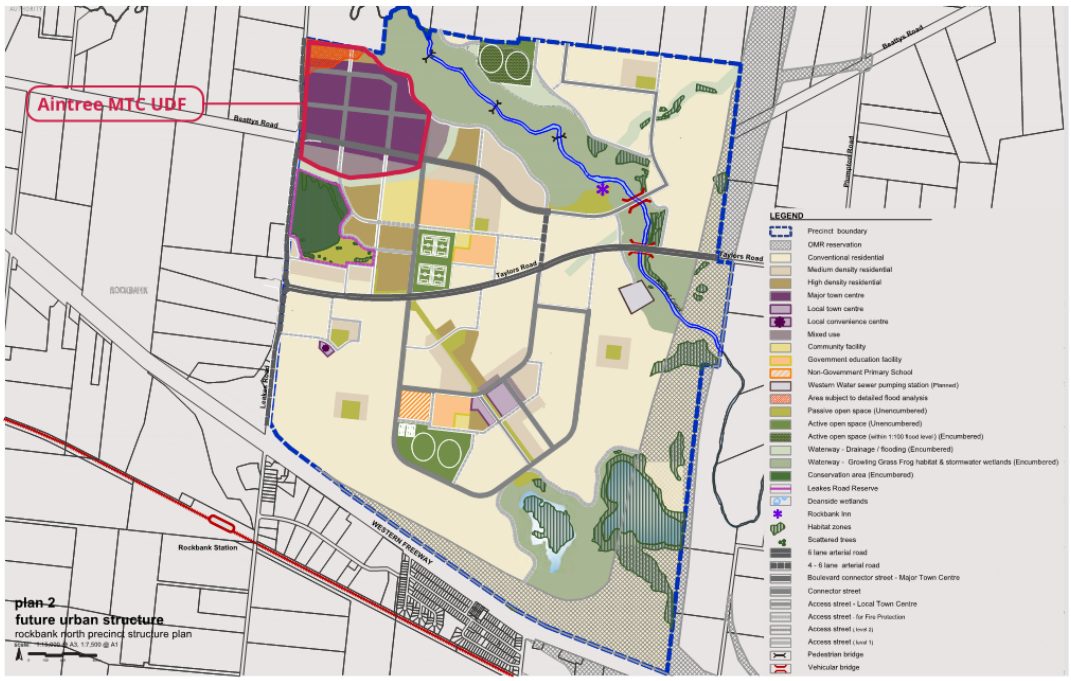


Figure 2 - Future Urban Structure concept plan from the Rockbank North PSP

- Placemaking elements, character precincts and nodal destinations within the Town Centre including a central meeting space within the urban core of the town centre(such as a town square, urban park or plaza space);
- Opportunities for medium and higher density housing and how this can be incorporated into the design of the Town Centre; and
- The staging and indicative development timing of the Town Centre.
- The interface between Kororiot Creek and the Major Town Centre to minimise detrimental impacts of the development including provision of dense planting and pollutant traps to minimise runoff into the creek.
- Demonstrate an appropriate design response that addresses the Rockbank North Major Town Centre vision, principles, objectives and organising elements and requirements outlined within this document;
- Address any relevant design guidelines prepared by the Victorian Government or by Melton City Council;
- Set out guidelines to positively address environmental sustainability including integrated water management and energy conservation;
- Explain how the Urban Design Framework responds to feedback received following consultation with infrastructure agencies including VicRoads, the Growth Areas Authority and the Department of Transport and the landowners within the Town Centre;
- Show how the Town Centre relates to the existing or approved developments in the area;
- Set out provisions for car parking including the location and design of the car parking areas and car parking rates for proposed uses within the Town Centre;
- Set out arrangements for the provision of service areas for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the Town Centre and adjoining neighbourhoods;
- Set out design guidelines for the provision of advertising signs; and
- Set out clear and specific strategies, actions and guidelines for the development of the Rockbank North Major Town Centre which will form the assessment tool for future development applications for the Town Centre.

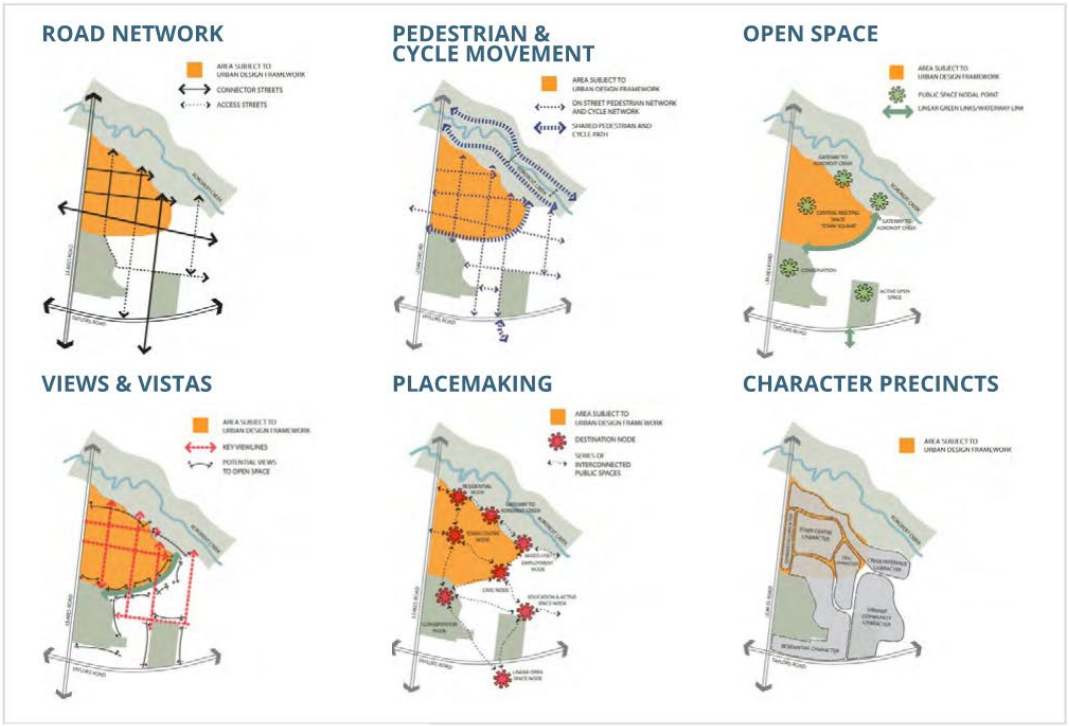


Figure 3 - Rockbank North PSP Organising Elements

Rockbank North Development Contributions Plan

The Rockbank North Development Contributions Plan sets out the requirements for development proponents to make contributions toward infrastructure required to support the development of the precinct. The DCP is a separate document incorporated into the Melton Planning Scheme, and applies to the same land area as within the Rockbank North PSP.

The Rockbank North DCP also outlines the critical pieces of road infrastructure required to connect Rockbank to the broader community. In addition, it also outlines the required community infrastructure and social spaces which will provide a sense of place and community in the detailed phases of this project.

What this means for the UDF:

The key infrastructure items related to the Aintree MTC include:

- RD06: Intersection. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the Beattys Road collector and Leakes Road.
- RD08: Intersection. Land acquisition for ultimate and construction of an interim signalised intersection of the MTC and Leakes Road.
- RD12: Pedestrians Bridge Construction of 3 pedestrian bridges over Kororoit Creek.

Some of the key community infrastructure items (to be completed in relation to the Rockbank Major Town Centre include:

- OS09: Town Square. Land for the development of a town square within the Aintree MTC.
- C05: Library and Higher Order Community Centre 3. Land acquisition of 2 hectares for Library and Higher Order Community Facility within Aintree MTC.
- C06: Indoor Sports Centre Land acquisition for Indoor sports Centre adjoining the Aintree MTC.

Rockbank North Native Vegetation Precinct Plan 2012

The Rockbank North Native Vegetation Precinct Plan 2012 applies to all land within the PSP area, and addresses the conditions and requirements surrounding the protection, removal, destruction or lopping of native vegetation in Rockbank North. The precinct plan is listed under the Schedule to Clause 52.16 of the Melton Planning Scheme.

The Rockbank North Native Vegetation Precinct Plan, which provides guidance on the appropriate measures and objectives to protect, remove and conserve native vegetation and protected areas in the Rockbank North area, including the Urban Design Framework site.

The NVPP identified native vegetation to be retained in the Kororoit Creek corridor adjacent to the UDF and vegetation to be removed in the Beattys Road road reserve.

What this means for the UDF:

- Managing native vegetation to be retained for conservation purposes and allow for passive recreation such as walking and cycling on the edge of conservation areas, where appropriate, without damaging native vegetation.
- Maximise the ability of native vegetation to persist without human intervention.
- Protecting and manage the habitat zones and scattered trees identified 'to be protected', as they represent the genetic lineage of site-adapted local plant species and communities, provide existing habitat for indigenous fauna species, function to link habitat across the landscape, and provide a focus for re-vegetation activities.

Current Land Use Zoning

The UDF area is zoned Urban Growth Zone Schedule 4 (UGZ4), which refers to the applied zones based on the approved Rockbank North PSP.

The Urban Growth Zone Schedule 4 sets out a table of applied zones, as follows:

Land use/ development (carried out or proposed) generally in accordance with the precinct structure plan applying to the land	Applied zone provisions
Leakes Road Reserve	Clause 36.03 – Public Conservation and Resource Zone
Local Town Centre Major Town Centre	Clause 34.01 – Commercial 1 Zone
Mixed Use	Clause 32.04 – Mixed Use Zone
All other land	Clause 32.08 – General Residential Zone

The Rural Conservation Zone applies to the Kororoit Creek corridor.

Urban Growth Zone Schedule 4 in the Melton Planning Scheme

- UGZ Schedule 4 specifies that all land marked as 'Major Town Centre' in the Rockbank PSP will assume the applied Commercial 1 Zone. The periphery of the MTC area is identified for mixed use with an applied Mixed Use Zone.
- Residential and open spaces will assume the applied General Residential Zone 1, with the exception of Leakes Road Reserve, which will assume the Public Conservation and Resource Zone.
- A permit is required within the MTC area to use land for a shop if the combined leasable floor area of all shops exceeds 36,500 square metres
- Except with the consent of the Responsible Authority, a permit must not be granted to subdivide land or carry out works within the Aintree MTC until a UDF has been prepared to the satisfaction of the responsible authority.
- A UDF must be generally in accordance with the Rockbank North PSP.
- Any application for development within the Aintree MTC must be consistent with any UDF approved under this Schedule.

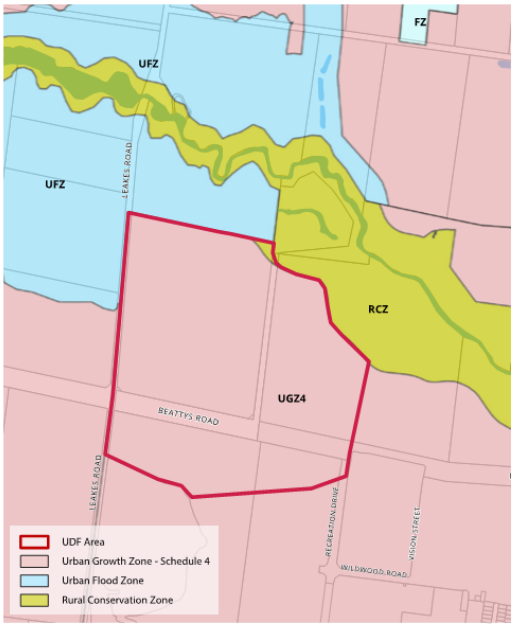


Figure 4 - Current Zoning Plan

Planning Overlays

Planning overlays which cover the land include the Land Subject to Inundation Overlay Schedule 2 (LSIO2) and Development Contributions Plan Overlay Schedule 2 (DCPO2).

Land Subject to Inundation Overlay – Schedule 2 (LSIO2)

The Land Subject to Inundation Overlay refers to land prone to flooding and associated with waterways and open drainage systems (also known as floodplains). The overlay aims to minimise the potential flood risk to life, health and safety associated with development as well as protect water quality and waterways as natural resources.

The LSIO2 is located in the north eastern corner of the UDF area and is identified in the PSP as an "Area subject to detailed flood analysis'. This is discussed further in Technical Assessments and Recommendations in Chapter 4.

A permit is required to construct a building or to construct or carry out works in the LSIO area.



Figure 6 - LSIO Plan

Development Contributions Plan Overlay – Schedule 2 (DCPO2)

The Development Contributions Plan Overlay directs relevant land to implement the projects set out in the Rockbank North DCP, including works, services and facilities to be funded through the plan, including the staging of the provision of those works, services and facilities.



Figure 5 - DCPO Plan

Planning Practice Note 17: Urban Design Frameworks (DELWP, 2015)

The purpose of this practice note is to provide guidance on the preparation and use of Urban Design Frameworks.

What this means for the UDF:

Specifically relevant to the MTC, PPN17 identifies that a UDF should:

- Involve the generation of realistic design concepts based on consultation, research and analysis.
- Stakeholder and community consultation is essential in order to obtain broad support of the strategic vision of the plan.
- Be a vehicle to help control the overall direction of a particular place.
- Provide flexibility in it's strategic vision, by identifying key principles and objectives rather than finite solutions which may be superseded.
- Contain enough detail to allow for rigorous testing regarding economic and functional viability.
- Be easy to assess a development application against, with clear controls for council officers to be able to cross check and critique a planning application.
- Set out an implementation strategy that involves short, medium and long-term time frames for objectives.

Urban Design Guidelines for Victoria (DELWP) 2017

The Urban Design Guidelines are a reference document in all planning schemes through the State Planning Policy Framework. They provide advice on:

- Design of public spaces,
- Building design in relation to a building's interface with public spaces, and
- Layout of cities, towns and neighbourhoods. Specifically, the guidelines provide objectives around the urban structure of Activity Centres including how to locate main streets, housing and blocks. They also cover safety, amenity, interfaces and how to respond to the evolution of Activity Centres.

Additionally, the guidelines cover other objectives such as movement (pedestrians, cyclists, roads), public space (streets, plazas, local parks), public transport environs, buildings (specifically in Activity Centres and higher density residential, and objects in the public realm (furnishings, trees, planting, fences, signs).

Local Policy

Melton Planning Scheme – Municipal Strategic Statement and Local Planning Policy Framework

21.06 Activity Centres and Retail Provision – This policy identifies the UDF Area as a "Major Activity Centre" in the Activity Centre Hierarchy as shown in Figure 7 below.

1. The objectives and strategies specifically relevant to the MTC UDF are included below:

- Objective 1 - To establish and support a network of viable activity centres that provide access to a wide range of goods and services appropriate to their role and function within the hierarchy.
- Objective 2 - To ensure activity centres develop as genuine mixed use areas.
- Strategy 2.1 - Facilitate a diverse range of land uses in centres such as retail, office, business, community (e.g. education, health and recreation), entertainment and residential uses.
- Strategy 2.2 - Facilitate mixed use, medium and higher density housing opportunities of an appropriate scale within and adjoining centres to provide diversity in housing and increase the vitality of centres.
- Strategy 2.4 - Support new activity centres to integrate residential land uses as part of any new activity centre development.
- Strategy 3.1 - Require activity centres to provide residents with a broad mix of everyday goods and services.
- Strategy 3.3 - Require that activity centres are accessible for residents via a well-connected road network, pedestrian and cycle network and public transport services.
- Section 21.06-2.3 also includes a number of key Objectives and Strategies relevant to Activity Centre design that will be heavily considered in the preparation of the UDF.

2. 21.08 Housing – City of Melton's Housing Policy identified capacity of the established areas to accommodate increased residential densities. The need to protect neighbourhood character must be balanced with the need to provide for a growing population. Objective 4 is specifically relevant to the UDF as it aims to support more intensive residential development close to activity centres and major public transport nodes.
3. 21.09 Economic Development – The key driver of this policy is the stimulation of economic growth in the City of Melton. It established the importance of "growing the economic role of existing, planned and proposed Activity Centres".

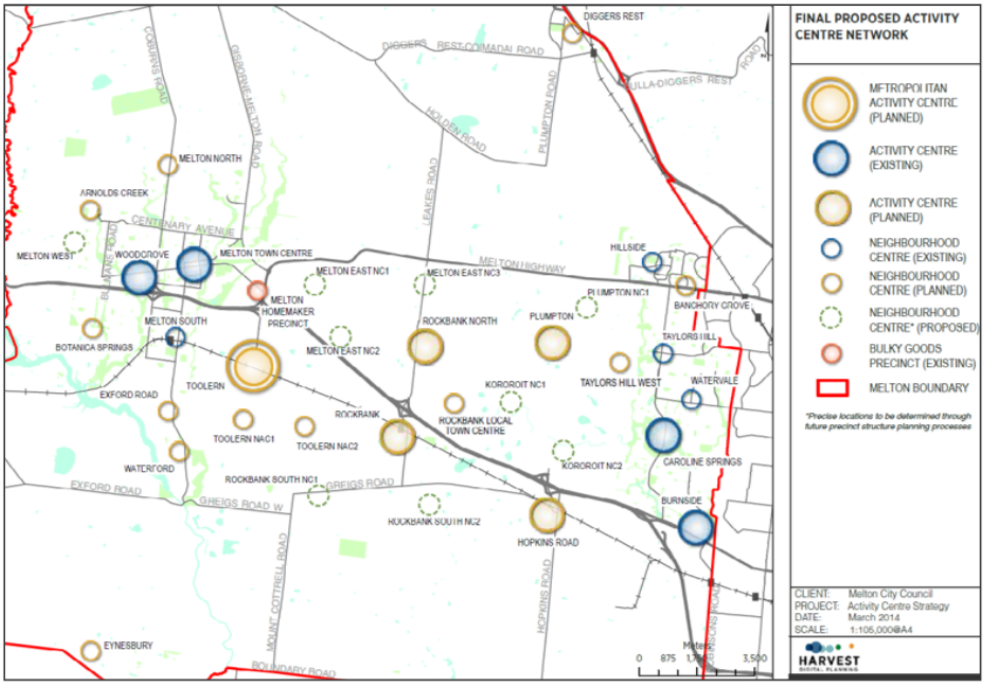


Figure 7 - Activity Centre Network

Melbourne industrial and commercial land use plan

The Melbourne Industrial and Commercial Land Use Plan (MICLUP) provides an assessment of current and future needs for industrial and commercial land across metropolitan Melbourne, putting in place a planning framework to support state and local government to more effectively plan for future employment and industry needs. MICLUP identifies the MTC area as "Regionally Significant Commercial Areas – Future" and states that these areas should "should provide for and support access to a wide range of goods and services, including office and retail development, and provide for a wide range of employment opportunities. They are expected to deliver more intensive forms of employment uses including office and commercial activity".

Moving Melton: Melton Integrated Transport Strategy 2015

The Strategy provides the State Government and Council with short, medium and long term actions to improve integration for all modes of transport including walking, cycling, buses, trains, cars, and freight. The vision is for a sustainable integrated transport network to meet the needs of the city now and in the future. Melton City Council will work with the community, developers and other levels of government to make improvements to the transport system and seek to achieve this vision.

What this means for the UDF:

The key principles of Moving Melton are as follows:

- Improved, resilient and sustainable mode choices.
- Easy to use, safe, reliable and frequent transport network and facilities.
- Connected transport network – connecting the communities of the City of Melton to each other and beyond.
- A transport system to develop City of Melton as a centre for employment, services and recreation to provide social and economic opportunities.

City of Melton Retail and Activity Centres Strategy 2014

The City of Melton Retail and Activity Centres Strategy identifies goals and strategies to provide new communities with effective, equitable and sustainable services and opportunities for employment. The strategy recognises the region's rapidly growing population, setting a target of one job per household, equating to 140,000 new jobs required to satisfy this with emphasis for growth on activity centres.

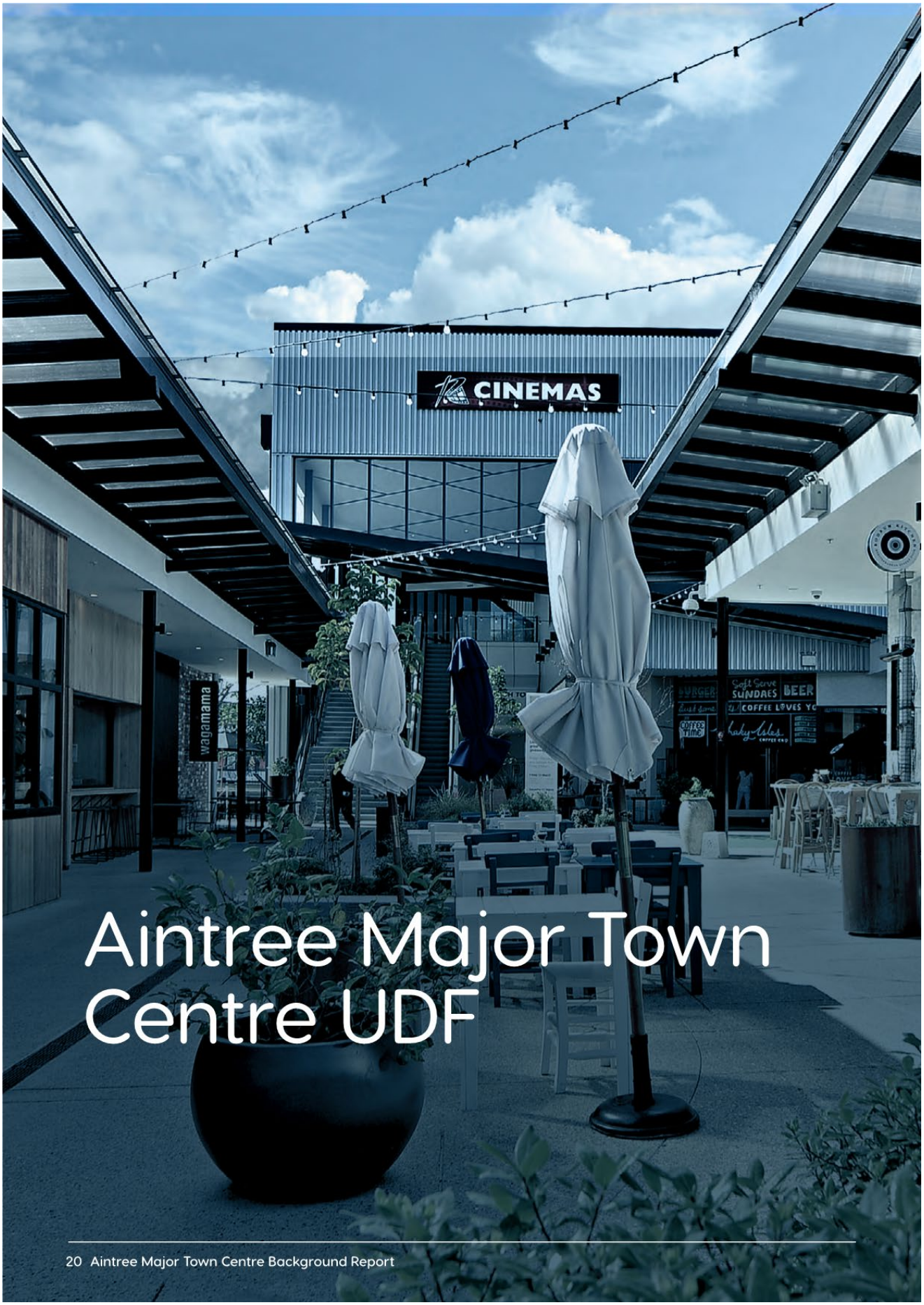
What this means for the UDF:

The Melton Retail and Activity Centre Strategy, which encourages strategic thinking in town centres, local job creation, and advocates for greater localised community infrastructure. The Strategy identifies the UDF area as a Major Town Centre.

The key principles that should be adopted include:

- Equity of access to jobs and services
- Improving sustainability of urban development
- Improving local employment opportunities
- Providing community focal points
- Encouraging viability of services, and improving quality of service.

The Strategy identifies that an amendment to the Rockbank north UGZ schedule should occur as currently a permit trigger for office floorspace above 100sqm applies to the Commercial 1 Zone. This is needed to encourage the development of mixed use centres.



Aintree Major Town Centre UDF

Site Features

The Aintree MTC site is approximately 47 Ha in area, located to the north of the Aintree suburb and the Woodlea residential development.

The PSP identifies the boundaries of the "Area subject to urban design framework" (See Figure 8 below). As Woodlea have progressed development of the residential area of the PSP the drainage alignment has been revisited and the design has been realigned in a straighter north-south alignment between Beattys Road and Kororoit Creek. This new alignment creates a logical eastern boundary to that will be utilised in the UDF (See Figure 9).

The key existing features and conditions include:

- The MTC area is comprised of a number of land parcels and titles, but is limited to two landowners - Landowner 1 who owns the western portion of the TC area, and Landowner 2 who own the parcels at the eastern and southern edges of the TC adjoining the balance of the Woodlea development,
- The MTC is located strategically on the nexus of major roads - Leakes Road arterial (existing) and Beattys Road connector boulevard (future construction) as well as the Kororoit Creek corridor,
- Kororoit Creek is a riparian waterway corridor that forms part of significant biodiversity assets linked to the Deanside Wetlands (downstream). It accommodates a wide variety of native fauna and includes growling grass frog habitat,
- The significant red gum woodlands are located on the southern boundary of the MTC fronting Leakes Road (Woodlands Conservation),
- There are important views to more distant landscape features including Mt Cottrell and Mt Aitken and particularly Mt Kororoit to the north,
- Vegetation over the majority of the site has been modified by agriculture and is mostly dominated by exotic species, however there are stands of existing mature canopy trees. Mature trees contribute to a sense of place, and should be retained where possible to add character and amenity in a future town centre environment,
- The north-western corner of the MTC area is constrained by an LSIO overlay, with existing topography that is subject to the 1:100 year flooding,
- The MTC is bounded by a major green drainage corridor (part of the Woodlea development), which carries stormwater drainage from Melton East PSP, east from Leakes Road along the southern edge of the MTC and then orientates north to join into the Kororoit Creek corridor. This drainage line forms a physical and visual edge to the MTC,
- Leakes Road is an existing road reserve that will be duplicated in the future to a 4-6 lane arterial road,
- There are two identified signalised intersections connecting the MTC directly to Leakes Road, as well as connecting into the future Melton East PSP area,
- Beattys Road is an existing road reserve with significant width and incorporating stands of mature trees - current works within Woodlea have begun the upgrade and formalising of Beattys Road adjacent to the MTC.



Figure 8 - Area Subject to Urban Design Framework, as identified by the Rockbank North PSP

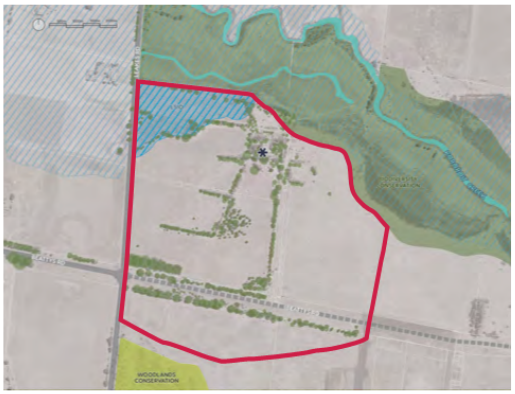


Figure 9 - UDF boundary



Figure 10 - Site Features

- UDF Boundary
- Landowner Property Boundary
- Kororoit Creek
- Land Subject To Inundation Overlay
- Land Subject To Inundation Overlay (Within The Site)
- High Point
- Drainage Area
- Existing Trees
- Existing Conservation Woodlands
- Biodiversity Conservation
- Designated Connector Road (Beatty's Road)*
- Proposed Signalised Intersection (Rockbank North PSP)
- Existing Bridge
- Proposed Bridge (Rockbank North PSP)
- Proposed Future PSP Area
- Proposed Residential Area*
- Proposed Active Open Space
- Proposed P-12 School*
- Proposed Indoor Recreation Centre*

*Note that planning permit submissions have been made for land to the east of the UDF area, and alignments shown on this plan may have changed.



Leakes Road view south - this is currently the only experience of the site



Leakes Road view north

Physical Features

Geology and Landform

The MTC Site is reasonably flat and is characterised by a mix of open farmland with scattered rocky outcrops, wetlands, flood plain and scattered mature trees. It incorporates some minor undulations and gentle grades sloping down to Kororoit Creek , which abuts the site in the north. The creek flows in a south easterly direction, meandering through an extensive low lying flood plain that extends from the western side of Leakes Road in the Melton East PSP area, across the northern boundary of the MTC site.

The PSP identifies a ridge-line and high point with views within the MTC site, and this aligns with an existing rocky outcrop that should be retained and integrated into the MTC development. Rocky outcrops and high points are extremely beneficial to biodiversity, and important for contributing to a sense of place in an otherwise flat landscape.

It is typically characterised as high strength basalt (QVN) and an area of fluvial soil to the north. The depth to the basalt layer will be confirmed following a geotechnical investigation prior to detailed design and will inform the sewer strategy.

Key view-lines

Whilst the MTC site is relatively flat, there are a number of important view lines from the site:

- Distant views to the north that take in the distinctive form of Mt Kororoit, that could be celebrated in the layout of the MTC. Views to the south to Mt Cottrell and Mt Atkinson are less obvious and are partially obscured currently (and will generally be obscured by future development).
- Localised views to be celebrated and captured in the MTC particularly into the Kororoit Creek corridor, and towards the Conservation area to the south of the MTC on Leakes Road.

Views should be taken into consideration and preserved through careful planning of locations of open space, future roads, and pedestrian links, to create desire lines and contribute to a sense of place.

There is potential to retain some of the mature canopy trees across the MTC site and feature them within the future development and streetscapes.



Subject site viewed from Leakes Road



Subject site viewed from Leakes Road



Subject site viewed from Leakes Road

Drainage

The MTC falls under Melbourne Water's Drainage Scheme '4140 Kororoit Creek Upper DS' which is interim status and does not currently have a drainage scheme plan available. The drainage scheme is being prepared as part of the preparation of the Melton East PSP

The Site is situated in close proximity to Kororoit Creek, one of Melbourne's largest waterways, at approximately 52km in length. Adjacent the Site the Kororoit Creek is approximately 95-96m AHD with the MTC site ranging in surface elevation from 98m AHD (3m above creek line) at the low point in the north up to 102m AHD (7m above creek line) in the south west. The majority of the site is around 100-101m AHD (5-6m above creek line).

The area immediately north and west of the MTC site is currently zoned as 'Urban Flood Zone' (UFZ) with the north-west portion of the Site zoned as 'Land Subject to Inundation Overlay – Type 2' (LSIO2). During a 1% AEP (1 in 100 year ARI) storm event this LSIO2 is subject to flooding up to depths of approximately 1.0m. This area of the MTC is currently nominated for high density development within the PSP plan.

The LSIO2 means that development could not occur without the land being filled to above the flood level (in this case, likely 600 mm above the flood level).

Appropriate water management in this area is important for both the Kororoit Creek Corridor and the Woodland Reserve. Future water management strategies should consider landscape health and biodiversity, especially in relation to these important environmental assets.

Leakes Road Culverts

Modelling indicates that localised flooding through the MTC site is likely caused by a constriction at Leakes Road which causes a spreading out of flows before overtopping. This likely due to the Leakes Road culverts not having adequate size to convey the 1 in 100 year ARI flows. The proposed upgrade works to Leakes Road will need to consider this culvert and its constraints in its ultimate functional layout.

Melbourne Water together with the VPA are undertaking work on the Upper Kororoit Creek DSS and the future design of Leakes Road. This work is still in progress, and as such there is little conclusive information on how this is likely to affect the LSIO2 and the MTC site.

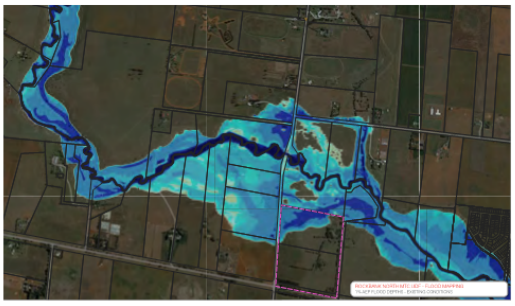


Figure 11 - 1% AEP Flood Depths - Existing Conditions (Spiire, June 2022)

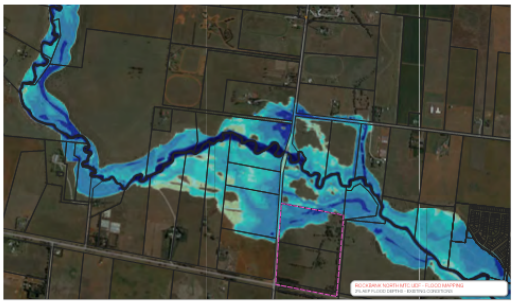


Figure 12 - 2% AEP Flood Depths - Existing Conditions (Spiire, June 2022)

Road Network

The MTC site is located on the major existing arterial corridor of Leakes Road. There are no other established roads or streets existing within the site.

Leakes Road

- The MTC has approximately 570m of road frontage to Leakes Road. The existing Leakes Road reserve is 21m wide with a 7.0m wide pavement.
- The PSP indicates that the initial upgrade of Leakes Road was scheduled for the short term (2012-2015). This upgrade has not yet occurred.
- The Rockbank North PSP stipulates Leakes Road to become a 4-6 lane arterial road. This will require widening of the existing Leakes Road reserve to between 34-41m. The PSP has nominated that this land will be acquired from the west, outside of the current PSP.

Beattys Road

- The Beattys Road reserve is 64m wide with a gravel road that is closed off from public use and it borders the south of the Site for approximately 440m.
- The PSP nominates this portion of Beattys Road to become a 34m wide Boulevard Connector Street. This upgrade is not covered in the DCP and will be developer funded. Consideration should be made in the UDF to the treatment of Beattys Road and what can occur in the excess road reserve.

Intersections

- In addition to the widening and upgrade of Leakes Road the PSP has nominated two signalised intersections adjacent the Site on Leakes Road and a left-in-left-out intersection. The Development Contributions Plan (DCP), includes funding for the construction of the first carriageway of Leakes Road and both signalised intersections on Leakes Road. The left-in-left-out will be a developer funded intersection.
- The PSP indicates that these items are all candidates for works-in-kind arrangement between the City of Melton and the developers.

Internal Road Network

- The Site does not currently contain an internal road network. The PSP has nominated a series of connector and access streets within the development along with details of the proposed cross sections.
- In all cases the road cross-sections will be designed to cater for utility services, standard verge alignments, street trees, on-street parking areas where appropriate, and off-street and on-street cycling lanes in accordance with the overall pedestrian and cycling network.
- Consideration will be given to maintaining cycling and walking connections between the Woodland Reserve and the Kororoit Creek



Beattys Road intersection view east



Leakes Road view south

Site Interfaces

There are a number of different existing and future interfaces to the MTC land that will inform and shape the environment of the centre.

Leakes Road Interface

- The Leakes Road interface to the western boundary of the MTC will be the primary address and entry point for much of the centre. The existing arterial road will be upgraded in the future,
- The consideration of this interface and connections west into the Melton East PSP area will be critical to the success of the MTC over time.

Warrensbrook PSP Interface

- The north-western boundary of the MTC abuts the future Warrensbrook PSP area, which sits on LSIO flood plain within the Kororoit Creek corridor.
- While this part of the Warrensbrook PSP is not included in the MTC concept, it will need to be considered and planned for to ensure its integration and connection into the future MTC environment.

Kororoit Creek Interface

- The north-western corner of the MTC sits on LSIO flood plain within the Kororoit Creek corridor, and this zone will require further flood and drainage investigation.
- The Kororoit Creek corridor runs across the northern boundary of the MTC, east of the Warrensbrook PSP abutment.
- As the Kororoit Creek frames the MTC to the north, the views and amenity of the creek will significantly benefit the town centre.

Conservation Woodlands Interface

- The southern boundary of the MTC abuts the Conservation Woodlands, a natural and ecological green space which will be an attractor for walking and passive recreation.
- The Woodlands zone is currently not accessible, but will in the future incorporate some paths and trails to explore the area, and to connect through to residential neighbourhoods to the south.

Drainage Corridor Interface

- The south-eastern boundary of the MTC abuts a significant drainage corridor within the Woodlea development, which connects drainage from the Melton East PS area across Leakes Road and into the Kororoit Creek corridor.
- This drainage corridor will be a green linear space, with shared paths and crossings to connect residential neighbourhoods directly into the MTC.

Melton East PSP Interface

- The western side of Leakes Road incorporates the Melton East PSP area (currently in preparation by the VPA).
- Important components of the PSP area that will affect the design and planning for the MTC include the allocated Active Open Space areas abutting Leakes Road and Kororoit Creek (on LSIO land) and the signalised intersections and key vehicle and pedestrian connects west into the future PSP area.
- Additionally, the drainage scheme for the Melton East PSP will provide more certainty for the development potential of the north west corner of the UDF area.

Woodlea development Interface

- The eastern interface for the MTC incorporates the Woodlea residential neighbourhoods currently under construction.
- This also includes the future P-12 Government School site, the Indoor Recreation site, and the Active Open Space (soccer ovals and park) which are all within walkable catchment to the MTC.
- Permits have now been issued for residential development right up to the eastern boundary of the UDF.



The Leakes Road interface to the western boundary of the MTC will be the primary address and entry point for much of the centre



Conservation Woodlands will be an attractor for passive recreation, and will require a well-considered and well-connected interface treatment



The Kororoit Creek Corridor is an important interface, as views and amenity of the creek will provide an instant sense of place in the future development



Woodlea medium density streetscapes will form the eastern site interface for the MTC

Opportunities & Constraints

There are a series of opportunities and constraints related to the subject land. Recognising and celebrating the area's landscape and cultural heritage in the MTC will lend authenticity and character to new development. This is likely to prove more engaging and appealing to the development's target demographics and assist in the creation of community identity.

There are opportunities for the acknowledgement and celebration of the Aboriginal cultural heritage values of the Kororoit Creek. Opportunities to create a local sense of place and identity are presented by the landscape character provided by the Kororoit Creek, existing trees along Beattys Road, and the ridge-line and rocky outcrop with views within the MTC site. Potential connections and future networks which can be created through the UDF are also significant opportunities.

The major constraint to development is the LSIO that applies to the north-western corner of the site. The LSIO area requires further corridor drainage studies to analyse development suitability. Due to the proximity to the Kororoit Creek Corridor, drainage will play an important role throughout the MTC, and will require considered design and planning.

Other constraints relate primarily to the small residential MTC catchment that currently exists, however this will be addressed through considered staging of development.

Opportunities:

1. Liaise with the concurrent and adjacent Woodlea upgrade and revitalisation works in the Kororoit Creek Corridor.
2. Transition in function of Leakes Road from a key arterial route to a truncated connector road.
3. Proposed Government Secondary School – Plan for direct and efficient connections between the school and the activity and attractions of the MTC.
4. Provide legible walking and cycling networks within and beyond the MTC.
5. Facilitate a rapid bus transport service (or similar public transport service) between Rockbank North MTC and Rockbank Train Station.
6. Establish the 'heart' of the centre around the key movement spines.
7. Facilitate ease of access from neighbouring residential suburbs into the Aintree MTC through a connected road network
8. Road widening and intersection works to the Leakes Road/ Beattys Road intersection, as required by the PSP.
9. Maximise the early delivery of the Beattys Road corridor (scheduled as part of the Woodlea development works).
10. Planned design and locations of DCP items such as signalised intersections provide certainty regarding the road network and connections points. Prioritise new signalised intersections on Leakes Road.
11. Connect into the core of the MTC
12. Direct connections and wayfinding into the proposed regional active open space.
13. Retain and incorporate significant elements of the existing mature vegetation and feature the existing rocky outcrop in the open space network.
14. Create clear and direct view-lines and connections to the Woodland Conservation Area.
15. Create visual and physical links into the Kororoit Creek corridor.
16. Embed WSUD principles throughout the MTC, ensuring minimum impacts to the Kororoit Creek.
17. Create a network of public green urban spaces at the 'heart' of the centre.
18. Embrace the Woodlea drainage corridor as a key linear space around the edge of the MTC.
19. Encourage early delivery of the community facility/ library.

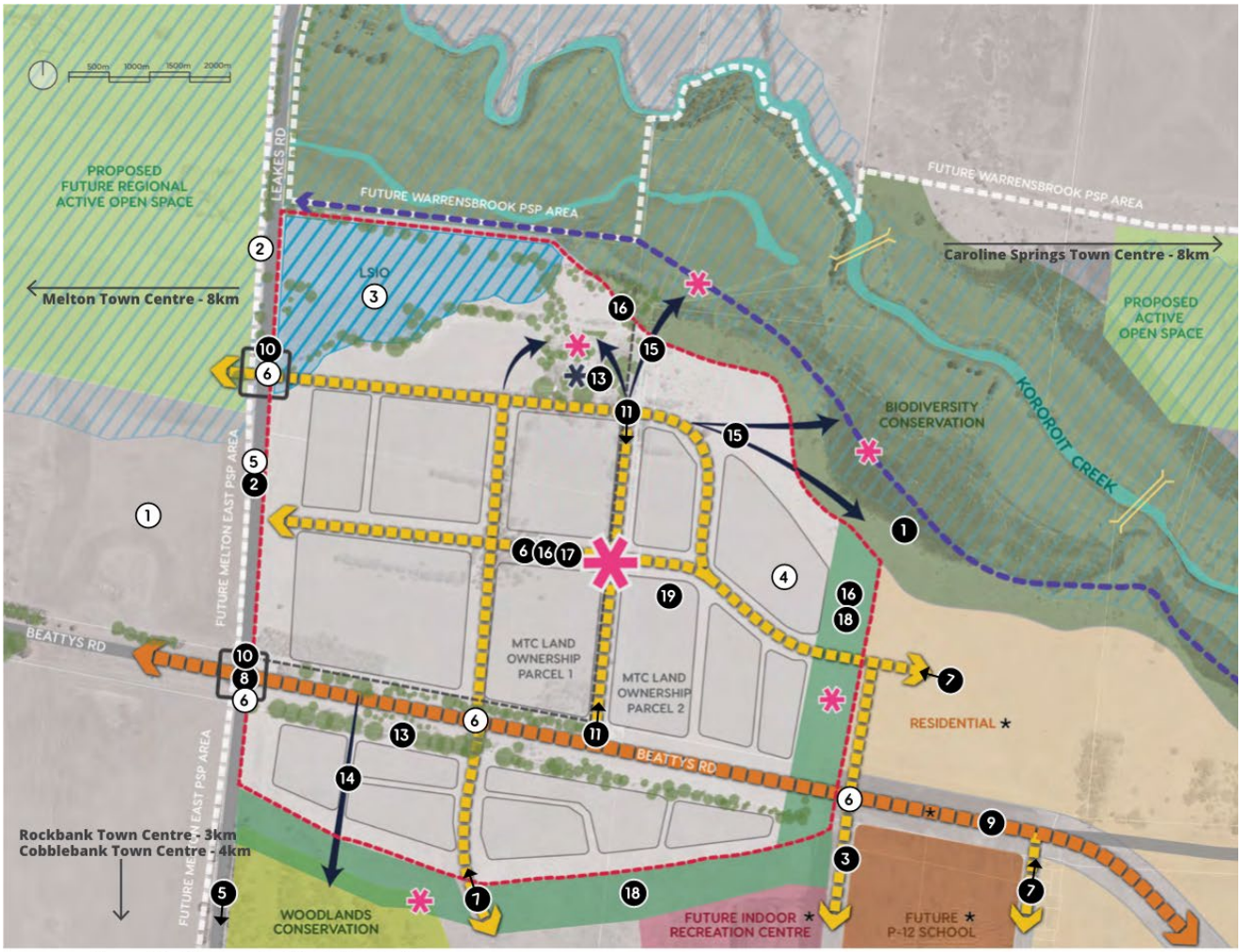


Figure 13 - Site Opportunities & Constraints

Constraints:

1. Lack of current adjacent residential catchment within the Melton East PSP and within the future Warrensbrook PSP.
2. Leakes Road culvert/ drainage crossing.
3. LSIO area requires further corridor drainage studies to analyse development suitability of the north western corner of the UDF area
4. Managing early vs long-term demand for the delivery of medium and higher density housing options within and surrounding the MTC
5. Mitigating the noise and visual amenity impacts along Leakes Road.
6. Providing logical connections into the existing road network.

*Note that planning permit submissions have been made for land to the east of the UDF area, and alignments shown on this plan may have changed.

- UDF Boundary
- Landowner Property Boundary
- Kororoit Creek
- Land Subject To Inundation Overlay
- Land Subject To Inundation Overlay (Within The Site)
- High Point
- Drainage Area
- Existing Trees
- Existing Conservation Woodlands
- Biodiversity Conservation
- Designated Connector Road (Beatty's Road)*
- Town Centre Street Network (Rockbank North PSP)
- Metropolitan Cycling Trail
- Visual and physical links and connections
- Destination Node
- Proposed Signalised Intersection (Rockbank North PSP)
- Existing Bridge
- Proposed Bridge (Rockbank North PSP)
- Proposed Future PSP Area
- Proposed Residential Area*
- Proposed Active Open Space
- Proposed P-12 School*
- Proposed Indoor Recreation Centre*



Technical Assessments & Recommendations

At the commencement of the project a Gap Analysis was undertaken to assess the volume and relevance of the information available in relation to the MTC as identified in the Rockbank North PSP.

The Gap Analysis concluded that it was also necessary to commission flood modelling to assess the level of development (if any) in the area of the site subject to an LSIO2.

A Stormwater Management Strategy, Economic Assessment, and Traffic Technical Report were commissioned by Council as part of the Background Report process to understand the various constraints in the development of a MTC.

Economic Assessment

An economic assessment was undertaken by Urban Enterprise and peer-reviewed by Hill PDA. The main conclusions are summarised as follows:

Planning

The policy basis (Local Planning Policy 21.06) for the Rockbank North MTC states that the centre is to perform a Major Town Centre function, providing a range of retail, entertainment, commercial and civic functions in a fine grained urban environment that is integrated with higher density housing and development for a subregional catchment.

The PSP nominates a shop floorspace cap of 36,500 sqm, beyond which justification is required to obtain approval. The PSP identifies a nominal land budget allocation for centres but this is being refined in the Urban Design Framework preparation process.

Economic Assessment

The economic assessment has reasonably identified demographic, economic and policy context issues and directions for the Rockbank North MTC. Seeking to deliver a large number and diverse range of jobs is appropriately identified.

The report recommends an ambitious target for non-retail employment uses (58,500 sqm to 72,500 sqm), which the peer-review considered appropriate for long term planning purposes.

Retail Floorspace

The review of retail floorspace potential for the Rockbank North MTC at full development indicates a total retail floorspace in the range of 55,500 to 61,500 sqm to be reasonable.

The results can be refined over time as more information becomes available and more detailed analysis is undertaken.

The analysis provides an indicative guide to store numbers, which suggests that the centre would, in approximate terms, support around 236 shops anchored by a discount department store and three supermarkets.

Land Area Needs

The planned allocation of approximately 16.5 Ha of land for core employment uses by the proponent is appropriate if density of development is around or more than 0.68 floor space ratio. A larger land area would be needed if density is significantly lower.

An additional allocation of land for non-employment uses of roughly the same area (say 15 to 16 ha as proposed) appears appropriate for higher density residential uses, mixed use activities (including home offices) and open space.

Traffic & Movement Assessment

A traffic assessment was conducted by The Institute for Sensible Transport. The following is a summary of the advice and guiding principles contained in the report:

Public Transport

Aintree should be connected to its surrounding neighbourhood and broader region by public transport. Given the context and proximity to the Rockbank Train Station, and buses are likely to be the public transport mode for the foreseeable future.

Both a neighbourhood bus network and a broader regional network would be required. Services have been identified along four alignments, that would create a connected and legible public transport network and enable a high frequency service between the Aintree MTC and Rockbank Train Station.

Bus Interchange

The potential bus interchange location would be in the centre of the town, on the western proposed main street running north-south. This would mean it is most attractive to a larger number of users, as most of the town centre would be within 400m.

The location is also on a street which is unlikely to have high amounts of motor vehicle traffic. Given this location, and the role of the street, a kerbside bus interchange would be an appropriate design response. Bus bays could be located on either sides of the street, allowing to flexibility in bus operations. Determining the final number of bays requires a more in-depth analysis. Any space not immediately required for buses could be used for loading zones, taxi ranks, or parking, ensuring the space is available in the future.

Walking Cycling, and Micro-mobility

In Victoria, more people walk than catch public transport, and it is a popular form of recreation.

One of the most important determinants of walking is having somewhere to walk. Studies have shown that the most important predictor of how much walking occurs in a suburb is how many places people can walk to within a 10 – 15 minutes. From a practical perspective, what this means for Rockbank North is that a diversity of destinations (shops, schools, parks, medical services, cafés) will need to be planned, all within a 10 minute walk of people's homes in order to create an environment that enables walkability.

The emergence of e-bikes, and e-scooters has resulted in a jump in the number of people interested in two wheeled mobility (the term 'micro- mobility' is now frequently used). It is therefore important that a much wider spectrum of users be considered when designing bike infrastructure. In addition to bikes, mobility scooters, e-bikes, e-scooters, and bicycle delivery are different forms of micro-mobility that Aintree should be catering for to maximise the diversity, sustainability and safety of the transport system.

Intersections

The level of protection desired by pedestrians increases with traffic speeds and volumes. Careful consideration of the type of crossing and the associated treatments is essential when designing pedestrian crossings.

The distance required to cross is a significant barrier to many pedestrians. This is particularly important for Rockbank North, where large arterial road intersections into the MTC will create barriers for pedestrians.

Roads and Parking

The following design principles accommodate motor vehicles while also ensuring a 'people first' approach is maintained:

- Turning radius should be minimised to slow vehicles and increase pedestrian safety at intersections.
- Slip lanes should be avoided as they create unsafe environments for pedestrians and cyclists.
- Locate off-street parking lots behind the main street frontages, and provide pedestrian access paths through to the main street
- Accessibility parking should be more highly prioritised than general access parking, especially in high value locations. Freight and deliveries are also critical to the economic performance of an area, and loading zones should be located to ensure they are convenient and plentiful enough to avoid delay.

Freight

Freight and heavy vehicle access will be important for the MTC to facilitate deliveries. While access may be required from time-to-time, the MTC is unlikely to regularly require access for B-Double trucks or heavier. The most common are likely to be garbage and supermarket delivery trucks.

Summary of the key opportunities identified by The Institute of Sensible Transport for the Aintree MTC:

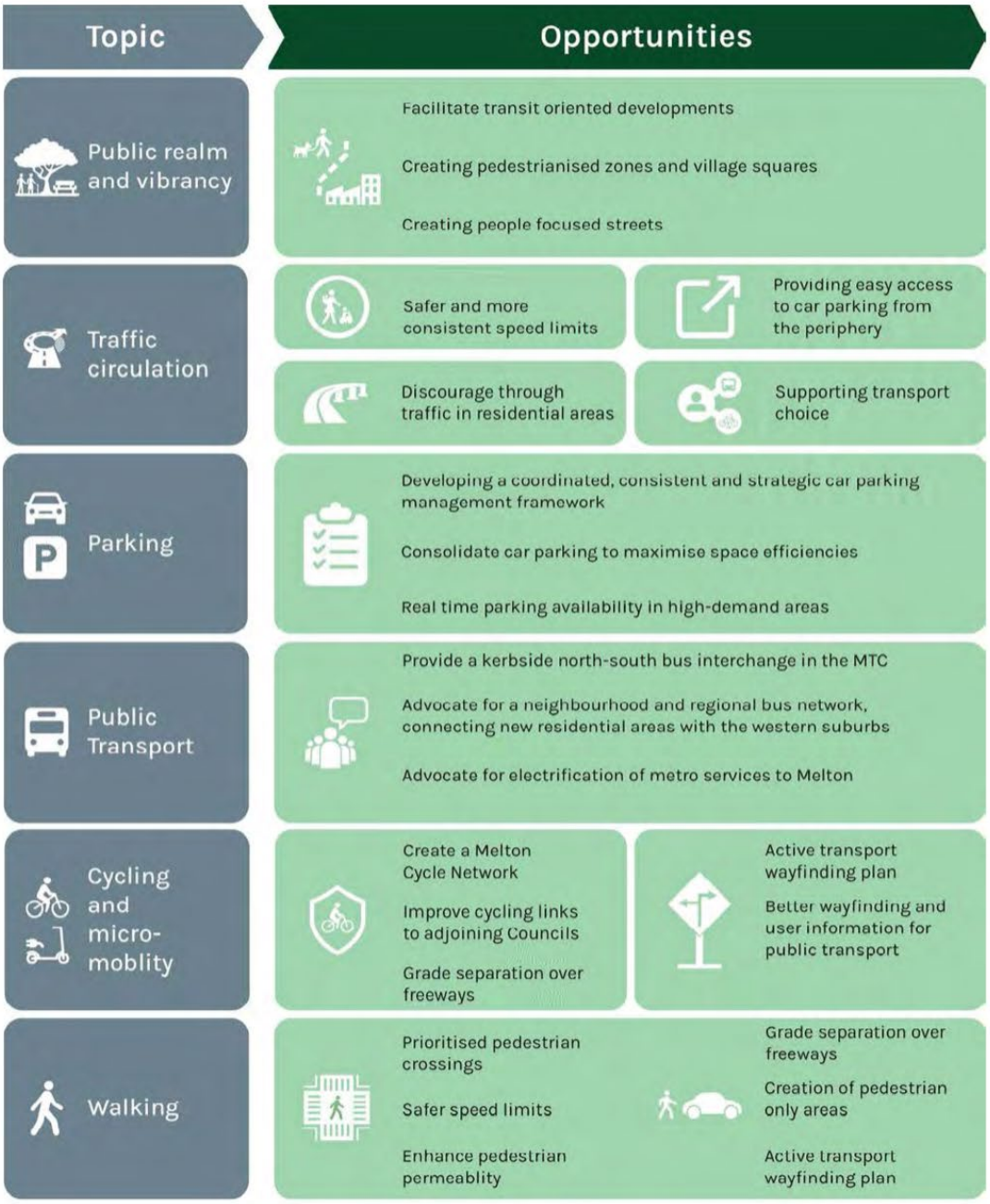


Figure 14 - Aintree MTC Transport Opportunities

Stormwater Management Strategy

The Stormwater Management Strategy (SWMS) prepared by Spiire contained a summary of the following finding and recommendations:

This SWMS has investigated the management of catchment runoff and water quality to ensure the subject site is in accordance with best practice and Melbourne Water guidelines.

This involved investigating:

- Flood protection treatments to protect surrounding environments; and
- Implementation of stormwater quality elements to treat post-developed pollutant laden run-off to back practice guidelines.

Both RORB and TUFLOW modelling has been undertaken to assess the proposed conditions. Results have shown that the following elements will need to be incorporated into the MTC development, to ensure sufficient flood mitigation is achieved and no negative afflux to surrounding areas occurs:

- Implementing an inlet collection channel/ depression on the western side of Leakes Rd;
- Lifting the road to provide 2% AEP (50 year) flood immunity;
  - Noting that Melbourne Water may require the road to be lifted to above the 1% AEP plus climate change level
- 20no 900mm (h) x 1500mm (w) culverts to convey an expected 2% AEP flow entering the site;
  - Where it is expected that flows in excess of the 2% AEP event, will overtop Leakes Rd
  - If Melbourne Water require 1%AEP plus climate change immunity, culverts will have to be upsized accordingly
- Shaping of a waterway corridor downstream of Leakes Rd and through the north-west corner of the MTC site, to sufficiently convey the 1% AEP event; and
- Raising the proposed developable land adjacent to the major flow path, to allow for 600mm freeboard to the 1% AEP flood levels.

In addition, IWM opportunities have been considered. These may include:

- Rainwater tanks to capture roof water,
- Passive irrigation of street trees using kerb inlets,
- Utilising water and power efficient appliances and infrastructure,
- Stormwater harvesting in wetlands or retention ponds, and
- Opportunities to improve the liveability and amenity should be maximised through the site, creating connections and habitat to the downstream constructed waterways and wetlands in neighbouring properties.

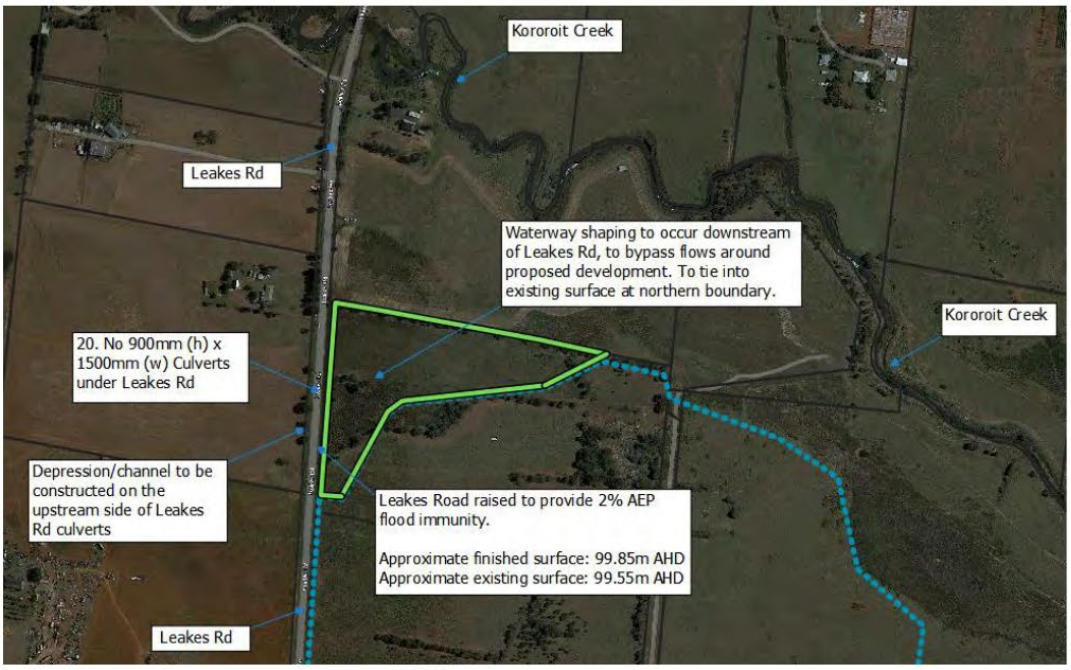


Figure 15 - Proposed Conditions Layout (Spiire, Feb 2023)

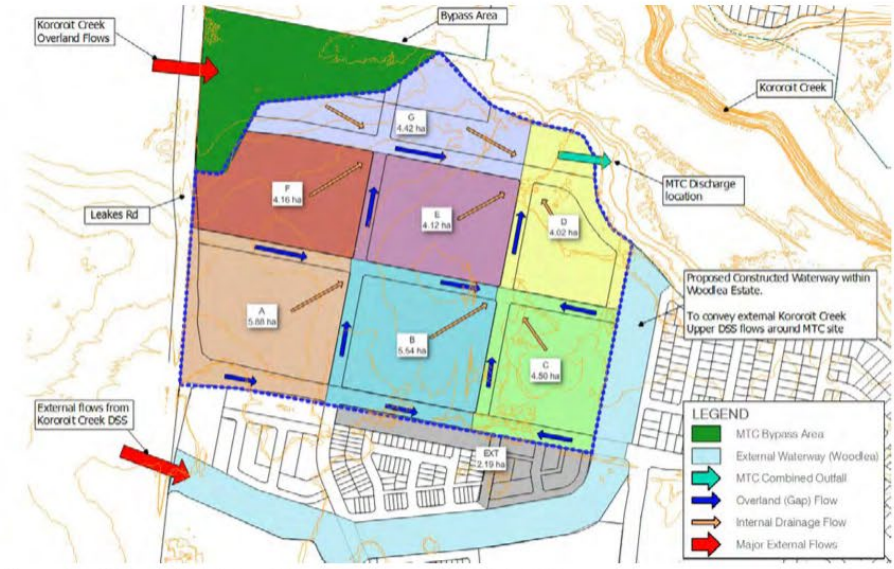


Figure 16 - MTC Developed Conditions Flow Layout (Spiire, Feb 2023)

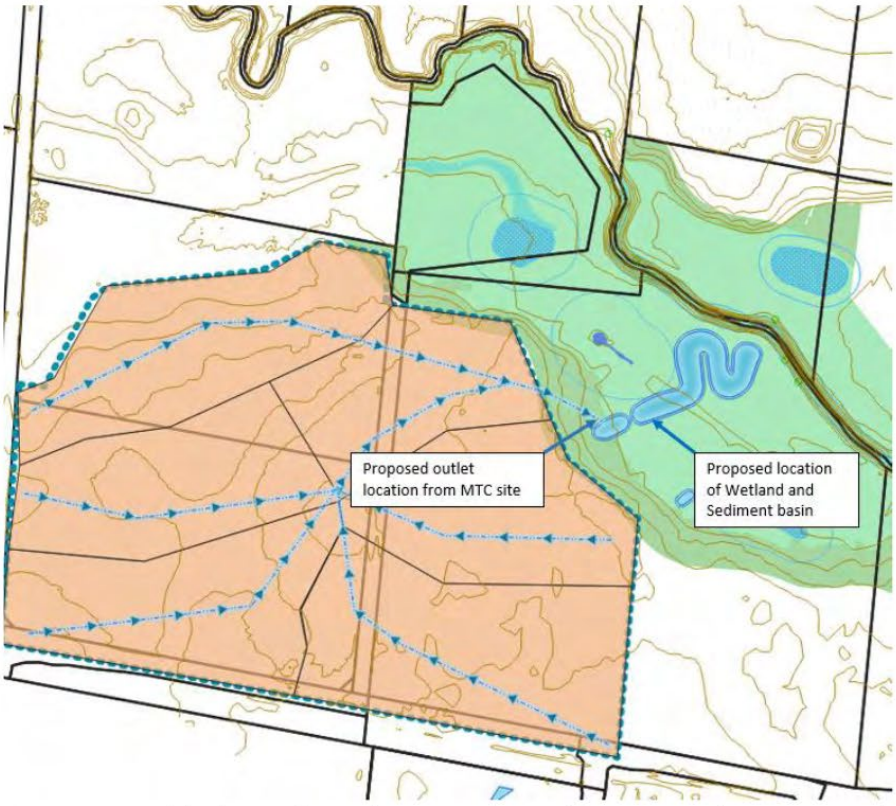


Figure 17 - Proposed development flows and approximate location of future water quality assets (Spiire, Feb 2023)


Vision &
Strategic Directions

Consultation Summary

Engagement with stakeholders, authorities and the key landowners is a critical component of the successful UDF.

A consultation program has been undertaken centred around an initial intensive 3 day 'Charrette' program - designed to bring key decision makers, planners and designers together to workshop the key opportunities for the Town Centre.

A design charrette was chosen for the project, to maximise the collaboration and rapid generation of site constraints, and ideas for development. It is typically a multi-disciplinary collaborative event consisting of consultants clients/ staff working together to produce 'a plan'. Stakeholders—anyone who can approve, provide valuable information, promote or block the project, as well as anyone directly affected by the outcomes—were involved in the design process through a series of short feedback loops, discussions and rapid presentations.

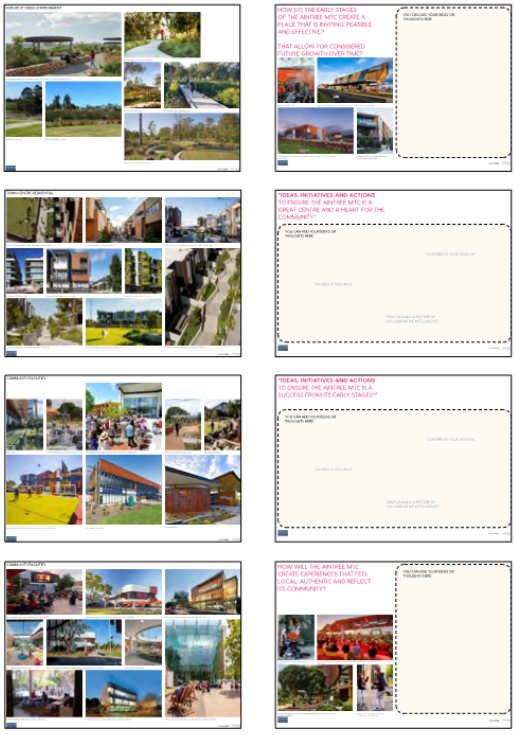
The charrette generated a creative burst of energy across project stakeholders to build momentum for the balance of the project. It also set up the UDF with a feasible plan that has 'buy-in' from key decision makers, has unearthed the important decisions and challenges for the project, and can inform the preparation of a successful UDF.

Stakeholder sessions and land-owner presentations were held subsequent to the charrette and the preparation on initial UDF ideas and directions - in order to maintain the collaborative inputs to the project.

A further round of consultation specifically planned for City of Melton Council departments will capture the engagement from technical specialists across Council. Similarly a public consultation period will present the draft UDF to the wider community and seek input and feedback to improve and refine the final UDF.

The collaborative nature of the engagement process for the project has been critical to generating an authentic Town Centre Vision for the UDF. In addition it created a series of Strategic Directions for the Town Centre, generated from land-owners, stakeholders and decision makers, that have been collaboratively and creatively tested, reviewed and refined for the project.

Aintree Town Centre Charrette Presentations



Aintree Town Centre Charrette Collaboration



Vision

A new major Town Centre is emerging with a distinctly local feel, paving the way for a greener, more climate-responsive future. Aintree Town Centre will be a place for locals to live, work, and play, and a destination for visitors to experience the best of the West.

Aintree MTC will offer exceptional amenity, leveraging its location on the Kororoit Creek to create a character and identity that is local and authentic. Community, health and education facilities will be important, and a diverse range of people and socio-economic groups will be considered.

It will include a major new central town square, and will be flanked by a network of sporting fields to the west and passive open space networks to the north and south. Within this natural landscaped setting, the Aintree Town Centre will be truly urban, with a medium-high density mix of retail, commercial, housing, health, education and community facilities embedded in a sustainable and walkable environment.

With a focus on quality public and mixed use spaces, it will set a new benchmark for the design and delivery of Town Centres. It will be well integrated with public transport and new transit modes, and it will provide a diversity of medium and high density housing options catering for the widest possible range of residents.

With an emphasis on street life and **high quality public realm**, it will be active and inviting day and night, fostering an environment that maximises opportunities for independent businesses to thrive. More people will live in **a range of housing types** close to the Town Centre, and the **streets will be designed to encourage active transport** so that walking, cycling and e-scootering will be safe, easy and accessible.

An integrated bus network and micro-mobility options will connect residents to employment and education beyond Aintree, while the Main Street will provide a destinational retail component and also cater for local residents' every day convenience. There will also be a logical connection via Leakes Road to the Rockbank Train Station, connecting the Town Centre further to Greater Melbourne.

Strategic Directions

The Aintree MTC will comprise an intensive mix of uses, creating a walkable, well-connected, sustainable, compact Town Centre that fosters human activity and well-being and maximises housing choices and liveability for the local community.

The following strategic directions will guide the development of a context responsive Urban Design Framework for the future Aintree Town Centre community:

- Deliver a placed-based activity centre that creates **'places for people'** within a 20 minute neighbourhood .
- Create a Major Town Centre that is **connected and accessible** via multiple modes of transport and integrates with the surrounding residential neighbourhoods.
- Plan for a **deliverable and economically viable** Major Town Centre, particularly in the early stages of development, whereby the role of design is to enable delivery of short term projects, while recognising the long term goals.
- Provide opportunities for small and medium local businesses and enterprise.
- Plan for the early delivery of **accessible, high quality public spaces and destinations** of interest.
- Ensure the Major Town Centre has i**nbuilt capacity for growth and change** to enable adaptation and the intensification of uses as the needs of the community evolve.
- Provide capacity for a minimum of 36,500 sqm of shop floor space and the capacity for 58,500 sqm to 72,500 sqm of commercial development.
- Incorporate flood mitigation measures and WSUD to minimise impacts to the Kororoit Creek Corridor, and to **create climate positive, resilient spaces** within the MTC

Principles

The following guiding principles outline the integrated aspirations for the MTC into the future. The Emerging Vision describes the experience of the MTC, that would result from these aspirations. The Strategic Directions capture the key ways in which these aspirations will be realised through the UDF.

A truly Liveable Town Centre

A true mixed-use precinct that supports local business, employment, community and residential uses.



A Smart and Connected Town Centre

A Town Centre that is connected to the broader transport network, whilst also providing local transport options.



A Retail Heart

A destinational retail environment that supports a diverse local convenience offering.



A Food and Hospitality Hub

An urban destination that connects people with great places to work, shop, eat, drink relax and socialise.



A Commercial Destination

A Town Centre that supports a wide-range of commercial businesses, work and employment options.



A responsive urban environment focused on health and wellbeing

A heart for the local community that supports healthy lifestyles, and great liveability choices.



Climate and Culturally Responsive

An environment that facilitates more resilient, and adaptable, and responds to the diverse culture of it's residents and visitors in different ways.



An ecologically supportive Town Centre

It will embed sustainable living and ecological practices through relationships to nature, space, technology and design.



A place for local recreation events and festivities

A thriving day and night economy with local entertainment and community activities.



People-Friendly Streets and Open Spaces

A network of streets, links and outdoor spaces that are safe and accessible for all ages and abilities, and support a local 'street life'.



Delivering Successful Town Centre's

Town centres play a key role in the life of any community. They are the public spaces and places where people can meet, purchase goods and access services, socialise and feel at home. They provide employment and economic opportunity and are particularly important in greenfield suburbs where established areas with retail or community services are not often nearby or easily accessed.

The increasing understanding of the benefits of resilient and sustainable communities, and the introduction of the concept of the 20-minute neighbourhood in Plan Melbourne 2017-2050 place even greater emphasis on the role that town centres inhabit at the heart of suburban life.

The emergence of 'shopping centre' style retail forms in the post-war period has often been criticised for a number of reasons - generally for the poor integration with surrounding areas and unattractive inward-facing retail focus. Economically they are perceived to limit local retail business opportunities and adopt standard formats that favour franchises.

The design of town centres has often encouraged car usage and made access by walking and cycling more difficult creating significant social and health impacts.

There is also concern that the privatised nature of the shopping mall reduces community interaction to commercial transactions in a controlled environment. Without equitable, inviting, 'free' public spaces, those less able or willing to purchase goods, such as youth, elderly and the disadvantaged, may be unwelcome or unable to utilise the spaces for gathering and socialising.

Additionally, the uniformity of the standard retail model fails to reflect the identity of the local community as it favours chain stores over individual local businesses. While there is some diversification and innovation in the design of new centres in Melbourne, most remain stubbornly car based and monotonous in their retail offerings.

Consideration will also need to be given to the timing of retail provision in new neighbourhoods. Long delays cause significant dissatisfaction amongst new residents, reducing community cohesion and entrenching patterns of car dependency.



Springfield Orion Town Centre

The Challenges

A number of planning, design and development shortcomings have been identified that commonly constrain the successful delivery of a new town centre:

- **Short-term involvement** — Developers build and leave, without maintaining and improving the community as it grows over time, resulting in unsuitable infrastructure and amenity. The developer is not incentivised to be innovative, sustainable, or community-responsive given they will not 'hold the asset' in the long term.
- **Standardised over customised** — The approach to design is often standardised and relatively constrained, resulting in retail and community spaces that all look the same.
- **Restricted creative license** — Developers are heavily influenced by the needs of conventional retail, particularly big retail players that tend to convey a degree of conservatism. This tends to drive town centre environments that can easily 'look like the last one'.
- **Packaged for the big retail players** - The risk averse development approach tends to 'package' the retail offering for the bigger, national retail franchises and groups. This makes it difficult or impossible for small local business, or 'mums and dads' retail, to get a foothold tenancy within their own community.
- **Environmental disconnect** — Limited consideration for open, green space and the need to connect with nature to create a happier, healthier community. This is often a key criticism of local retail centres from the community living nearby.
- **Lacklustre journeys** — Communities designed around the traditional street 'grid' to maximise traffic and servicing efficiencies, rather than focusing on walkability and the user 'journey' or experience.
- **Sense of separation** — Creating spaces that fail to connect shoppers, visitors and workers to their community and environment, and that focus solely on retail footfall and not the sense of the town centre as the 'heart' of the community.



Edmonson Park Town Centre



Alkimos Town Centre



Oran Park Town Centre

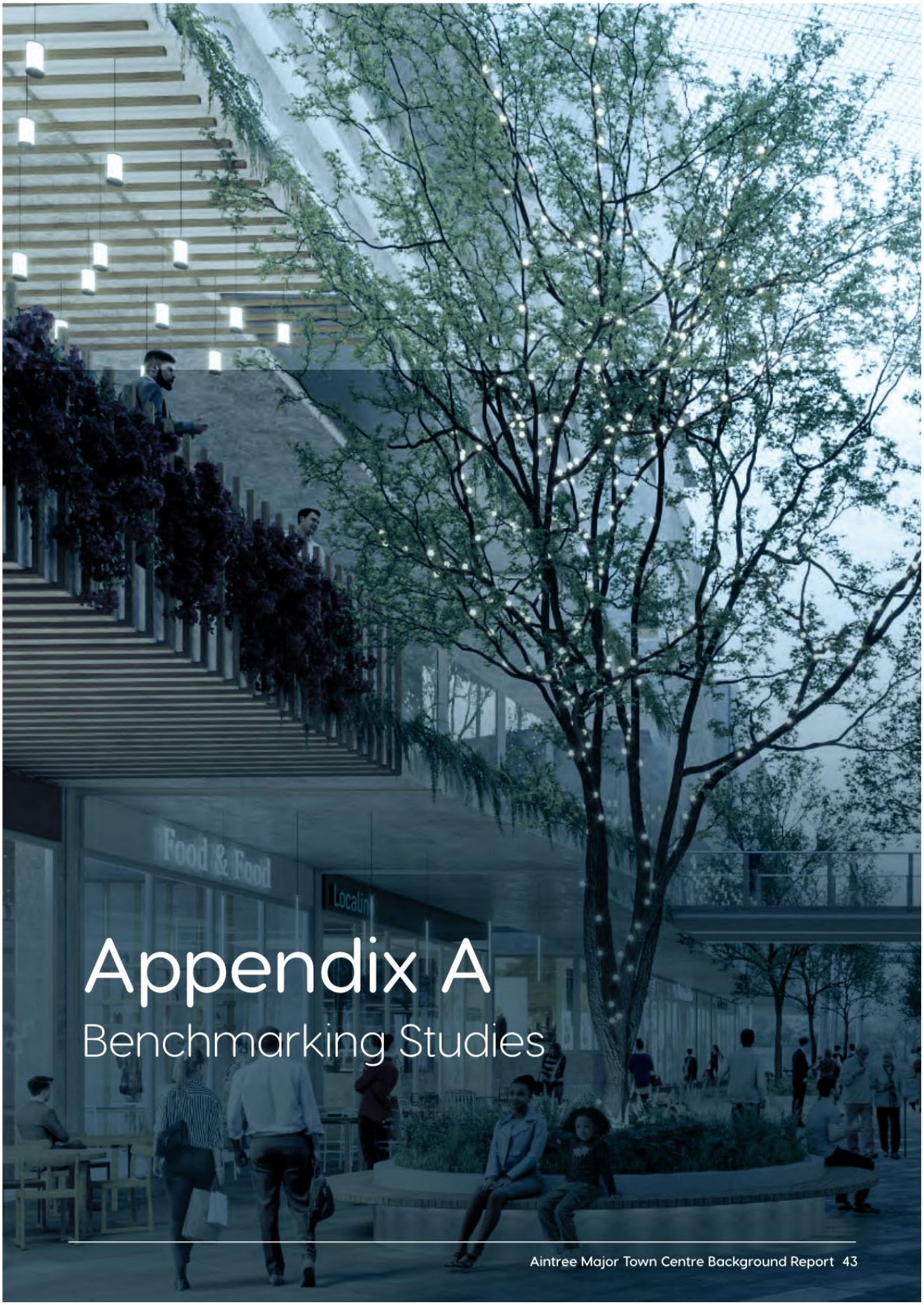


Ripley Town Centre

Benchmarking Key Findings

A range of key elements were identified that are significant in terms of their positive contribution to creating a successful town centre. In summary the Aintree MTC should look to incorporate the successful characteristics of town centres including:

- Early delivery retail (Stage 1) that manages to create a 'sense of place' and something more than just a convenience destination for supermarket shopping,
- Better accessibility by active and public transport,
- Decreased focus on vehicle accessibility and car parking,
- An open urban form,
- Be located centrally to be a community anchor
- A 'main street' that encourages people to linger, gather and experience those incidental social and communal moments,
- Public places and spaces that are shady in summer, weatherproof in winter, and generally comfortable and equitable places that all ages want to actually visit,
- An urban environment that balances retail and commercial business with a connection to nature, water and landscape - through canopy trees, urban water management and generous green spaces,
- Character precincts that allow people to experience different journeys in different spaces, far removed from the traditional street 'grid,'
- Have increased density of housing around retail centres to provide a larger catchment of people within walking distance, increasing viability for a range of businesses,
- Include office accommodation for small business start-ups, community services and activities should be available,
- Unique and playful 'moments' within a town centre that encourage walkability and excitement for young families,
- A considered 'skyline' (even in early stages) that provides a visual landmark for the core of the centre, and establishes some building height to provide visual cues for public spaces and a sense of enclosure,
- Shared infrastructure initiatives that foster a sense of community sustainability and resilience, and can replicate/ complement the sustainable aims of residents,
- More opportunities for smaller businesses and start-ups which reflect the local community, and therefore add to social inclusion.



Appendix A
Benchmarking Studies

Benchmarking Key Findings

A benchmarking process has been undertaken to review and analyse case studies of town centres from around Australia. The objectives are to learn from the planning, design and development delivery of similar centres and assess the good and bad components of current greenfield town centre creation.

A selection of town centres were examined, including:

- **Springfield Orion Town Centre, Brisbane**
- **Ripley Town Centre, Brisbane**
- **Edmonson Park Town Centre (Ed Square), Sydney**
- **Oran Park Town Centre, Sydney**
- **Alkimos Town Centre, Perth**
- **Armstrong Creek Town Centre, Geelong**

A number of other centres were included in the analysis for specific elements of their delivery and development, including Mawson Lakes (Adelaide), Gungahlin Town Centre (Canberra) and Point Cook Town Centre (Melbourne.



Edmonson Park Town Centre



Oran Park Town Centre



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- More opportunities for smaller businesses and start-ups which reflect the local community, and therefore add to social inclusion.

Ripley Town Centre

Location and Summary

- Located in Ipswich in south-east Queensland,
- The Ripley Valley Priority Development Areas covers a total area of 4,680 hectares — one of the largest PDAs in Australia.
- The broader Ripley region will see approximately 133,800 new residents by 2036.
- Sekisui House Australia, as master community developer is challenging traditional conventions of masterplanned communities
- Creating a $1.5 billion masterplan vision of a low-carbon, connected community.



Key Metrics

- Growth Area - 4,680 Ha
- Town Centre Site - 31 Ha
- Surrounded by 40 hectares of parkland and open space (including Ecco Ripley)
- 2 hectares of public and cultural outdoor space within Ripley Town Centre
- Stage 1 (2018/2019) - a Coles Supermarket, BWS, Anytime Fitness, Medical Centre, and approximately 20 specialty stores across café and casual dining, health, beauty, services and business.
- A community facility 'Minka Place' opened, reinforcing Ripley Town Centre as a mixed-use environment catering to the needs of a thriving local community.

Project Focus for this Case Study

- **Landscape and Ecological Approach**
- **Low-Carbon Framework**

Why is this interesting?

- **Liveability** - 20-minute neighbourhood philosophy
- **Ecological connection** - Satoyama focuses on the mutual benefits of integrating natural habitats with built environments, connecting people through 'ribbons of green'.
- **Future-proofing low carbon** - Private community energy network
- **EV Ready** - Private electric car share scheme
- **Lifestyle housing models** - Body corporate shared guest apartment scheme







Planning and Design Highlights

- The masterplan vision draws on the 20-minute neighbourhood philosophy to create a low-carbon, connected community, with major facilities and amenities within a 20-minute walk.
- Underpinning the TC is the Japanese concept of Satoyama. At its core, Satoyama focuses on the mutual benefits of integrating natural habitats with built environments, connecting people through 'ribbons of green'.
- Guided by Satoyama, significant value has been placed on generous green spaces, creating community and resident engagement, and to embed healthy, fulfilling lifestyles that fosters continued growth and prosperity of the community,
- The 'Gohon no ki' ('five trees') landscaping concept, which incorporates Satoyama design, also aims to promote biodiversity protection by creating gardens with indigenous tree species suited to the local climate and to increase green coverage in the community.
- The community 'circular model', develops community and commercial operators to realise considerable savings and benefits, while also reducing their carbon footprint and adding long-term asset value
- A private community embedded energy network enables electricity to be purchased in bulk and provided to existing tenants at a competitive rate.
- Ripley Town Centre's car park currently incorporates solar panels generating ~75% of the electricity for the existing shopping environment.
- Early infrastructure delivery during the planning and development phase to allow for smart technology that is agile for change
- Incorporation of the 'guest apartment' concept allowing residents to utilise living space better while having access to shared guest accommodation







Edmonson Park Town Centre

Location and Summary

- Located within the Liverpool LGA, and developed by Frasers Property in conjunction with Landcom.
- The masterplanned community covers more than 25 hectares and will incorporate 1,884 dwellings on completion.
- Ed.Square Town Centre will be home to approximately 90 retailers across 25,000m2 of retail space, including additional amenities and a kids' play zone
- The second stage is anticipated to include an additional 15,000m2 of retail space.



Key Metrics

- Growth Area - 423 ha
- Town Centre Site -26.1 ha
- Retail GFA - up to 45,000 sqm of retail, business and commercial floorspace along with associated uses
- Inclusion of 912 dwellings within the town centre

Why is this interesting?

- **A community landmark** - Utilises a landmark 68-metre high residential tower atop the shopping centre as the visual totem for the TC,
- **Early character** - Huge landmark public digital screen by artist James Dive - an interchangeable outdoor artwork that sends greetings to patrons and is "unapologetically cheerful".
- **Wellbeing focused** - embeds planning that can tackle obesity, loneliness and growing depression issues,
- **Urban Liveability** - includes significant medium and higher density housing right in the core of the TC, and has delivered it early

Project Focus for this Case Study

- **Residential density around Retail core**
- **Highway interfaces**

Planning and Design Features







- Inclusion of a single 'landmark development' building of up to 30m in height (within 300m of the train station)
- The next stage will include Eat Street and more than 40 specialty retailers.
- Promoting family play, outdoor dining and community events, Town Square at the spine's centre, becomes the 'living room' for the community.
- Unlike many mixed-use town centre developments where homes are set back from the retail and commercial components, HDR's design has embedded homes into the overall town centre experience.
- The precinct has achieved a 6 Star Green Star Communities rating from the Green Building Council of Australia, representing world leadership. It has also achieved 5 Star Green Star Design & As Built for the apartments, and 6 Star Green Star Design & As Built for the retail component











Oran Park Town Centre

Location and Summary

- Located in the Oran Park Precinct, approximately 10km from the Campbelltown-Macarthur centre, and forms part of the South West Priority Growth Area
- Since rezoning, Oran Park Town has grown to form a thriving new community of around 6,500 people, and over 3,100 approved residential dwellings / allotments
- Completion of Stage 1 of the Podium Shopping Centre;



Key Metrics

- Town Centre Site -26.1 Ha
- Retail GFA - a maximum of 50,000m2 GLAR of retail premises,
- Existing facilities include Stage 1 of the Oran Park Podium retail complex (comprising over 9,000m2 of retail floor space and 3,900m2 of commercial floor space) and main street, Camden Council Administration building, Oran Park Town Library and the Town Park.
- In total, there is currently over 20,000m2 of retail and commercial floor space in the Town Centre.

Project Focus for this Case Study

- **Town Centre Staging (early delivery)**
- **Built form approach**

Planning and Design Highlights

Why is this interesting?

- **Local landmark** - Early delivery of 12 storey residential tower as a landmark within the Town Centre that visually anchors the Main Street and the Civic Node.
- **Flexible work** - SmartWork hub concept
- **Indoor/ Outdoor** - Bringing the outside in through naturally ventilated winter garden connecting a proposed "Market Place" to the Town Park.
- **Early stage anchors** - New Camden Council offices (early delivery)







- Beyond Stage 1 - additional ground floor retail floor space to accommodate improved retail and leisure (restaurants/bars and the like) activities;
- A commercial building, comprising five levels above the ground floor retail; and
- A residential apartment component that will provide additional and more affordable housing product
- Housing diversity with exceptional access to a great variety of retail, leisure, civic activities.
- A 12 storey residential tower will become a focal point of the Town Centre above the ground floor retail at the corner of the proposed Main Street and Central Avenue - marking the confluence of leisure, civic, employment and residential activities.
- A Smart Work Hub has also been delivered as part of the Oran Park Town Centre Stage 1 development and provides office space for up to 100 people, for hire on a temporary or permanent basis. The Smart Work Hub is an innovative approach to providing a better work-life balance for people who typically travel long distances to and from the South West.









Orion Springfield Town Centre

Location and Summary

- Located in Springfield, the rapidly growing masterplanned city, Orion Springfield Central was developed by Mirvac in March 2007
- Underwent a major expansion that was completed in March 2016
- The Greater Springfield project is Australia's largest master planned City and community development project in single private ownership City and community development project in single private ownership (ultimate planned population 105,000 by 2030).



Key Metrics

Growth Area - 320 Ha

Town Centre Site - 40 Ha

Retail GFA - Approx. 71,000 sqm (full build out)

Current Retail GFA - 32,000 sqm

Project Focus for this Case Study

- **Main Street pedestrian environment**
- **Built form scale and controls**

Why is this interesting?

- **Pet Friendly -** Sirius Off Leash Dog Park on Main Street! Complete with canine public art.
- **Community anchor** - Locate the Ipswich Library on an important entry corner
- **Solar responsive** - Orientation and solar aspect considerations of the built form and street façades
- **Issues with backs and fronts!** - successful frontages and activation falls away dramatically beyond the main Street environment as blank façades face out on to empty future development parcels.
- **Local work options** - Incorporates a new mobile worker hub, The Third Space (co-working hub)

Planning and Design Highlights







- Main Street is a really comfortable human scale - with enough enclosure and active shop fronts to feel vibrant and inviting.
- Two storey built form has been located on the northern-side of the street, providing some shading and verandah/ awning elements to the footpaths, while the southern side is typically a (high and articulated) single storey, with façades often setback for sunny outdoor seating. In this way it provides really clear options in poor, good, or hot weather.
- On-street carparks on Main Street are very limited, and constrained to 30min parking - essentially either 'hero' carparks or some limited service deliveries. The focus is on pedestrianisation and a slow speed environment.
- Generous pedestrian crossings connect the north-south laneways and mall spaces, typically either enclosed or shaded and semi-enclosed. These are delineated with overhead roofing and shelter across the street which adds as a visual cue to the entries but also provides a seamless weatherproof pedestrian environment.
- Street trees and streetscape greenery is a little limited particularly in the western end of Main Street, but there are mature street trees in outtsands to the eastern end.
- Landscaping and catenary lighting is more prevalent in the town square space, central to main street - a successful community space (if a little commercialised with the surrounding retail and cafe tenancies).
- The Town Square is small by most typical centres - approx. 30m x 30m - but has a good sense of enclosure and upper level.



The Town Square anchors the main north-south pedestrian axis known as the North Star Crossing. There are major public spaces to the northern, and southern end of the North Star Crossing alignment, beyond the Main Street environment, and these are more challenging in their success as public spaces and activated places.

- Incorporates an Off Leash Dog Park on Main Street, which is located to utilise a dead corner with little activation (on a blank wall of the Target store). The Sirius dog park has public art and sculpture to embed it into the character of the Main Street.
- This is predominately as the activity of the centre drops off dramatically as you walk beyond the core and the Main Street - and the centre suffers that typical problem of staged Town Centres in that the blank, inactive service frontages face out to the wider street network and are the dominant visual cure as you approach on foot from the north or south.



Armstrong Creek Town Centre

Location and Summary

- Located 7 kilometres south of the Geelong Central Activities Area and is centrally located within the wider Armstrong Creek Growth Area
- Will accommodate around 22,000 dwellings and 54,000 - 65,000 people in a wide range of housing and densities

Key Metrics

- Growth Area - an area of 2,350 hectares
- Town Centre Site - 40ha masterplanned retail, commercial and residential community
- Retail GFA - Total of 75,000 sqm of retail, 50,000 sqm of non-retail including commercial, childcare and medical facilities and over 1200 residential dwellings
- Stage 1 - 9755 sqm retail complex on a 2.07ha site

Project Focus for this Case Study

- **Residential density around Retail core**
- **Highway interfaces**

Planning and Design Highlights







Why is this interesting?

- **Main highway frontage** - Surf Coast Boulevard and its access arrangements into the TC are similar in their challenges to Leakes Road environment
- **The missing 'doughnut'** - major challenges in the short-medium term development of the key parcels around the TC core
- **Short-term uses** - currently large format hardware stores are being developed between the Stage 1 retail and the Highway
- **Planning detail** - the Structure Plan also took a highly prescriptive approach to the layout and design of the retail floorspace within the retail core. This has received some criticism for unduly limiting the retail build out and progress.



- The site adjoins a future home of the Armstrong Creek train station. The State Government has committed to start planning for the transit corridor to consider future land use, environmental issues and development and population plans.
- The Surf Coast Boulevard Central Precinct objective is to provide a gateway entrance to the ACTC from Surf Coast Boulevard. This will be achieved by encouraging key iconic buildings to frame and enhance the primary vehicle and pedestrian entrance into the TC
- The Surf Coast Boulevard Edge Precinct objective is to provide employment opportunities close to the core of the town centre. It will provide for a mix of small to medium format restricted retail, commercial and higher density residential uses fronting the Surf Coast Boulevard, Boundary Road and Burvilles Road.





Alkimos Town Centre

Location and Summary

- Located 17 kilometres north of the Joondalup Strategic Metropolitan Centre and approximately 8 kilometres south of the Yanchep Strategic Metropolitan Centre.
- DevelopmentWA is working together with the State Government, City of Wanneroo, partner developers and builders, community groups, landowners
- Future 100,000 population within the Alkimos broader catchment area, and the TC is planned to accommodate around 13,500 jobs
- The 198ha Alkimos Central site is located within the central portion of the Alkimos region. Built around the new Alkimos train station, Alkimos Central will be a transit focused pedestrian hub

Key Metrics

- Growth Area - an area of 2,626 ha
- Town Centre Site - 198 ha
- Retail GFA - 75,000m2 of retail floorspace
- Commercial GFA - 67,000m2 (retail NLA) and 60,000m2 (bulky goods NLA)
- Total of 1895 dwellings (2040) and longer term 3335 dwellings (2060) within the TC

Project Focus for this Case Study

- **Sustainability Framework**
- **Early delivery of Community Activation**



Why is this interesting?

- **Leading sustainability** - Awarded Australia's first 6 Star Green Star – Communities rating for a residential master-planned project from the Green Building Council of Australia (GBCA).
- **Zero-carbon energy** - Australian-first community energy storage trail now underway is certainly among the most exciting - more than 50 homes across the community are now connected virtually to an innovative 1.1MWh solar energy storage system.
- **Place activation** - Incorporates an Activation Plan for the Town Centre to focus the State Government's commitment for activation from 'Day One'
- **Participatory education** - Community education strategy around the environment, water and energy.
- **Local business incubator** - The Sprout Hub is also fostering a sense of community and helping micro businesses get off the ground. The Hub has been established for three years to host community events, support local groups, businesses and not-for-profits





Planning and Design Features:

- Fibre-to-the-premises internet to every home has been installed to encourage teleworking, while WiFi will be provided in major public spaces to foster economic and social opportunities.
- Mandatory solar panels on all new buildings
- "There is usually quite a lag between when residents move in and when community infrastructure is built. The Sprout Hub bridges that gap."
- Australian-first community energy storage trail now underway - more than 50 homes across the community are now connected virtually to an innovative 1.1MWh solar energy storage system.
- Incorporates 'Interim Uses' clauses, defined as:
- 'A land use that is permissible within the prescribed zone, but because of its nature, scale, form or intensity, is not an appropriate long-term use of the land within the Activity Centre Plan area.'
- This includes restrictions on interim uses that must contribute to the public realm, incorporates built form structurally capable of vertical intensification over time; and forms part of a large staged built form strategy; or be easily removed from the site or be appropriately adapted to suit a permanent use that is to the satisfaction of the Council








Aintree Major Town Centre
Urban Design Framework
September 2025
CITY OF MELTON

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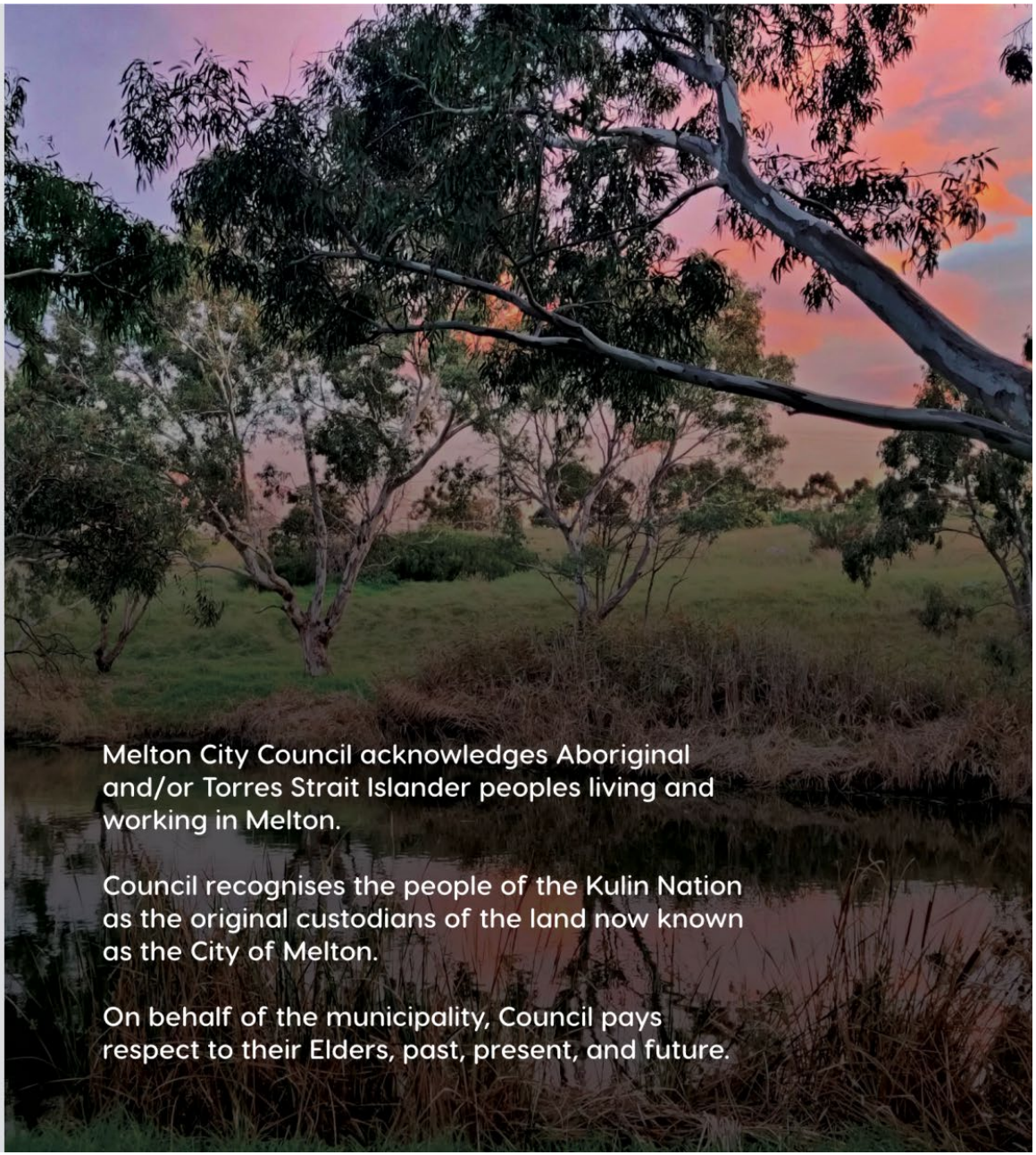
Appendices

Appendix 1 – Statutory Assessment





1. Introduction

1.1 Purpose of this Document

This is the Urban Design Framework (UDF) for the Aintree Major Town Centre (MTC) as identified in the Rockbank North Precinct Structure Plan (PSP). The Aintree MTC was formerly known as the Rockbank North Major Town Centre.

The purpose of the UDF is to set out an integrated vision for the Aintree MTC and guide its use and development over time. The aim of the UDF is to provide guidance for the future development, including land use, built form and public realm outcomes, within the UDF area.

The goals of the UDF are to:

- Establish a clear and integrated vision for the Aintree MTC.
- Guide the use and development of the area through objectives, planning and design requirements and guidelines.
- Establish an implementation program of statutory and strategic initiatives.
- Provide certainty in preferred development outcomes to Council, private sector and the community.

1.2 Background to the UDF

The UDF builds on the work undertaken as part of the Rockbank North PSP and the Aintree MTC Background Report, which looked at the specific issues and constraints relevant to the site. Given some ten years have passed since the completion of the Rockbank North PSP, specialist reports including a Traffic Report; Flood Modelling report and Economic Assessment Peer Review have been prepared as input into the preparation of the Aintree MTC Background Report and the UDF itself.

Council Stakeholder and landowner consultation occurred throughout the UDF process through community consultation sessions, landowner and Council stakeholder Design Charette Sessions and receipt of submissions. The charettes occurred early in the process with an intention of agreeing on the key objectives of the UDF and working through the major design decisions.

1.3 How to use this Document

The Aintree MTC UDF is arranged into five sections, as outlined below:

INTRODUCTION

Section 1 includes the background and overall purpose of the UDF. It also outlines the organising elements that have been referenced in the design of the MTC. These elements have been implemented through the vision and the UDF plan (Section 3), and the design requirements and guidelines.

CONTEXT

Section 2 will outline the site and regional context, and summarise the key site considerations outlined in the background report.

URBAN DESIGN FRAMEWORK

Section 3 will address the vision and urban design principles. To further explain the vision for the MTC, this section is organised into the following broad themes:

- Urban Structure,
- Land Use,
- Movement and Access,
- Public Realm and Landscape,
- Built Form, Massing, Density and Interface
- Sustainability and Environment.

Under each theme, Guidelines and Requirements provide additional detail regarding expectations throughout the MTC.

IMPLEMENTATION & STAGING

Section 4 outlines an indicative staging strategy, the key development drivers and an outline of development land contributions

REVIEW

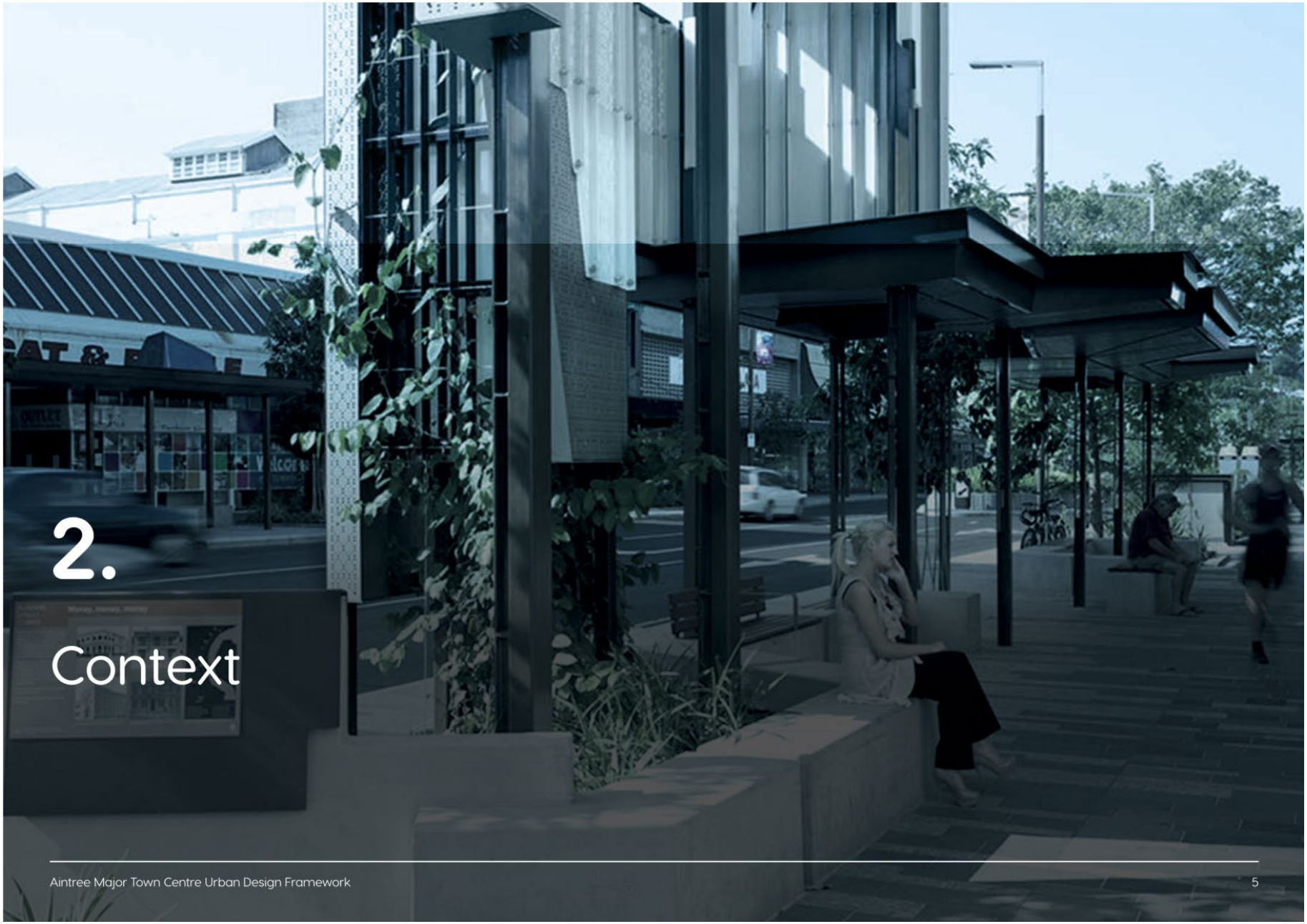
Section 5 provides a summary of the process of review recommended for the UDF, and some of the potential key changes which may trigger a review to the document.

This UDF adopts a considered structure which is underpinned by the contextual and site analysis, which informs the Vision, Key Principles and the Framework plans. It then details the Objectives, Strategies and Guidelines to be met through future planning applications in order to achieve the overarching vision of the MTC.

Principles – Guide the creation of a great town centre.

Requirements – Must be achieved by the development of the MTC.

Guidelines – The Guidelines provide a series of requirements that must or should be complied with in order to deliver on the objectives and activate the strategies.



2.
Context

Regional Context Plan

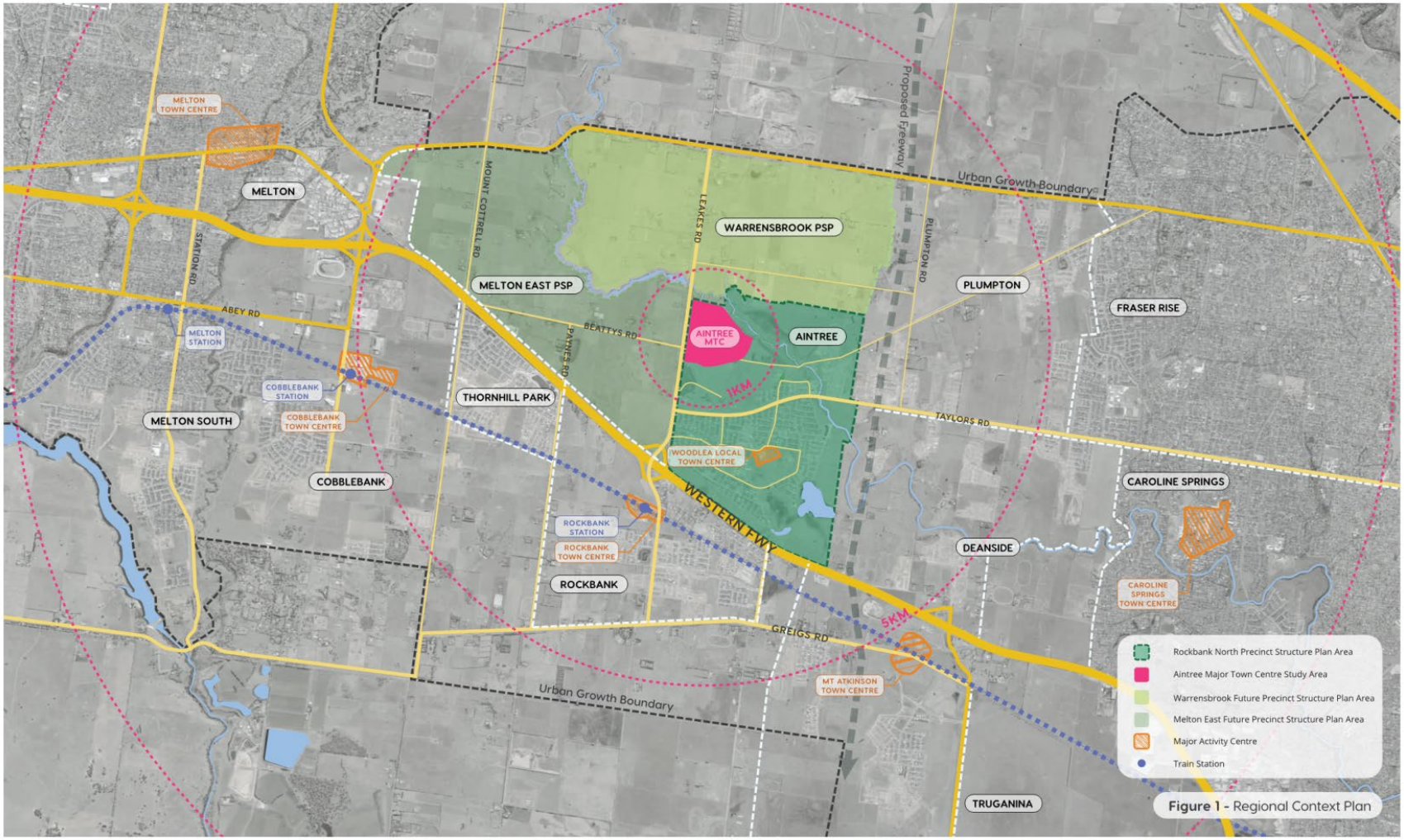


Figure 1 - Regional Context Plan

2.1 Site Context

The Aintree MTC site is approximately 47 Ha in area, located to the north of the Aintree suburb and the Woodlea residential development.

The key existing features and conditions include:

- The MTC area is comprised of a number of land parcels and titles:
  - MTC Land ownership parcel 1, at the eastern edge of the TC adjoining the balance of the Woodlea development,
  - MTC Land ownership parcel 2, adjacent Leakes Road.
  - Crown Land Parcel within Beattys Road
- Kororoit Creek is a riparian waterway corridor that forms part of significant biodiversity assets linked to the Deanside Wetlands (downstream). It accommodates a wide variety of native fauna and includes growling grass frog habitat,
- The significant red gum woodlands are located on the southern boundary of the MTC fronting Leakes Road (Woodlands Conservation),
- There are important views to more distant landscape features including Mt Cottrell and Mt Aitken and particularly Mt Kororoit to the north,
- Vegetation over the majority of the site has been modified by agriculture and is mostly dominated by exotic species, however there are significant stands of existing mature canopy trees that could be retained and celebrated in a future town centre environment,
- The north-western corner of the MTC area is constrained by a Land Subject to Inundation Overlay (LSIO), with existing topography that is subject to the 1:100 year flooding,
- The MTC is bounded by a major green drainage corridor (part of the Woodlea development), which carries stormwater drainage from Melton East PSP, east from Leakes Road along the southern edge of the MTC and then orientates north to join into the Kororoit Creek corridor. This drainage line forms a physical and visual edge to the MTC,
- Leakes Road is an existing road reserve that will be duplicated in the future to a 4-6 lane arterial road,
- There are two identified signalised intersections connecting the MTC directly to Leakes Road, as well as connecting into the future Melton East PSP area,
- Beattys Road is an existing road reserve with significant width and incorporating stands of mature trees - current works within Woodlea have begun the upgrade and formalising of Beattys Road adjacent to the MTC.



The Kororoit Creek Corridor interface



Conservation Woodlands interface

2.1.1 Interfaces

There are a number of different existing and future interfaces to the MTC land that will inform and shape the environment of the centre.

- **Kororoit Creek Interface** - The Kororoit Creek corridor runs across the northern boundary of the MTC, east of the Warrensbrook PSP abuttal. As the Kororoit Creek frames the Aintree Major Town Centre to the north, the views and amenity of the creek will significantly benefit the town centre.
- **Conservation Woodlands Interface** -The southern boundary of the MTC abutts the Conservation Woodlands, a natural and ecological green space which will be an attractor for walking and passive recreation. The Woodlands zone is currently not accessible, but will in the future incorporate some paths and trails to explore the area, and to connect through to residential neighbourhoods to the south.
- **Drainage Corridor Interface** -The south-eastern boundary of the MTC abuts a significant drainage corridor within the Woodlea development, which connects drainage from the Melton East PSP area across Leakes Road and into the Kororoit Creek corridor. This drainage corridor will be a green linear space, with shared paths and crossings to connect residential neighbourhoods directly into the MTC.
- **Melton East PSP Interface** - The western side of Leakes Road incorporates the Melton East PSP area (currently in the planning phase with VPA). Important components of the PSP area that will affect the design and planning for the MTC include the allocated Active Open Space areas abutting Leakes Road and Kororoit Creek (on LSIO land) and the signalised intersections and key vehicle and pedestrian connects west into the future PSP area. Additionally, the drainage scheme for the Melton East PSP will provide more certainty for the development potential of the north west corner of the UDF area.
- **Warrensbrook PSP Interface** -The north-western boundary of the MTC is adjacent the future Warrensbrook PSP area, across the LSIO flood plain within the Kororoit Creek corridor. While this area of the Warrensbrook PSP is not included in the MTC concept, it will need to be considered and planned for to ensure its integration and connection into the future MTC environment.
- **Woodlea development Interface** - The eastern interface for the MTC incorporates the Woodlea residential neighbourhoods currently under construction. This also includes the future P-12 Government School site, the Indoor Recreation site, and the Active Open Space (soccer ovals and park) which are all within a walkable catchment to the MTC

Site Features Plan



Figure 2 - Site Features

2.2 Rockbank North Precinct Structure Plan (PSP)

The Rockbank North PSP is the guiding document for the preparation of the Aintree UDF as set out the urban structure for the greater Rockbank North area and defines the role and purpose of the MTC within the Melton Growth Corridor.

A Concept Plan (Figure 4) was included in the Rockbank North PSP which illustrates the overall vision for the Major Town Centre and is underpinned by a series of 'Organising Elements' diagrams which help to further explain the preferred vision for the MTC.

The Concept Plan and the relevant Requirement and Guidelines set out in the Rockbank North PSP were considered when preparing the UDF to ensure that the UDF document responds to the Concept Plan in the PSP. Refer to Appendix 1 to see an assessment of the UDF against the relevant Requirements and Guidelines.

The PSP identifies the boundaries of the "Area subject to urban design framework" (See Figure 3). As Woodlea have progressed development of the residential area of the PSP the drainage alignment has been revisited and the design has been realigned in a straighter north-south alignment between Beattys Road and Kororoit Creek. This new alignment creates a logical eastern boundary that will be utilised in the UDF and is referenced throughout this document.

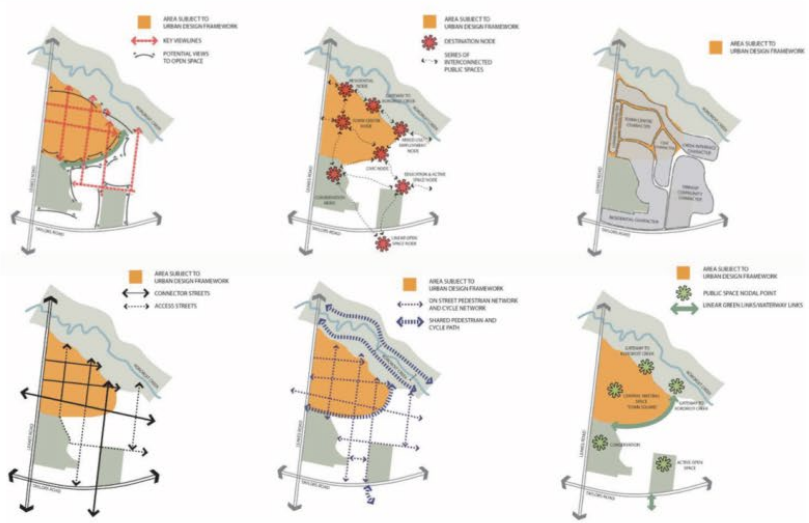


Figure 3 - Organising Elements from Rockbank North Precinct Structure Plan (2012)

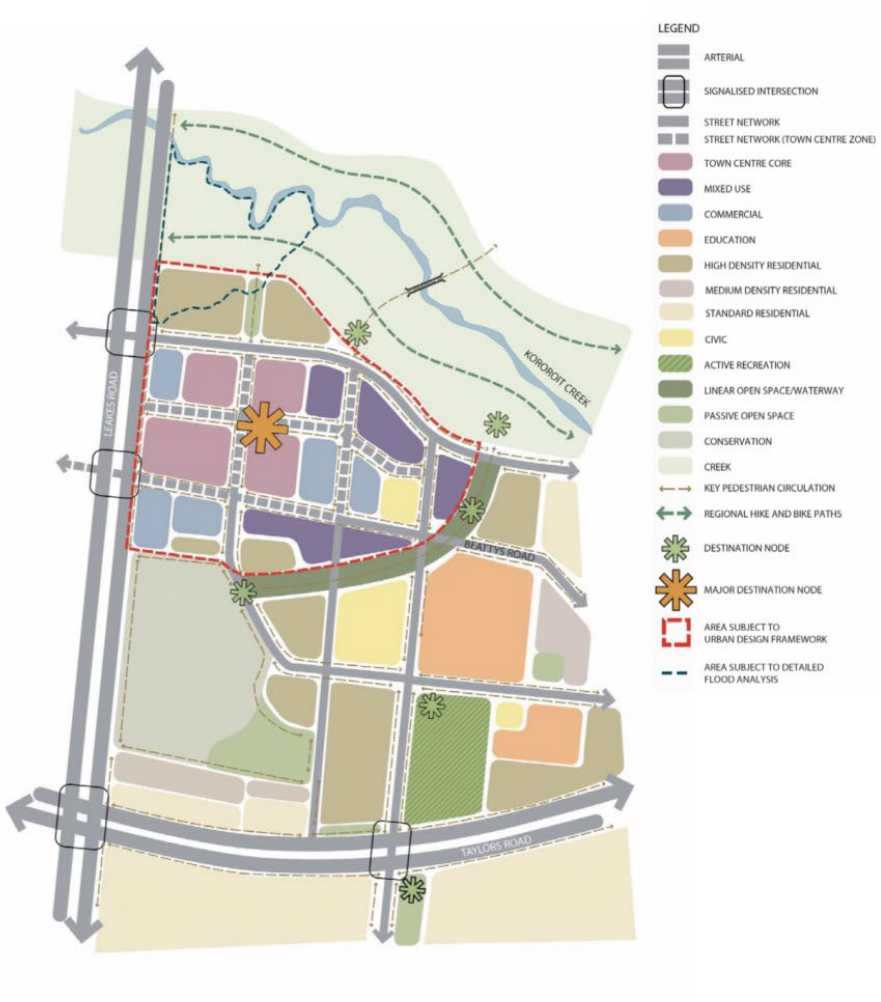


Figure 4 - Major Town Centre Concept Plan from Rockbank North Precinct Structure Plan (2012)


3.
Urban Design Framework
Aintree Major Town Centre Urban Design Framework
10

3.1 Summary

The Urban Design Framework responds to a number of key influences, including the:

- The Kororoit Creek Corridor and floodplain,
- The limited existing vegetation or topographical elements,
- The nature, scale and progress of the Woodlea development of a new community that incorporates the balance of the Rockbank North PSP area,
- The unplanned nature of the Melton East PSP, and the Warrensbrook PSP that form major interfaces to the Aintree MTC,
- The existing alignment and profile of Leakes Road, its nature as an arterial road abutting the Aintree MTC, and the future plans for its duplication,
- Local demand for expanded retail services and offering in the area, particularly from the Woodlea development,
- Community facilities requirements in the area,
- Higher density housing requirements in the area,
- Public realm requirements in the area,
- Staging and funding of major infrastructure in the area.
- Impacts of the existing LSIO land in the north east corner of the UDF.

The UDF has been prepared in response to a number of significant project inputs, including the:

- Planning context including the PSP Objectives, Strategies and Guidelines,
- Site Analysis and Opportunities and Constraints identification,
- Case Study Benchmarks of other Town Centres, including key learnings,
- A Design Charrette process (held over 3 days) which captured developer, landowner, Council and Authorities key aspirations and ideas,
- Economic viability and timing of development,
- Review of best practice,
- Feedback from Government agencies, service authorities and landowners.

As a result of the project process with the above inputs, an urban layout for the Aintree MTC has been achieved that delivers all elements as outlined in the PSP concept plan in a contemporary, site-responsive and compact urban form. The design is considered to be generally in accordance with the PSP.

The Plans in the UDF refer to a range of land uses including office/ commercial, mixed use and medium/ high density residential. The MTC has an underlying zoning of Commercial 1 Zone and all uses within the UDF area will be required to be consistent with the Commercial 1 Zone provisions. The periphery of the MTC has an applied Mixed Use Zone to facilitate a mixed use environment with a focus on higher density residential.



The Aintree MTC will be a place for people, activated day and night.

3.2 Vision

A new Major Town Centre is emerging with a distinctly local feel, paving the way for a greener, more climate-responsive future. Aintree MTC will be a place for locals to live, work, and play, and a destination for visitors to experience the best of the West.

With a focus on quality public and mixed use spaces, it will set a new benchmark for the design and delivery of urban centres, integrating public and active transport with a range of medium and high density housing options catering for the diverse new community.

With an emphasis on street life and high quality public realm, it will be active and inviting day and night. More people will live in a range of housing types close to the centre, and the streets will be designed to encourage active transport so that walking, cycling and e-scootering will be safe, easy and accessible.

Main Street will include a major new central Town Square, surrounded by destinational retail offerings balanced with local residents' every day convenience shopping. It will also incorporate a variety of opportunities for small local businesses to thrive.

Within its natural landscape setting, the Aintree MTC will be truly urban with a medium-high density mix of retail, commercial, housing, health, education and community facilities. It will be a community 'heart' that offers exceptional amenity, leveraging its location on the Kororoit Creek to create a character and identity that is local and authentic for Aintree.

3.3 Urban Design Principles

A truly Liveable Town Centre

A true mixed-use precinct that supports local business, employment, community and residential uses.

The Town Centre will be a natural destination for employment and business uses, linking high-quality housing, community facilities and transport connectivity. Housing options to live within, and around the Town Centre will be diverse, with affordable and accessible housing choices.



A Retail Heart

A destinational retail environment that supports a diverse local convenience offering.

The Town Centre will create local convenience retail in the early stages of development allied with the secondary civic facilities and public space. It will also allow the retail to grow, mature, and evolve over time to focus on the core of the Town Centre. The retail will complement the Woodlea Local Town Centre and will service and support a much wider retail catchment as PSP areas to the North and West are developed.



A Food and Hospitality Hub

An urban destination that connects people with great places to work, shop, eat, drink relax and socialise.

Aintree MTC will provide a food and hospitality offering not yet seen in the growth corridor. It will focus eating and socialising within the Town Centre and Main Street as key focal activities for the local community. It will also serve the local population living and working in the Town Centre, and draw visitation from a wider catchment.



A Commercial Destination

A Town Centre that supports a wide-range of commercial businesses, work and employment options.

Aintree MTC include scaleable business tenancies and footprints to support local businesses as they grow, and business incubator and accelerators. Co-working spaces will support more flexible work options for the local community, and longer term larger corporate business will make their home in the Aintree Town Centre.



A Smart and Connected Town Centre

A Town Centre that is connected to the broader transport network, whilst also providing local transport options.

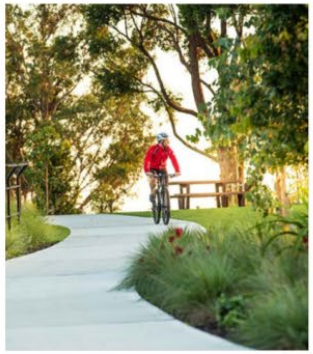
The Town Centre will provide good local transport options throughout the Town Centre and broader Aintree by providing a local bus network, bike access and amenities, micro-mobility options and an extensive pedestrian network.



A Green and Ecologically supportive Town Centre

It will embed sustainable living and ecological practices through the relationships to nature, space, technology and design.

Aintree will incorporate a diverse network of connected open spaces, supporting a variety of passive and active recreation activities, and social gatherings. Living will be green, helping It will nurture a connection to nature and inspire a greater sense of local identity and pride.



A Place for Local Recreation Events and Festivities

A thriving day and night economy with local entertainment and community activities.

Aintree will feature a significant retail and entertainment precinct at its core. A network of interesting urban spaces will provide a platform for activities for all ages, at all times of the day. The Town Centre will incorporate a night-time economy supporting local dining and socialising with the Town Square at its heart.



Climate and Culturally Responsive

An environment that facilitates more resilient, adaptable and future-ready places and also responds to the diverse culture of it's residents and visitors in a variety of different ways.

Aintree will take an integrated approach to sustainable living that is resilient and future-ready for changes in climate, sustainability, workforce and mobility. First Nations cultural frameworks will be embedded into the place, and tell the local stories of Melton.



People-Friendly Streets and Open Spaces

A network of streets, links and outdoor spaces that are safe and accessible for all ages and abilities, and support a local 'street life'.

The Town Centre streetscapes will have a network of comfortable and inviting places to meet and socialise, that support community life at all hours in safe and inclusive ways. Cycle and vehicle networks will prioritise a 'people friendly' Town Centre that hosts a vibrant daily and seasonal street life.



An Urban Environment focused on Health and Wellbeing

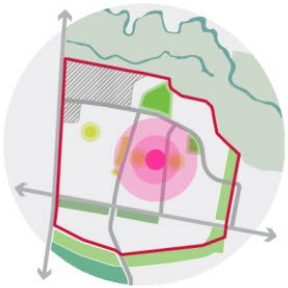
A heart for the local community that supports healthy lifestyles, and great liveability choices.

Aintree MTC is an urban environment that maximises health and wellbeing strategies through its design and planning. It supports healthy local communities by encouraging a range of physical activity and community interactions. It will provide safe places for people to walk and cycle, destinations within walking distance and easy access to public transport.



3.4 Urban Design Framework Organising Elements

The design and structure of the Aintree MTC is guided by the Organising Elements outlined below. These Elements reference the 'Organising Elements' outlined in the Rockbank PSP, expanding on those in order to achieve the outcomes identified in the Vision.



Urban Structure

A smart and logical structure, with identifiable precincts creating a clear understanding of place and location. You know where you are, where you want to go, and how to get there.



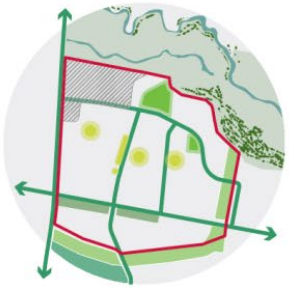
Land Use

An active centre with a range of uses and activities that caters to a diverse community. Activity throughout the day and into the evening supports local employment, with opportunities to eat, sleep, work, and live in the location.



Movement & Access

A centre that is connected through a range of modes that facilitate movement to and from the MTC. The centre design prioritises bus, cycle and pedestrian journeys to create friendlier, safer, and more seamless connections.



Public Realm & Landscape

A dynamic and entertaining focal point where people catch up, relax and enjoy the vibrant and inclusive spaces within the centre, connected to a network of parks and open green spaces that ultimately lead to the Creek Corridor



Built Form, Massing, Density & Interface

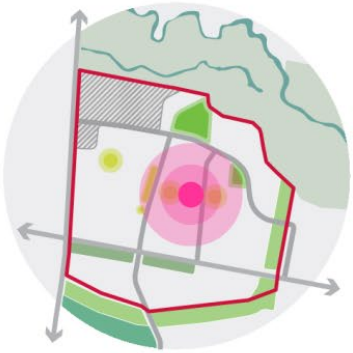
Residential and commercial density will be provided within walking distance to planned community facilities, retail and employment opportunities, and public transport interchanges.



Sustainability & Environment

A sustainable centre will enhance liveability for the community and minimise negative impacts on the environment. Creative and resourceful strategies to address urban sustainability will be undertaken in all areas of the MTC, from streets, to car parks, and to buildings.

3.5 Urban Structure



Organising Element:

"A smart and logical structure, with identifiable precincts creating a clear understanding of place and location. You know where you are, where you want to go, and how to get there."

The Aintree MTC will be an active and inviting, contemporary urban environment - one that is 'people-centric' and prioritises 'places for people'.

The urban core of the MTC will be centred around two north-south main streets north of Beattys Road and east of Leakes Road, and an east-west shared zone. It will be a pedestrian-priority zone providing a mixture of retail, commercial and civic or community uses. The main streets will connect Beattys Road, through the heart of the Centre to Aintree Park and the Kororoit Creek corridor to the north.

The retail and commercial component of the centre will be consolidated along Leakes Road and the new Main Street, providing a central space for destinational retail experiences, and commercial employment spaces. Peripheral businesses will support a mix of uses within the surrounding medium density residential development.

Anchoring the MTC heart will be the Aintree Town Square - a vibrant and welcoming place for all members of the community to gather and socialise, bringing activity to the town centre. Community, civic and retail uses will surround the Aintree Town Square, spilling activity out into the public spaces.

A network of complimenting urban plazas, open spaces and public realm will support the 'street-life' of Aintree MTC, as places for people to gather and socialise.

Upper levels of buildings throughout the MTC will support a mixture of uses including office and commercial, entertainment, and residential uses that provide passive surveillance of urban streets, a local population living and working within the centre, and new live/work choices for the wider community.

The eastern edge of the MTC will include higher density residential dwellings, connected into the surrounding residential neighbourhoods as well as the Kororoit Creek corridor, the school and the active open space facilities.

The western edge of the MTC will support gateway retail and commercial premises, fronting Leakes Road and providing a high quality interface into the Centre. These restricted retail or showroom uses will provide car parking away from view of streets, and architectural landmarks to important corners of the Centre.

Vehicle access to the MTC will be managed separately via Leakes Road and Beattys Road, particularly connecting the community south to the Western Highway. Vehicle access will be efficient and effective within the MTC environment while ensuring the centre is a safe and welcoming place for pedestrians and prioritises active travel and non-vehicle modes of getting around.

Public transport connections will be centred around on-street interchange hubs located on Main Street, with easy and direct access and view lines from Aintree Town Square and the Greenway. Micro-mobility hubs and bicycle hubs will connect users across multiple transport modes across the MTC.



Public spaces will support a vibrant town centre for all ages

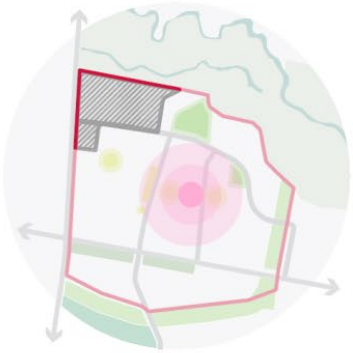


High levels of pedestrian amenity will be present throughout the town centre



The town centre will be activated day and night

Urban Structure



Aintree UDF Site Plan

Area Subject to Investigation

The north-western corner of the UDF area is subject to an LSIO. Preliminary investigation suggests that at this point the land has significant challenges to its development, however that is contingent on a number of variables that will impact future investigations, including:

- Future upgrade of Leakes Road.
- Future management and requirements of Melbourne Water assets.
- The decisions upstream in the Melton east PSP on basins sizes and locations.

Comprehensive drainage investigations would need to be conducted to determine the future development potential of that area. It is anticipated that these investigations will be resolved through the preparation of the Melton East PSP and DSS.

In order to progress with the UDF and allow development to occur, this area has been identified as being subject to future investigations, pending resolution by the responsible authorities. The majority of the UDF area will be unaffected by this, however the intersection on Leakes Road is within this area, and therefore the Area Subject to Investigation which needs to be factored into the development of the MTC.

The Creek Street and Leakes Road intersection is subject to design considerations to meet development in floodplain guidelines and requirements as determined at the subdivision stage to the satisfaction of Melbourne Water and the Responsible Authority. Development outcomes are subject to flooding investigations by Melbourne Water.

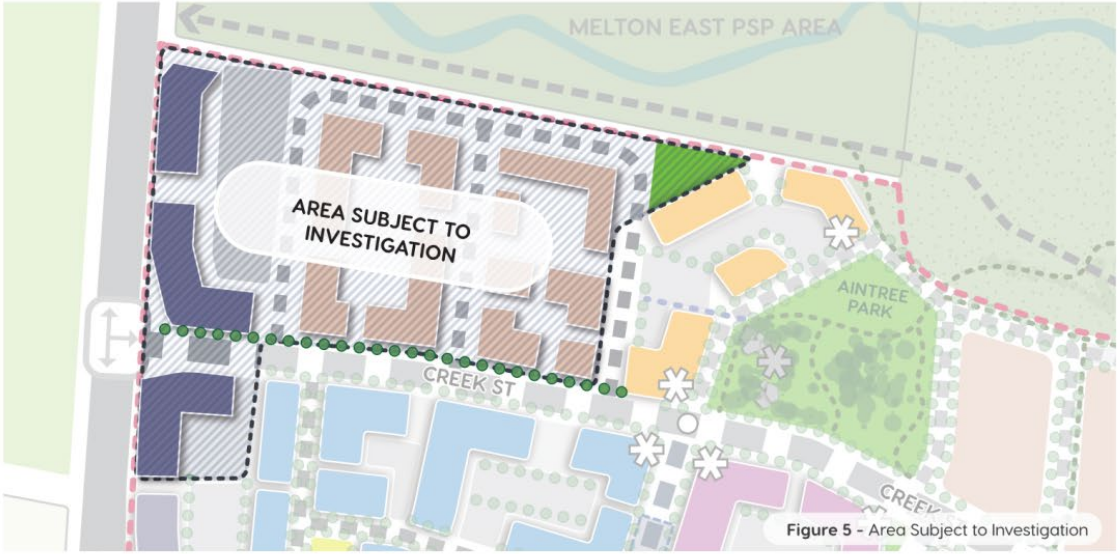


Figure 5 - Area Subject to Investigation

Requirements and conditions within the Aintree Investigation Area:

- No filling is to occur within the floodplain without prior approval from Melbourne Water.
- Any earthworks must ensure that the volume of cutting within the floodplain offsets the volume of filling.
- Prior to the commencement of works, volume calculations must be submitted to Melbourne Water demonstrating that the flood storage volume is retained within the Kororoit Creek Upper floodplain.
- The proponent must submit the technical calculations and supporting modelling based on the latest flood modelling standards, including climate change analysis, and must take into account the ultimate development use of the surrounding land, including any planned road upgrades.

If further investigations find that the land is developable, a concept is provided in Figure 5 to demonstrate a potential layout for this area.

If the investigations find that this land is undevelopable, consideration should be given to the incorporation of this land into the Kororoit Creek corridor, subject to negotiations with Council and Department of Energy, Environment and Climate Action.

Urban Structure Plan

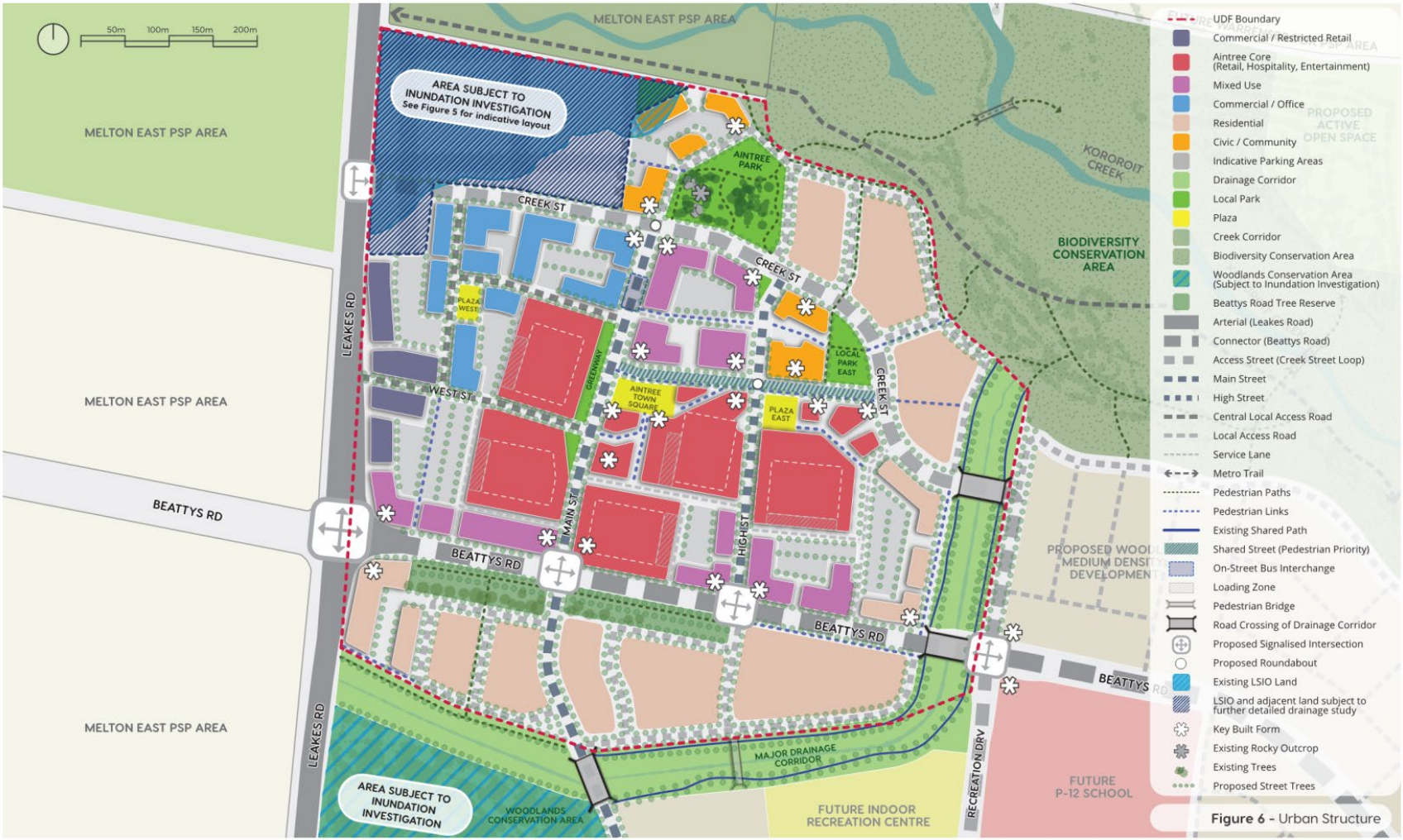


Figure 6 - Urban Structure

3.5.1 Precincts

The Aintree MTC comprises four precincts which are based on their intended land use, character, interfaces and the role of the MTC. The Precincts guide how land use, character and built form reflect the mixed use outcomes wanting to be achieved. Whilst the applied Commercial 1 zone allows for a range of uses to occur without a permit the location of these uses should be generally consistent with the land use precincts outlined below and shown on Figure 7. The precinct plan should be read in conjunction with the Vertical Mixed Use Plan (Figure 12) and the Preferred Land Uses table (section 3.6.5)

Gateway:

This Precinct will form the western entrance into the Centre and incorporates commercial/office, showroom, and large-format retail uses . This precinct is expected to have a larger street grain, accommodating some large format retail (restricted retail) built to front Leakes Road.

Land uses and buildings located close to the intersection of Leakes and Beattys Road require careful consideration to ensure that they provide the 'front door' to the Centre.

The northern proportion of this precinct is covered by the Land Subject to Inundation Overlay (LSIO) and further investigation is required prior to approval of any development in the LSIO.

Town Centre Heart:

It is envisaged that the Town Centre Heart Precinct will be a dense mixed use urban environment incorporating retail, eateries, entertainment and civic uses creating a diverse and rich pedestrian experience. As the core of the centre it will have a fine grain structure and land uses which are strongly connected to the public spaces. Future development must create attractive and active frontages (glazed and accessible directly from the street) to the main streets. The focus of the upper levels in this Precinct is for uses such as Entertainment uses as well as commercial/office spaces (as identified on Figures 12 and 8 – Vertical Mixed Use Plan and Vertical Mixed Use cross section A.

Vehicular through-traffic is discouraged in key locations within this precinct to create a pedestrian priority environment and streets which can easily be closed off for public events and programs.

Town Centre (east and west of the Town Centre Heart):

This Precinct (located east and west of the Town Centre Heart) will incorporate a mix of retail, commercial, and residential uses (above ground floor). The focus of the upper levels in this Precinct will be on functions such as Entertainment uses to the west of the Heart and Residential to the east (as identified on Figure 12– Vertical Mixed Use Plan.

A widened green street is proposed on the main street adjacent to the western side of the precinct which will allow for opportunities for outdoor dining and outward flow from the retail uses onto the street with connections across to the Principal Plaza in the MTC "Heart".

Two smaller plazas provide amenity for these mixed use areas along with, Aintree Park and the Council Community Centre sites. There is potential that the interim Council community facility could also be located in this Precinct subject to agreements being put in place with the landowner

The western side of the precinct provides an important transport function, accommodating the bus interchange integrated with the road network (rather than a separate dedicated area) so that it is accessible and remains a safe and pleasant part of the Centre.

Due to the location of the eastern area of this precinct in proximity to the existing adjacent residential, this precinct is likely to be one of the first stages of the MTC developed and as such will need to set the tone in relation to the creation of a mixed use Centre with activated streets.

Residential:

The Residential Edge is located to the north, west and south of the MTC and is identified purely for residential uses.

The area to the north has views and proximity to Kororoit Creek and Aintree Park and is suitable for smaller product and dense residential outcomes. The Land Subject to Inundation Overlay applies (LSIO) and further investigation is required in this precinct prior to approval of any development in the LSIO. The applied zoning in the north east of this land, restricts buildings to 3 storeys (11m). A concept is provided in Figure 5 to demonstrate a potential layout for this area which will be subject to the approval of Melbourne Water and the Responsible Authority.

The western edge of this precinct will form the higher density residential component of the centre which will support residential at all levels with greater building heights. There is potential to utilise the block closest to the MTC core for a mixed use apartment to focus height and activity within the Precinct.

The southern section of this precinct is separated from the MTC core by Beattys Road. The Precinct is bounded on all sides by green spaces which include the proposed Beattys Road Tree Reserve (north), future drainage corridor (east and southeast) and Woodland Conservation area (southwest). This creates a unique residential pocket that can provide a range of housing typologies denser than the surrounding homes (outside of the MTC) but likely less compact and dense than the housing product within the Town Centre Residential Fringe Precinct. There is opportunity for a mixed use building/s to be located on the Leakes Road edge at the entrance to the MTC to include additional height and articulation as part of the western entry into the Centre.

Precincts Plan

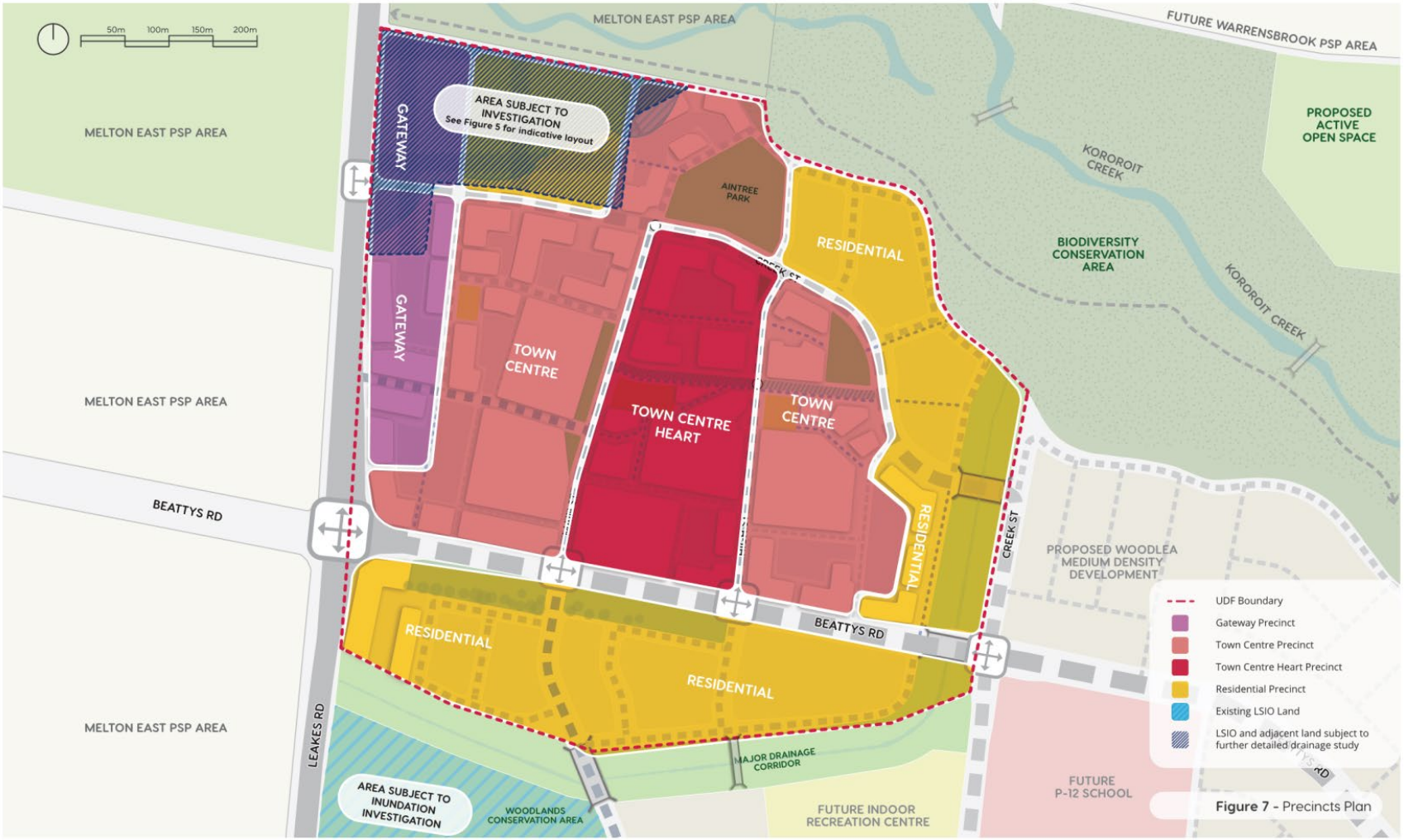


Figure 7 - Precincts Plan

3.6 Land Use



Organising Element:

"An active centre with a range of uses and activities that caters to a diverse community. Activity throughout the day and into the evening supports local employment, with opportunities to eat, sleep, work, and live in the location."

3.6.1 Retail

The retail offering will be the core economic driver for activity within the centre, with supermarket, specialty retail shops and eventually a discount department store providing for the needs of the growing Aintree community. Retail is consolidated in and adjoining the core of the centre, which will work to reduce vehicle traffic and promote pedestrian activation along the street by concentrating activity in one main location.

The Aintree MTC provides for retail up to 55,600m2 for the use of 'retail', whilst allowing for other uses to permeate throughout the centre. The provision for up to 55,600m2 retail floorspace is derived from recent technical work prepared for the UDF. The 55,600m2 comprises 40,000m2 of shop floorspace and 15,000m2 of restricted retail floorspace. This Report supports shop land use above the shop cap of 36,500m2 set out in the Rockbank North PSP and associated Urban Growth Zone Schedule 4. As such, whilst the UDF contemplates and is designed to enable shop up to 40,000m2, a permit will be required for any shop above 36,500m2. The 'shop' floorspace has been increased in recognition that the anticipated population located within the Aintree MTC catchment (including the Rockbank North, Melton East and Warrensbrook PSP areas) has increased from what was originally envisaged.

3.6.2 Residential

The Aintree UDF promotes the inclusion of higher density residential development as a key component within the Centre. Although the UDF identifies distinct residential precincts on the periphery of the MTC, upper level residential development is encouraged in all areas of the Centre.

Residential uses on the upper levels are critical in supporting street activity and providing a stable customer base for dining and hospitality uses during the evenings. Providing higher density residential throughout the Centre both in the core and mixed use precincts in addition to the dedicated residential precincts will capitalize on the lifestyle and amenity opportunities which the Centre will provide.

The land identified for residential sits within the applied Commercial 1 and Mixed Use zone and as such there are no height limitations or specific design requirements which apply. Part of a residential precinct within the Town Centre Residential Creek Edge has an applied General Residential Zone which restricts heights to 3 storeys (11m).

3.6.3 Office/Commercial

The Rockbank North Major Activity Centre Economic Assessment prepared by Urban Enterprise, dated February 2021 notes that there is a need for approximately 58,500 sqm to 72,500 sqm of non-retail employment space (such as commercial office floorspace and medical and entertainment space) to complement the core retail and hospitality role of the Centre.

Office and commercial uses could include shopfront uses such as banks, real-estate agents or medical consulting suites. In addition, the UDF seeks to provide for larger commercial spaces to enable professional service offices to locate within the Centre.

The UDF locates these uses within the Town Centre North Precinct as well as a smaller provision within the Town Centre Heart. Although the Centre will likely have a larger focus on retail than commercial given its location (i.e. not located on a train line), there is ample land within the centre which is not highly constrained and therefore it may be an attractive location for larger office buildings or professional services over time.

3.6.4 Community Facilities and Open Space

The Rockbank North PSP and DCP include provision for the delivery of community and open space infrastructure within the Centre. The following table compares the PSP/DCP allocation versus the UDF proposal



The core of the town centre will feature a high quality retail & hospitality environment



The centre will support diverse local employment, office and enterprise uses

Rockbank North PSP/DCP	UDF Proposal	Implementation Mechanism
Community Infrastructure: Multi-purpose community centre (C05 - DCP funded construction and 2ha land allocation)	In the context of the size of MTC 2ha of land is a significant area of land. Setting aside 2ha of land for a community facility in the middle of the MTC would result in a poor design outcome. As such the UDF proposes to create two smaller community facility sites (1.4ha and 0.6ha), one on each of the key landholdings. This outcome removes the risk of the poor design outcome and creates a strong Council presence throughout the centre. Acquiring the land for large community facilities such as this can take time as does designing and delivering the facility itself. Given the unknown, the UDF identifies the opportunity for Council to draw on other mechanisms to deliver early/and or interim facilities within the MTC such as short-term lease arrangements in private buildings during early stages of development of the Centre to meet the needs of the existing catchment. The UDF does not provide specific direction on the location of interim facilities but does directs the permanent facility to ultimately be built in the Town Centre. The location of interim facilities can be established through negotiations between Council and the landowner. The UDF contemplates other private civic facilities (such as medical, childcare, education) to also occur within the Centre and potential locations for these are identified on the UDF Framework Plan.	Combination of: • DCP funding • Planning permit applications • S173 agreements • Private Leasing arrangements
Open Spaces (plazas, town square, parks): Town Square (OS-09 – DCP land allocation 0.5ha)	The PSP identifies a land allocation for a single plaza within the MTC. Due to the size of the MTC area, and the likely development fronts, the UDF identifies a principal urban plaza on the Town Centre Heart (approx. 0.25 hectares) and two smaller plazas in the east and west Town Centre precinct (combined 0.25 hectares). The UDF locates the town square, plazas and parks to maximise in line with their role to benefit either retail and non-retail uses, deliver a high level of amenity, create community focal areas and key destination points. The UDF nominates a small park adjacent to the eastern residential precinct which is anticipated to be delivered as developer works as it provides amenity to the surrounding residential uses and supports the higher density outcomes. Aintree Park is proposed in the north of the MTC, adjacent to Kororoit Creek. The purpose of the provision of this park is to be a key public space interface and entry into the Kororoit Creek environment while protecting existing trees and rocky outcrop in this location	• Combination of: • DCP funding • Planning permit applications • S173 agreements
Public Realm (streetscapes, tree reserves): The PSP anticipates that streetscape delivery and landscaping will be delivered as developer works.	The UDF will provide further guidance on the expectation for the delivery of attractive and vibrant streetscapes and public realm. The UDF incorporates the wide Beattys Road Reserve which has the opportunity to protect existing established vegetation which will create a strong impression along the entry to Centre. The ultimate arrangement of Beattys Road will be negotiated between Council and landowners during the permit process.	Combination of: • Planning permit applications • S173 agreements

3.6.5 Preferred Land Uses

	Gateway	Town Centre Heart	Town Centre	Residential Precincts
Retail	• Large format retail premises • Showrooms (including the sale of automotive, marine, trade supplies and building supplies) • Indoor recreation • Manufacturing sales • Landscape garden supplies • Food and Drink Premises	• Supermarkets • Department stores • Shops • Cafes • Restaurants • Specialty retail stores • Health and beauty • Bars/clubs	• Supermarkets • Department store • Shops • Cafes • Restaurants • Specialty retail stores • Health and beauty • Bars/clubs	• Complimentary retail in the form of mixed use developments with residential
Commercial / Office	• Offices • Local service industry	• Offices • Child care • Medical services • Entertainment (including cinemas, gyms, bowling alley, yoga studios) • Home-based business	• Offices • Child care • Medical services • Entertainment (including cinemas, gyms, bowling alley, yoga studios) • Home-based business	• SOHO (Small office home office) products
Residential	N/A	• Apartments (above street level) • Hotel	• Apartments (above street level) • Hotel	• Townhouses • Apartments • Hotel • Aged Care • Retirement Village
Civic and Community Facilities	• Emergency services	• Council facilities (library, community centre etc.) • Health facilities • Place of assembly • Community Services • Private education institutions - Tafe etc.	• Emergency services • Health facilities • Place of assembly • Community Services	• N/A
Public Space	N/A	• Public squares / urban plaza	• Local park • Public squares / urban plaza	• Local park • Beattys Road Tree Reserve

Preferred Vertical Mix of Use

To achieve the desired land use mix a dense urban form within the MTC is needed. The core of the MTC is focused between Main Street and High Street and is where the highest concentration of built form will be located.

Figures 8 - 11 explain the vertical land use intentions outlined in Figure 12. These diagrams give an indicative understanding of the potential configuration and most appropriate land use distribution over multiple storeys. Higher density development will predominantly be concentrated in the Town Centre and Town Centre Heart precincts and land use will be distributed as:

- **Commercial** - Commercial or offices at ground level with residential above, and
- **Mixed Use** - Retail at ground level with commercial and residential above.





Figure 8 - Vertical Mixed Use A - Ground floor retail will sleeve the first level. Commercial and Office uses will be located on upper levels.



Figure 10 - Vertical Mixed Use B - Ground floor retail and upper level commercial or retail uses.



Figure 9 - Vertical Mixed Use C - Ground floor commercial with upper level residential and commercial uses



Figure 11 - Vertical Use D - Ground floor residential with upper level residential uses

Ground and Upper Level Use Plan

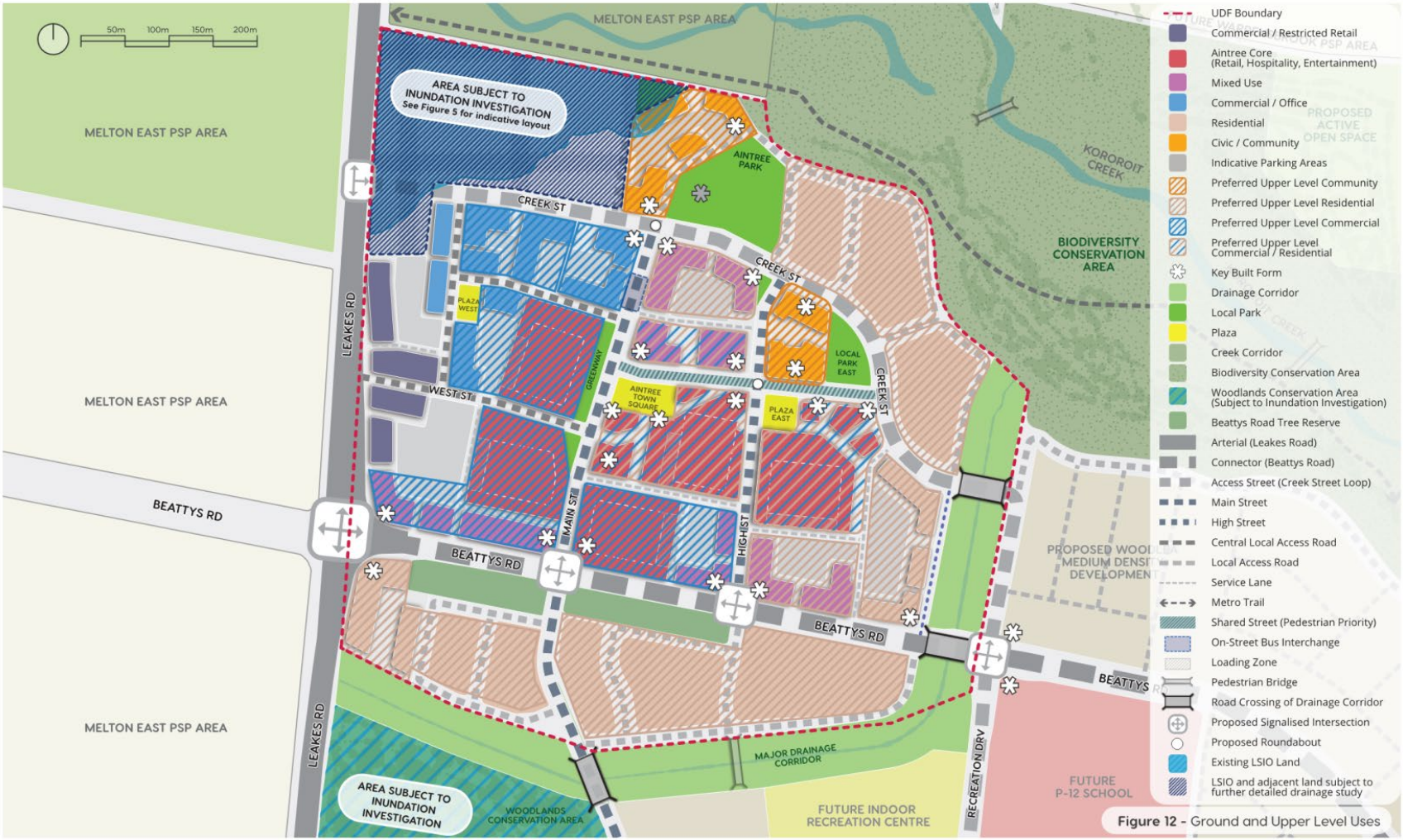


Figure 12 - Ground and Upper Level Uses

3.6.6	Land Use Requirements
R-1	A mix of core retail, specialty retail, mixed use, restaurants, medical uses, and medium-high density housing must be provided within the MTC generally in accordance with Figure 6.
R-2	Land uses/buildings fronting the urban plazas must facilitate an engaging street frontage either by locating shop front entries or outdoor dining or through architectural treatments
R-3	Uses fronting the Town Square must provide ground level opportunities for outdoor trading (i.e. street trading/dining etc.) or visual interaction to facilitate an engaging street frontage
R-4	Anchor retail tenants (larger than 1,000 square metres) must appear as secondary components in the streetscape through their location behind specialty retail/restaurants, entertainment venues, or appropriate landscape treatment
R-5	Land uses must be compatible at all times and not detrimental to surrounding uses
R-6	Land uses must provide a high level of activation within the MTC during the day and night and utilise the opportunity for seasonal/temporary uses where appropriate
R-7	Retail and commercial buildings must be strategically located to assist in forming gateways, landmarks and a sense of arrival to the MTC
R-8	Future development must create a vibrant centre by supporting residential development at medium to high densities that is integrated into the MTC (not solely on the periphery) as shown on Figure 12.
R-9	Community/Civic facilities must provide a high-quality street presentation with primary entrances located along primary street(s) or from civic plazas with secondary entrances only from car parking areas.
R-10	Future development in the Land Subject to Inundation Overlay must meet Melbourne Water's requirements and conditions as per Figure 5.

3.6.7	Land Use Guidelines
G-1	Future development should strategically locate retail and commercial buildings within the MTC core to minimise the dominance of car parking on the public realm.
G-2	Anchor tenants should be located with a positive relationship to specialty shops, car parking and Main Street.
G-3	Specific civic uses will be encouraged as part of the retail core. They should be embedded in the retail development and could be located on upper levels.



High quality built form will create a gateway to the core retail and entertainment precinct



High quality built form will help anchor and address key corners

3.7 Movement & Access Framework



Organising Element:

"A centre that is connected through a range of modes that facilitate movement to and from the MTC. The centre design prioritises bus, cycle and pedestrian journeys to create slower, friendlier, safer, and more seamless connections."

The Aintree MTC UDF emphasises a sharing of space between vehicles, cyclists and pedestrians. A clear and logical movement network allowing access to the centre has been developed. Some of the key design measures supporting the "movement and place" framework within the Aintree UDF area include:

- Slow traffic through the Shared Street
- Pedestrian crossings that prioritise pedestrians over vehicles
- In-lane bus stops
- Minimising the number of vehicle access points in the Shared Street
- Traffic calming measures such as speed tables, narrow traffic lanes and the mixing of pedestrians, cyclists, and vehicles in the Shared Street

The Aintree MTC is complex due to:

- The transition of Leakes Road to a declared arterial over time,
- The staged construction of Leakes Road over time,
- The staged construction of Beattys Road adjacent but outside of the UDF boundary, and
- The ultimate signalisation of access points at both Beattys Road and Leakes Road.

As such, balancing the need for vehicle access and the walkability and accessibility for pedestrians and micro-mobility users key to the creation of "place" and the long-term success of this centre.

3.7.1 Beattys Road

The existing Beattys Road road reserve is approximately 64m wide. The PSP nominates this portion of Beattys Road to become a 34m wide Boulevard Connector Street. There are a number of reasons for the variation in cross section from the PSP, including land title amendments, variations to carriageway widths for bus capable lanes, amended Agency and Council positions on the optimal location and nature of bike lanes and shared path connections. Additionally, Beatty's Road has already been constructed through development east of the UDF area as a single lane road in each direction. Therefore, development adjacent to Beattys Road will need to consider the location of the road within the reserve and what occurs with the residual road reserve. The ultimate design should consider the potential for retention of existing vegetation coupled with the option for the deviation of the road to facilitate additional public realm or developable area. The design of Beattys Road is flexible and can be negotiated at the planning permit stage subject to traffic modelling and to the satisfaction of the Responsible Authority.

3.7.2 Leakes Road Intersection

The northern intersection between Creek Street and Leakes Road is located within the area subject to investigation. Therefore, construction of this intersection is dependent on the further drainage analysis being complete. The implications of this on the staging of the UDF area are discussed further in Section 4. Implementation & Staging.

3.7.3 High Street / Main Street

The road cross sections for High Street and Main Street vary from the cross sections outlined in the PSP, for a number of reasons. Primarily the revised cross sections are based on balancing the need for vehicle access, walkability and accessibility for pedestrians in the most place-based and appropriate manner for the Town Centre.

The updated High Street is not designed as a bus capable street, and as such the slightly narrower 3.0m carriageways are a better urban design outcome for pedestrians, and to encourage it as a low-speed traffic environment. In addition, the protected bicycle lanes are a safer and more appropriate element of High Street.

The updated Main Street is designed as a bus capable street, with wider 3.5m carriageways to accommodate bus movements. The overall street design is a far more place-appropriate and pedestrian focused urban environment consistent with the character, built form and land use aspirations of the UDF.



Shared street treatments with surface changes will support a low speed traffic environment



Urban streets will support multiple uses, activities and daily happenings

3.7.4 Street Network

The UDF provides a number of areas where the proposed street network varies from that proposed in the PSP, including:

- Creating a wider road network designed to deflect vehicle traffic around rather than directly through the central retail core, strongly supporting a more pedestrian friendly and place-based environment suitable for a contemporary town centre,
- Revising the original concept a straight 'through street' east-west central connection in this context to mitigate concerns over potential increased vehicle movement through the central retail core and potential requirement for additional traffic signals on Leakes Road,
- Creating a staggered central street arrangement that provides for efficient primary east-west pedestrian permeability across town centre core, assisted by secondary connections traversing desire lines to points of interest.
- Meeting the 'centre to edge' intent of the Urban Design Guidelines for Victoria, while also providing a layout that responds its surrounding context, connects key points of interest in a legible manner for the use, and specifically supports pedestrian priority over private vehicle priority in the core of the centre,
- Creating visual interest with opportunities for sight lines to terminate on points of interest particularly within the retail core, which also assists in local / focal point navigation, consistent with the intent of Urban Design Guidelines for Victoria.
- Creating east-west pedestrian movement across Main Street located at 2 nominated and clearly defined crossing points, potentially supported by pedestrian priority treatments such as co-ordinated signalisation.

3.7.5 Pedestrian Movement

Pedestrian access will be a priority of the Aintree MTC, with strong connectivity to and between open space, retail areas, community facilities, and into the surrounding residential streets, including the adjacent Kororoit Creek Corridor.

The pedestrian network will be developed by providing efficient and safe connections through and between the key areas of the centre. Activated street edges will provide for passive surveillance and create safe streets. Adequate lighting connecting key uses to public transport routes will ensure pedestrian movements at night time are also safe.

A 'streets for people' approach to the design and delivery of the streets within the MTC will bring all of these elements together in an integrated network. Footpaths will be designed to support adjacent land uses and allow for landscaping and kerb-side activity.

The UDF outlines a number of important pedestrian connections that aid mid-block desire lines at a finer grain than the street network, encouraging local trips to be undertaken on foot. These connections will take a number of different forms as the Centre develops and evolves, from open air pedestrian laneways to shared-zones and retail spaces.

Crossing Leakes and Beattys Road will be challenging - signalised intersections with pedestrian refuge islands and appropriate light phasing will be important to balance pedestrian and vehicle use.

3.7.6 Cycling

The UDF promotes active transport modes, and emphasises the importance of cyclists within the Aintree MTC.

Located along the eastern side of Leakes Road, the planned Strategic Cycling Corridor (SCC) interfaces with the UDF area and connects into the proposed cycling network. The SCC will provide cyclists with a connected and continuous pathway between the Town Centre and the Rockbank Railway Station, promoting cycling to and from the Aintree MTC.

All connector level streets will include an off-road bike path or on-road cycle lane, which will allow cyclists to travel in a safe environment. In addition, the Shared Street within the core will allow for safe and slow interaction between cyclists, pedestrians, and vehicles. This will be achieved through different pavement textures, traffic signals, pedestrian refuges and central medians assisting in slowing down traffic.

3.7.7 Public Transport



Modal separation at intersections will support active transport options

Public transport is a critical piece of infrastructure for the success of a town centre. While bus-capable roads will be provided as part of the street network, future bus routes, stop locations, and direct access to the retail core are subject to detailed planning and funding by the State Government and relevant Agencies. It is anticipated that the bus network will provide connectivity to the retail core of the centre, the Rockbank Railway Station (located approximately 3km from the Aintree MTC), and the surrounding residential catchment.

Bus Interchange

An on-street bus interchange is proposed, ensuring ease of access for the greatest number of visitors and residents. It is located in the heart of the centre on Main Street to maximise the pedestrian catchment to the future bus services. The bus network connects into the key community facilities and retail opportunities within the centre, as well as providing an efficient, frequent connection to the Rockbank Railway Station.

The proposed location of the bus interchange is flexible, and the final detailed location of the bus interchange will be determined in conjunction with the wider development context of the Centre at the time, and adjoining street and building conditions.

The bus interchange will be located, and designed to not inhibit pedestrian movements on adjacent footpaths, or east-west cycling movements and will need to demonstrate it contributes positively to the street level urban environment.

Supporting the bus services will be high quality amenities such as sheltered seating, bicycle storage facilities, clear and easy-to-read timetable information, signage and wayfinding, and digital bus service information.

3.7.8 Private Vehicles

Access into the Aintree MTC is via either Leakes Road or Beattys Road. Leakes Road connects most of the north-south moving traffic onto or over the Western Freeway, as well as over the Melbourne - Ballarat Train line.

As the Aintree MTC is adjacent to this major arterial route, convenient access into the centre is available. Roads within the Aintree MTC have different levels of vehicle priority and access, and different

interactions with pedestrians and cyclists. The central east-west street is designed as a pedestrian-prioritised Shared Street, where all transport modes will share the road. This, in conjunction with the signalised intersections at Main Street and Beattys Road is designed to slow traffic, reduce the appeal of vehicles using Main Street as a thoroughfare, and increase pedestrian and cyclist connectivity.

Leakes Road will bring pedestrians, vehicles and cyclists into the Major Town Centre from the southern residential catchment. The road network circulating the centre will provide opportunities for cars to park away from the busy main street, where pedestrian and cyclist movements will be prioritised.

3.7.9 Car Parking

A town centre should facilitate easy and convenient movement to key destinations such as shopping centres, community facilities and public transport hubs. Within the Aintree MTC this will be achieved without compromising the pedestrian experience and opportunity for street based retail and street-life.

Locating car parking away from the public realm reduces the chance of conflict between vehicles and pedestrians, whilst providing convenient access to key destinations.

Car parking demand changes throughout the day as different uses activate and deactivate. As such, there may be synergies in sharing car parking access between nearby uses, such as community facilities with mostly day time uses, and hospitality and entertainment which are more frequented after hours.

Car parking will be designed to be appropriate to each specific street and precinct of the UDF as it is developed. For instance, on-street parking will only available for drop-offs and accessible parking the on Shared Street, and in other locations as appropriate.

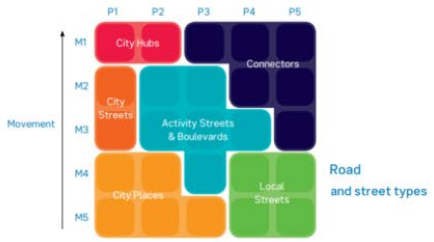
Multi-level car parking is encouraged where appropriate in order to reduce the land-take associated with car parking. Where multi-level car parking interacts with the street it will be predominantly screened from view through sleeved retail and office offerings, and dense landscaping where interface issues with other uses occur.

3.7.10 Movement & Place Assessment

Figure 13 shows individual modal classifications for the UDFs' transport network, setting the strategic intent and modal hierarchies for each corridor. This includes detailed classifications for individual modes such as bus, cycling, and others. A supporting chart below provides the detailed breakdown for each mode.

For each mode, a 1-5 scale is used where 1 represents mass movement of people and/or goods on routes with a state or national-level movement function or provides primary access to state-level places, and 5 represents local movement. Some modes do not have values higher than 3 or 4.

The Aintree Major Town Centre consists of Local Streets and City Places, surrounded by an Activity Street / Boulevard in Creek Street and Connectors in the form of Leakes Road (arterial) and Beattys Road. The blue, dotted lines represent pedestrian links and are not considered streets for the purposes of this assessment.





Parking will be balanced with street trees, landscaping and footpath spaces to contribute positively to the character of the town centre



Carparking will be screened to contribute positively to the public realm

Road Name	General Traffic	Freight	Cycling	Walking	Bus	Colour Key
Leakes Road	GT2	F3	C2	W4	B1	
Beattys Road	GT4	F3	C3	W3	B3	
Creek Street	GT4	F3	C3	W3	B3	
High Street	GT5	F3	C3	W2	NA	
Main Street	GT5	F3	C3	W2	B3	
Local Access Roads	GT5	N/A	C4	W5	N/A	
Central Local Access Roads	GT5	N/A	C4	W3	N/A	
Shared Street	GT5	N/A	C4	W2	N/A	

Modal classifications for bus, cycling, and other modes by corridor hierarchy

Movement & Access - Modal Classification Plan

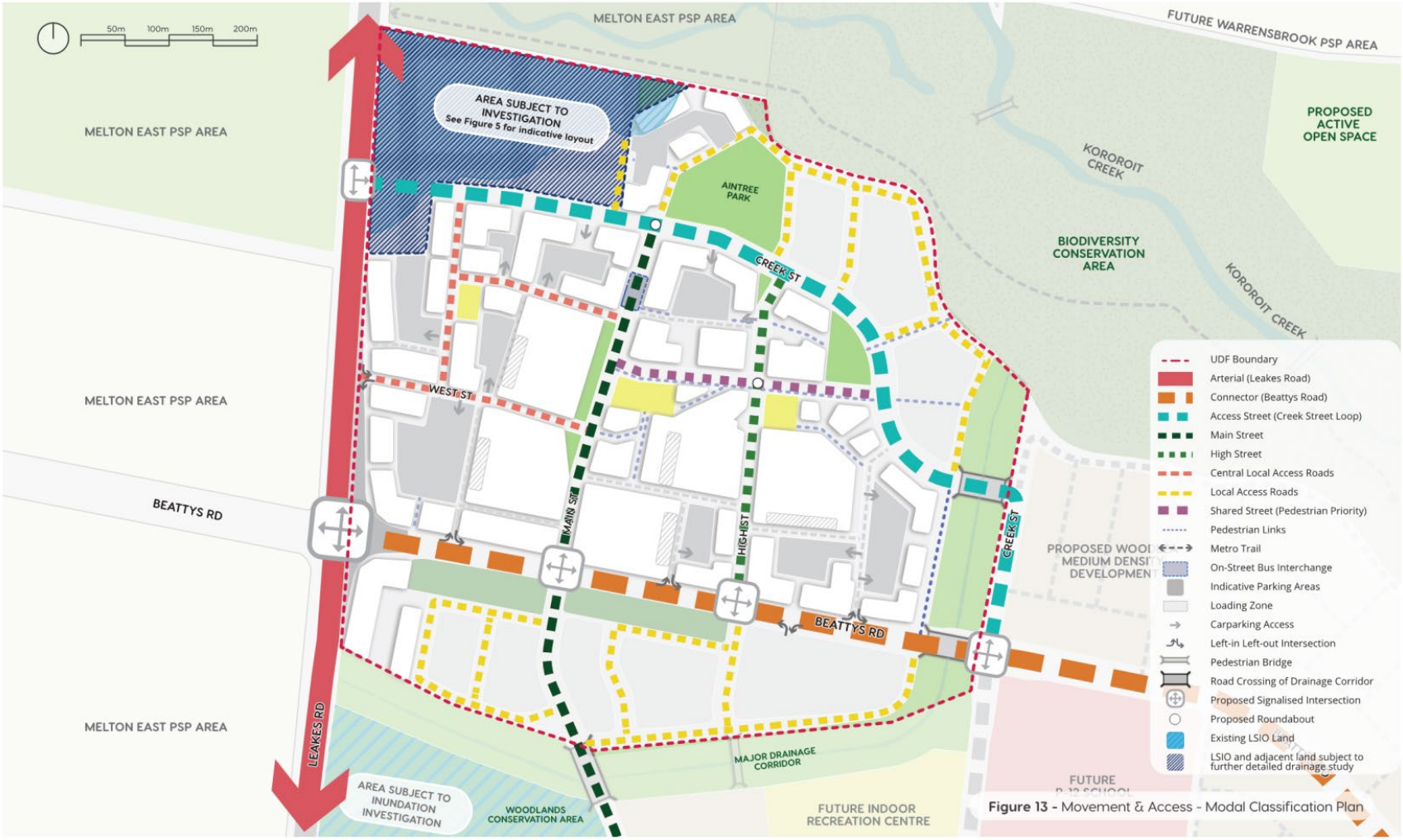


Figure 13 - Movement & Access - Modal Classification Plan

Movement & Access - Street Typology Plan

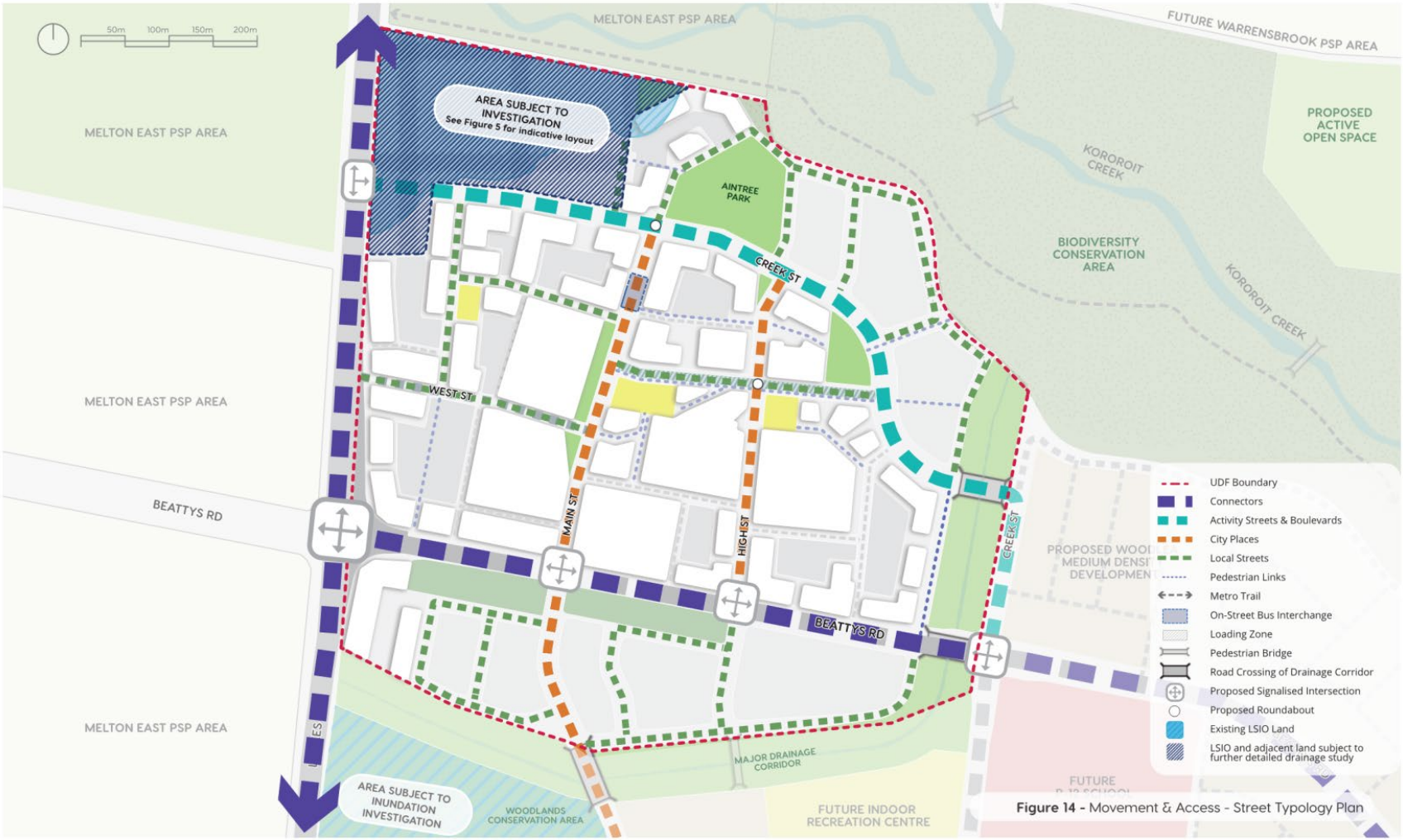


Figure 14 - Movement & Access - Street Typology Plan

Movement & Access - Pedestrian & Active Transport Plan

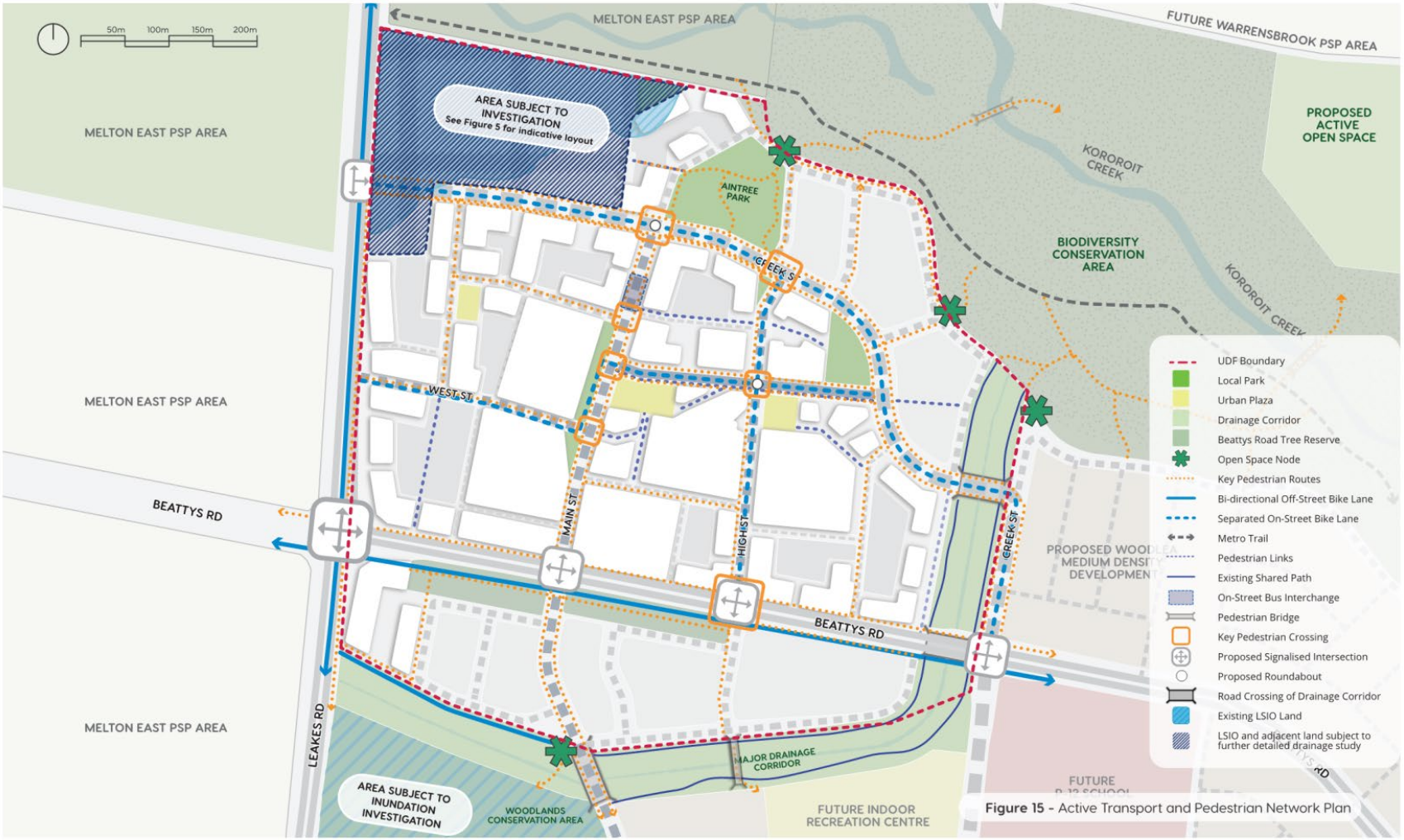


Figure 15 - Active Transport and Pedestrian Network Plan

Movement & Access - Public Transport Network Plan

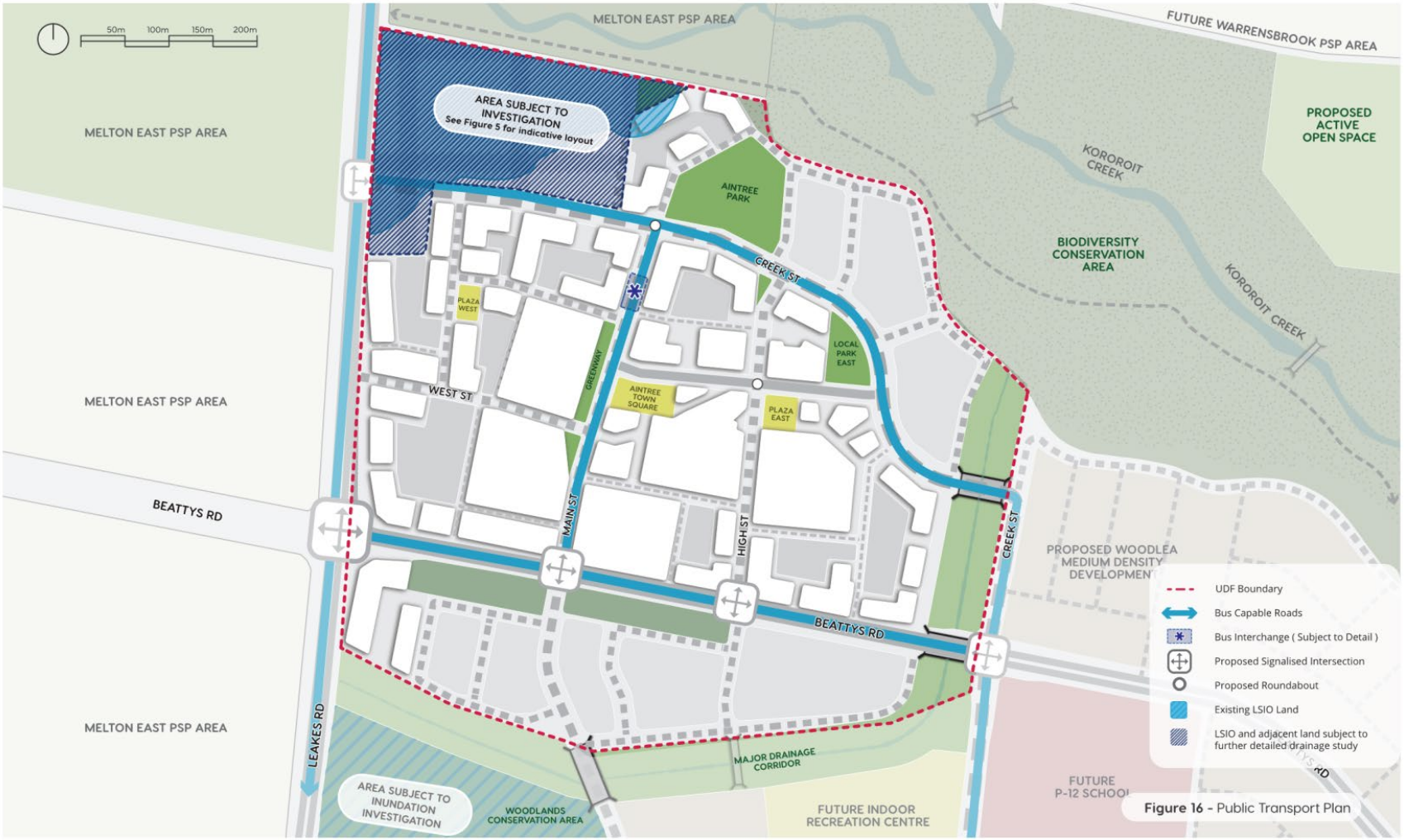


Figure 16 - Public Transport Plan

3.7.11	Pedestrian & Cycle Requirements
R-11	The active transport network must be designed generally in accordance with Figure 14.
R-12	Key pedestrian crossings, as identified in Figure 14, must prioritise pedestrian movements through the use of raised crossings or wombat treatments, subject to the outcomes of a road safety audit.
R-13	Pedestrian and cyclist access to the MTC must be safe, convenient, and easily accessible.
R-14	Publicly accessible bike storage facilities and self-maintenance bike hubs must be provided near community facilities.
R-15	Street blocks must be permeable to allow for comfortable and safe pedestrian movement through the MTC.
R-16	Shared paths must be constructed along the drainage corridor and Kororoit Creek.
R-17	CPTED principles, such as natural surveillance, controlled access, and good maintenance must be implemented in the design and construction of all streets, including pedestrian connections within the MTC.
R-18	Design of all subdivisions, streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing the following to the satisfaction of the coordinating road authority and the Responsible Authority: • Footpaths of at least 1.5 metres in width on both sides of all streets, roads and bridges, unless otherwise specified in relevant cross sections, • Shared paths or bicycle paths of 3.0 metres in width where shown on the relevant cross sections, • On road bicycle lanes where shown on the relevant cross sections • Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines, • Raised wombat crossings or similar treatments should be considered on slip lanes to prioritise pedestrians and cyclists, subject to road safety audit, • All pedestrian crossings within the Aintree core should be at-grade raised treatments (e.g. flat-top speed humps with zebra markings aligned to footpaths) to reinforce pedestrian priority. • Safe and convenient transition between on and off-road bicycle networks. • Design priority must be given to cyclists and pedestrian along service lanes and loading zones.

3.7.12	Pedestrian & Cycle Guidelines
G-4	Bicycle parking should be co-located and integrated with other street furniture.
G-5	Early delivery of pedestrian focused streets should be prioritised to promote pedestrian movement and active participation with the streetscape.
G-6	Bicycle storage, change room and locker facilities should be located in new businesses where practical, in order to improve end of trip facilities for cyclists.
G-7	Where pedestrian priority is required, all footpaths traversing non-signalised intersections should utilise alternative road construction treatments such as raised pavements or alternative materials to visually highlight pedestrian priority.
G-8	Vehicle intersections and cross-overs should be minimised in locations adjacent to off road cycle paths and shared paths to ensure pedestrian and cycling priority and safety.

3.7.13	Public Transport Requirements
R-19	Drop off/pick up zones must not impede bus movements within the bus interchange.
R-20	All bus stops must include amenities such as seats, shelter and bus route information.

3.7.14	Public Transport Guidelines
G-9	Delivery of bus-capable roads to facilitate early adoption of sustainable travel options should be prioritised.



Laneways and mews will be supported as secondary public places



Bi-directional cycling path, separated from both the pedestrian walkway and the road carriageway will support a safer cycling network

3.7.15	Vehicle Requirements
R-21	The road network must be designed generally in accordance with Figure 13 and applicable street cross sections.
R-22	Service and loading areas must be located to the rear and side of the property, away from street and significant public realm frontages and, where possible, consolidated with adjoining land uses.
R-23	Development must provide for landscaping of roads and streets to create key public spaces, landscape corridors and contribute to an attractive and green urban environment.
R-24	Appropriate street lighting must be provided on all streets to reinforce the preferred movement network hierarchy.
R-25	In the MTC and on all local access streets, development must provide a slow-speed environment that is self-enforcing.
R-26	All streets, including pedestrian connections where vehicle access is provided, must accommodate deliveries and waste disposal services.
R-27	All access for uses along Leakes Road and southern frontage of Beattys Road must be from side streets to ensure there are no vehicle crossovers.
R-28	The construction of roads within the MTC must consider the interim and ultimate staging of the road network, as discussed in Section 4.

3.7.16	Vehicle Guidelines
G-10	On street loading bays should be time restricted and located at the end of street blocks.
G-11	Car share spaces should be provided within the street network, convenient to users of key facilities and land uses.
G-12	Electric car charge points should be provided within the street network at convenient locations.
G-13	The ultimate design of Beattys Road within the MTC should consider the relevant cross sections and be designed to the satisfaction of the Responsible Authority

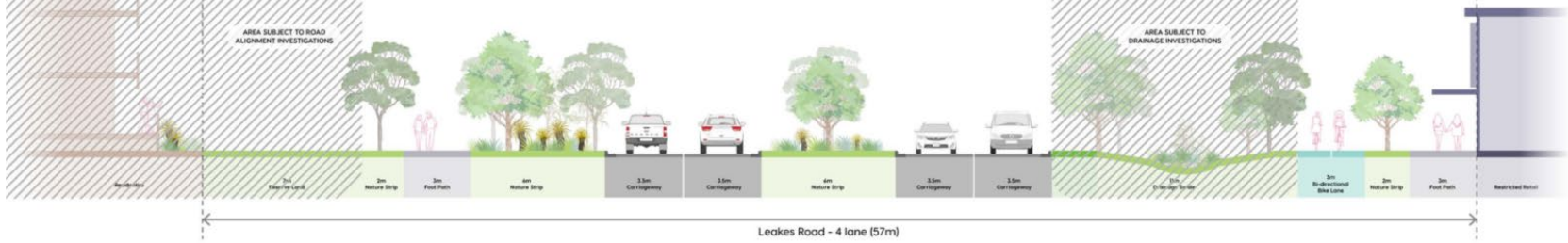
3.7.17	Car Parking Requirements
R-29	Car park and site servicing access must be designed to minimise potential conflict between vehicles, building occupants, pedestrians and cyclists.
R-30	Off-street car parking must be screened from view, and may be achieved through one of the following methods: • Full basement parking completely submerged below ground. The ramp to the carpark will be the only visible element at street level, or • Car parking within multi-storey buildings completely hidden from the street or significant public realm frontage behind an active frontage with uses such as retail, commercial or residential, or this is to ensure active interfaces to all street, park and plaza interfaces, or • At-grade car parking screened from view via built form and landscaping.
R-31	Podium car parking must use suitable contemporary materials and screening techniques to create visual interest.
R-32	Car parks must include water sensitive urban design elements to the satisfaction of the Responsible Authority.
R-33	Car parking areas must be appropriately landscaped to the satisfaction of the Responsible Authority in accordance with Council's Off-Street Car Parking Guidelines.
R-34	Cars parked on the roof of multi-level car parks must be screened from view from the surrounding streets and public realm.
R-35	Vehicle access points to buildings must be located away from key pedestrian streets to minimise streetscape disruption.
R-36	Access to car parking areas must be provided by service streets and lanes to reduce congestion on Town Centre Main Streets.
R-37	Direct pedestrian access to public streets must be provided from car parking areas to generate foot traffic for retail uses and slow down traffic along the main thoroughfares.
R-38	On-street parking on the Shared Street is limited to drop-offs and accessible parking only.

3.7.18	Car Parking Guidelines
G-14	Appropriate car park signage and smart parking technology should be provided.
G-15	Car parking reduction may be considered where appropriate to encourage alternative modes of transportation. Where car parking is required, sharing of car parks is encouraged to reduce the overall number of spaces across the MTC.
G-16	Uses above ground floor should have access to appropriate secure car parking locations.
G-17	Car parking areas should provide convenient locations for car share spaces.
G-18	Car parking areas should provide convenient electric car charge locations.
G-19	Opportunities to share car parking at different times of the day should be considered, noting that the peaks different uses will differ.
G-20	Long term removal of at-grade parking should be considered in order to utilise the sites for development as demand increases in the MTC.
G-21	At-grade car parking should only be utilised as an interim development scenario.

Typical Cross Sections



4 Lane Arterial - Option 1
Leakes Road

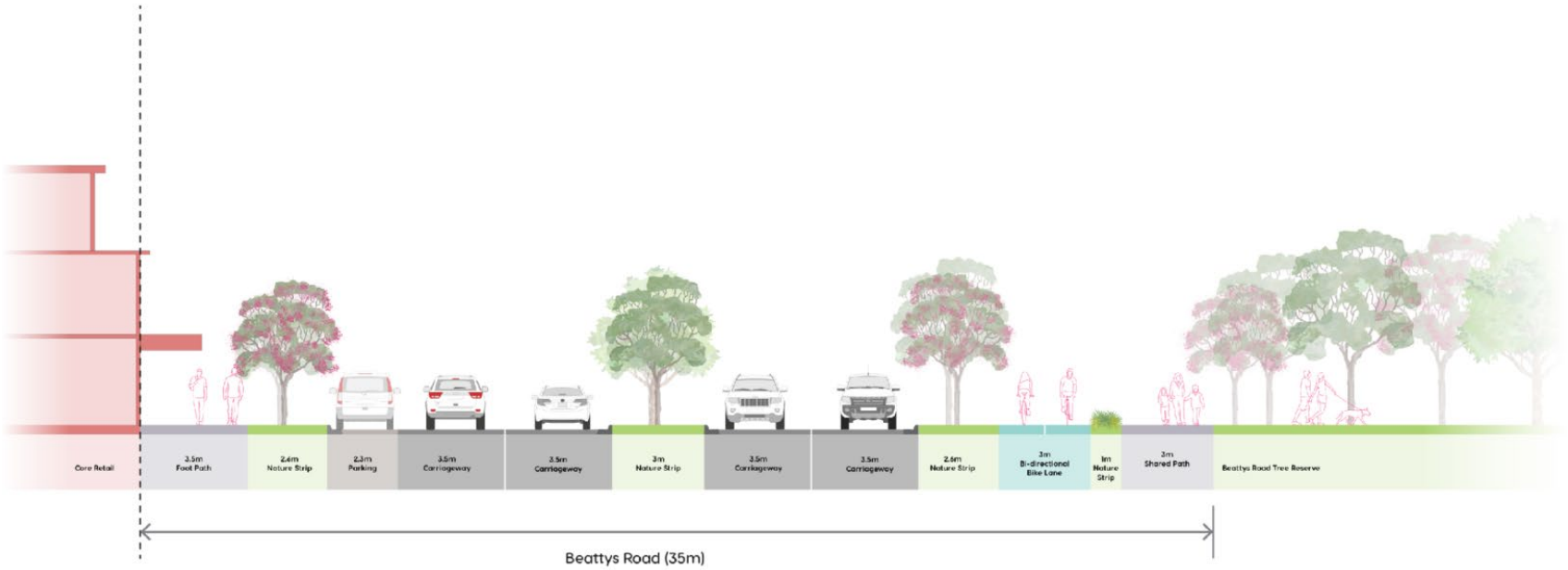


6 Lane Arterial - Option 2
Leakes Road



Section A
Beattys Road



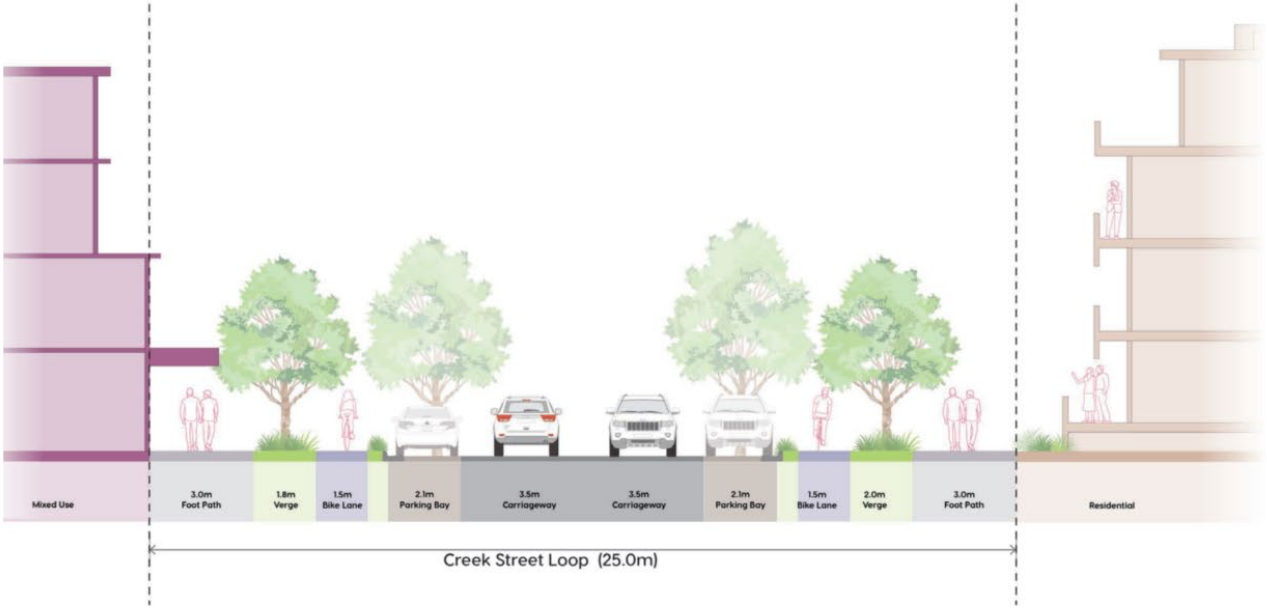


36

Cross Sections

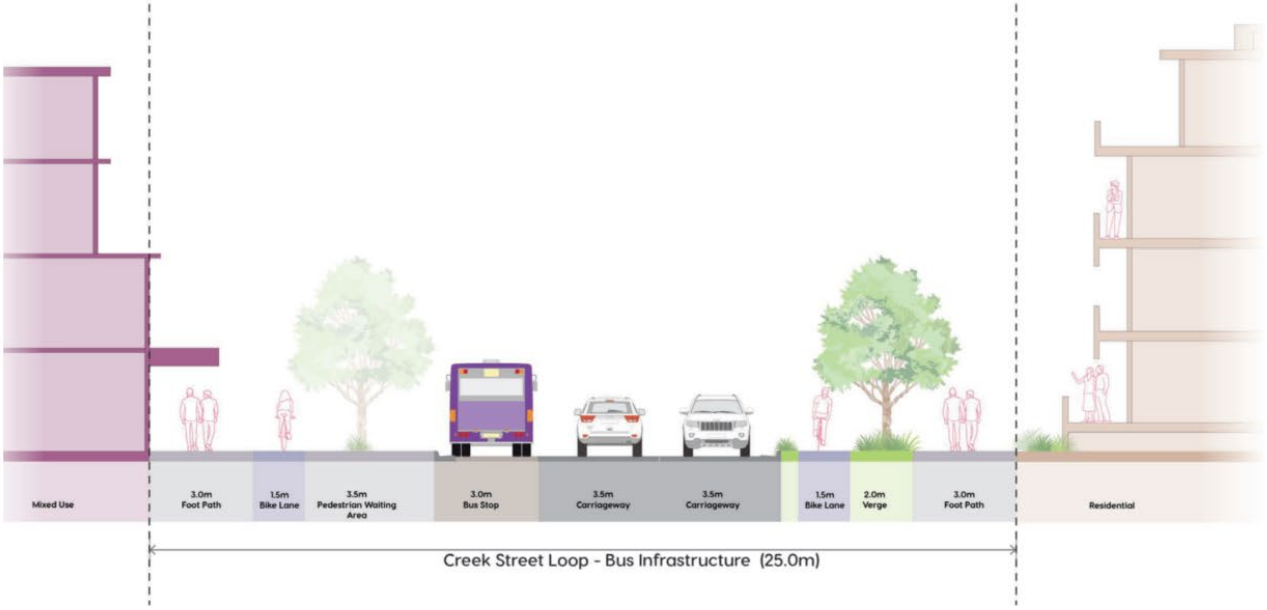


25m
Creek Street Loop

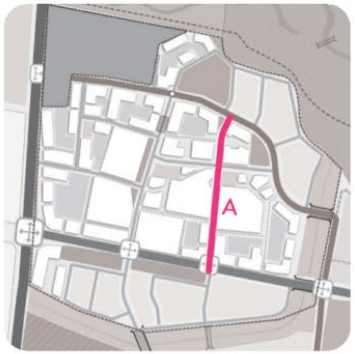


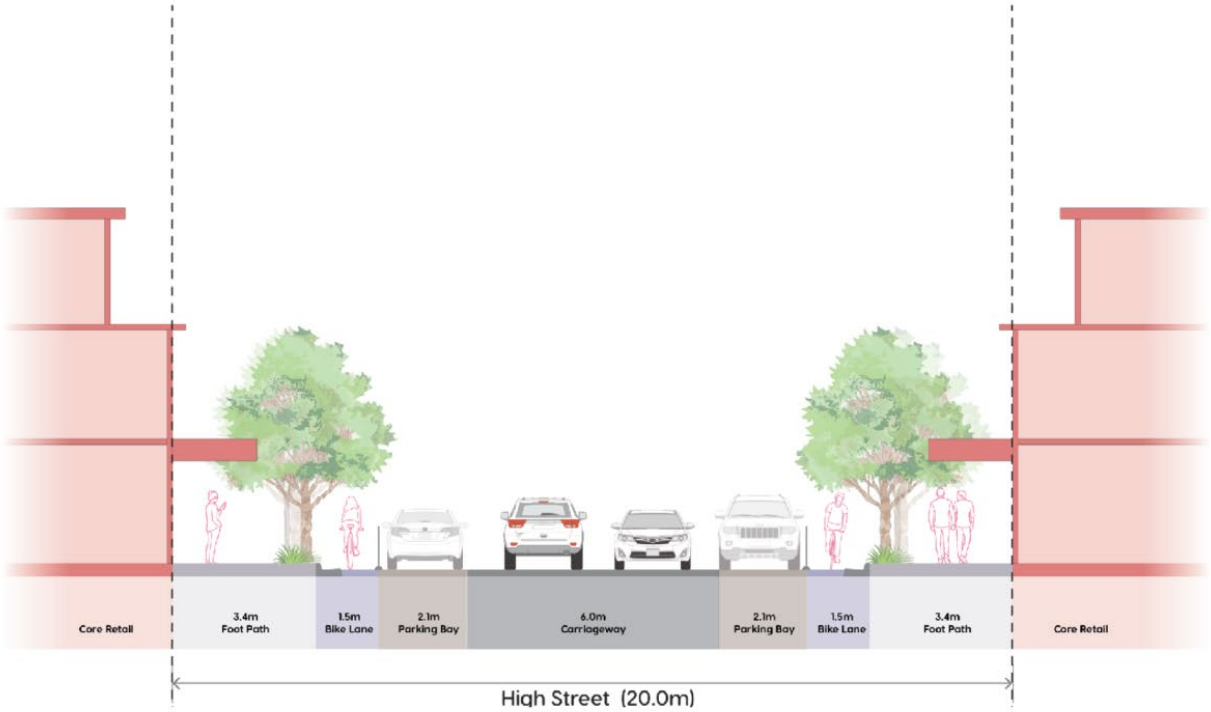


25m
Creek Street Loop with Bus Stop

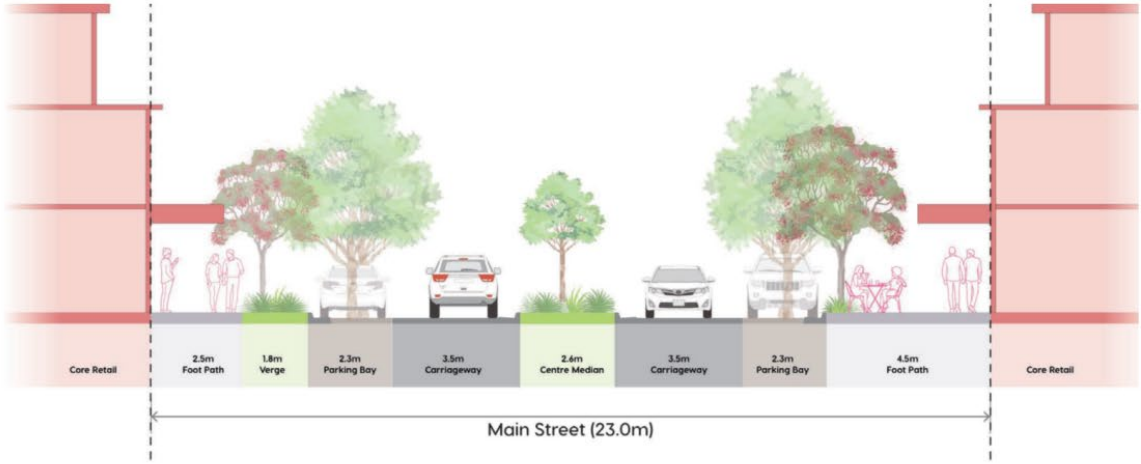


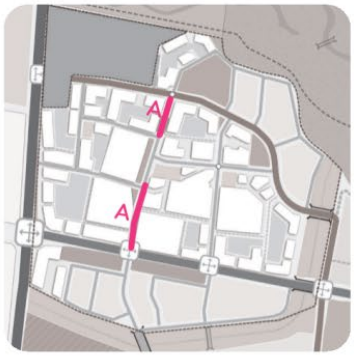
20m
High Street



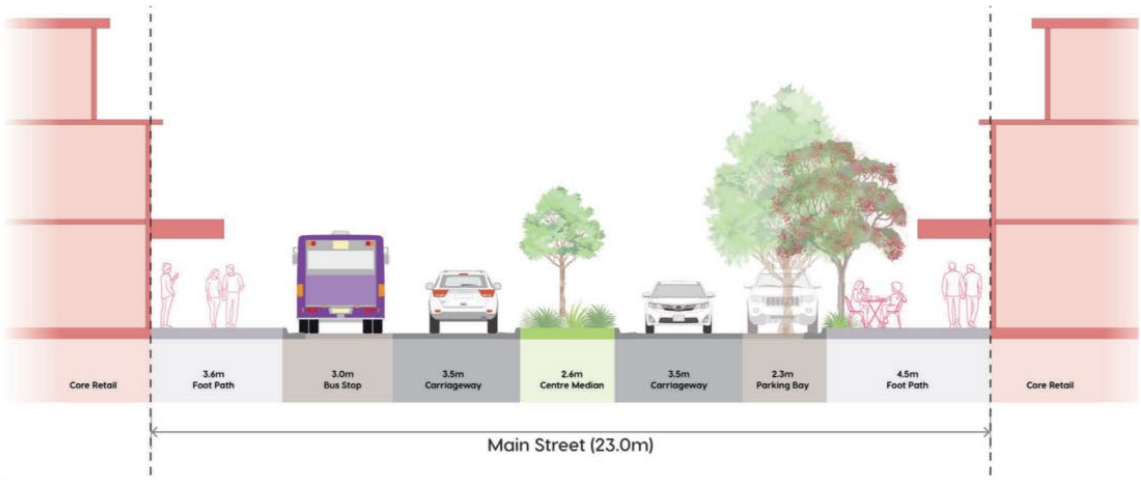


23m
Main Street -A



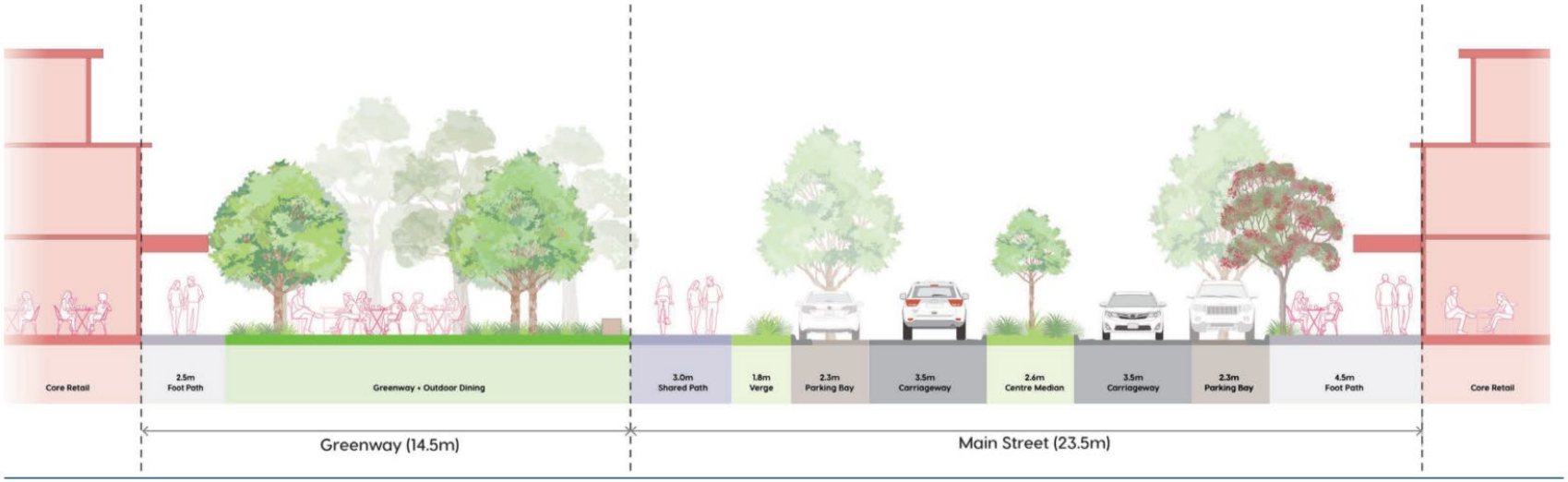


23m
Main Street -A - with Bus Stop





23.5m
Main Street + Greenway -B

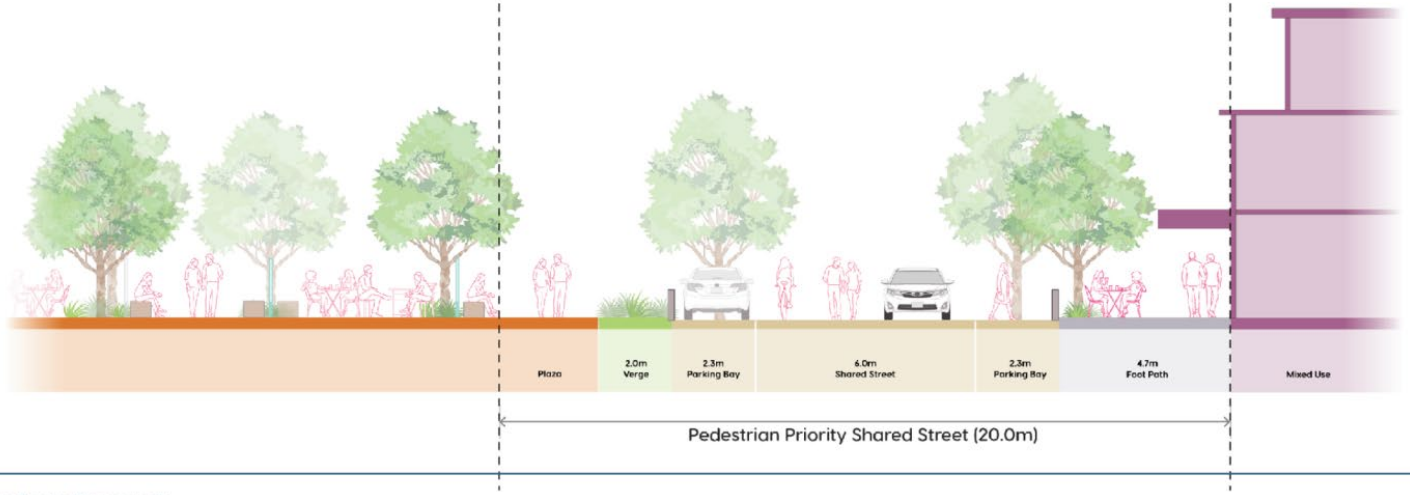


20m
Pedestrian Priority Shared Street - A

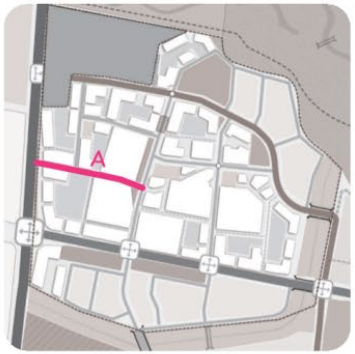


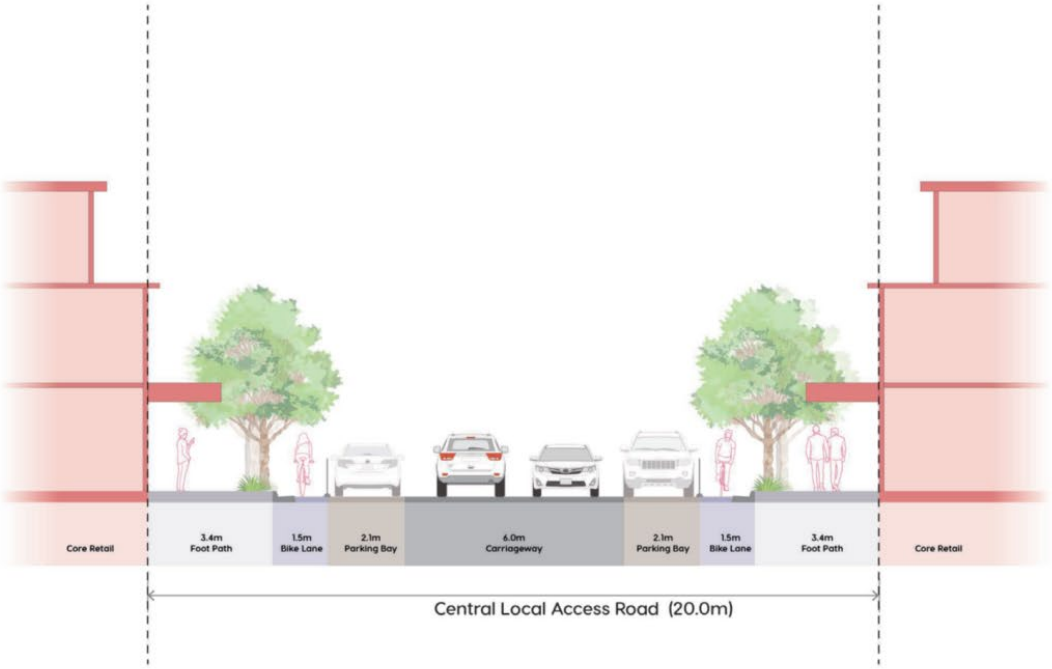


20m
Pedestrian Priority Shared Street - B



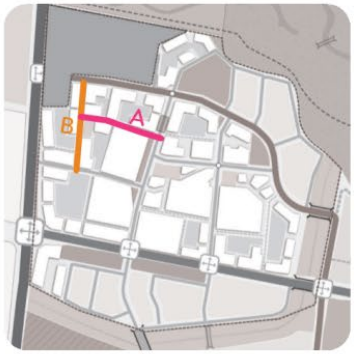
20m
Central Local Access Road - West Street



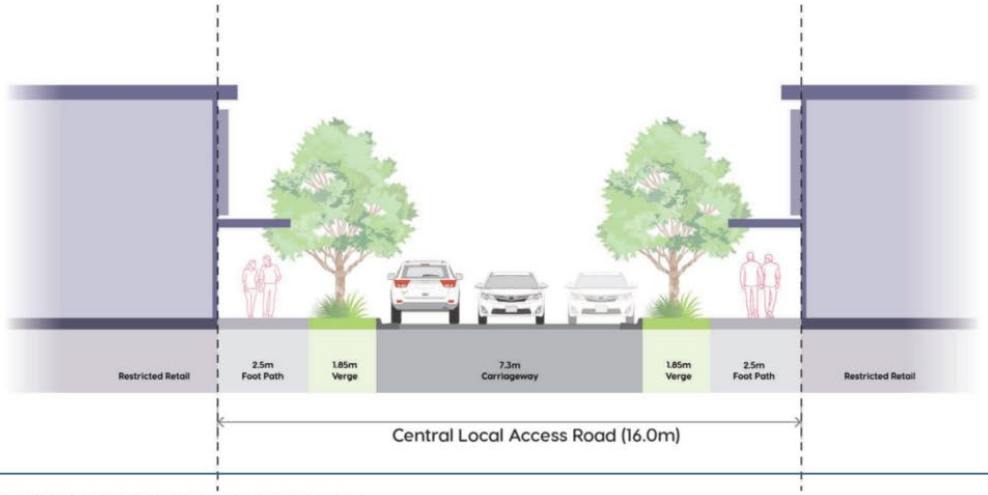


16m
Central Local Access Road - A

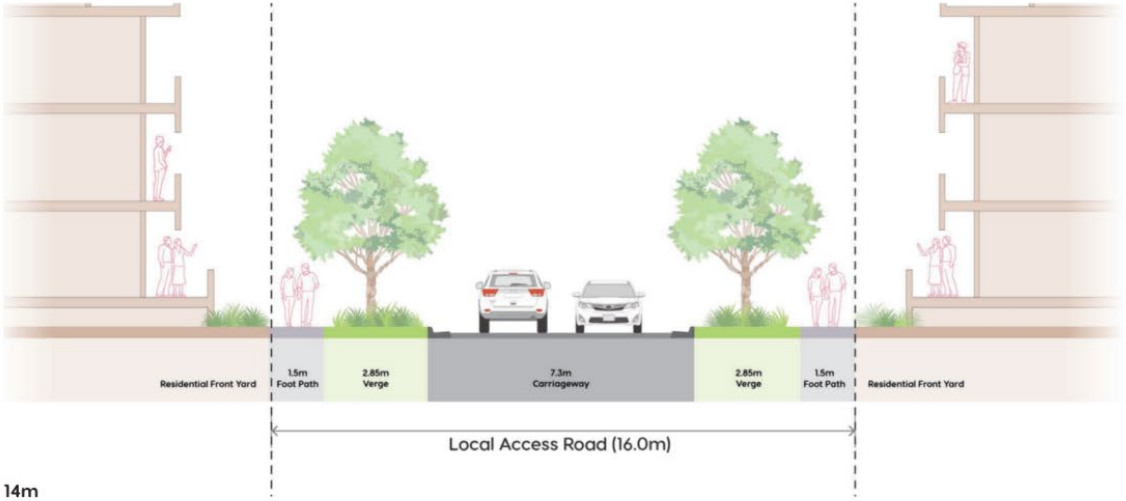




16m
Central Local Access Road - B

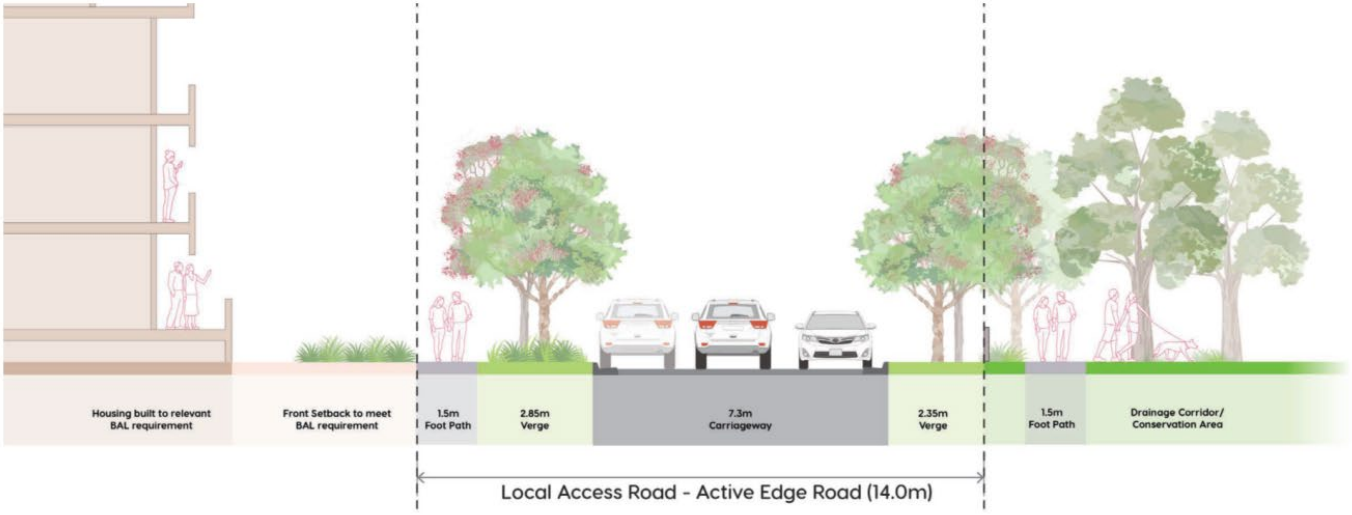


16m
Local Access Road - C





14m
Local Access Road - D



3.8 Public Realm & Landscape Framework



Organising Element:

"A dynamic and entertaining focal point where people catch up, relax and enjoy the vibrant and inclusive spaces within the centre, connected to a network of parks and open green spaces that ultimately lead to the Creek Corridor."

There will be a number of key public open spaces that contribute to the overall amenity and function of the centre and cater for high volumes of pedestrian traffic and activity, that will be integral to the design of the Aintree MTC UDF. The three categories of spaces in the MTC are:

- Pedestrian-Focussed Streets
- Urban Plazas, and
- Parks and Reserves.

These spaces will be designed for a range of users. They will be available at all times of the day, and able to facilitate public art, events, experiences and celebrations, contributing to a local sense of community.

The design of these spaces must comply with the relevant Crime Prevention Through Environmental Design (CPTED) standards. These standards include measures such as reducing places where people can hide, maintaining visibility to all spaces (where possible), and incorporating appropriate lighting. These key public realm areas will be utilised by the community during the day and night.

These spaces will also form a part of the broader open space network within the Rockbank North PSP area, linking users to the Kororoit Creek Corridor and other parks and established pathways further afield.

3.8.1 Pedestrian-Focussed Streets

The MTC incorporates a strong prioritisation of people over vehicles in order to create a pedestrian and cycle friendly urban environment. This means that as well as designing streets to service and provide for vehicles, the framework also needs to provide streets for people and consider them a key part of the open space network.

While all streets will have pedestrian elements such as footpaths, pedestrian-focused streets will provide an additional element to the non-vehicle user. This can include generous landscape treatments, wider footpaths, appropriate street furniture, lighting, shade, shelter, wayfinding, and pedestrian priority crossings in key locations, as well as providing suitable interfaces to adjacent buildings. These people-focused streets will be comfortable, safe, inviting and easy places for people to walk, gather, linger and socialise.

The Main Street will include a 14.5m Greenway (See Figure 16) opposite the main plaza to encourage street trading and outdoor dining, which will in turn support greater pedestrian movement and activity. The intent of the Shared Street is for a low speed area prioritising pedestrians, and shared between vehicles and micro-mobility uses including cycling.

It is important that these streets are included as part of the early stages of development in order to promote pedestrian movement and active participation within the centre.



Expanded footpath area will offer opportunities for outdoor retail and dining, and create a buffer to the road movements



Streetscapes will incorporate green landscapes and seating to separate footpaths and carriageways



Shared streets will contribute significantly to the public realm and the new identity of the town centre

Greenway

- Approx 0.2ha
- Located on the Main Street, this expanded road reserve encourages street trading and outdoor dining,
- Operating as a transit plaza to cater to the nearby bus interchange,
- Incorporating high-quality seating, shade and shelter, signage and wayfinding,
- Mixture of hard paved areas softened by landscape features and green/grassed areas, with significant tree canopy,
- Lighting supporting all-hours uses and activity.

Shared Street

- The Shared Street will significantly contribute to the public space network, adding vibrancy and activity with outdoor dining, public seating, artwork, and landscaping,
- Prioritise pedestrians, while creating a space that supports businesses and residents and provides opportunities for a variety of activities.
- Distinctive public space in its own right, while also connecting the Town Centre Plaza and Park
- Provide a high-quality, attractive, and durable street that contributes to a sustainable and maintainable city centre.

3.8.2 Urban Plazas

Public squares and urban plazas are located on key sites that cater for, and encourage high volumes of pedestrian traffic. They will be designed in a way that facilitates maximum social interaction.

These public spaces will be able to facilitate public art, events, experiences and celebrations, contributing to a sense of community all linked together by the street and pedestrian connection network to ensure they are easily accessed and well utilised.

All public squares and plazas will be designed to be comfortable in all seasons, with various types of weather protection provided. They will be surrounded by active building frontages which will ensure good levels of passive surveillance and will make the spaces feel safe throughout the day and evening.

A level of flexibility in the design of the public squares and plazas will ensure that the spaces evolve to suit the needs of the community as the surrounding development occurs.

The following offers an indication of the role and character of the various Urban Plazas:

Urban Plaza East

- Approx 0.15ha,
- Character and role of a 'town square' where people meet, linger, gather and connect,
- Located adjacent to the Shared Street in the Town Centre Precinct, interfacing with community facilities and the retail core,
- Hard paved areas with potential for smaller green/grassed areas,
- Lighting supporting all-hours uses and activity, and
- Incorporating high-quality seating, shade and shelter, signage and wayfinding.

This will be the only plaza space until the Western land is developed. As such, flexibility for future uses needs to be embedded into the design of the space.

Aintree Town Square

- Approx 0.25ha,
- Character and role of a 'town square' where people meet, linger, gather and connect,
- Located on the Main Street, interfacing with the retail and hospitality core,
- Hard paved areas with potential for smaller green/grassed areas,
- Lighting supporting all-hours uses and activity, and
- Incorporating high-quality seating, shade and shelter, signage and wayfinding.

Urban Plaza West

- Approx 0.1ha,
- Character and role of a minor public square servicing the mixed-use and commercial precinct north and west of the Town Centre Precinct,
- Hard paved areas with potential for smaller green/grassed areas,
- Incorporating high-quality seating, shade and shelter, signage and wayfinding.



Welcoming street furniture will contribute vibrancy to streetscapes and public plazas



A community presence at night and after-hours will support activation and a local sense of safety

3.8.3 Parks and Reserves

The Aintree MTC UDF encourages high density residential uses within the centre and locates important open space amenity proximate to these uses, as shown in Figure 16.

Local parks provide essential green landscape spaces within the MTC as a place to enjoy a softer, shady green environment as a contrast to the busier urban spaces and the activities nearby.

Local parks are safe neighbourhood places for local children to play, and for friends to meet, relax and spend time together. Typically local parks located within residential areas provide seating and shelter, BBQ facilities and play equipment to encourage these types of activities.

The following offers an indication of the role and character of the important green spaces within the MTC, including major and minor parks, tree and drainage reserves:

Aintree Park (Major Local Park)

- Approx 1.2ha
- Character and role of a major park, where people meet, linger, gather and connect, and engage in different forms of passive recreation,
- Incorporating existing mature trees and significant rocky outcrop,
- Entry point to the Kororoit Creek Corridor,
- Located at the northern end of both Main Streets, the park offers a direct view-line and connection to the Town Centre Heart,
- Soft landscape areas, mature trees, shade, shelter and seating, with community facilities like BBQs, and play equipment
- Potential water-play and water sensitive urban design elements.

Local Park East

- Approx 0.3ha
- Character and role of an urban park, where people meet, linger, gather and connect,
- Located adjacent to the Shared Street in the Town Centre Precinct, the local park will complement the nearby Urban Plaza, flanking different sides of the community use building.
- Soft landscape areas, mature trees, shade, shelter and seating, with some potential hard-paved gathering spaces, sculpture and public art initiatives.

Option for Beattys Road Tree Reserve

- Leveraging amenity created by existing mature trees,
- Active recreation corridor incorporating a bi-directional off-street bike lane, and an expanded pedestrian path,
- Opportunity for outdoor fitness stations.
- It has the potential for storm water treatment areas and providing a visual and acoustic buffer to residential development south of Beattys Road.

Major Drainage Corridor

- Opportunity for shared paths along the length of the drainage corridor, linking the Woodlands and Kororoit Creek Reserves
- Offers a significant green buffer between areas of development, with increased amenity through water sensitive design and landscaping
- Opportunity to consider landscape design features that encourage fauna movement through the corridor.



A mixture of hard and soft landscaping elements will enable year-round use



A mixture of natural landscaping, mature trees, and hard and soft landscaping in local parks will assist the sense of outdoor 'rooms'



Existing mature trees on Beattys Road will provide opportunities for a shared path and recreation facilities within an established tree reserve

Kororoit Creek Corridor

The interface between the Town Centre and the Kororoit Creek corridor is one of the key defining character features of the Aintree MTC. While not in the subject area, the adjacent Kororoit Creek Corridor has a major impact on the site, and offers both drainage challenges to overcome, as well as significant opportunities for connection and amenity:

- Ensure direct, clear connections and view lines between the Town Centre core and the edge of the creek corridor,
- Celebrate the Kororoit Creek ecology and history through the landscape interface at the northern edge of the Town Centre,
- Create clear, accessible and inviting pedestrian and cycling connections into and across the creek corridor.

Woodlands Conservation Area

The Woodland Conservation Area, while not inside the boundary of this UDF, is nevertheless important for its contribution to both habitat and amenity. The location of the Woodlands Conservation Area in relation to the Town Centre will provide the MTC with a unique identity and genuine destination where urban amenity blends with the natural environment.

Active Recreation

While there are no specific provisions for Active Recreation within the UDF area, the Aintree MTC area will be well serviced by active recreation facilities. Directly south of the Major Drainage Corridor an Indoor Recreation Centre is planned as part of the Woodlea development , and there are two significant areas of public open space planned in the future Melton East and Warrensbrook PSP areas.

Future PSP Areas

These have not been planned, however we are assuming that there will be a network of passive and active open spaces that connect further west and north to service the future residential catchment



The Kororoit Creek Corridor is one of the key defining character features of the MTC, offering significant opportunities for connection and amenity



The Conservation Woodlands is an approximately 12Ha area of protected native bush, that will contribute to the amenity and sense of place in the MTC



The Aintree MTC area will be well serviced by active recreation facilities, with two significant areas of active open space planned in neighbouring PSP areas

Public Realm & Landscape Plan



Figure 17 - Public Realm & Landscape Plan

3.8.4	Public Realm & Landscape Requirements
R-39	Public spaces must be provided generally in accordance with Figure 16.
R-40	Public spaces must be designed for a range of users that support a variety of experiences, including where appropriate public art, events and celebrations.
R-41	The public realm must be designed to appropriately respond to specific climate conditions (including sun, shade and wind) through appropriate plant and tree species selection.
R-42	Shade structures and appropriate tree species must be considered in order to provide shade/sun control in key public locations. Tree selection must be in accordance with relevant Council landscaping policies.
R-43	CPTED principles, such as natural surveillance, controlled access, and good maintenance must be implemented in the design and construction of all public realm areas within the MTC.
R-44	Passive irrigation of all trees and landscape elements must be included unless otherwise agreed with the Responsible Authority.
R-45	Hard and soft landscaping must be incorporated throughout high amenity streetscape areas.
R-46	Public spaces must be framed by a variety of uses operating throughout the day.
R-47	All plazas must be accessible for people of all abilities.
R-48	The design and construction of public realm areas must be in accordance with Council Policy, Guidelines and Standards.
R-49	Streetscapes and pathway networks must incorporate lighting that illuminates footpaths and pathways to ensure amenity and safety for users at night.
R-50	All streets and open space areas must include canopy trees and other forms of landscaping.
R-51	The placement of street trees must take into account sight lines to ensure pedestrian, cyclists and motorist safety is not compromised.
R-52	Public Art must accord with Council's Public Art Policy.
R-53	To encourage high quality, semi-mature street trees, a minimum of 100L nursery stock (or equivalent to the satisfaction of the responsible authority) must be specified on all streets within the MTC.
R-54	Local parks and recreation areas adjacent to the BCS conservation area must protect important populations of Growling Grass Frog and ensure connectivity between populations along the Kororoit Creek and Toolern Creek
R-55	Fencing constructed on the boundary of BCS conservation areas must be in accordance with DEECA and MSA GGF conservation management category.
R-56	All fire breaks must be located outside of the BCS conservation area.
R-57	All street and path lighting located adjacent the BCS conservation areas need to be approved by DEECA, and must be baffled and face away from conservation areas.

3.8.5	Public Realm & Landscape Guidelines
G-22	Existing large canopy trees should be retained where possible, and incorporated into public space areas.
G-23	Vehicular entrances to buildings should be minimised or consolidated to reduce the disruption to ground level street frontage.
G-24	Landscaping should reinforce a sense of arrival at key gateways.
G-25	Rooftops should be utilised to provide more public and private open space



Public spaces will cater to a wide range of activity levels and abilities



Utilising rooftop spaces will increase the availability of both communal and private open space

3.9 Built Form & Interface Framework



Organising Element:

"Residential and commercial density will be provided within walking distance to planned community facilities, retail and employment opportunities, and public transport interchanges."

3.9.1 Built Form

Built form and massing in the Aintree MTC will contribute to a higher density urban environment reflective of a Major Town Centre, allowing for landmarks, visual breaks and landscape elements throughout the urban environment. The intensity and quality of development and its relationship to the surrounding public space will contribute to the vitality and sense of place of the MTC.

The built form approach provides a highly activated, convenient and functional responsive to local micro-climate and sensitive to creating inviting and comfortable indoor and outdoor spaces.

The massing, form and design of buildings within the MTC will help to frame the street and create a diversity of urban experiences.

Key sites in prominent locations such as on important corners and at terminating view lines of key roads and pedestrian routes will have a strategic justification for a taller built form response. They will also be required to provide a genuine mix of uses, well considered form and articulation, and positive activation at street level.

3.9.2 Key Built Form Sites

Key built form sites have been identified due to their strategic location, either situated on a prominent intersection, or situated on an important view line.

The form and design of buildings located on key sites plays an important role in establishing local landmarks, and signifying gateway arrival routes to the MTC. Their design response considers:

- The use of appropriate building scale, with an emphasis on verticality of built form,
- Capitalising on their prominent location through the use of high quality architectural articulation and detailing, and
- Responding to key views lines, particularly terminating view lines on key roads, streets and to open space.

3.9.3 Residential Densities

Dwellings within the MTC area will be located largely within the Residential Precinct.

Medium to high density is encouraged, with a mixture of housing typologies within all precincts, including apartments above retail or office ground-floor uses, townhouses, SOHO or live/work opportunities and integrated medium density areas. See Section 3.5.1 - Residential for more detail around location of proposed density.



Mixed use buildings will address footpaths and public plaza, with ground floor retail and upper level residential.



High-quality medium density residential will assist increased density in the town centre



Diverse residential development will support housing choices and options

3.9.4 Interfaces

Building frontages will contribute to the use, activity, safety and interest of the public realm. As such, building design must consider the interface between the internal functions and the external surrounding public realm. Managing high quality interfaces between uses is critical to ensure that any negative amenity outcomes are avoided, and that the UDF facilitates safe and accessible environments for the community to enjoy.

Some key interfaces which typically need to be managed in a Town Centre environment include:

- Arterial Road frontages (such as the Leakes Road frontage)
- Loading bays and service interfaces,
- Interfaces with transport hubs and bus stops
- Large at-grade car parks

These interfaces are typically difficult to manage due to their limited visibility and use during the day, and may provide potential locations for areas of poor amenity and pedestrian experience. Managing these interfaces will be important to mitigate any adverse amenity impacts on surrounding sensitive uses.

Figure 17 shows the different interface outcomes sought.

Core Interfaces (Highly Active)

These are the frontages within the Town Centre Heart and Town Centre Precincts, especially in locations adjacent to key sites, where buildings address the most active and vibrant ground level areas.

A Core Interface will:

- Ensure buildings contribute positively to the appearance and function of the area,
- Maximise activity along streets and laneways by positioning active uses to address street, public space and laneway frontages,
- Maximise the number of pedestrian building entries along main street and laneway frontages, to provide for public interaction and long term flexibility of tenancies,
- Feature at least 80% of the length of a frontage as an entry or display window to a shop or other uses, which provide pedestrian interest and interaction,
- Provide opportunities to open out onto the street, and incorporate on-street tables or dining (where appropriate,
- Provide continuous weather protection at street level that reflects the form and grain of street level façades, allows for choice of exposure to winter sun and shelter from summer sun, and allows for growth of street trees
- Preclude any vehicle access to the building at street level,
- Minimise building services and back-of-house to the street frontage.

Secondary Interfaces (Semi-Active)

These are the frontages at street level that will not necessarily address the most active areas of the centre, but still need to contribute positively to the address and character of the streetscape.

A Secondary Interface will:

- Ensure buildings contribute to the appearance and function of the area,
- Maximise activity along streets and laneways by positioning active uses to address street, public space and laneway frontages,
- Maximise the number of pedestrian building entries along main street and laneway frontages, to provide for public interaction and long term flexibility of tenancies,
- Avoid wide tenancy frontages with limited entries, and sleeve large floor-plate tenancies with fine grain uses at ground level,.
- Feature at least 60% of the length of a frontage as an entry or display window to a shop or other uses, which provide pedestrian interest and interaction,
- Provide opportunities for the lower levels of larger buildings to accommodate a range of tenancy sizes, including smaller tenancies,
- Provide opportunities to open out onto the street, and incorporate on-street tables or dining (where appropriate)
- Feature signage or product displays that maintain views to and from the tenancy interior to the public realm,
- Minimise the visual impact of any vehicle access to the building at street level, and locate crossovers and car parking away from the primary frontage,
- Minimise the impacts on the pedestrian network through the location and width of vehicle entries.
- Co-locate building services internal to loading, waste or parking areas where possible to avoid impact on the public realm.
- Provide for pedestrian comfort and protection from rain, wind and summer sun in the public realm.



Facilities such as a library and community hub will help establish a strong local identity and character



Residential interfaces will create public and communal spaces and connections

Service and Loading Interface

These are the frontages generally at laneway level that will support the more intensive servicing and loading movements required of the larger core uses of the centre, but still need to contribute positively to the permeability and character of the streetscape.

A Service and Loading Interface will:

- Ensure loading docks, bays, and service entries or doors can be efficiently accessed from the laneway while minimising the visual impact on the public realm
- Maximise pedestrian safety along truck and service vehicle movements
- Provide for pedestrian connection via a dedicated footpath, generally located on the side of the laneway least impacted by loading or service docks or vehicles.
- Require landscape, street trees and lighting to the length of the street or laneway, supporting servicing as well as general pedestrian safety, connection and movement.

Open Space Frontages - interfacing with open spaces, particularly the main public spaces (parks and plazas)

Within the MTC, the focus of public activity will be in and around the key public spaces. Typically these places are the urban plazas, squares and parks, as well as the key pedestrian routes. Built form in these locations will be encouraged to provide active interfaces to the public open space and support people-focused activities. Buildings interfacing with public spaces will;

- Be designed to address the surrounding open space. Windows, particularly on the ground floor, will provide the opportunity for occupants to overlook and watch activities occurring,
- Consider pedestrian connectivity between the building and adjoining open space, particularly buildings of significant scale and prominence ,
- Ensure that overshadowing from buildings does not result in a significant loss of sunlight, particularly throughout the middle of the day,
- Consider the appropriate location, design and logical integration of car parking areas, to ensure the visual impact of the parking areas as seen from surrounding open space, is minimised, and
- Avoid the use of solid fencing that prevents views from the building to the surrounding open space.
- Ensure developments facing sensitive interfaces such as conservation areas or bushfire threat edges are treated appropriately and meet DEECA's requirements

Other Interfaces

Residential Interfaces should be designed to address the street. Design Guidelines will specify that corner lot dwelling address both the main and side street frontages.

Arterial Interfaces should visually address the arterial street, while taking into account that this is likely not the main entrance.



Medium and higher density housing will be located and oriented towards locally significant landscape



High quality medium density residential will be encouraged to address and engage with the surrounding landscape and ecological spaces



High quality higher density residential will be encouraged to increase density and activity in the town centre

Built Form & Interface Plan



Figure 18 - Built Form & Interface Plan

Built Form & Interface - Preferred Building Heights Plan



Figure 19 - Preferred Building Heights Plan

3.9.5	Building, Interface & Setback Requirements
R-58	All new buildings must incorporate CPTED principles (reference to Safer Design Guidelines for Victoria).
R-59	Apartment building development must be generally in accordance with the Better Apartment Guidelines.
R-60	All future built form located on an identified core interface (Figure 17) must set a benchmark for design quality. Built form must provide active building frontages using transparent and permeable building facade treatments such as windows and operable building openings positioned to allow occupants to overlook and provide passive surveillance.
R-61	Built form must deliver a site responsive design outcome.
R-62	Built form must have consideration of the sensitive use of the building envelope, and the relationship to adjoining sites.
R-63	Built form must encourage high quality, architecturally detailed and visually distinct building design.
R-64	Built form must provide direct access to the primary street frontage.
R-65	Built form at ground level of main streets (i.e. Main Street, High Street and Shared Streets) must: • provide highly active frontages with windows and entrances as the predominant elements of the ground floor façade; • maximise opportunities to enhance passive surveillance of the public realm; • have a zero setback to create a defined edge and provide adequate all weather protection above pedestrian pavements; and • limit blank walls.
R-66	Built form must respond to the active interfaces as identified in Figure 17.
R-67	Service and loading docks, driveways and car park access must be located at the rear of a building or where least impact will occur on the public realm and be suitably screened from view.
R-68	Long, inactive street frontages must be avoided.
R-69	Car parks must be screened. At grade parking must use low level perimeter planting to provide a visual buffer, and where possible, canopy trees to provide shade and delineate a clear pedestrian path through the car park.
R-70	All built form identified as a Secondary Interface in Figure 17 must provide semi-active building frontages using semi-transparent and permeable building facade treatments.
R-71	All built form identified as a Secondary Interface in Figure 17 must use high quality architectural detailing.
R-72	Buildings on corner sites must address and activate both primary and secondary frontages and provide a gateway experience.
R-73	Inactive frontages must not be located within streets designated as requiring Core Interface or Secondary Interface conditions.
R-74	Buildings must be sited and oriented to maximise opportunities for solar access to both indoor and outdoor amenity areas.
R-75	Buildings must be sited to front the street and provide appropriate passive surveillance of the surrounding public realm.
R-76	Building height must be a minimum of two storeys at the street frontage in the Centre. Upper levels above the second floor must be setback 5 metres from the building frontage unless otherwise negotiated during the permit process.
R-77	Building height must consider adjacent development and create a cohesive visual transition between lower and higher scale buildings.
R-78	Buildings located directly north of public spaces must be setback appropriately to reduce significant overshadowing of the public space..
R-79	Key sites must respond to key view lines, particularly avoiding termination of important views.
R-80	Service areas for deliveries and waste disposal should be located away from the primary frontage of buildings or internalised. Where internalised service areas cannot be provided, they must be screened from public view through landscaping or articulated built form measures to minimise impact on amenity and adjoining neighbourhoods.
R-81	Loading and back of house facilities for commercial and retail uses must be located away from screened from view from public realm and streetscapes.
R-82	Residential uses must be orientated towards town parks and key streets
R-83	Development must face the Biodiversity Conservation Strategy Area.



Active street level frontages will support a local community living above



Key built form will hold corners and entries and attract visitation

3.9.6	Building, Interface & Setback Guidelines
G-26	Built form should be of high quality and deliver contemporary buildings that provide positive amenity and character to the Centre.
G-27	Ground floor frontages should adopt a fine grain tenancy.
G-28	Building entrances must be legible and pronounced with appropriate architectural treatments that provide a clear sense of address to the built form.
G-29	A consistent built form approach should be provided with a mix of materials and finishes within an appropriate colour palette.
G-30	Rooftops should be utilised, including rooftop gardens where appropriate.
G-31	Blank walls should be minimised throughout the Centre. When development within a block is staged, exposed blank walls should incorporate a visually interesting design in the interim, until adjacent sites develop.
G-32	Development should consider the provision of solar access to public spaces, parks and key pedestrian streets.
G-33	Vehicle access points to residential development should be located away from primary street frontages, shared vehicle and cycle environments and open space areas to minimise disruption to the streetscape.
G-34	A high level of visual permeability, particularly on the ground floor, should provide the opportunity for visual connection between building occupants and pedestrians especially when interfacing public space.
G-35	Landmark buildings (on key built form sites) should be of an appropriate scale and use architectural elements to act as a visual wayfinding device.
G-36	Building heights should be generally in accordance with the indicative heights identified in Figure 18. If a proposed development exceeds the preferred height this may be considered and will be assessed using a performance based approach.
G-37	Built form in the Town Centre and Town Centre Heart Precincts should demonstrate its ability to adapt and evolve over time including the use of high ceilings and should be built to 3.6 meters at the ground level and a minimum of 3.0 metres at floors above, where appropriate.
G-38	Built form must ensure that ground floors are designed to be highly activated including the use of windows which are predominately permeable through the use of 80% clear glazing.
G-39	Encourage rear loaded residential development in key locations to minimise crossovers and garages dominating the streetscape.
G-40	Residential uses must be oriented towards open space and key streets to ensure a high level of passive surveillance, and assist in activating the Centre
G-41	Residential development must be designed to assist in protecting the MTC from prevailing winds which will generally require two storey built form as a minimum.
G-42	Fine-grain retail tenancies should sleeve in front of the anchor tenants within the Centre.
G-43	All built-form should apply strong passive design principles and strive for industry-recognised best practice ESD.
G-44	Dwellings must be built not less than BAL12.5 in areas identified as being within the BAL Defendable Space (Refer Pg 43)

3.9.7	Density Guidelines
G-45	A mixture of housing typologies and densities is encouraged as outlined in 3.9.3.

3.9.8	Building Articulation, Materials & Detailing Requirements
R-84	Buildings located on key intersections, adjacent to community facilities/open space and along key pedestrian areas must adopt a building form, colour palette and architectural expression that reflects their location. All future built form located on an identified core interface (Figure 17) must use articulation in the building facade to provide visual interest at both the scale of the whole of building and at smaller street scale.
R-85	All future built form located on an identified interface (Figure 17) must demonstrate the use of contemporary, high quality materiality and finishes.
R-86	All façades along Leakes Road must provide texture rich materials and/or clear glazed windows to facilitate visual interest and passive surveillance.
R-87	Built form located on a corner must address and provide visual interest to both frontages using architectural treatments and articulation.
R-88	Buildings must be constructed of durable, robust materials that require minimal maintenance.
R-89	New buildings must be designed with regard to the design of upper levels and their integration with the streetscape.
R-90	Signage in the form of branding and colours must not cover the entire facade, refer to City of Melton 'Advertising Signage Design Guidelines', 2017.
R-91	Prevention of graffiti must be considered when detailing materials for sides and rears of buildings, car park and servicing areas.
R-92	Commercial, retail, civic, health, and educational buildings must provide canopies to the street and over pedestrian walkways to ensure continuous weather protection.
R-93	All shop fronts must have direct street access as their primary frontage with any secondary entry access from adjoining car parks.
R-94	Development must use a colour palette that complements the surrounds.

3.9.9	Building Articulation, Materials & Detailing Guidelines
G-46	Building articulation and detailing should contribute to activation of the public realm at street level.
G-47	Building detailing should consider opportunities for informal seating and weather protection.
G-48	Solid fencing that prevents views from a building to the surrounding open space should be avoided.



Prominent corner locations will be encouraged to develop high quality architecture and considered building articulation

3.10 Sustainability & Environment Framework



Organising Element:

"A sustainable centre will enhance liveability for the community and minimise negative impacts on the environment. Creative and resourceful strategies to address urban sustainability will be undertaken in all areas of the MTC, from streets, to car parks, and to buildings."

The Aintree MTC will be a resilient and sustainable urban environment that supports a new local community towards a lower carbon future over time. To this end, appropriate and site specific landscape solutions will be implemented to meet the vision for the centre, increasing the level of comfort and usability of the centre for extended periods of time.

Water quality and availability is a critical issue across the MTC area, as the City of Melton is located in an area of low rainfall, with increasing water demands from competing uses such as irrigation for agriculture and increasingly from urban areas. These pressures are likely to be exacerbated in coming years as the centre develops.

Better management can make use of this valuable resource and reduce the harm it can do to our waterways when it is poorly managed. Embracing water sensitive urban design (WSUD) interventions is key to any successful water management strategy.

These should be considered to passively irrigate any vegetation, to lower maintenance requirements for Council. Nearby buildings can capture and recycle water, re-distribute grey water, increase rooftop thermal mass and insulation by including vegetated rooftops and other similar initiatives.

An overarching goal of the UDF is to create an environment that is a green, comfortable and suitable urban habitat for plants and animals. To this end, the retention of existing vegetation and planting of appropriate new vegetation should be prioritised.

A consistent tree canopy is imperative, while the open space network will provide the much needed green respite and 'lungs' of the Centre area. An emphasis on a consistent street tree canopy to assist in reducing the urban heat island effect is essential.

Components such as walkable and bikeable streets, an efficient local bus network and access to the station, are all key parts of a sustainability strategy.

While this document does not aim to give detailed building design guidelines it does set out built form guidelines to consider when building in the MTC, including maximising solar access, minimising impervious surfaces and consideration of micro-climate, aspect, water and energy efficiency, reduction of waste and emissions, and the use of eco-friendly and local building materials.



Onsite waste management will assist to reduce the amount of waste going to landfill and contribute to sustainability, soil health, and wellbeing



Opportunities for vertical landscape and facade systems will help to lower the ambient temperature of the centre



The town centre will incorporate significant electric vehicle charging infrastructure, targeting net zero emissions

3.10.1 Site Drainage

Stormwater management for the Aintree MTC will be crucial to the successful delivery of a great urban environment, and must be a critical component of early design for stages and sites within the centre. In addition to the broader flood modelling undertaken for the site (see Background Report for details), consideration must be given to the local drainage within the MTC site itself. Given the commercial nature of the MTC, piped drainage will allow for conveyance of 10% AEP flows, and the road reserves will, in addition, provide adequate conveyance of the 1% AEP gap flows.

The site generally grades to a central low point, and subsequently discharges towards the north-east. Filling will occur across the site within development works, to alter the natural flow paths to ultimately drain towards the north-eastern corner. A future wetland and sediment basin is to be located external to the MTC boundary within the Kororoit Creek corridor. It is expected that there will be no retardation requirements for the 1% AEP storm event (i.e. the downstream wetland will not have a retardation function), with these flows able to discharge directly into Kororoit Creek. In addition, it is also expected that no temporary retardation will be required for the development.

Road design and location throughout the MTC will consider stormwater management and drainage, particularly where streets interact with low points in the landscape where vegetation will be compromised. Stormwater management areas also need to be defined as separate from areas of biodiversity conservation so that stormwater plans do not damage retained areas.

3.10.2 Integrated Water Management (IWM)

Adopting IWM opportunities at both a lot scale and a precinct scale will result in significant IWM outcomes due to larger catchments and associated water volumes. Combined with improved amenity opportunities such as constructed wetlands feeding a stormwater harvesting system, this presents a significant opportunity for a resilient and climate-ready community.

Rainwater Tanks

Rainwater tanks are proposed to capture roof water, with the roof catchment area maximised through a siphonic roof drainage system. The rainwater tank size depends on the roof area. Water from the rainwater tanks is proposed to be used for non-potable purposes, such as toilet flushing, irrigation and wash down areas.

Due to the size of the roof catchments, the rainwater tanks capture a significant amount of water that could be used for other demands across the site. Current modelling shows that supplying water for toilet flushing uses only a portion of the rainwater captured with a large portion spilling from the rainwater tanks as overflow. This additional water could be made available for other end uses within the development, or beyond through a regional stormwater harvesting scheme.

Passive Irrigation

Implement kerb inlets (as per council standard) to allow road runoff to passively irrigate street trees. This enables higher soil moisture content for street trees throughout the year, which attributes to better tree health, larger canopy, and improved amenity.

The kerb inlets and trees should be protected during the construction and building phases of the project to ensure construction sediment does not impact on the filter material within the proposed passive irrigation.

Recycled Water

Class A recycled water could be considered for use for the proposed lots and for any nearby public open spaces, as 'third pipe' system if the pipe infrastructure is built into the development.

By using recycled water, occupants could reduce their potable water demand by up to 50% by connecting recycled water to things such as toilets, laundry and irrigation. By utilising recycled water, Council could fully offset their irrigation demands. Furthermore, as permanent water saving rules do not apply to recycled water, irrigation of gardens can continue under water restrictions, resulting in healthier and greener environments.

Class B recycled water could also be an option for the site, and could be supplied for public open space irrigation, or to suitable industries. Class B recycled water supply is significantly cheaper than potable or Class A recycled water, however there are management practices that must be employed for its safe use, typically outlined through an Environmental Improvement Plan developed between the user and the responsible water authority.

Amenity & Liveability

While wetlands provide an important function for treating stormwater, they can also provide significant amenity and recreation for the local community. Within the precinct, wetlands and the surrounding Kororoit Creek corridor can include elements such as sporting facilities, pedestrian bridges, viewing platforms, seating, playgrounds, outdoor gyms, BBQ areas and water features. All these elements contribute to creating a hub that the community can enjoy that is centred around water.



Opportunities for solar provision and will also incorporate shade protection for the carpark and public realm



On-street rain garden and stormwater attenuation will help add amenity to the streetscapes

Sustainability & Environment Plan



Figure 20 - Sustainability & Environment Plan

3.10.3 Sustainability Design Requirements	
R-95	Buildings must be designed in accordance with any relevant Council sustainability design policies and guidelines.
R-96	Buildings must be sited and oriented to ensure future dwellings are provided with appropriate solar access to daylight, shading, prevailing breezes and minimise energy use for heating in winter and cooling in summer.
R-97	Use of reflective building materials (other than roofs) must be limited.
R-98	Public lighting design must meet the required lighting category with minimum overall wattage required.
R-99	All development proposals must be accompanied by an Environmentally Sustainable Design report to demonstrate best practice performance.
R-100	Irrigation infrastructure and turf species selection must minimise water usage on open spaces and sports grounds.
R-101	Infrastructure design must consider the use of materials with recycled content, or materials that are recyclable.
R-102	Built form design must consider the appropriate location of waste bin storage and Waste management systems.

3.10.4 Sustainability Design Guidelines	
G-49	Future development should utilise innovative and contemporary design and achieve leading edge environmental standards to support a progressive and environmentally sustainable Centre.
G-50	Site earthwork strategies such as limiting cut and fill and disturbance to natural drainage paths must be included.
G-51	Installation of renewable energy systems should be considered as part of all new buildings.
G-52	Infrastructure should be designed with consideration of climate change risks and adaptation methods.
G-53	The reuse of materials and utilisation of local materials should be incorporated to all buildings, where possible.
G-54	Fixed or flexible external shading should be considered to protect building windows from unwanted heat gain in summer and allow for desired heat gain in winter.
G-55	Green roofs, walls or façades are encouraged to cool a building, help reduce stormwater runoff, increase biodiversity and provide more greenery in the UDF area.

3.10.5 Drainage & Water Management Requirements	
R-103	Water sensitive urban design principles must be included to passively irrigate trees and other vegetation within the UDF area.
R-104	Rainwater run-off from buildings and sites must be harvested for re-use or recycling within the UDF area.
R-105	Stormwater runoff from development must meet or exceed the performance objectives of the CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater prior to discharge to the receiving waterways.
R-106	Drainage infrastructure will be designed and constructed in accordance with the Kororoit Upper DSS and to the satisfaction of DEECA, Melbourne Water and Council.

3.10.6 Drainage & Water Management Guidelines	
G-56	Integrated Water Management options should align with the objectives outlined in the City of Melton's Integrated Water Management Plan (2018).
G-57	Overland flow paths should be considered as part of public realm design to optimise efficient water use and long-term viability of vegetation.
G-58	Infrastructure and built form should be designed to enable stormwater capture and use for flushing toilets, garden watering, or other recycled uses.
G-59	The inclusion of recycled water infrastructure should be included where practicable.
G-60	Any planting must consider the minimisation of potable water use through appropriate species selection and the inclusion of passive irrigation designs.
G-61	Reduction of impervious surfaces and inclusion of permeable pavement should be considered as part of any water management strategy.
G-62	Efforts should be made to facilitate alternative water (stormwater harvesting or recycled water) over potable water for irrigation of open space and sports grounds.
G-63	Implement kerb inlets (as per council standard) to allow road runoff to passively irrigate street trees.



Stormwater storage and filtration will contribute to the amenity of the public realm



Opportunities for central stormwater bioswales will allow for water to be filtered prior to entering the stormwater system



4.

Implementation & Staging

4.1 Staging

Staging is critical in the strategic development and planning of a town centre. The staging of the Aintree MTC will be driven by the development of the surrounding residential catchment (including the future Melton East PSP and the remainder of the Woodlea development), the results of the Kororoit Creek flood modelling along with the retail and commercial components that comprise the centre.

The Kororoit Creek flood modelling will determine the ability to develop land in the Land Subject to Inundation Overlay and to deliver the signalised intersection on Creek St and Leakes Road. The flood modelling results may affect the road layouts in the western part of the MTC. To prevent further delay, the implementation of the MTC has been divided into two parts to allow works to commence as per Figure 21 Implementation Plan.

Part A will be delivered in two stages, with the first stage beginning in the south-east corner of Beattys Road up to High Street, inclusive of all the residential parcels south of Beattys Road. This area is a logical step for Stage 1 due to its proximity to emerging communities surrounding the MTC area. It is crucial that development is planned in sequence and Stage 1 is prioritised over later stages.

When considering the staging of the MTC it is important to support the establishment of interim/and or temporary land uses to assist with activation where they:

- Are consistent with and do not detract from the vision of the MTC;
- Do not cause fragmentation of existing lots; and
- Do not jeopardise the transfer of nominated land for any public purposes.

Initial stages of the development should provide strong connectivity to the residential developments to the east of the MTC. Staging zones are indicative only and subject to future development planning and other factors.



Figure 21 - Implementation Plan



Figure 22 - Staging Plan

4.2 Implementation

4.2.1 Rockbank North Development Contributions Plan

The infrastructure items included within the Rockbank North Development Contributions Plan (DCP) related to the Aintree MTC are listed below:

- RD06 - Intersection. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the Beattys Road collector and Leakes Road.
- RD08 - Intersection. Land acquisition for ultimate and construction of an interim signalised intersection of the MTC and Leakes Road.
- RD12 - Pedestrians Bridge Construction of 3 pedestrian bridges over Kororoit Creek (one of the indicative locations is in close proximity to the UDF area).
- C05 - Library and Higher Order Community Centre 3. Land acquisition of 2 hectares for Library and Higher Order Community Facility within the MTC.
- OS09 - Town Square. 0.5ha of land for the development of a town square within the MTC.

As shown above, the Rockbank North DCP identifies land allocations for open space and community facilities uses within the MTC (C05 and OS09). During the preparation of the Rockbank North PSP the need for these facilities and the land allocated was based on the assessed need at the time, and Councils standard model for the delivery of facilities of that nature. At the time of preparing this UDF, the land requirements have been split into two smaller community facility buildings which will create a better design outcome and a stronger Council presence across the MTC. An amendment to the Rockbank North PSP and DCP is required to reflect this .

These items can be delivered by Council, or by a developer as part of a Works in Kind agreement.

4.2.2 Government Funding (Federal, State, Local)

The Rockbank North DCP provides detail about key road projects, however there are a number of projects which do not provide detail around future funding arrangements.

- The delivery of the MTC Bus Interchange and a bus service to and from the centre, including to the Rockbank Railway Station will require government strategy and funding in order for the projects to be completed.
- Leakes Road fronts the western boundary of the MTC area. Leakes Road is an existing arterial road and the PSP and UDF proposes two major intersections to it within the MTC area. The DCP will fund the land acquisition within the Rockbank North PSP area, and the interim construction of the intersections. However, to deliver the ultimate intersections/Leakes Road design, land acquisition and additional construction will be required by future developers within the Melton East PSP (currently under preparation).

The delivery of these services will not necessarily be staged in line with demand and catchment of the surrounding population this may also influence the staging of the MTC.

Although outside of the UDF area it will be important to consider the location and staging of the other community uses such as the adjacent government education facilities. The lots for the two Schools have already been created (with a process underway for those to be transferred to Department of Education and Training). Having these facilities delivered early in close proximity to the MTC will assist with providing demand and justification for the early stages of development within the MTC.

4.2.3 Developer works

It is anticipated that public realm components of the MTC are developed at a pace that responds to nearby commercial and residential development. These works are subject to further discussions with Council and detailed design.

4.2.4 Land Subject to Inundation Overlay - Further Investigation Area

The land in the north western corner of the MTC is covered by the Land Subject to Inundation Overlay. During the preparation of the Rockbank North PSP, the area was identified as requiring detailed drainage studies to confirm the ability to develop the land prior to permits being issued. As part of preparing this UDF, Council engaged Spiire to undertake a Stormwater Management Strategy for the MTC which assessed this area and its development potential. This report concluded that further work was required during the detailed design phase (and when the drainage requirements of the adjoining land outside of the MTC are known) to facilitate an opportunity to develop this land. Therefore, Council made the decision to identify the land as undevelopable in the UDF, subject to further investigations.

Intersection RD-08 is located within this area and its design will need to consider the drainage requirements of Leakes Road (i.e. potential culvert requirement). Therefore this intersection also cannot be delivered until these works are complete. Applicants for the remaining land in the UDF will need to undertake traffic analysis to demonstrate that the traffic movements associated with their development can be catered for by the Beattys Road connection to Leakes Road (RD-12). If modelling indicates that a permit areas traffic movements cannot be catered for in RD-12prior to the construction of RD-08, development cannot progress.


5.
Review
Aintree Major Town Centre Urban Design Framework
66

5.1 Review

The Aintree MTC Urban Design Framework has been prepared with regard to the latest and most up-to-date information available. However, the content of this document is subject to change as new and additional information is made available.

As such, a document like this should be reviewed every five years in order to ensure that the information provided is up to date and still relevant. This document is being prepared with the intent that it will be utilised in a short time frame to guide development, and is reflective of current retail, commercial and residential development outcomes.

Some key changes which may impact the Aintree UDF in the future, and may trigger the need for a formal review include:

- Future changes in retail centre hierarchy
- Future retail and commercial demand
- Changes in vehicular technology – i.e., car share, autonomous vehicles, electric scooters etc.
- Provision of community facilities, including any reduction or addition to what is currently proposed for the Library and Higher Order Community Centre.
- Timing for the approval of the Melton East PSP (currently under preparation) and subsequent development to complete the residential catchment for the MTC.

A possible alternative is that little development has occurred on the ground in that five year period. This is also an outcome that should trigger a review of the UDF, as the retail/commercial/residential markets may have shifted substantially in that period of time.


Appendices

Appendix 1

Statutory Assessment

The Rockbank North PSP includes a list of requirements that are to be met in order for a UDF to be approved by the responsible authority. This list of requirements has been met and detailed throughout Sections 2 and 3 of this UDF. However, the specific requirements have been itemised and a comment provided for each in the following table.

Items included in Requirement 40 of the Rockbank North PSP	Compliance	Comment
A response to the Major Town Centre Concept (Figure 4) and the vision and organising elements set out in this PSP.	Yes	This has been considered, and a response is provided in Section 2 and 3 of this UDF.
The role and function of the town centre as a whole.	Yes	This has been considered, and a response is provided in Section 2 and 3 of this UDF. The Framework prepared for this centre has been prepared to facilitate the development of a Major Town Centre in accordance with the City of Melton Retail and Activity Centres Strategy.
Appropriate land uses, their locations and relationships to the Town Centre.	Yes	This has been considered, and a response is provided in Section 3 of this report. Both the Land Use plan and the table in Section 3.7.6 identify preferred land uses across the Centre.
Opportunities for medium and higher density housing and how this can be incorporated into the design of the Town Centre'	Yes	This has been considered and embedded in the location, orientation and nature of residential areas outlined in the UDF, including lower scale residential opportunities addressing key open space areas, drainage lines and the Kororoit Creek corridor. It also outlines the opportunities for upper level residential development int the core of the centre.
The staging and indicative development timing of the Town Centre.	Yes	The high level staging strategy for the UDF area has been carefully considered to incorporate responses to the challenging flood issues and areas, the land ownership status, adjoining existing development and adjoining existing or proposed road and services infrastructure. More detailed staging considerations are beyond the remit of a UDF process, but will occur within subsequent development processes.
The interface between Kororoit Creek and the Major Town Centre to minimise detrimental impacts of development.	Yes	The interface between Kororoit Creek and the town centre is a central focus of the UDF layout, prioritising the main park connection between the core of the centre and the creek corridor edge. Residential development will interface with the creek corridor, and key streets and viewlines have been orientated to provide a number of visual connections between the creek corridor and the activity and uses of the centre
The location and integration of community facilities and services.	Yes	This has been considered, and a response is provided in Section 3 of this report. Provision has been made for both interim and alternative ultimate arrangement for Council community facilities as set out in Section 3.6.4.
The fine grain road network and how the network fosters connectivity within, to and from the Town Centre.	Yes	This has been considered, and a response is provided in the Movement and Access section.
The incorporation of public transport services, including a bus interchange, into the design of the Town Centre.	Yes	This has been considered, and a response is provided in the Movement and Access section. A proposal for an on-street bus interchange has been proposed (subject to the approval of Department of Transport).
The retention and enhancement of the natural environment and its integration into the Town Centre design.	Yes	This has been considered, and a response is provided in Section 3 of this report. The location of the proposed Aintree Park maintains existing vegetation and the rocky outcrop. The widened Beattys Road tree reserve leverages the amenity of the existing trees and integrates them into the design of the Centre.
A hierarchy of public spaces including active recreation, passive recreation, conservation areas, pedestrian and cycle links, urban spaces and landscape nodes. An overall landscape concept must be included within the Urban Design Framework.	Yes	This has been considered, and a response is provided in Section 3.8 – Public Realm and Landscape Framework.

Placemaking elements, character precincts and nodal destinations within the Town Centre including a central meeting space within the urban core of the town centre(such as a town square, urban park or plaza space).	Yes	A number of key placemaking/destination nodes are proposed through the UDF including: • Aintree Park • Local Park East • Aintree Town Square • East and West Plazas • Beattys Road Tree Reserves
The retention and enhancement of the natural environment and its integration into the Town Centre design.	Yes	The UDF mirrors to PSPs ambition of achieving high and medium density residential with the Centre. The Framework plan and Vertical Mixed Use Plan identifies areas for medium and high density housing within the Metropolitan Activity Centre in the form of apartments above retail. This is further enforced through the table in section 3.7.6 of the UDF where apartments and townhouses are encouraged within all Precincts (except for the Gateway Precinct).
A hierarchy of public spaces including active recreation, passive recreation, conservation areas, pedestrian and cycle links, urban spaces and landscape nodes. An overall landscape concept must be included within the Urban Design Framework.	Yes	Section 4 of this document addresses staging to the development of the Centre and outlines factors that would likely influence the staging.
Placemaking elements, character precincts and nodal destinations within the Town Centre including a central meeting space within the urban core of the town centre(such as a town square, urban park or plaza space).	Yes	The UDF has considered the interaction of the Centre with Kororoit Creek. In Particular Aintree Park has been proposed adjacent to the Creek. The park creates both an entry to Kororoit Creek and a direct view line between the Creek and the Core of the Centre.
Demonstrate an appropriate design response that addresses the Rockbank North Major Town Centre vision, principles, objectives and organising elements and requirements outlined within this document.	Yes	This has been considered, and a response is provided in Section 2 and 3 of this UDF.
Address any relevant design guidelines prepared by the Victorian Government or by Melton Shire Council.	Yes	The UDF has had regard to all relevant design guidelines and is in accordance with all applicable guidelines such as the Rockbank North Precinct Structure Plan, City of Melton Retail and Activity Centres Strategy, City of Melton Advertising Signage Design Guidelines City of Melton's Integrated Water Management Plan and City of Melton OffStreet Car Parking Guidelines.
Explain how the Urban Design Framework responds to feedback received following consultation with infrastructure agencies including Department of Transport and Planning, the Growth Areas Authority and the landowners within the Town Centre.	Yes	The UDF has been guided by the Rockbank North Precinct Structure Plan which has undergone extensive consultation with all relevant stakeholders. Design Charettes with affected landholders have been held through the preparation of this UDF. The UDF will undergo further consultation as it progresses.
Show how the Town Centre relates to the existing or approved developments in the area.	Yes	Consideration has been given in the preparation of the UDF in relation to the existing adjoining roads and approved development within the Woodlea Estate.
Set out guidelines to positively address environmental sustainability including integrated water management and energy conservation.	Yes	Section 3.10 of the UDF provides mandatory and encouraged controls to promote sustainable development within the Centre.
Set out provisions for car parking including the location and design of the car parking areas and car parking rates for proposed uses within the Town Centre.	Yes	The UDF provides various controls to limit the impact of car parking areas on the streetscape and pedestrian and cyclist movement. The Car Parking and Vehicle Access Requirements and Guidelines within Section 3.8 of the UDF provides the controls to ensure all car parking is appropriate.
Set out arrangements for the provision of service areas for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the Town Centre and adjoining neighbourhoods.	Yes	The UDF provides various controls to limit the impact of service vehicles on the amenity of the Centre and adjoining neighbourhoods. • Requirement R21 ensures service and loading areas are located to the rear of the building and consolidated with adjoining land uses where possible, and are located away from the primary street frontage, and • The street network (as shown in Figure 13) has been designed to discourage large vehicles from traveling proximate to adjoining neighbourhoods or within the precincts themselves by locating the main vehicle based roads away from key areas.
Set out design guidelines for the provision of advertising signs.	Yes	Requirement R82 includes provisions for signage, to ensure signage in the form of branding and colours does not cover the entire façade and to have reference to City of Melton's 'Advertising Signage Design Guidelines' 2017
Set out clear and specific strategies, actions and guidelines for the development of the Rockbank North Major Town Centre which will form the assessment tool for future development applications for the Town Centre.	Yes	These have been considered, and Section 2 and 3 of this UDF responds to these matters.

12.6 DRAFT MT ATKINSON MAJOR TOWN CENTRE URBAN DESIGN FRAMEWORK

Author: Travis Conway - Acting Director City Futures
Presenter: Travis Conway - Acting Director City Futures

PURPOSE OF REPORT

To present to Council the Draft Mt Atkinson Major Town Centre Urban Design Framework for endorsement to proceed to community engagement.

RECOMMENDATION:

That Council:

1. Note the revised Draft Mt Atkinson Major Town Centre Urban Design Framework (**Draft Framework**) was received by Council on Friday 12 September 2025.
2. Receives the Draft Framework as referred to in the above point 1 noting that:
   a. the revised Draft Framework has not been comprehensively reviewed by Officers;
   b. the revised Draft Framework has not been endorsed by the Department of Transport and Planning and the Victorian Planning Authority;
   c. the accompanying economic assessment has not been comprehensively reviewed by Officers; and
   d. Council has not yet received updated transport modelling.
3. Approve that upon the Chief Executive Officer determining that the Draft Framework is to their satisfaction:
   a. Council present the Draft Framework for community engagement for a period of no less than 28 days, including at a minimum:
      i. Making a copy available at Council's Civic Centre at 232 High Street, Melton and on Council's website;
      ii. Notification to key stakeholders, landowners, local community and Victorian government Departments;
      iii. A community drop-in session;
      iv. Engagement via social media, newspaper, and Melton Conversations page;
4. Note that following the community consultation period, and consideration by Officers, the Draft Framework will be presented to a future meeting of Council for endorsement.

REPORT

1. Executive Summary

MOUNT ATKINSON HOLDINGS PTY. LTD. (**MAH**) engaged Mesh Planning to prepare an Urban Design Framework for the Mt Atkinson Major Town Centre.

An Urban Design Framework (**UDF**) is required to be prepared for the Major Town Centre (**MTC**) as per the Mt Atkinson and Tarneit Plains Precinct Structure Plan (**PSP**) and accompanying Urban Growth Zone in accordance with Schedule 9 in the Melton Planning Scheme before development can commence.

Mesh Planning have prepared the third iterations of the Mt Atkinson MTC UDF (v3.0) (**Draft Framework**) which is being presented to Council for endorsement to proceed to community engagement. Officers received the Draft Framework on Friday 12 September 2025.

2. Background/Issues

The Mt Atkinson and Tarneit Plains Precinct Structure Plan (PSP) was gazetted in 2017.

A major town centre is identified within the Mt Atkinson and Tarneit Plains PSP. The PSP and accompanying Urban Growth Zone of the Melton Planning Scheme requires an Urban Design Framework to be prepared before development can commence.

The UDF must be approved by Council as the Responsible Authority and meet the requirements set out in the PSP.

The UDF is being prepared in four stages:

- Stage 1 – Project Management Plan
- Stage 2 – Background Report
- Stage 3 – Draft Urban Design Framework
- Stage 4 – Final Urban Design Framework

What is an Urban Design Framework?

A UDF is a planning and design document that sets out a vision for an area and guides its land use and development over time through urban design principles, objectives, and requirements and guidelines.

The UDF provides guidance for Council to oversee the development of a cohesive town centre, coordinating the activities of multiple of different landowners. UDFs provide guidance and direction in relation to land use, movement and access, public realm, landscape design, built form, interfaces, and sustainability measures to ensure future development responds appropriately to the local environment.

Developers need to demonstrate to Council that they are meeting the PSP requirements and the UDF when they submit planning permit applications to use or develop land within the major town centre. UDFs are a planning tool to guide high quality urban design and provide a framework to assess future planning applications and development proposals.

Technical Reports

Several technical reports were prepared to inform the development of the Draft Framework. These reports include a:

- Market Potential Assessment (LocationIQ) **(Appendix 2)**
- Landscape Strategy Technical Report (Mala Studio) **(Appendix 3)**
- Technical Transport Report (Stantec) **(Appendix 4)**
- Infrastructure Servicing Report (Dalton Consulting Engineers) **(Appendix 5)**

Mt Atkinson Major Town Centre Urban Design Framework

The Mt Atkinson Major Town Centre covers approximately 53 hectares of land and will include retail, commercial and community facilities that will provide residents with local employment opportunities and easy access to a range of facilities and services. Importantly, this town centre is also anchored by a future train station on its northern boundary.

The UDF is intended to help improve outcomes noting its location being adjacent to an emerging residential community and is a place where the community will shop, work and recreate.

Mesh Planning submitted the first draft of the UDF in November 2024 and have been working closely with Officers since that time to ensure the document is to Officer satisfaction and appropriately addresses the requirements of the PSP. The third iteration of the Draft Framework was submitted to Council on 12 September 2025. The next stage is to present the Draft Framework for community engagement. A copy of the Draft Framework is provided at **Appendix 1**.

The Draft Framework identifies the following land uses within the Major Town Centre:

- A potential future train station;
- A retail core of up to 40,000m^2 floorspace (which is an increase described in the PSP);
- A large format retail precinct to the east between Hopkins Road and Strathbogie Drive;
- Office and commercial uses;
- High density residential areas to the east and south of the retail core;
- Diversity of residential typologies over and surrounding the retail core.
- One urban plaza;
- One local park, a drainage wetland and a heritage linear reserve; and
- One Neighbourhood House.

Outstanding matters to be resolved in the UDF prior to adoption

Despite some progress on the draft UDF, the Victorian Planning Authority, Department of Transport and Planning and Council Officers are continuing to review and assess the proponents' Technical Transport Report prepared by Stantec and dated October 2024. The relevant authorities have raised issues in relation to the assumptions of land use, increase in retail floor space, projected population growth and traffic modelling which may undermine the performance of the network. These points have been a subject of discussions, throughout the preparation of the Draft Framework.

There remain several outstanding steps which are required as part of overall process of the UDF:

1. Officers have not comprehensively reviewed the third iteration of the Draft Framework (v3.0).
2. Department of Transport and Planning and Victorian Planning Authority have not reviewed the entirety of the third iteration of the Draft Framework (v3.0).
3. Review and finalisation transport modelling required to the satisfaction of Council and DTP / VPA prior to final adoption of the UDF.
4. Finalisation of the Council economic peer review of the report prepared by Location IQ on behalf of MAH.

Project timelines overview:

Item	Date
UDF process initiated	Late 2019
Background studies commenced	2020
Council received Draft UDF version 1.0	November 2024
Workshop between MAH and Officers	December 2024
Review Draft and officers provided consolidated feedback to MAH	January 2025
Workshops between MAH and Officers	February 2025
Officers refined and consolidated comments to MAH	March 2025

Item	Date
Council received Draft UDF version 2.2	30 May 2025
Officers conducted weekly workshops and check-in meetings with MAH, and Mesh Planning	June 2025 to 12 Sept 2025
Council received Draft UDF version 3.0	12 September 2025

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2025-2029 Council and Wellbeing Plan references:

2. A thriving and well-designed City

2.3 A City that has well-designed and maintained places and spaces accessible to all..

4. Financial Considerations

There are no financial considerations for the consultation stage of this project, as the consultation process will be carried out by Council's internal teams with costs incurred as part of the team's operational budget.

The development of the UDF has been proponent-led and as such costs to date have been incurred directly by the proponent.

5. Consultation/Public Submissions

In line with Victoria's overarching planning framework and the public transparency principles of the *Local Government Act 2020,* Council seeks to engage with the community at all available opportunities to promote public transparency in decision making. The ultimate purpose of a Major Town Centre means the community will be directly and significantly impacted.

To ensure Council is considering the views of key stakeholders, Council proposes to run a comprehensive community engagement process. The following is proposed to be undertaken over a 28-day period:

a. A copy to be made available at Council's Civic Centre at 232 High Street, Melton and on Council's website;

b. Notification to key stakeholders, landowners, local community and Victorian government Departments;

c. A community drop-in session;

d. Engagement via social media, newspaper, and Melton Conversations page; and

e. Publication of responses to Frequently Asked Questions.

Stakeholders will include the landowner of the MTC, landowners and occupiers within a 1-kilometre radius of the MTC, relevant government agencies and authorities, and the wider community.

A report outlining any feedback received, and Officers response, will accompany the final report to be presented to Council for endorsement of the UDF.

6. Risk Analysis

Council has received some community feedback and inquiry in relation to the timely progression and completion of the UDF.

In consideration of this, and the growing demand from the community to access local retail services, Officers are presenting the Draft Framework to Council for consideration, noting that further review will be conducted by Officers prior to the Draft Framework being published for community engagement. Officers intend to return the matter to Council for decision of final adoption, as soon as reasonably practicable following receipt of required information, a final review by Officers, and engagement with the community.

Council will not proceed to community engagement until the Draft Framework is to the reasonable satisfaction of Officers and the Chief Executive Officer to present to engagement. This does not pre-empt a decision of Council on the final UDF.

Officers do not consider that the project can progress further, until such time as community consultation has occurred. The impact of delaying such consulting, is the consequential impacts on timing of the delivery of the Major Town Centre, and access to services for the Mt Atkinson community.

Officers acknowledge that in the absence of final Officer review of the v3.0, there exists a reasonable risk that amendments may be required, post the community consultation period. Officers will seek to mitigate this risk by ensuring the document is to their high level satisfaction, before proceeding to community engagement.

7. Options

That Council:

1. Approve the Draft Framework to be presented to community consultation at such time as the Draft Framework is to the satisfaction of the Chief Executive Officer;
2. Not approve the Draft Framework and seek a further report be presented to Council for consideration of the Draft Framework at such time as all information has been provided to the satisfaction of Officers.

LIST OF APPENDICES

1. Draft Mt Atkinson Major Town Centre Urban Design Framework
2. Market Potential Assessment
3. Landscape Strategy Technical Report
4. Technical Transport Report
5. Infrastructure Servicing Report

MT ATKINSON MAJOR TOWN CENTRE

URBAN DESIGN FRAMEWORK

DRAFT REV 3.0



This document was prepared in collaboration with:

CITY OF MELTON

MT. ATKINSON

A NEW SUBURB FOR MELBOURNE

MT ATKINSON
ARTIST IMPRESSION - SUBJECT TO CHANGE
SOURCE: NELSON + KOO ARCHITECTS

SEPTEMBER 2025

MT ATKINSON MAJOR TOWN CENTRE
URBAN DESIGN FRAMEWORK

DRAFT REV 3.0

Acknowledgement of Country

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.

This document was prepared in collaboration with:

CITY OF MELTON

MT. ATKINSON
A NEW SUBURB FOR MELBOURNE

mesh

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TABLE OF REVISIONS

DATE	REV NO.	REVISION	BY	CHECKED
8.11.24	1.0	Draft UDF	WP	JK / JP
13.05.25	2.0	Draft UDF	PT	JK / JP
23.05.25	2.1	Draft UDF	PT	JK / JP
30.05.25	2.2	Draft UDF	PT	JK / JP
11.09.25	3.0	Draft UDF	PT	JK / JP

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1. INTRODUCTION

1.1 Project Overview

Mesh has been commissioned to prepare an Urban Design Framework (UDF) for the Mt Atkinson Major Town Centre (MTC) in accordance with the requirements of the Mt Atkinson Tarneit Plains Precinct Structure Plan (PSP) and on behalf of Melton City Council. The PSP requires approval of a UDF (as per the requirements of the Melton Planning Scheme) prior to the issue of a planning permit (unless consent from the Responsible Authority and Victorian Planning Authority is granted).

The UDF is to be used as the overarching guidance tool for key stakeholders involved with the design and development process of the MTC. It is important to recognize that the UDF is not intended to be a detailed design document and through the implementation of the UDF, more detailed work will be undertaken.

The UDF has been developed in collaboration with various stakeholders including:

- Melton City Council.
- Department of Transport & Planning including the Victorian Planning Authority.
- Major land owners including Mt Atkinson Holdings and Edmund Rice Homestead.



FIGURE 1. UDF BOUNDARY AERIAL
SOURCE: MESH PLANNING & URBAN DESIGN ADAPTED FROM NEARMAPS (12/10/2024)

INTRODUCTION (CONT.)

1.2 Purpose of the Urban Design Framework

The purpose of the UDF is to set out a comprehensive future vision for the MTC and provide clear guidance on the development of the MTC into the future for both Council and landowners.

The document articulates a clear vision and establishes the core design principles through which this vision is to be achieved, supported by a clear spatial plan identifying design requirements and guidelines that should be responded to by future development. The UDF is informed by and expands upon the material already contained within the PSP to provide specific guidance on the desired future form and function of the Town Centre. The UDF directly responds to the requirements and guidelines of the PSP (see Appendix 1) and refines them in line with up-to date inputs where appropriate.

1.3 UDF Structure

The UDF adopts a clear structure which outlines the design logic through a number of key design themes. Each theme is supported by design principles and elaborated upon through requirements and guidelines to be met by future development in order to achieve the overarching vision of the MTC.

Design Themes
The overarching themes through which the UDF vision is explained.

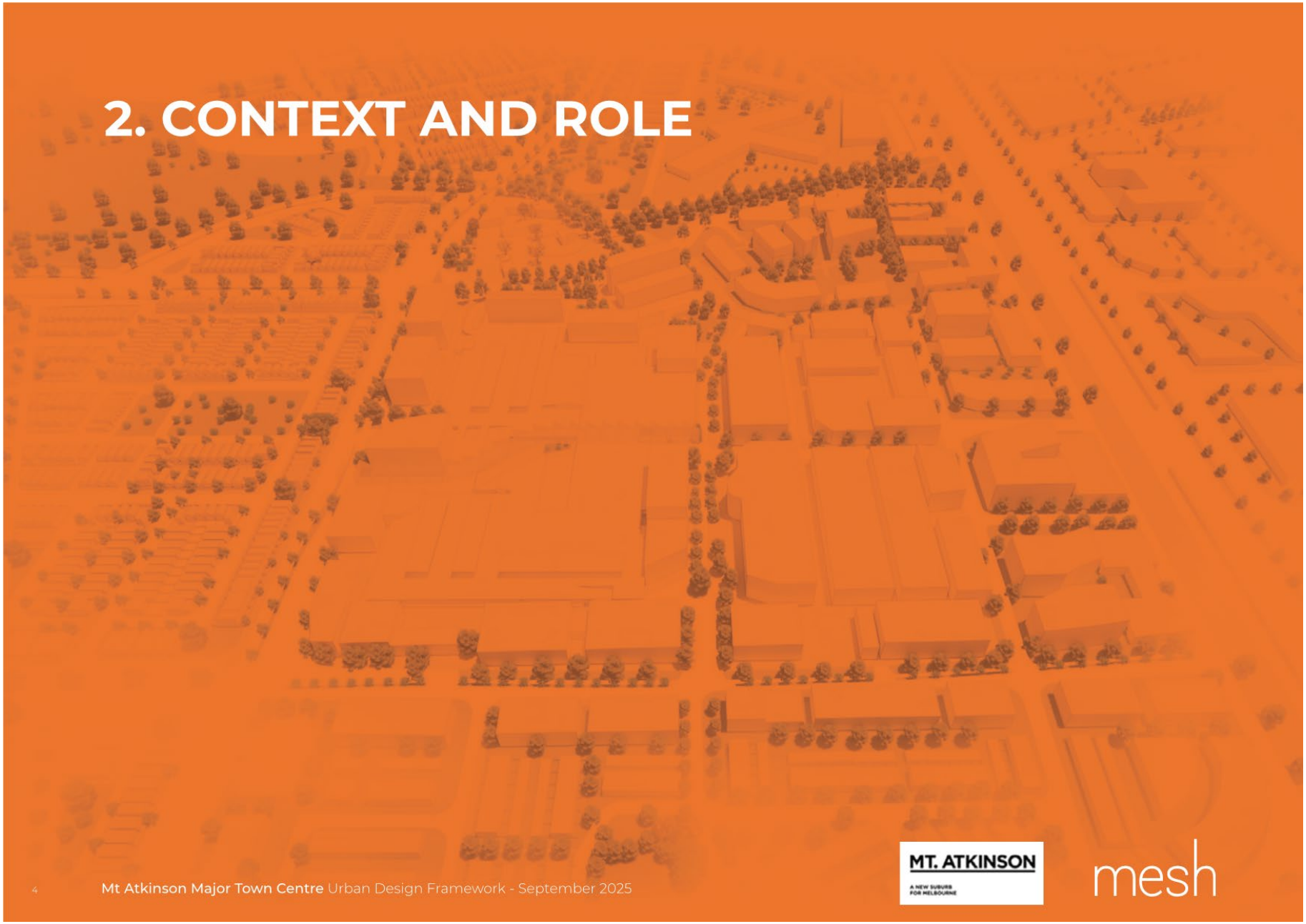
Design Principles
The core principles that underpin the UDF framework plan and inform the requirements and guidelines to be met.

Requirements
Outline a range of specific design responses that are to be achieved through the development of the MTC.

Guidelines
Provide guidance around the desired outcomes that future development should consider.

DESIGN THEMES




2. CONTEXT AND ROLE
4
Mt Atkinson Major Town Centre Urban Design Framework - September 2025
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CONTEXT AND ROLE

2.1 Background

Mt Atkinson was identified as a future Major Activity Centre in 'Plan Melbourne 2017-2050', Victoria's long term plan for future growth. As a major activity centre there is a strong policy context for the centre to be a growing hub for the community providing services, jobs and housing close to public transport. The Mt Atkinson and Tarneit Plains PSP guides the growth of the Mt Atkinson and Tarneit Plains area, comprising approximately 1,531 hectares located approximately 25 kilometres to the west of Melbourne's CBD.

Since the approval of the PSP in 2017 (amended in 2020) the development of the UDF has been guided by preliminary analysis by government which has informing the current indicative location of the future train station. State Government agencies will confirm the ultimate location of the station following more detailed design. Updated economic, transport and servicing inputs have also provided an up-to-date understanding of the opportunities and constraints of the site.

This renewed understanding has supported the adoption of a number of refinements from the higher level PSP guidance to the UDF to better reflect the centre's strategic location in Melbourne's Outer West, its capacity for retail and commercial growth and the layout of the road and pedestrian network.

Stakeholder and landowner workshops and consultation has occurred throughout the UDF preparation process.

2.2 Mt Atkinson and Tarneit Plains Precinct Structure Plan

The PSP identifies the Mt Atkinson MTC as the only MTC within the Precinct. The MTC is located in the north of the PSP area on both sides of the Melbourne-Ballarat Railway line, centred around a future Mt Atkinson railway station. Figure 2 on the following page includes the Future Urban Structure plan from the PSP and identifies the location of Mt Atkinson MTC.

According to the approved PSP, the MTC (south of the rail line) has an as-of-right allocation of 23,500m² of shop floor space and anticipated delivery of approximately 1,548 dwellings within the MTC area. The PSP seeks to create significant employment anticipating 18,947 jobs in the broader PSP area, many of which will be to the south in close proximity to the MTC.

The as-of-right shop floorspace allocation is a 'soft cap' to ensure the Western Growth Corridor's activity centre hierarchy is retained. It allows for flexibility in supporting additional shop floor space in the future where appropriate justification can be provided.

The PSP states that a UDF must be prepared for the MTC and approved by the Victorian Planning Authority (VPA) and the Responsible Authority. The UDF must be developed in accordance with the Requirements and Guidelines laid out in the PSP. These have been carefully considered in preparing the UDF and a comprehensive assessment against the requirements has been undertaken (see Appendix A).

2.3 Major Town Centre Concept Plan

The Mt Atkinson PSP includes a Major Town Centre Concept Plan that provides guidance on the future UDF for the MTC.

The concept plan depicts:

- A street-based Town Centre with the retail core to the northwest close to the future Mt Atkinson Railway Station.
- Grand Boulevard as the main arterial road along the southern edge of the MTC.
- An east-west Main Street running through the Town Centre and a separate perimeter street connecting the wider precinct to the station.
- A future train station and co-located bus interchange at the northern end of the Town Centre with a pedestrian footbridge linking over.
- A central retail area centred around the urban plaza with opportunities for residential on the upper levels.
- Mixed use residential prevailing to the south and east with large format retailing to the far east adjacent Hopkins Road.
- Retention of the historic Mt Atkinson Homestead, (currently occupied by Edmund Rice community centre) and avenue of heritage trees in a linear reserve to the west.
- A centrally located urban plaza and a local park in the east of the UDF area.

MT. ATKINSON
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CONTEXT AND ROLE (CONT.)

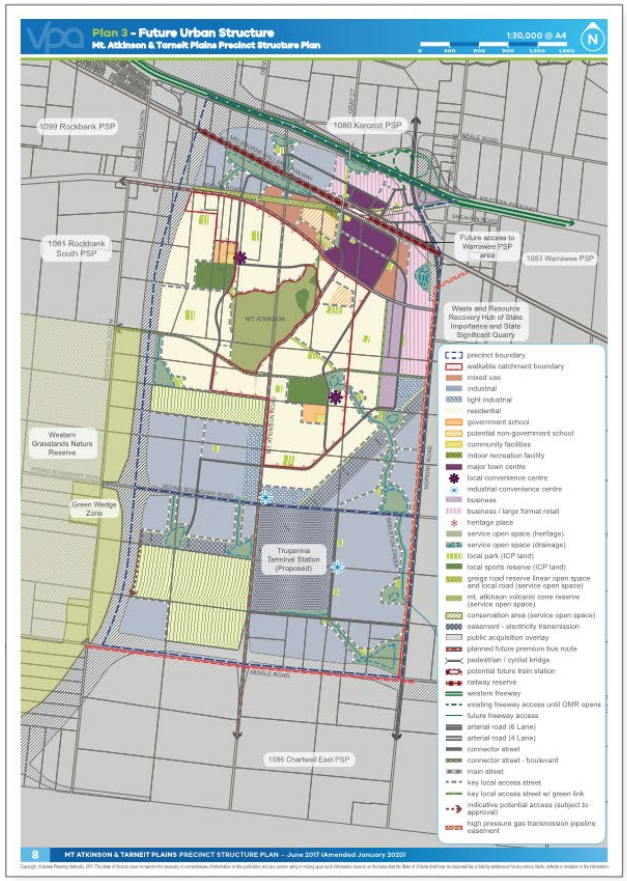

FIGURE 2 - MT ATKINSON AND TARNEIT PLANS PSP

SOURCE: MT ATKINSON AND TARNEIT PLAINS PSP, VPA

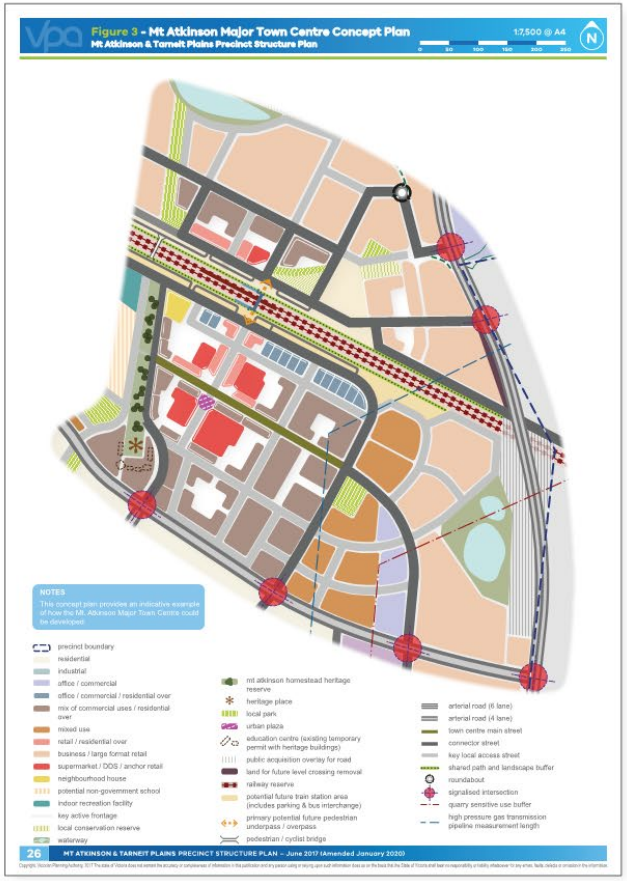

FIGURE 3 - MT ATKINSON MAJOR TOWN CENTRE CONCEPT PLAN (PSP)

SOURCE: MT ATKINSON AND TARNEIT PLAINS PSP, VPA

CONTEXT AND ROLE (CONT.)

2.4 Strategic Context

Mt Atkinson has a number of locational advantages relative to other activity centres within the area.

Key locational advantages are:

- Proximity to existing and future major road infrastructure including the Western Freeway and the planned alignment of the Outer Metropolitan Ring Road.
- Future upgrades to Hopkins Road improving access to MTC.
- Proximity to the future Mt Atkinson Train Station that will provide high quality public transport links to the CBD and Melton.
- Central location from other existing and planned activity centres including Cobblebank (>9km) and Sunshine (>12km) identified on Figure 4.
- Located in proximity to supporting residential and employment land uses including the proposed Western Interstate Freight Terminal (WIFT).
- Capacity to support shop and retail.

The UDF has been developed to leverage these key advantages and provide flexibility to ensure that the MTC can grow as a hub for services, jobs and living in Melbourne's Outer West.

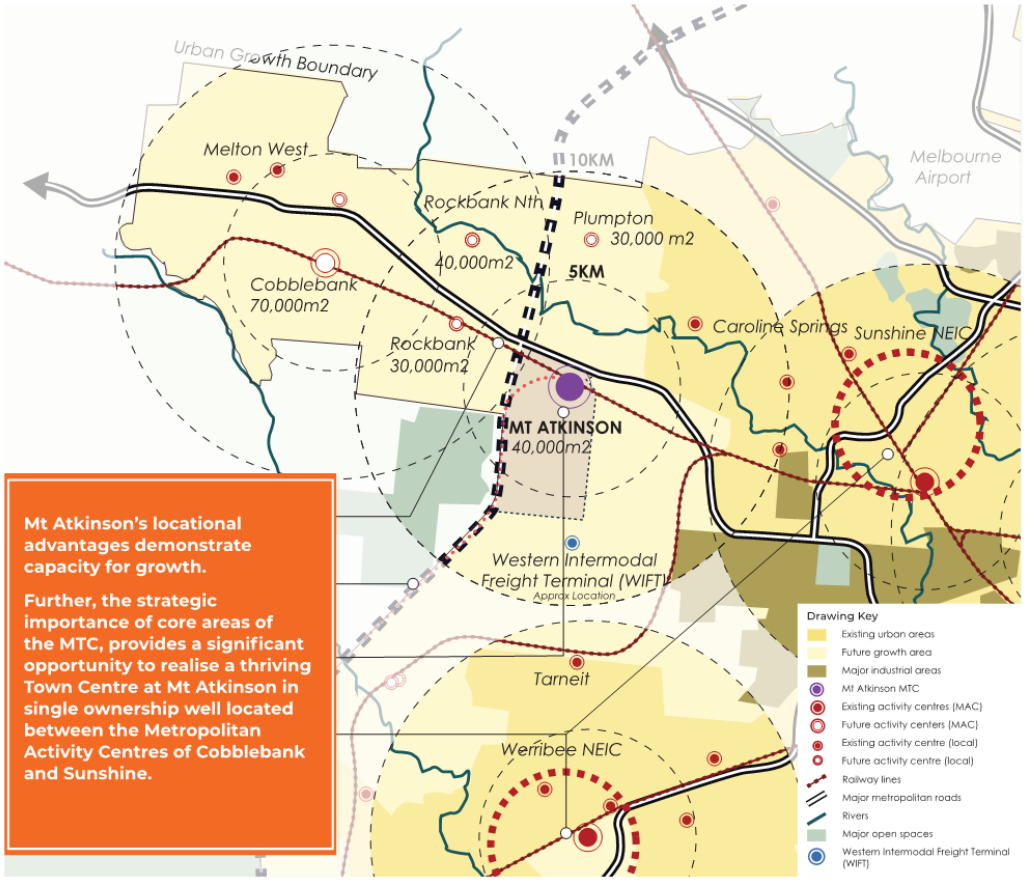

FIGURE 4 - STRATEGIC CONTEXT PLAN (with anticipated shop floor area targets for nearby activity centres)

SOURCE: MESH PLANNING & URBAN DESIGN

CONTEXT AND ROLE (CONT.)

2.5 Economic Context

The strategic importance of the MTC as a hub for retail, services, employment, living and community opportunities is supported by updated economic analysis which demonstrates a clear capacity for the MTC to support the long-term growth of the Western Corridor in the future, being ideally located between Cobblebank and Sunshine.

Key conclusions from the economic report, summarised in the Background Report (see Appendix 3) that are relevant to the formulation of the UDF are:

- Population growth in the Western Corridor is anticipated to be very strong. Over the period to 2041, the municipal population is projected to increase at an average annual rate of 8.4%.
- Analysis of the provision of retail space of surrounding regional and sub-regional activity centers reveals a lower than typical provision of retail floor space for the region. Ultimately, approximately 163,000 sqm of major activity centre floorspace could be supported in the catchment. The current planned provision is around 137,500 sqm (a difference of 26,000 sqm).
- MTC is positioned to provide for most of the identified retail provision gap of 26,000 sqm.
- Concludes there is support for demand up to 46,500 sqm of retail floorspace.
- The UDF has 40,000 sqm of shop floorspace.

Additional floorspace above the 40,000 sqm will require a planning permit and must provide the following supporting information and justification to the satisfaction of the Responsible Authority:

- A report prepared by a suitably qualified person demonstrating there is sufficient retail demand for the additional floorspace considering the role and catchment of the activity centre in line with the municipal and regional activity centre hierarchy, including existing and planned centres.
- Assessment of economic impact on other centres in the network.
- The design demonstrates a mixed-use outcome that considers integrated loading and on-structure car park areas where practical.
- The transport network can support the additional traffic generated.

2.6 Other Relevant Documents

VPA Draft Guide to Urban Design Frameworks, June 2017

The VPA have prepared draft guidelines to assist with the preparation of UDF's in growth areas. The Guidelines build on Planning Practice Note 17, Preparation and Use of UDFs. The UDF has had consideration to the draft Guidelines and follows a similar layout, but generally covers all the key tasks and outputs identified in the Guidelines.



FIGURE 5 - VPA PRACTICE NOTE 17

SOURCE: VPA

Urban Design Guidelines for Victoria, 2017

The UDF has had consideration to the Urban Design Guidelines for Victoria prepared by the DTP formerly DELWP. Under six urban elements, the guidelines seek to enable and support the delivery of functional and enjoyable places for people to live, work and spend leisure time. In particular, the guidelines inform agencies, government and developers in decision-making processes affecting the public realm.

CONTEXT AND ROLE (CONT.)

2.7 Key Drivers for Refining the UDF

The MTC concept plan presented in the PSP has helped guide the development of the UDF providing a robust starting point.

The UDF has been prepared in response to:

- Planning context including the PSP Objectives, Requirements and Guidelines.
- Opportunities and constraints identified in the site analysis and background report.
- Key learnings from other MTC's.
- Developer/landowner aspirations.
- Economic viability.
- Review of best practice.
- Feedback from Government agencies, service authorities and landowners.
- Latest understanding of the timing of strategic infrastructure including the preferred location of the train station.

These inputs have resulted in a number of key opportunities to improve upon the layout of the MTC as presented in the PSP Town Centre Concept Plan (Figure 3) by leveraging the site conditions, unique landscape character and strategic opportunities.

2.8 UDF Refinements

A key ambition of the UDF is to support a thriving and vibrant pedestrian focused centre. The street network has been refined to improve connectivity across Grand Boulevard with a mid-block signalised crossing and move away from an arterial road with service road frontage for the Town Centre Core Precinct. Further, slow-speed and shared street arrangements are being pursued along key streets in the heart of the Town Centre to improve pedestrian amenity.

An improved response to the site's sloping topography is identified in the UDF to provide for on-structure car parking arrangements and reduce the visual impact and allocation of land for at grade car parking over time as the Town Centre grows.

This approach to parking releases land within the MTC for other uses, facilitating a more compact and user-friendly centre with strong, urban edges and avoids fragmentation of the streetscape into a series of 'island' buildings surrounded by apron parking in the final stages of the development.

Another key refinement is the shifting of the core retail component of the Town Centre south, towards Grand Boulevard and away from its inboard location and future Mt Atkinson Train Station. This is a strategic decision that maintains flexibility for the design and final location of the railway station to be determined in the future, better facilitates the orderly growth of the centre through early stages and leverages existing road infrastructure. The Town Centre will now have a strong sense of address along Grand Boulevard and will link more directly to adjacent neighbourhoods in the earlier stages of development. Latter stages are anticipated to grow the centre north towards the rail line in anticipation of the future delivery of the Mt Atkinson Train Station.

The UDF has included all the land uses identified in the PSP for the MTC to deliver a genuinely mixed use community. This has responded to the unique context of Mt Atkinson particularly in relation to existing industrial buffers which have influenced the location of employment opportunities in the east of the UDF Town Centre. The design is generally in accordance with the PSP.

The development of the UDF will give impetus to the delivery of major infrastructure in the region providing a clear framework for the Town Centre to stimulate the potential delivery of surrounding uses such as the Non-government Secondary School, the train station and community facilities.

These refinements are important in strengthening the Town Centre's capacity to be a successful hub for the local community and are summarised on the following page.

CONTEXT AND ROLE (CONT.)

KEY IDENTIFIED REFINEMENTS TO THE UDF

TABLE 1	REFINEMENTS	WHY?
1 	**Improving landscape connections through the Town Centre to the Mt Atkinson volcanic cone.**	· To connect the Town Centre to its unique landscape. · Improve placemaking opportunities. · Connect to Country and indigenous culture.
2 	**Improving connectivity to and from the station.**	· Improve links to landscape and key destinations to the south.
3 	**Congregating a 'town heart' with the co-location of the urban plaza, priority streets area, community facilities and links to open space.**	· Create a destination at the centre of the retail. · Improves activation of the Urban Plaza.
4 	**Refining street network to support greater pedestrian amenity and safety.**	· Create more pedestrian priority areas in the town heart and push vehicles to the perimeter. · Improve connectivity across Grand Boulevard. · Reduce traffic along Mt Atkinson Road. · Support improved retail offering and scale.
5 	**Leveraging sloping topography by exploring undercroft and roof parking opportunities.**	· Reduce the impact of parking and servicing areas in the public realm. · Utilise the roof space of the future retail and mixed use buildings.
6 	**Updating parking strategy to minimise at-grade and on-street parking.**	· Reduce the impact of parking and servicing areas in the public realm. · Support improved retail offering at ground level.
7 	**Refining land use locations to better utilise existing road infrastructure and screen servicing.**	· Avoid a fragmented approach to growth of Town Centre. · Reduce early stage infrastructure costs and maintenance to enable early efficient delivery. · Strengthen Grand Boulevard as key gateway to centre.


3. URBAN DESIGN FRAMEWORK
11
Mt Atkinson Major Town Centre Urban Design Framework - September 2025
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UDF Vision:
Mt Atkinson will deliver an inviting street oriented Town Centre destination anchored by a retail and mixed use core with active edges and connected by high quality pedestrian transport links.
MT ATKINSON
ARTIST IMPRESSION - SUBJECT TO CHANGE
SOURCE: NELSON + KOO ARCHITECTS

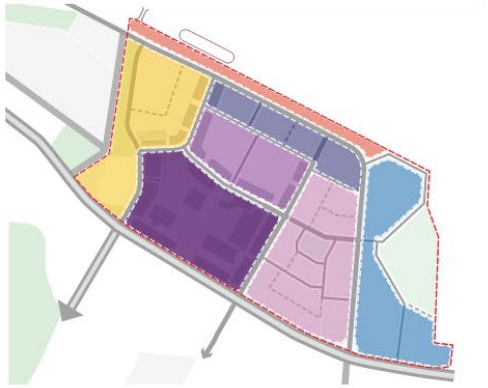
URBAN DESIGN FRAMEWORK THEMES

1. Urban Structure



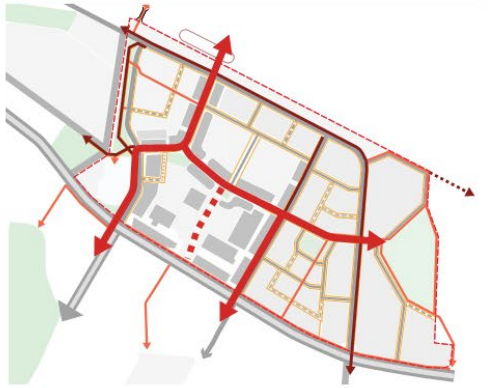
- Create an **attractive destination** at the heart of the Town Centre.
- Link to the volcanic cone **landscape character** as a unique part of Mt Atkinson's identity.
- Provide a mixed-use **transition** from existing industry and buffers to the east.
- Liberate the ground plane to support an **intensified Town Centre.**

2. Land Use and Density



- Create a strong relationship between the Town Centre and **community uses.**
- Support a vibrant **retail town core** with a mix of residential, commercial and mixed uses.
- Strengthen the Town Centre with surrounding and integrated **residential.**
- Locate **employment areas** within industrial buffer areas.

3. Movement and Access



- Create strong **pedestrian and active transport** links between key destinations.
- Establish a connector **road network** at the edges to support a pedestrian-friendly town core.
- Provide discrete **parking and servicing** by leveraging the existing topography.

URBAN DESIGN FRAMEWORK THEMES (CONT.)

4. Built Form, Massing and Interface



- Create **proud edges** to the Town Centre in key locations.
- Provide opportunities for increased **built form height** above and adjacent to the Town Centre.
- Provide a **fine grain sleeve** to active shared streets in the town core.
- Respond to **topography, weather** and existing uses.
- Provide high quality **interfaces** to the street and public realm.
- Support a well designed and viable ***employment and large format retail*** precinct.

5. Public Realm and Landscape

- Create a central destination-based **urban plaza.**
- Create a network of connected **diverse open spaces** that link to local and regional destinations.
- Activate **streetscapes** linking to the heart of the Town Centre.

6. ESD and Culture

- Celebrate the site's continuing **Indigenous significance.**
- An inclusive and **culturally welcoming** Town Centre for all.
- A **climate resilient** precinct that showcases best practice environmental outcomes.

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URBAN STRUCTURE

3.1 Urban Structure Overview

Urban Structure outlines how the MTC responds to and connects with its surrounding context, landscape and the key external elements that influence and define the character of the Town Centre.

The urban structure looks to create a public realm that seamlessly links to the unique Mt Atkinson volcanic cone and bring that landscape into the heart of the precinct as part of an attractive new urban plaza destination. The Town Centre works with the topography to conceal parking and services. Existing uses are responded to sensitively with nearby Edmund Rice Homestead (located within the Mt Atkinson Homestead) used as the catalyst for a broader community precinct while industrial buffers to the east are respected.

URBAN STRUCTURE DESIGN PRINCIPLES

- Creating an **attractive destination** at the heart of the Town Centre.
- Linking to the volcanic cone **landscape characer** as a unique part of Mt Atkinson's identity.
- Providing a mixed use **transition** from existing industry and buffers to the east.
- Liberating the ground plane to support an **intensified Town Centre**.



FIGURE 6 - ARTIST'S IMPRESSION AERIAL LOOKING WEST ALONG SHARED STREET TOWARDS URBAN PLAZA - SUBJECT TO CHANGE

SOURCE: NELSON + KOO ARCHITECTS, MESH PLANNING & URBAN DESIGN

Urban Structure

THE FRAMEWORK PLAN

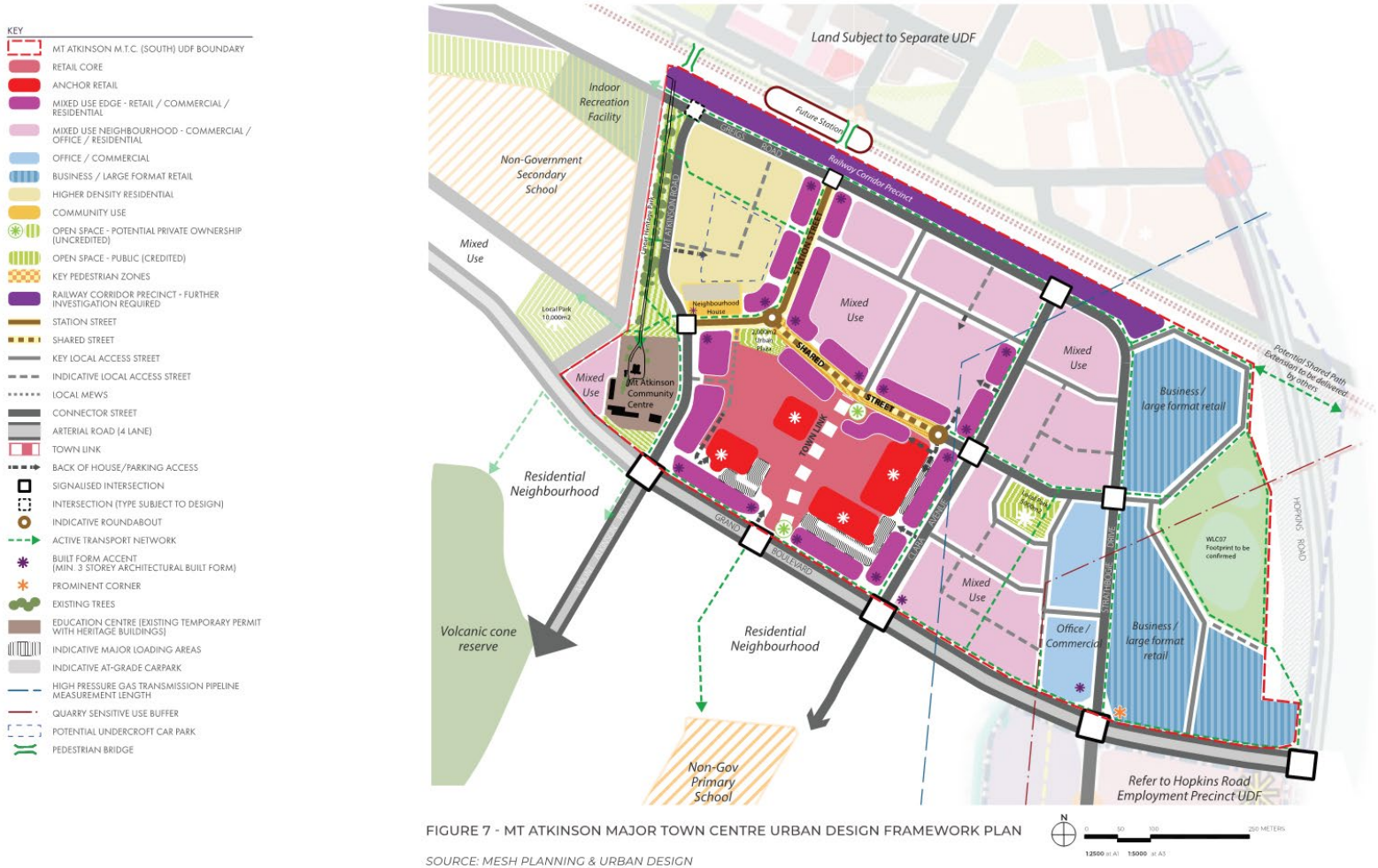


FIGURE 7 - MT ATKINSON MAJOR TOWN CENTRE URBAN DESIGN FRAMEWORK PLAN

SOURCE: MESH PLANNING & URBAN DESIGN

Urban Structure



Create an attractive destination at the heart of the Town Centre

Requirements

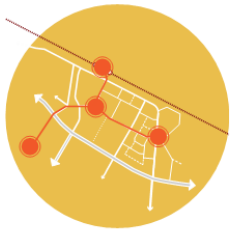
R1. Land use and development fronting the Urban Plaza must have an active frontage as per Figure 20. This must include a range of opportunities at ground floor level such as outdoor trading, visual permeability and/or visual interaction.

R2. View lines to the Urban Plaza must be maintained along key streets and pedestrian connections.

Guidelines

G1. Preference for tenancies around the Urban Plaza should be given to food and drink premises.

G2. Pedestrian and other active transport connections should conveniently lead into the Urban Plaza.



Link to the volcanic cone landscape as a unique part of Mt Atkinson's identity

Requirements

R3. High quality pedestrian and active transport paths must be provided along Station Street to link the future Mt Atkinson train station and the Mt Atkinson volcanic cone to the south-west.

Guidelines

G3. The road alignment of Mt Atkinson Road should be designed to create view lines to future prominent built form or open space areas.

G4. Materials and surfaces in the public realm should reference the geology, flora and fauna of the volcanic cone landscape.

G5. Visual site lines to volcanic cone and wetlands should be considered where practical to reinforce a continuous landscape theme.

Urban Structure



Provide a mixed use transition from existing industry and buffers to the east

Guidelines

G6. Support commercial, large format retail and other non-sensitive employment land uses within the buffer zones that impact the east of the UDF area.



Liberate the ground plane to support an intensified Town Centre

Requirements

R4. Parking areas must be designed to minimise their visual impact on key streets, urban plazas and public squares.

Guidelines

G7. Consolidated land uses such as a retail centre should be considered to enable efficient car parking and servicing outcomes.

G8. Long term removal of at-grade parking should be considered in order to utilise the sites development potential as demand increases in the Town Centre.

LAND USE AND DENSITY

3.2 Precinct Character

The UDF delivers on the requirements and guidelines of the PSP through establishing a diverse set of mixed use precincts within the Mt Atkinson Major Town Centre. Each precinct is defined by a range of indicative uses provided in Table 2 which help establish differences and direct activation and intensity in the right places to achieve the goals of a vibrant, successful Town Centre that expresses the unique qualities of the Mt Atkinson area. Diverse housing will be provided across the activity centre with each precinct offering a different range of housing types and densities. Table 2 indicates the likely housing densities of each precinct.

The precincts are described as follows:

Town Centre Core Precinct

This precinct will be the heart of the centre providing retail shopping, services and entertainment with active uses along the pedestrian friendly Station Street and Shared Street. The edges of the Town Centre Core will include staged opportunities for mixed use (residential and/or commercial) above an active retail-oriented ground plane.

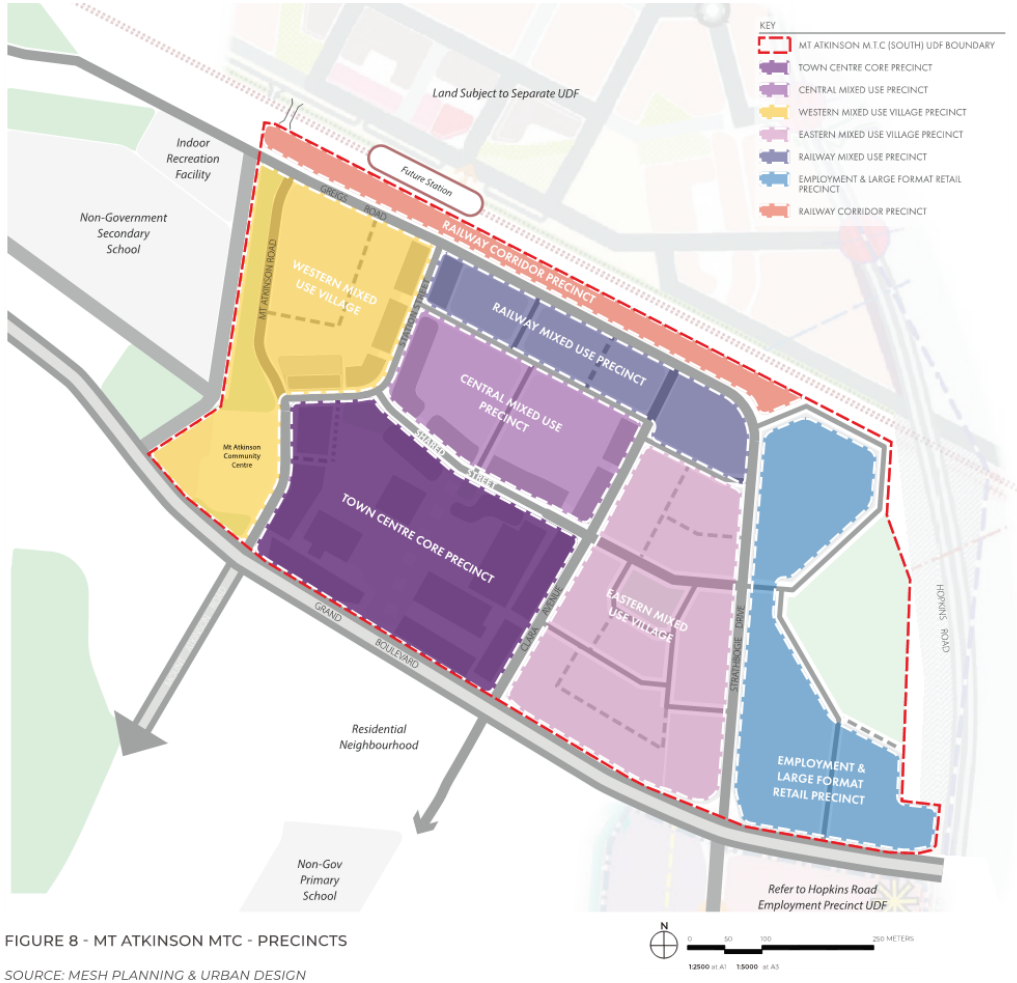


FIGURE 8 - MT ATKINSON MTC - PRECINCTS

SOURCE: MESH PLANNING & URBAN DESIGN

Land Use and Density

Central Mixed Use Precinct

This precinct will provide a mixed use employment precinct providing for commercial floor space such as health and office in close proximity to the station. Opportunities for staged higher density living are also provided for in the precinct.

Western Mixed Use Village

This precinct will provide a high density residential community with community uses and retail commercial edge to Station Street. The precinct will benefit from proximity to the neighbourhood house, proximity to the railway station, existing community uses occurring within the Mt Atkinson homestead. Active community, retail and commercial uses will interface with Station Street while higher density residential and mixed use will overlook Mt Atkinson Road in close proximity to a future school.

Railway Corridor Precinct

The area and width of the Railway Corridor Precinct and location of Railway Station is indicative only and is subject to change. The design of Mt Atkinson Station and associated car parking, bus terminals, access and public amenity must be resolved prior to the development of Grieg's Road and immediate adjacent land. Priority must be given to ensuring the land provided is sufficient for the long-term operation of the railway station and precinct.

RECREATION AND PLAY, Springvale Hub, VIC



RETAIL AND SHOPPING, De Passage, The Hague, NL



HEALTH AND EMPLOYMENT, Geelong Civic Offices, VIC



LIVING, Habitat by Jeurs, Brisbane, QLD



MIXED USE, Burwood Brickworks, VIC



LARGE FORMAT RETAIL, Caringbah, NSW



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Land Use and Density

Railway Mixed Use Precinct

This precinct will be characterised by employment, office and health uses at ground and lower levels complimented by high density residential. The precinct is immediately opposite the railway station and should be designed to be transit oriented, encouraging public transport use, walking and reduced car dependance.

Eastern Mixed Use Village

This precinct will provide a higher density mixed use edge to main streets such as Clara Avenue and Grand Boulevard while providing medium density residential (including townhouse and semi-detached residential) in local streets in close proximity to public open space. Commercial and other complementary non-sensitive land uses will be located within quarry buffer zones, Grand Boulevard frontage and Strathbogie Drive frontage opposite any large format development.

Employment and Large Format Retail Precinct

Large format retail or business park uses will be provided east of Strathbogie Road, with at-grade parking buffered by landscaping. These uses will buffer land to the west from Hopkins Road. Building should address Strathbogie Road with a preference for at-grade parking to be primarily located to the side, rear or secondary streets.

TABLE 2. INDICATIVE RESIDENTIAL DWELLING YIELD

PRECINCT	APPROX. AREA (HA)	INDICATIVE DWELLING YIELD RANGE
Western Mixed Use Village	4.8	500-800
Central Mixed Use Precinct / Town Centre Core	16.2	400-500
Railway Mixed Use Precinct	3.8	150-250
Eastern Mixed Use Precinct	10.0	250-450
INDICATIVE TOTAL	34.7	1300-2000

Land Use and Density

Indicative Land Uses

Land uses will be guided by the underlying zoning of land within the Town Centre.

Land uses in each precinct are encouraged to include, but are not limited to, the following:

TABLE 3. INDICATIVE Town Centre LAND USE CATEGORY

LAND USE CATEGORY	1. Retail Core Anchors	2. Retail Core	3. Large Format Retail	4. Commercial	5. Mixed Use Neighbourhood
POTENTIAL LAND USE TYPE	· Supermarkets · Mini-major stores · Cinemas, entertainment	· Shop uses and speciality retail · Cafes, food and beverage · Licensed premises, bars, music venues · Bank, pharmacies and other service retail	· Furniture, homewares, electronics and similar · Showrooms	· Offices · Financial and local service industries · Gymnasiums, dance studios, indoor sports · Hotel	· Residential · Offices · Financial and local service industries · Gymnasiums, dance studios, indoor sports · Hotel
Suggested Street Interface	*Sleeved*	*Direct*	*Landscape setback*	*Direct or landscape setback*	*Direct or Landscape setback*

TABLE 3 CONT. INDICATIVE Town Centre LAND USE CATEGORY

LAND USE CATEGORY	6. Mixed Use Edge	7. Residential	8. Civic and Community Facilities	9. Public Space	10. Services
POTENTIAL LAND USE TYPE	· Retail or commercial ground level · Office or health above ground level/podium · Residential above ground level / podium · Creative spaces · Single use commercial/ residential within a broader precinct	· Medium density housing - (2 & 3 storey townhouse) · Higher density - apartment buildings · Retirement and aged care living · Student, affordable and key worker housing · Public, specialist and service housing	· Childcare and day care facilities · Public library, adult learning centres · Neighbourhood, youth, health and other community hubs · Recreational facilities, swim centre, basketball courts, etc · Social enterprises, community garden	· High quality streetscapes and outdoor dining opportunities · Arrival plazas, drop-off forecourt at key entries · High quality civic plaza, flexible event space as focal point	· Parking (at grade supported at interim and early stages) · Mobility hubs · Emergency services facilities · Hotel
Suggested Street Interface	*Direct*	*Landscape setback*	*Direct*	*Direct*	*Setback or landscape setback*

Land Use and Density

3.3 Land Use and Density

Figure 9 outlines the indicative land uses encouraged across the Town Centre to achieve the desired precinct character. The Town Centre identifies a number of areas where mixed use and higher density development opportunities are provided for. Vertical land use diagrams are provided on subsequent pages.

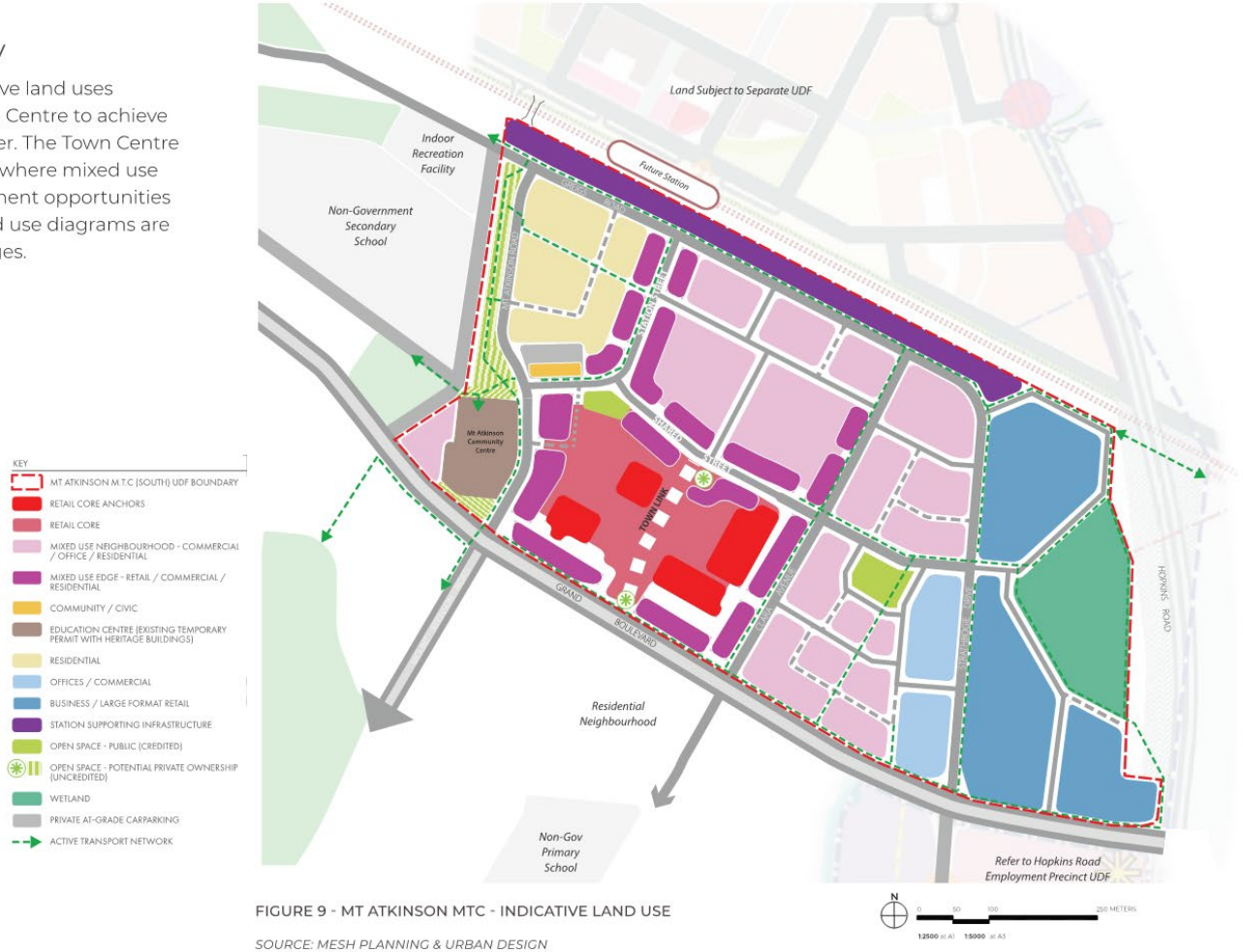

FIGURE 9 - MT ATKINSON MTC - INDICATIVE LAND USE

SOURCE: MESH PLANNING & URBAN DESIGN

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Land Use and Density

Approaches to Mixed Use

The MTC is anticipated to grow into a mixed use environment over time as the centre matures. The UDF includes two types of mixed use within the land use plans, Mixed Use Neighbourhood and Mixed Use Edge.

Mixed Use Edge

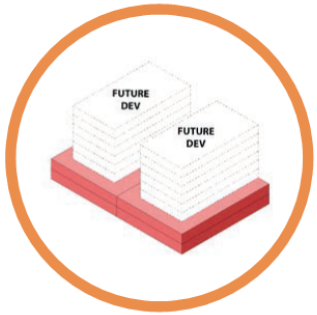
Development in mixed use edge area and locations in proximity to amenity should ultimately provide a vertical mix of uses to maximise the value of the land. Retail and commercial uses should occupy the ground level. Residential and commercial above ground level are encouraged. Interim single use or staged development are appropriate but should not limit the future development potential.

Mixed Use Neighbourhood

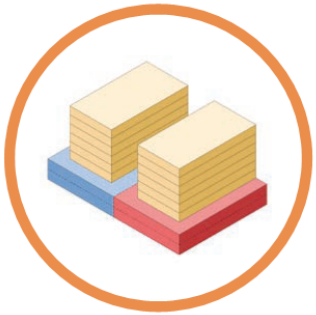
Mixed use neighbourhoods are intended to support a blend of commercial and residential uses. This enables flexible scaling of commercial activity over time while preserving opportunities for employment near transport hubs. Mixed use may be horizontal (single-use buildings across a precinct) or vertical (commercial at ground level, residential above).

Implementation of Mixed Use

Mixed use can be delivered in different ways within the UDF including the individual building scale and neighbourhood scale over time.



Mixed Use (over time)
The UDF proposes to deliver single uses initially, however anticipates overtime redevelopment/ expansion of mixed use development will occur.



Mixed Use (building scale)
A mix of uses delivered vertically. Within a single building, typically with the podium lower levels populated by active uses with less active uses at upper floors.



Mixed Use (neighbourhood scale)
A mix of uses delivered horizontally. Through mixing (salt-and-pepper) residential and complimentary non-residential buildings within the broader neighbourhood. This may include the delivery of one use in earlier stages while reserving space for other uses in later stages.

FIGURE 10 - MT ATKINSON MTC - MIXED USE STRATEGIES *SOURCE: MESH PLANNING & URBAN DESIGN*

Land Use and Density

Indicative Vertical Land Use Diagrams

The following diagrams outline potential approaches for the vertical integration of mixed uses into the MTC. They are indicative only and do not represent an exhaustive list of potential mixed use configurations in the UDF area.

Mixed Use Edge Indicative Diagrams

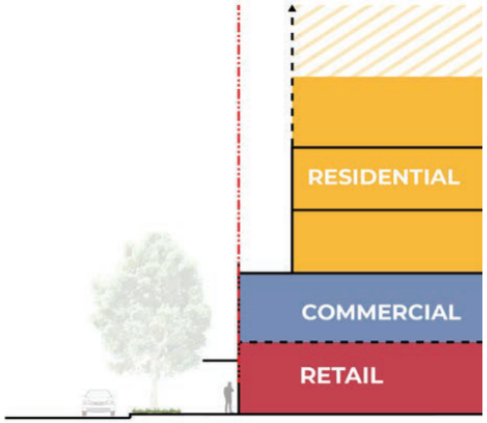
The following land use diagrams illustrate typical longer term and potentially staged outcomes that are generally encouraged within the Mixed Use Edge areas identified in Figure 9.



Retail only
Retail uses at ground level (up to 2 storeys or equivalent), with parking screened from the street.



Retail - Commercial
Ground-level retail (up to 2 storeys or equivalent) with commercial uses (e.g. office, health) above. Commercial lobbies at street level provide access to upper floors. Built form above 2 storeys should be set back to enhance the street interface and distinguish uses.



Retail / Commercial podium with Residential above

Mixed-use podium (up to 2 storeys or equivalent) with retail and commercial uses across both floors. Residential lobbies at ground level provide access to upper levels. Built form above 2 storeys should be set back to improve the street interface and distinguish uses. Upper-level terraces within the setback are encouraged.



Retail - Residential
Ground-level retail (up to 2 storeys or equivalent) with residential above. Residential lobbies at street level provide access to upper floors. Built form above 2 storeys should be set back to enhance the street interface and differentiate uses. Upper-level terraces within the setback are encouraged.

FIGURE 11. MIXED USE EDGE INDICATIVE DIAGRAMS

SOURCE: MESH PLANNING & URBAN DESIGN

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Land Use and Density

Both Mixed Use Edge and Mixed Use Neighbourhood Indicative Diagrams

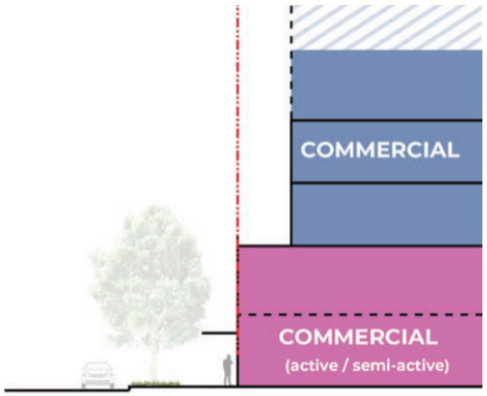
The following land use diagrams illustrate typical longer term and potentially staged outcomes that are generally encouraged in both the Mixed Use Edge and Mixed Use Neighbourhood areas identified in Figure 9.

FIGURE 12. MIXED USE EDGE AND MIXED USE NEIGHBOURHOOD INDICATIVE DIAGRAMS

SOURCE: MESH PLANNING & URBAN DESIGN



Active Commercial – Residential
Lower-level commercial uses with semi-active frontages (up to 2 storeys or equivalent), with residential above. Residential lobbies at ground level provide access to upper floors. Built form above 2 storeys should be articulated or set back to enhance the street interface and distinguish uses. Upper-level terraces within the setback are encouraged.



Active Commercial – Commercial
Commercial uses with semi-active frontages across the lower 2 storeys, with less active commercial (e.g. health, large-scale office) above. Built form above 2 storeys should be articulated or set back to enhance the street interface.

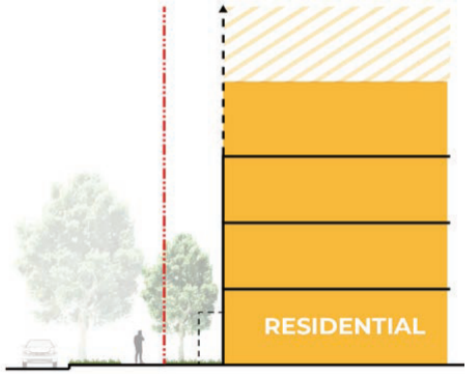
Land Use and Density

Mixed Use Neighbourhood

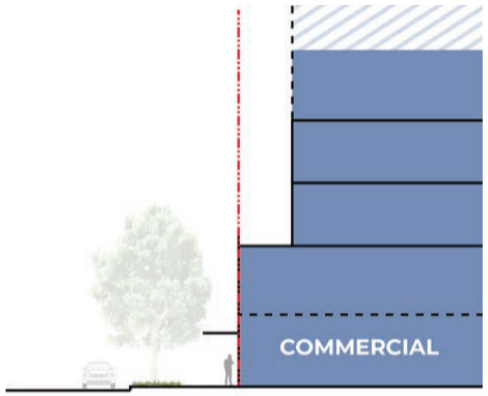
The following land use diagrams illustrate typical longer term, and potentially staged outcomes that are generally encouraged in the Mixed Use Neighbourhood areas identified in Figure 9.



Residential Ground
Ground-level medium density residential townhouses or similar, set back a minimum of 3.0m from the street.



Residential Ground – Residential Above
Ground-level residential set back a minimum of 3.0m from the street. Upper residential levels may align with the street where the overall building height remains below the preferred maximum identified in Figure 8. Commercial uses at ground level built to the street interface, with commercial above. Built form above 2 storeys should be articulated or set back to enhance the street interface.



Commercial – Commercial
Commercial uses at ground level built to the street interface, with commercial above. Built form above 2 storeys should be articulated or set back to enhance the street interface.

FIGURE 13. MIXED USE NEIGHBOURHOODS INDICATIVE DIAGRAMS

SOURCE: MESH PLANNING & URBAN DESIGN

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Land Use and Density



Support a vibrant retail town core with integrated mixed uses

Requirements

R5. A mix of core retail, anchor retail, specialty retail, mixed use, commercial, food and beverage, medium and high-density housing must be provided within the Town Centre generally in accordance with the UDF.

R6. Land uses must be generally in accordance with Figure 9 - Indicative Land Uses and Table 2 and support the identified character of each precinct.

R7. The UDF is planned to include up to 40,000 sqm of net leasable floorspace for retail uses (other than Restricted retail premises) as defined in Clause 73.03 of the Planning Scheme. Additional floorspace above the 40,000 sqm will require a planning permit and must provide the following supporting information and justification to the satisfaction of the Responsible Authority:

- A report prepared by a suitably qualified person demonstrating there is sufficient retail demand for the additional floorspace considering the role and catchment of the activity centre in line with the municipal and regional activity centre hierarchy, including existing and planned centres.
- Assessment of economic impact on other centres in the network
- The design demonstrates a mixed-use outcome that considers integrated loading and on-structure car park areas where practical.
- The transport network can support the additional traffic generated.

Guidelines

G9. The Central Mixed Use Precinct as per Figure 8 should support core and specialty shop, retail uses, entertainment, food and beverage and outdoor dining opportunities.

G10. Encourage creative artistic expression within the public realm particularly in the short to medium term such as supporting multi-purpose functions of the car parking areas, temporarily vacant sites for events (e.g. markets, live music, performances).

Land Use and Density



Plan for complementary mixed use and employment precincts

Requirements

R8. Proposal for shop uses (other than Restricted retail premises) as defined in Clause 73.03 of the Planning Scheme, planning permit applications above a combined floor area of 23,500 sqm must provide the following supporting information and justification to the satisfaction of the Responsible Authority.

- A report prepared by a suitably qualified professional demonstrating there is sufficient retail demand for the additional floorspace considering the role and catchment of the activity centre in line with the municipal and regional activity centre hierarchy, including existing and planned centres.
- Assessment of economic impact on other centres in the network.
- The design demonstrates a mixed-use outcome that considers integrated loading and on-structure car park areas where practical.
- The transport network can support the additional traffic generated.

R9. Sensitive uses (see adjacent guidelines for definition) must not be located within the high pressure gas pipeline measurement length buffer (refer to Land Capability.

R10. Transit-oriented mixed use developments must be encouraged around Mt Atkinson Station.

Guidelines

G11. The Town Centre Core Precinct as per Figure 8 should support core and specialty shop, retail uses, entertainment, food and beverage and outdoor dining opportunities.

G12. Mixed use development in alignment with indicative vertical land uses diagrams Figure 11 is encouraged.

G13. Fast-food outlets and petrol stations are encouraged to be located within the large format retail precinct within proximity to the local street and Grand Boulevard. These uses are discouraged on sites marked as 'Built Form Accent' as per Figure 19.

G14. Commercial and employment uses are encouraged for areas within buffer distances to the quarry.

G15. Encourage industrial and employment uses with higher amenity impact closer to Hopkins Road to mitigate amenity impacts to the west.

G16. Restricted retail premises and industrial type uses should be located within the employment and large format retail precinct.

G17. Higher density mixed use and employment uses should front onto Grand Boulevard and Clara Avenue.

Land Use and Density



Strengthen the Town Centre with surrounding residential

Requirements

R11. A mix of housing typologies including high density housing and apartments must be within proximity to Mt Atkinson Station and the Town Centre Core.

R12. Residential densities are encouraged to be delivered as per Table 2.

R13. The Neighbourhood house must:

a) Be delivered in the Western Mixed Use Precinct.

b) Address the Urban Plaza.

c) Provide an active interface to Station Street and the Linear Heritage Reserve.

Land Use and Density



Creating a strong relationship between the Town Centre and community uses

Requirements

R14. Any permit application related to the Neighbourhood House (as shown in Figure 7), must be accompanied by a masterplan that includes:

a) How building façades and proposed uses will respond and integrate to each street and public realm interface both internal and external to the site.

b) The location of the main entrance facing the Urban Plaza Frontage so that direct pedestrian connectivity can be achieved.

c) A small open space on the south-western corner of Mt Atkinson Road and Station Street, and demonstrate its role and function with the adjoining interfaces.

d) Treatments proposed to manage conflict between loading/car parking areas and pedestrian paths.

e) Opportunities for further intensification over time.

The Responsible Authority may accept an application for subdivision, development or works prior to the submission of a masterplan provided it is satisfied it will not prejudice the future use and development of the land.

Requirements.

R15. Land uses located adjacent to the Mt Atkinson Homestead must:

a) Be complimentary to the continued operation of the community uses at the Homestead including the Edmund Rice Homestead.

b) Ensure the amenity of existing uses is not unreasonably impacted.

Guidelines

G18. Encourage additional uses with a civic focus (such as a public library) to be located in close proximity to the Urban Plaza to reinforce this area as an active community hub.

G19. Support small scale community and/or social enterprise uses complementary to the ongoing operation of Edmund Rice in proximity to the Mt Atkinson Homestead. Such uses may include community hub/ workshop, men's shed, social enterprise cafe, bike repair shop (e.g. Good Cycles).

MOVEMENT AND ACCESS

3.4 Movement and Access Overview

The UDF establishes a clear street hierarchy within the Mt Atkinson Town Centre that prioritises the pedestrian experience in the heart of the precinct while providing safe, efficient and direct access for vehicles and servicing. The key elements of the street network are:

- Grand Boulevard as the primary arterial road frontage and vehicular approach to the site.
- Clara Avenue, Greigs Road, Strathbogie Road and Mt Atkinson Road as connector streets around the perimeter of the MTC.
- Station Street and Shared Street provide low-speed pedestrian friendly links through the heart of the MTC to key destinations such as the train station and Mt Atkinson homestead.
- The Town Link provides improved north-south access to the Town Centre through the provision of a mid-block pedestrian crossing on Grand Boulevard.
- A shared path links Station Street down to the Mt Atkinson volcanic cone past the historic Mt Atkinson homestead.
- A series of internal mall walkways provide pedestrian access during business hours in the Town Centre south of the Shared Street.
- A series of local access roads provide finer grain circulation throughout the rest of the Town Centre.
- Street sections are provided in Appendix 2 to this UDF.

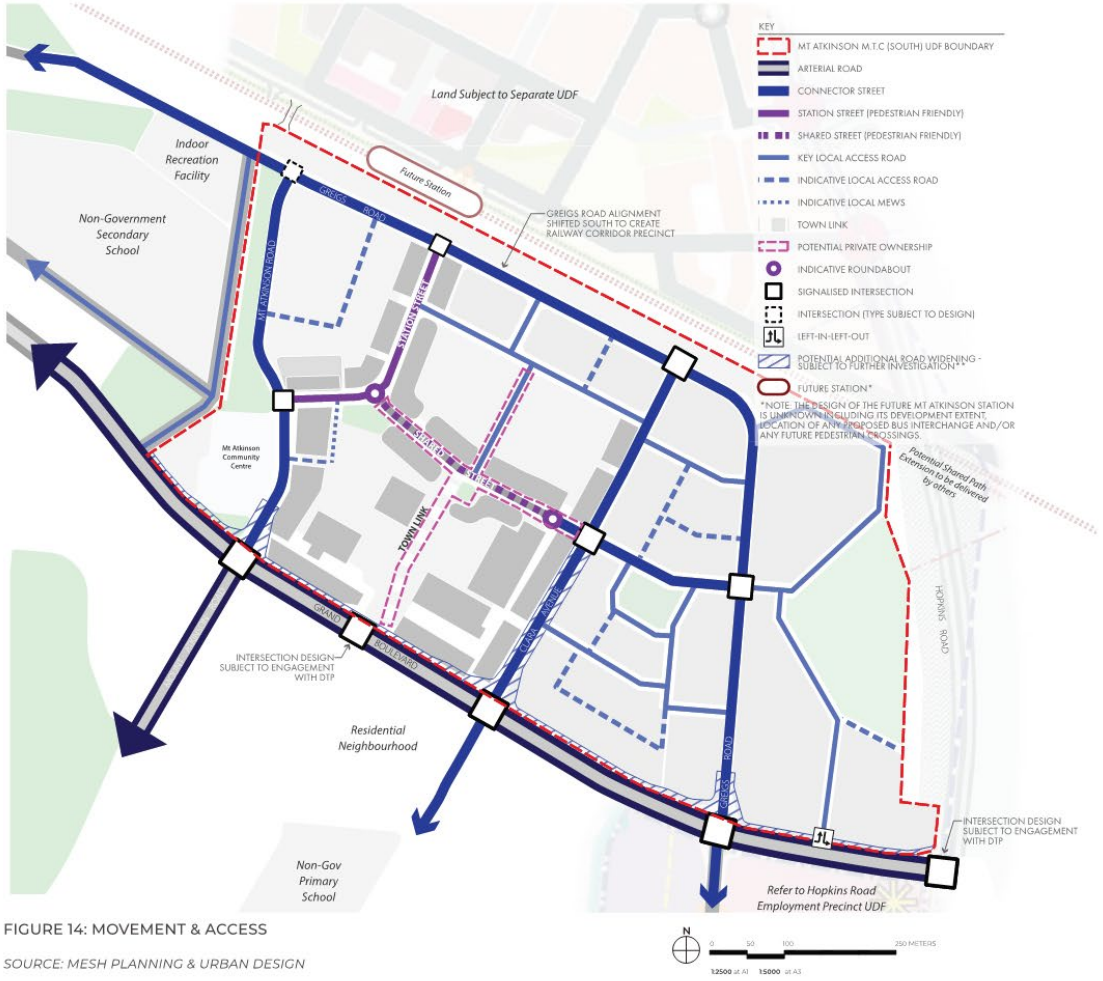

FIGURE 14: MOVEMENT & ACCESS

SOURCE: MESH PLANNING & URBAN DESIGN

** NOTE: PRIOR TO THE ISSUE OF ANY PLANNING PERMIT FOR DEVELOPMENT IMMEDIATELY ADJACENT TO GRAND BOULEVARD, TRAFFIC MODELLING THAT ANALYSES GRAND BOULEVARD BETWEEN MOUNT ATKINSON ROAD AND HOPKINS ROAD (INCLUDING ALL SIGNALISED INTERSECTIONS) MUST BE PREPARED TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY. THE TRAFFIC MODELLING IS TO ASSESS THE CAPACITY OF GRAND BOULEVARD UNDER YEAR 2051 CONDITIONS TO CONFIRM THE NEED FOR ANY ADDITIONAL ROAD WIDENING ALONG THE SITE FRONTAGE.

Movement and Access

Active Transport Overview

Station Street and the Shared Street will be the primary pedestrian paths that link key destinations throughout the precinct:

- Primary pedestrian paths link the Town Core Precinct shopping centre, the future Mt Atkinson train station, surrounding neighbourhoods and the Mt Atkinson volcanic cone landscape.
- Secondary pedestrian links include other mains roads and the north-south Town Link.
- Local pedestrian links will provide safe, convenient walking access throughout the rest of the precinct and through future residential and mixed use neighbourhoods.
- An additional crossing is proposed along Grand Boulevard between Mt Atkinson Road and Clara Avenue to align with the proposed Town Link providing additional pedestrian connectivity, noting that this crossing is subject to approval from both DTP and Council.
- The pedestrian overpass to the north of the Linear Heritage Reserve will provide connectivity over the rail line in the short-medium term. An additional over-rail connection is encouraged as part of the future Mt Atkinson train station.

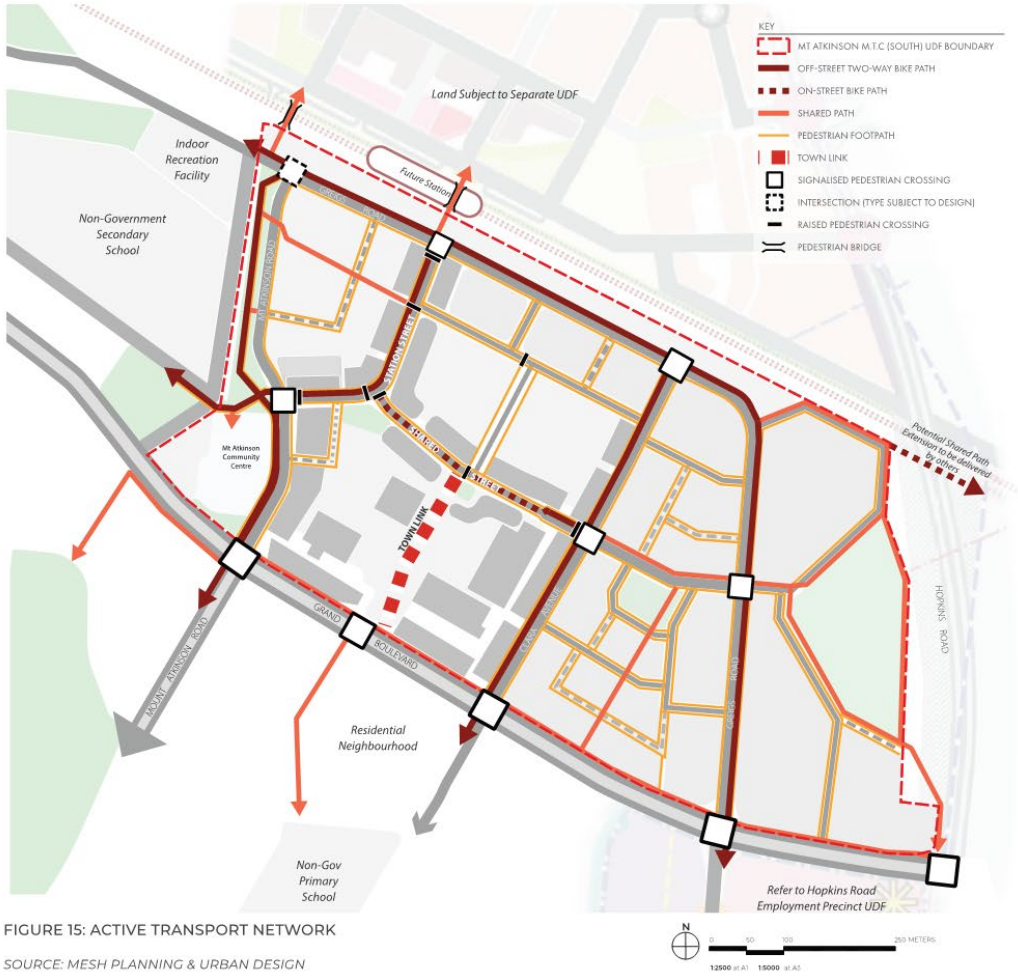

FIGURE 15: ACTIVE TRANSPORT NETWORK

SOURCE: MESH PLANNING & URBAN DESIGN

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mesh

Movement and Access

Parking and Servicing Strategy

The parking and servicing strategy provides clear and efficient access while protecting the heart of the town core to prioritise pedestrians and sustainable transport.

> This includes:
  - Grand Boulevard.
  - Eastern end of the Shared Street near Clara Avenue intersection.
  - Mt Atkinson Road before its intersection with Shared Street.
> Servicing to all retail tenancies will be accessed off these streets and will be concealed in the longer term behind a sleeve of mixed use development.
> Parking will transition from at-grade parking in earlier stages to rooftop, structured and/or undercroft parking.
> Figure 15 identifies the locations where interim at-grade parking is anticipated to be provided in the earlier stages of the development of the Town Centre. Other identified parking locations should provide parking in the form of rooftop, undercroft or decked parking.

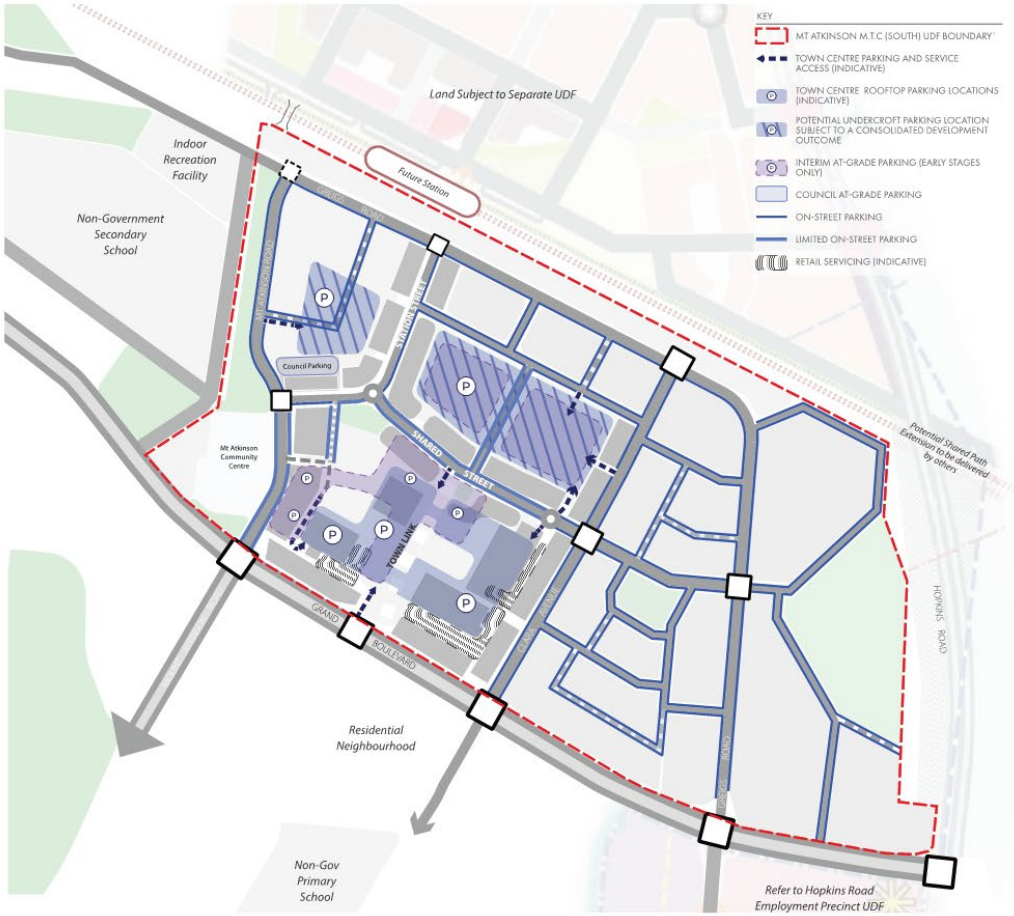
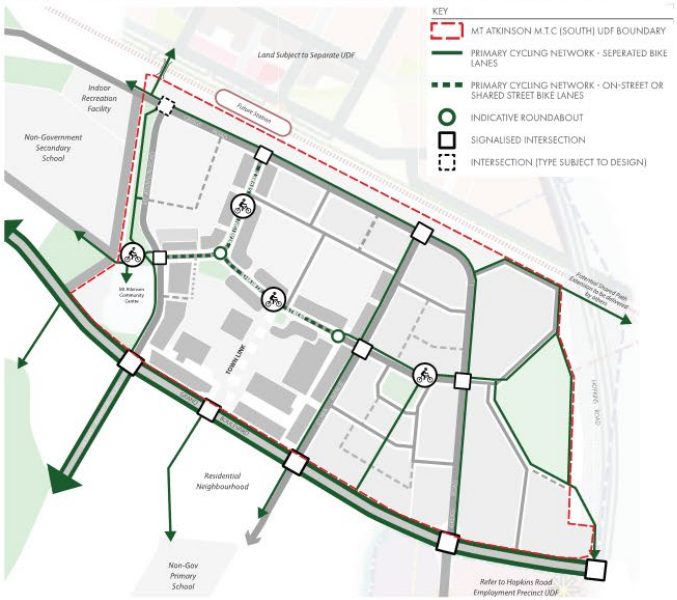


FIGURE 16: PARKING & SERVICING *SOURCE: MESH PLANNING & URBAN DESIGN*

Movement and Access

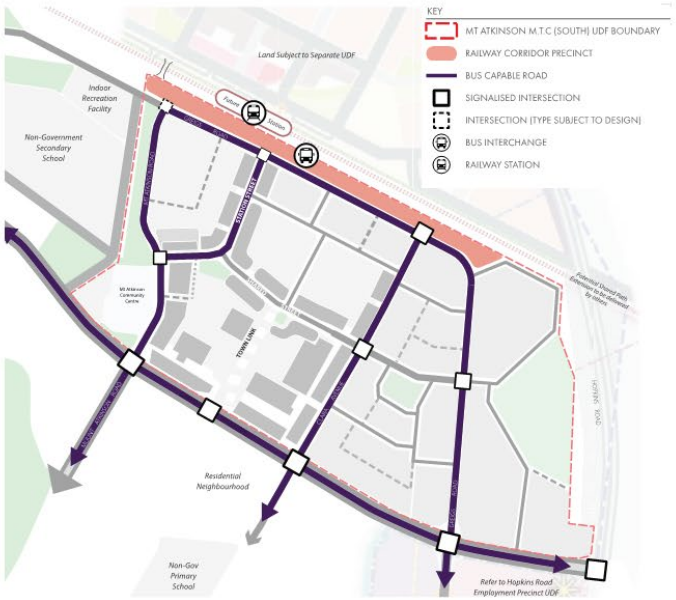
FIGURE 17: MICROMOBILITY NETWORK *SOURCE: MESH PLANNING & URBAN DESIGN*



Micromobility Network

On-street and off-street cycling paths will support micromobility throughout the Town Centre. These paths will be provided along arterial and connector streets as separated bike lanes. Station Street and Shared Street will have slow-speed on road/shared conditions. An off-street link through the heritage tree reserve will provide a direct connection from Greigs Road, Indoor recreation centre and Secondary school south to the volcanic cone.

FIGURE 18: PUBLIC TRANSPORT *SOURCE: MESH PLANNING & URBAN DESIGN*



Public Transport Network

Mt Atkinson train station is intended to be located at the northern end of Station Street. The alignment of Station Street is designed to allow flexibility to connect to the ultimate location of the station access. The future bus interchange is indicatively shown adjacent to the station forecourt providing easy access to the Town Centre. The railway station and bus interchange are indicatively shown and subject to change.

Bus routes are anticipated to run around the perimeter of Town Centre to retain pedestrian amenity in the heart with alternative routes down Station Street and along Strathbogie Road.

Movement and Access

Creating a high quality street environment

The multi-modal approach to the overall movement and access strategy will ensure that all modes of transport are provided with clear, safe and efficient access to and through the Town Centre.

Streets will be designed to accommodate the long-term growth of the centre and manage vehicular flows without impacting upon a high quality pedestrian experience in the desired locations. The strategy of directing vehicular movement to the perimeter of the Town Centre is key to this.

Providing adequate pedestrian crossing points throughout the UDF area will be important to maintain pedestrian permeability, not just at signalised intersections but also at zebra-crossing at mid-block locations.

The following precedents show examples of high quality street environments that support the use of the particular transport mode. From well appointed, safe station and bus interchange environments, to separate bike lanes, high quality shared street environments, and discrete parking access.



CLEAR AND WELCOMING STATION ENTRY AND FORECOURT



BUS INTERCHANGE



MICROMOBILITY INFRASTRUCTURE



SHARED STREET



STATION STREET



DISCRETE BUT CLEAR PARKING

Movement and Access



Create strong pedestrian and active transport links between key destinations

Requirements

R16. The road, walking, cycling and street network must be designed generally in accordance with Figure 14 to enable connectivity and permeability.

R17. The pedestrian and micromobility network must be safe, convenient and easily accessible throughout the Town Centre.

R18. Design of all subdivisions, streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:

a) Footpaths of at least 1.5 metres in width on both sides of all streets, roads and bridges, unless otherwise specified in relevant cross-sections in Appendix 1.

b) Shared paths or bicycle paths of 3.0 metres in width where shown on the relevant cross sections illustrated in Appendix 1.

c) On road bicycle lanes where shown on the relevant cross sections illustrated in Appendix 1.

d) Safe and convenient transition between on and off-road bicycle networks.

Requirements

e) Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines with zebra crossings or raised wombat crossings subject to road safety audit.

f) Raised pedestrian and cyclist priority crossings on all slip lanes and non-signalised side streets.

g) All to the satisfaction of the coordinating road authority and the Responsible Authority.

R19. A 24 hour, open to the air, accessible pedestrian route must be provided between the bus interchange plaza, train station and the Town Centre.

R20. A two-way bike path must be provided along the rail corridor, linking from Greigs Road/ Strathbogie Road and connect to the proposed road bridge at Hopkins Road.

R21. Pedestrian and active transport overpass's must be created over the railway in alignment with the framework plan and with consideration to the future railway station location.

R22. An off-road shared path must be provided from the Mt Atkinson Homestead north to Greigs Road through the linear reserve of heritage trees to the western pedestrian bridge.

Movement and Access

Requirements

R23. Raised pedestrian crossings – as per Figure 14 must prioritise pedestrian and active transport movement (e.g through the use of raised zebra crossings, wombat crossings or scramble crossings).

R24. On-street bike parking must be:

a) Provided along the primary cycling networks as per Figure 16.

b) Located close to prominent locations throughout the Town Centre including the Neighbourhood House and Mt Atkinson Station.

c) Located close to entries of developments.

d) Co-located and integrated with other street furniture.

R25. Vehicle intersections and crossovers must be minimised in locations adjacent to off road bicycle and shared paths to support pedestrian and cycling priority and safety.

Guidelines

G20. The alignment of roads and paths should prioritise connectivity and views to Mt Atkinson Station, public open spaces, and the retail core.

G21. Pedestrian priority streets should keep a minimum of 2.0m of the verge clear of furniture or obstructions to support the easy movement of pedestrians through any outdoor dining areas.

Movement and Access



Establish a connector road network at the edges to support a pedestrian friendly town core

Requirements

R26. The Town Centre street network must be developed generally in accordance with Figure 13 and the street sections outlined in Appendix 2.

R27. Freight, high traffic volumes and servicing vehicles must be directed along selected connector streets and away from Station Street and residential streets.

Requirements

R28. Station Street, Shared Street and local access roads must be designed to incorporate traffic calming measures such as physical modifications to roads, narrowing of roads and speed hump to provide self-enforcing low-speed environment.

R29. All 4-leg intersections must be controlled via roundabout or signals to minimise conflict points.

R30. Any planning permit issued that includes privately owned roads as per Figure 20 must include a condition on permit requiring a Section 173 Agreement being entered into with the Responsible Authority. The Agreement must detail the management of these roads in relation to access and maintenance.

R31. Station Street must:

a) Provide a high quality pedestrian friendly environment with a low speed traffic environment.

b) Use durable materials to ensure road surfaces can withstand significant bus and drop off traffic.

c) Incorporate a two-way bike path along the western side of Station Street from Mt Atkinson Road to Greigs Road.

Requirements

R32. Shared Street must:

a) Be a high quality pedestrian friendly environment with shared street arrangements.

b) Have pavements that are flush, kerb-free and constructed from high quality materials so that trafficable areas blend visually with pedestrian areas.

c) Be designed so that bicycles are able to share the same travel lane as cars in a safe, slow-speed environment.

d) Have roundabouts at each end to include prioritised pedestrian and bicycle crossings (where necessary) that are safe, clearly signalised and provide a direct and convenient path of travel for pedestrians and cyclists.

e) Include clear signage to mark the transition between shared zones at the entry to Shared Street.

R33. Bus priority lanes or bus activated traffic signals must be provided as required to prioritise access for buses to and from the bus interchange (location to be determined).

Movement and Access

Requirements

R34. Clara Avenue (between Grand Boulevard and Shared Street) must be designed to demonstrate the potential to increase to a 4-lane road in the future as required.

R35. Drop off/pick up zones must not impede bus movements within the bus interchange.

Guidelines

G22. Vehicle access and cross-overs should be minimised along Shared Street, Station Street and the Town Link.

G23. Vehicle access points to residential development off connector roads should be minimised. Rear loaded residential product in these locations are encouraged.

G24. Crossovers should be located to maximise on-street car parking opportunities opposite the open space/waterway reserve.

G25. Kerb outstands should be encouraged to provide areas for outdoor dining and street furniture that support a high quality pedestrian experience.

Movement and Access



Provide discrete parking and servicing by leveraging the existing topography

Requirements

R36. Off-street car parking must be screened from view, which may be achieved through one or a combination of the following methods:

a) Full basement parking completely submerged below ground. The ramp to the car park to be the only visible element at street level.

b) Semi-basement (undercroft) parking partially submerged below ground. The face of the above ground portion of the car park must be sleeved with architecture detailing and landscaping.

c) Car parking within multi-storey buildings hidden from the street behind an active frontage with uses such as retail, commercial or residential.

d) At-grade car parking screened from view via built form, or landscaping where it is demonstrated that built-form is not achievable.

e) Cars parked on the roof of multi-level car parks must be hidden from view from the surrounding streets and public realm with integrated screening techniques.

Requirements

R37. Off-street car parking areas must:

a) Have clearly identifiable and discrete entries that do not dominate the streetscape and minimise potential conflicts between vehicles, building occupants, pedestrians and cyclists.

b) Establish a clear interface between car parking areas (including access points) and pedestrian zones by using elements such as landscaping, raised planters, seating, or subtle bollards to create a visible and functional edge at transition points.

c) Include water sensitive urban design elements.

d) Be appropriately landscaped.

e) Be consistent with Council's Off-Street Car Parking Guidelines.

f) All to the satisfaction of the Responsible Authority.

R38. Podium (above ground floor) car parking must use suitable contemporary materials and screening techniques to create visual interest.

Movement and Access

Guidelines

G26. Any on street car parking should be designed to support the activation of the public realm while being conveniently located with clear access points.

G27. At-grade car parking should be supported as an interim outcome as the Town Centre Core precinct develops (see Implementation for preferred indicative locations). Multi-level, basement and rooftop car parking are the preferred long-term car parking typologies for the Town Centre.

G28. Development should utilise the natural slope of the site to screen loading areas and car parking from the public realm.

G29. At-grade car parking should:

a) Be supported as an interim development solution as per Figure 15.

b) Sleeved behind active built form and landscaping where possible.

c) To be provided in the town core and central mixed use precinct as per Figure 8.

Guidelines

G30. Podium style and/or basement car parking is encouraged throughout the precinct.

G31. On street car parking along the Shared Street and Station Street is preferred for shorter term parking and specialist parking needs such as disabled parking and loading zones.

G32. Opportunities for shared car parking spaces at different times of the day should be considered and therefore support car parking reductions or waivers as appropriate.

G33. Appropriate car park signage should be provided including the consideration of smart parking technology.

BUILT FORM, MASSING AND INTERFACE

3.5 Built Form and Massing Overview

The Mt Atkinson Major Town Centre will be a hub for services, shopping and community life. Over time, and with the arrival of key infrastructure assets such as the Mt Atkinson Train Station and Bus Interchange, the Town Centre will be able to grow into a vibrant urban centre and support higher density mixed use development.

The UDF accommodates this through providing a range of preferred buildings heights to reflect the capacity for the Town Centre to intensify in scale as the centre grows. Generally a minimum of 2 storeys, or equivalent height, is expected across the UDF with the exception of the Mt Atkinson Community Centre. As a heritage place a 1-2 Storey scale is expected within the Mt Atkinson Community Centre.

Within the Town Centre, it is anticipated that higher density mixed use opportunities of up to 12 storeys will be achieved around and above the retail centre, sleeving it with commercial and residential development.

Heights reduce away from the Town Centre with up to 8 storeys favoured along the railway interface,the north-west alongside Mt Atkinson Road, and the southern interface to Grand Boulevard to protect surrounding solar access. Nestled into the topography they will secure long views north from higher built form in the Town Centre.

2-4 storey built form is anticipated to the east of Clara Avenue conducive to the lower scale neighbourhood feel of local streets and parks while 1-4 storey is contemplated in the large format retailing area, noting that large format buildings typically have higher floor-to-seiling heights each storey.

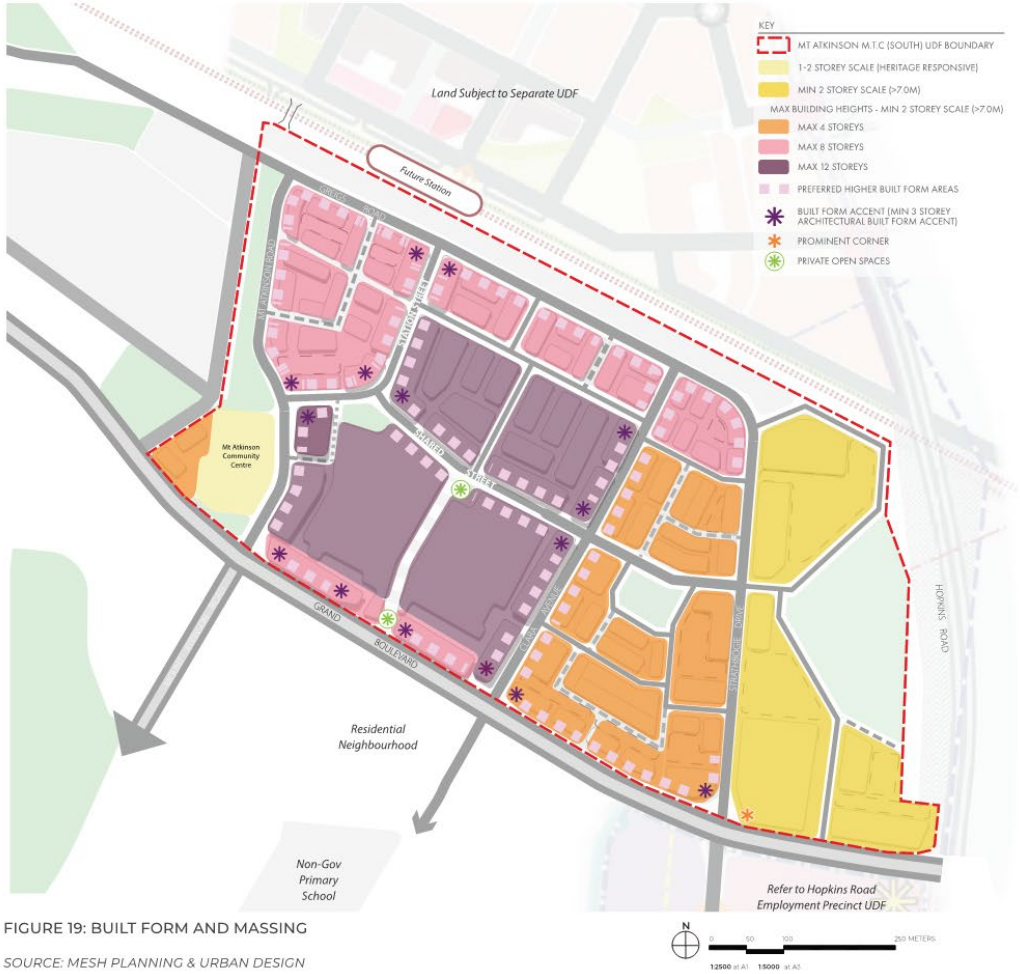


FIGURE 19: BUILT FORM AND MASSING

SOURCE: MESH PLANNING & URBAN DESIGN

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Built-form, Massing and Interface

Built Form Precedents

The buildings in MTC will be designed with good urban design principles at their core. Logical site planning will drive the initial layout with adequate separation between buildings and careful consideration of primary outlook for residential and commercial uses to maximise solar access and provide adequate privacy.

Buildings will be carefully designed to ensure they proudly hold street corners, frame open spaces and streets to deliver a clear urban character for the Town Centre.

Building heights will be varied to create visual interest in the streetscape and carefully considered to preserve light to public open spaces during key times of the day.

Buildings will also respond to the landscape and topography, integrating landscape and greenery into setbacks, rooftops, facades and walls.



PROUD CORNERS DESIGNED TO BE SEEN



ROBUST PODIUM WITH DISTINCT UPPER FORM



GOOD BUILDING SEPARATION AND OUTLOOK



LOWER SCALE RESIDENTIAL



BUILT FORM FRAMING OPEN SPACE



LARGER FORMAT BUILDING FORMS

Built-form, Massing and Interface

Interfaces Overview

A total of seven (7) interface areas have been identified across the UDF area.

These interfaces areas provide requirements and guidelines specific to those interfaces that apply in addition to the general requirements and guidelines for interfaces identified on the previous page.

Active frontages refer to building façades that engage with the street through features such as windows, doors, and seating spaces. These frontages encourage pedestrian activity, enhance safety through visibility, and contribute to a vibrant public realm. They minimize blank walls and promote interaction between buildings and people, fostering lively and walkable environments. The variety and level of activation expected across the UDF are summarized on the next page.

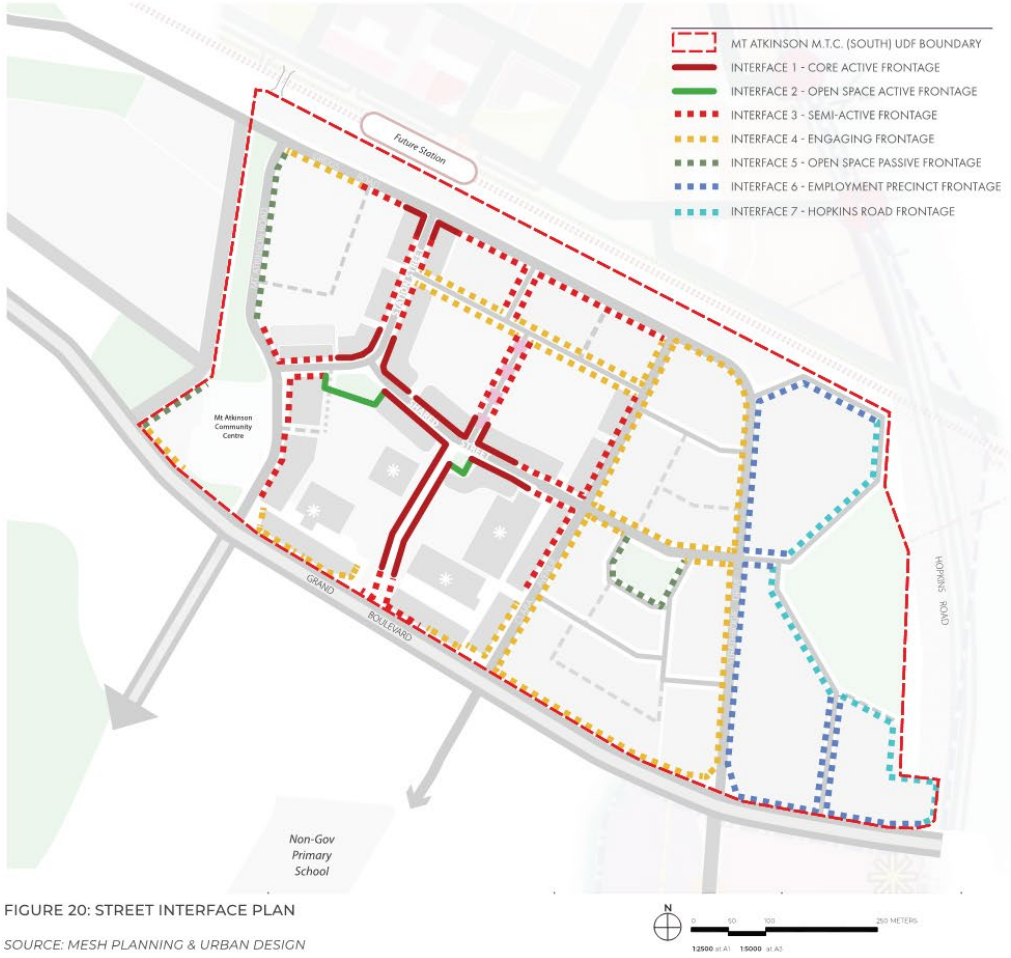

FIGURE 20: STREET INTERFACE PLAN

SOURCE: MESH PLANNING & URBAN DESIGN

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Built-form, Massing and Interface

Interfaces Overview Cont.

Very High activation

Continuous retail or commercial frontages with frequent doors and large windows that directly engage the street.

High activation

Regular retail or commercial frontages with consistent openings and transparent glazing that support street activity.

Medium activation

Intermittent commercial uses or residential entries, and regular windows that provide moderate street engagement.

Low activation

Primarily inactive uses; street-facing entries encouraged but no expectation for active frontage features.

Front building setbacks are the expected distance between a structure and its property boundaries, or streets. Shorter setbacks maximise the development of a site and create opportunities for interior rooms to interact with the street. Deeper setbacks allow for privacy, access to natural light and ventilation, while creating space for landscaped transition spaces.

TABLE 4 - INTERFACE SUMMARY TABLE

INTERFACE AREA (REFER FIGURE 20)	EXPECTED ACTIVE FRONTAGE	PREFERRED FRONT BUILDING SETBACK	OFF STREET CAR PARKING FRONT SETBACK
Interface 1 Core Active Frontage	Very High	0m	Ultimately sleeved by built form. 3m interim landscape buffer.
Interface 2 Open Space Active Frontage	Very High	0m	
Interface 3 Semi-active Frontage	High	0m	
Interface 4 Engaging Frontage	Medium	0m - Non-Residential 3m - Residential	Sleeved by built form or 3m.
Interface 5 Open Space Passive Frontage	Medium	2m	
Interface 6 Employment Precinct Frontage	Low	5m	3m
Interface 7 Hopkins Road Frontage	Low	3m	3m

Built-form, Massing and Interface

Interface 1 - Core Active Frontages

Core Active Frontages are designed to support vibrant, pedestrian-oriented environments. These frontages typically have a 0m setback and feature frequent openings, transparent façades, and permeable treatments that promote visual and physical connection with the public realm. Architectural detailing and diversity in frontage design are encouraged to support street-level activation and contribute to a dynamic streetscape.

Interface 2 - Open Space Active Frontages

Located adjacent to the urban plaza, these frontages are intended to visually and physically connect built form with the landscape. With a typical 0m setback, buildings should incorporate frequent openings, spill-out spaces, and materials that complement the surrounding open space. Weather protection and active uses are encouraged to enhance comfort and engagement with the public realm.

Interface 3 - Semi Active Frontages

Semi-Active Frontages provide a moderated level of street engagement, with regular openings and visible entry points, though less frequent than Core Active Frontages. Typically built to the street edge (0m setback), these frontages should include weather protection elements such as awnings to support pedestrian comfort and contribute positively to the streetscape.

Interface 1 Precedents





Interface 2 Precedents





Interface 3 Precedents





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Built-form, Massing and Interface

Interface 4 - Engaged Frontages

Engaging Frontages maintain a consistent and well-articulated built form that addresses the street and enhances the public realm. Residential uses are typically set back (>3.0m) to allow for landscaping and privacy, while non-residential uses are built to the street edge. Landscaping and street furniture are encouraged to soften the building interface and support a welcoming pedestrian experience.

Interface 5 - Open Space Passive Frontages

These frontages are designed to frame and overlook adjacent open spaces, supporting passive surveillance while maintaining residential privacy. A minimum 3.0m setback is required to create a buffer and allow for landscaping. Built form should use materials and colours that complement the natural environment and contribute to a cohesive interface with the open space.

Interface 6 - Employment Precinct Frontages

Frontages within employment precincts should provide appropriate buffers between industrial or commercial activities and the public realm. A minimum 5.0m setback is required, with landscaped edges to screen buildings and parking areas. Clear and welcoming entries, well-placed signage, and minimal visibility of storage or service areas are essential to ensure a professional and accessible interface.

Interface 4 Precedents





Interface 5 Precedents





Interface 6 Precedents





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Built-form, Massing and Interface

Interface 7 - Hopkins Road Frontage

Frontages along Hopkins Road and adjacent drainage reserves should incorporate landscape buffers and screening to mitigate visual and environmental impacts. Setbacks should accommodate canopy trees and minimise light spill, while building materials should be muted to blend with the surrounding landscape. These treatments support a sensitive transition between built form and natural systems.

Interface 7 Precedents





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Built-form, Massing and Interface



Create proud edges to the Town Centre in key locations

Requirements

R39. Buildings must be designed (including balconies and windows) to frame and address identified public realm , locating primary entries onto public streets and spaces where possible to ensure a high level of passive surveillance is achieved.

R40 Unless agreed otherwise, building heights must be a minimum of two storeys at the street frontage in the Town Centre Core and Central Mixed Use Precincts. Upper level above the second floor must be setback a minimum of 3 metres from the building frontage unless identified as a location with a built form accent.

Guidelines

G34. Development in Built Form Accent locations should be designed as landmark built form that acts as a visual wayfinding device.

G35. Building heights greater than 3 storeys are encouraged on Built Form Accent locations as per Figure 18.

G36. Development should respond to key view lines, and where possible avoid obstructing views from key open space.

G37. Building height should create a cohesive visual transition between lower and higher scale buildings.

G38. Building height, 2 storeys or greater should align with the preferred higher built form areas as per Figure 18.

Built-form, Massing and Interface

Approaches to Built Form Massing

Supporting variety in the built form throughout the MTC will help support a diverse human scale streetscape and inviting urban grain.

Built form massing should be contextual to its surroundings, protecting public amenity such as access to sunlight. In some locations, including key streets, such as Grand Boulevard, Shared and Station Street, built form should be more sensitively designed utilising setbacks and stepping massing to reduce visual bulk and minimize overshadowing.

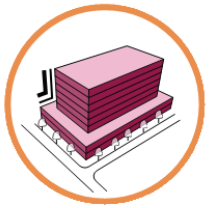
In other locations, such as street corners and visually prominent locations, prouder built form can be key to framing the surrounding spaces and creating a strong urban edge. Wrapping, revealing, projecting and corner massing approaches should be supported throughout the MTC where they contribute positively to the urban context, add diversity to the streetscape and reinforce a clear urban hierarchy.

Throughout the Town Centre, three storey buildings or higher will have a 3 metre setback to the street frontage at the third floor from the street-wall to upper levels to create visual separation and a transition in height.

Built Form Massing Approaches

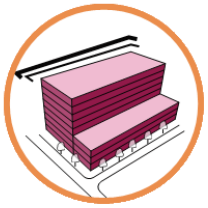
The above diagrams illustrate differing massing approaches that may be suitable within the MTC. Suitable approaches should be informed by the development context, seek to create variety within the streetscape and reinforce the urban hierarchy established by the UDF.

SETBACK



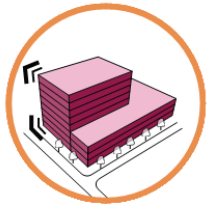
A third storey setback is the typical starting point for tall building to create a clear transition in height and maintain a human-scale street interface. However, considered modification of the upper level setback is encouraged to create architectural interest.

STEP



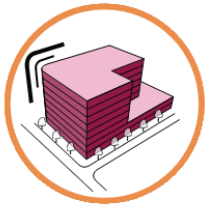
Built form could step back at upper levels to reduce visual bulk, protect sunlight access, and enhance the pedestrian experience.

CORNER



Prominent corners could feature bold, well-articulated built form to frame key intersections and reinforce urban legibility.

WRAP



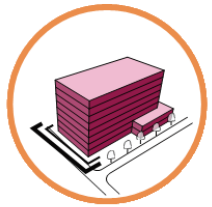
Built form could wrap around corners or edges to create continuity in the streetscape and define the public realm.

REVEAL



Strategic setbacks or breaks in the built form could be used to reveal key views, open spaces, or entries, enhancing visual interest.

PROJECT



Selectively projecting elements can highlight entrances, create articulation, and contribute to a dynamic street frontage.

FIGURE 21: BUILT FORM AND MASSING APPROACHES

SOURCE: MESH PLANNING & URBAN DESIGN

Built-form, Massing and Interface



Provide opportunities for increased built form height above and adjacent to the Town Centre

Requirements

R41. Built form must deliver a site responsive design outcome that takes into consideration the relationship to adjoining sites, solar orientation, solar access to areas of amenity and considers sensitive uses within the building envelope.

R42. New buildings that include upper levels, must be designed (including apartment windows) to consider the built form's integration with the public realm and streets (e.g. entries that face the street, ground floor tenancies activation, upper level windows with terraces or balconies) to ensure an attractive visual outlook.

R43. For buildings with a 0-meter setback, upper levels above the second floor must be setback 3 metres from the building frontage unless agreed otherwise with the Responsible Authority.

R44. Buildings must be constructed of durable, robust materials that require minimal maintenance.

R45. Residential and commercial lobbies for upper floor uses must be clearly distinguishable and give a clear public accessible address at the ground level.

R46. Services and utilities must be covered and screened so that visibility is minimised from any public realm interfaces.

Requirements

R47. Site servicing access must be designed to minimise potential conflict between vehicles, building occupants, pedestrians and cyclists.

R48. Any application for industrial uses within the Employment and Large Format Retail Precinct must be consistent with the City of Melton Industrial Design Guidelines.

R49. Overshadowing from development must not cause unreasonable loss of sunlight or solar access to public spaces. This includes:

a) Ensuring development on the north side of Shared Street protects solar access to the southern footpath (measured 3.0m from the southern street boundary) between the hours of 11 am-2 pm on the Spring Equinox.

b) Protection of public open space in the Urban Plaza and footpaths on the southern side of Shared Street.

Built-form, Massing and Interface

Guidelines

G39. Buildings with a building scale of two plus storeys (see Figure 18) should provide overall built form or podium level form to a minimum scale of two storeys to appropriately frame public streets. Two storey scale can be delivered as a single level use provided the overall podium level is equivalent to a two storey building (>7.0M).

G40. Buildings above 2 storeys but less than 5 storeys should achieve a minimum building separation of 10m from adjacent buildings above podium levels where windows and/or balconies are provided.

G41. Buildings above 4 storeys but less than 9 storeys should achieve a minimum building separation of 12m from adjacent buildings above podium levels where windows and/or balconies are provided.

G42. Buildings above 8 storeys should achieve a minimum building separation of 16m from adjacent buildings above podium levels where windows and/or balconies are is provided.

G43. Upper levels above the second floor of south facing building frontages should consider increased setbacks to support additional solar access and private open space.

Guidelines

G44. Built form should be a mix of materials and finishes with a complimentary colour palette.

G45. Built form massing should respond to context and create variation in the streetscape. See Approaches to Built Form on the following page for guidance on potential built form response strategies.

G46. Temporarily visible blank party walls should be designed to be visually interesting until adjacent sites develop.

G47. Rooftops should be activated through habitable space, including rooftop gardens.

G48. Residential land uses should be oriented towards adjacent public open space to facilitate direct park frontage.

G49. A diversity of housing densities and types should be supported including:

a) Affordable housing.

b) Lots that are generally rectangular in shape on a north-south or east-west axis to maximise building and energy efficiency.

c) Dwellings designed to ensure garages/ vehicle access does not dominate the streetscape.

Guidelines

G50. Higher density residential development above ground level uses within the Town Centre Core Precinct should have a separate, clear and convenient entry point from a public street at ground level.

G51. No more than 50% of a Public Open Space should be overshadowed between 11 am and 2 pm on the Spring Equinox.

Built-form, Massing and Interface



Provide a fine grain sleeve to key pedestrian streets in the town core

Requirements

R50. Active frontage must be located along Station Street, Shared Street, the Town Link, public open space and publicly accessible private open spaces.

R52. Shopfronts facing onto publicly accessible streets and spaces must have a direct pedestrian access to the tenancy. Secondary entrances can be from other facings including adjoining car parks.

R53. Major retail anchors and parking areas along Station Street and Shared Street must ultimately be sleeved by smaller tenancies/buildings in the long term to strengthen the fine grain character.

Guidelines

G52. The architectural finishes of street wall façades along Station Street and Shared Street should be diverse with coherent materiality to support high quality streetscape character at ground level.

G53. Variation in roof heights and roof forms should be encouraged particularly where roof is visible from the public realm.

G54. Materiality and architectural expression should support the fine grain character in Station Street and Shared Street.

G55 Design of the public interfaces should include informal seating, operable doors and windows and integrated planting to support the fine grain character of Station Street and Shared Street and Town Link.

Built-form, Massing and Interface



Respond to topography, weather and existing uses

Requirements

R54. Built form adjacent or in close proximity to the Mt Atkinson Homestead must respect the heritage values of the buildings and site.

R55. Development must consider the topography and minimise cut and fill where practical.

R56. Retail, commercial and mixed use buildings must integrate awnings and canopies to provide adequate protection to users.

Guidelines

G56. Built form should respond to its surrounding context and interface appropriately to adjacent uses.

G57. Buildings should be designed to reduce the visual impact of cut and fill.

G58. Buildings above two-storey scale should be designed to take advantage of long-range views and vistas where available.

Built-form, Massing and Interface



Create high quality, safe and welcoming interfaces throughout the Town Centre activating key frontages

Requirements

R57. Buildings on corner sites must address and activate both primary and secondary frontages and provide a gateway experience in accordance with the principles as per Figure 20.

R58. Community / Civic, educational or Health use and developments / Built form must be designed to address key frontages with clear entries and pathways linking to adjoining streets.

R59. Side or rear frontages interfacing to open space must be designed to have a visual relationship with the public open space, incorporating articulation, glazing, or architectural details to enhance visual appeal.

R60. Back of house services must be located away from the primary frontages or internalised.

R61. Service boosters must be integrated into the architecture of the building through screening to reduce visual impact on the public realm.

R62. Signage in the form of branding and colours must not cover the entire facade, refer to City of Melton 'Advertising Signage Design Guidelines', 2017.

Requirements

R63. Built form along Interface 1 and 2 must:

a) Provide active frontage with frequent openings and windows.

b) Adopt a 0m building setback to the street unless the setback provides a publicly accessible open space offering that contributes to the streetscape (eg: forecourt, outdoor seating area, terrace).

c) Use articulation in the building façade to provide visual interest.

d) Use transparent and permeable building façade treatments.

e) Allow occupants to overlook the public realm.

R64. Built form along Interface 3 must:

a) Provide a mostly active frontage with regular openings and windows.

b) Adopt a 0m building setback to the street.

c) Provide clear and visible entry points.

d) Use transparent and permeable building façade treatments.

Built-form, Massing and Interface

Requirements

R65. Built form along Interface 4 must:

a) Maintain consistent and well-designed façades that address the street and contribute to the streetscape without dominating it.

b) Control any fencing to be transparent and low (<1.2m).

c) Encourage passive surveillance.

d) Incorporate landscaping in any front setback.

R66. Built form along Interface 5 must:

> Adopt a 3.0 m minimum setback.

> Use materials, colours and architectural features that complement the adjacent open space landscape architecture.

R67. Built form along Interface 6 must:

> Adopt a 5.0 m minimum setback.

> Setback parking areas a minimum of 3.0 m.

> Include landscaping in setbacks to help screen and mitigate visual bulk.

R68. Built form along Interface 7 must:

> Adopt a 3.0 m minimum setback

> Setback parking areas a minimum of 3.0 m.

> Include landscaping in setbacks to help screen and mitigate visual bulk.

Guidelines

G59. Land uses above ground level in buildings abutting public spaces should be designed to encourage opportunities for activation and passive surveillance day and night.

G60. Built form along Interface 1, 2 and 3 should:

> Consider partial building setbacks to increase space for street side outdoor dining.

> Create a diverse architectural expression.

> Encourage fine-grain tenancies.

> Minimise the use of opaque glazing or decals.

G61. Built form along Interface 4 should:

> Adopt a 3.0 m minimum setback for residential ground floor uses.

> Adopt a 0 m setback for non-residential uses where the use activates the public realm.

> Consider partial building setbacks to non-residential uses that increase space for courts, outdoor seating, or landscaped car parking.

> Include landscaping, courtyards, seating, or decorative lighting to soften the setback area and building edge.

G62. Built form along Interface 5 should:

> Encourage building entries directly connecting to the publicly accessible open space.

Guidelines

> Encourage landscaping, courtyards, seating, or decorative lighting to soften the setback between open space and the building edge.

> Encourage discreet lighting for safety that does not detrimentally impact dwelling amenity.

> Encourage clear sight lines where possible to support passive surveillance and discourage high solid fencing.

G63. Built form along Interface 6 should:

> Design building frontages with high-quality materials that reflect a professional and modern corporate environment.

> Provide clear and welcoming entrances with legible signage and direct pedestrian access.

> Locate active internal spaces such as showrooms, offices and receptions towards the primary street frontage, in front of inactive uses such as warehouse and storage components towards the rear.

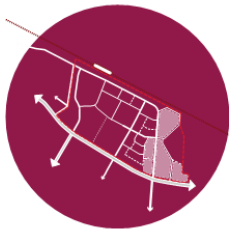
Built-form, Massing and Interface

Guidelines

G64. Built form along Interface 7 should:

- Use materials and architectural styles that complement the adjacent landscape.
- Ensure canopy tree planting opportunities are provided along the interface to the drainage reserve as setbacks.
- Encourage long side elevations to utilise different materials, colours, textures and patterns.
- Integrate boundary fencing into the landscape to soften hard boundary elements.
- Leverage outlook to the drainage reserve with strategic building placement, window.
- Orientation, and outdoor seating areas.
- Consider building materials and colours adopt muted tones that blend into the Landscape.

Built-form, Massing and Interface



Support a well designed and viable employment and large format retail precinct

Requirements

R69. Large buildings within the Employment and Large Format Retail Precinct must:

- Be designed to reduce their visual bulk through the use of appropriate building articulation, massing variety and landscape treatment.
- Incorporate a diversity of facade treatments.
- Avoid blank walls where possible by providing sufficient building articulation through the provision of window glazing and / or a variation of material finishes and colours.
- Avoid fronting Hopkins Road due to the quarry buffer safety requirements.
- Orientate towards Strathbogie Road to improve interface to the Eastern Mixed Use Village Precinct.
- Encourage expressed roof forms to create visual interest within the built form and avoid the appearance of boxy developments.
- Adopt appropriate screening, building scale and building setbacks that are sympathetic to adjoining properties to mitigate visual bulk and amenity impacts.

Requirements

R70. Buildings primary entries and frontages must be oriented, where possible, to address the street and public realm, other than where the quarry blast buffer applies.

R71. The design of any restricted retail centre must be integrated and planned for wholistically (including across multiple adjoining properties) and:

a) Provide integrated car parking with dedicated pedestrian routes that enables access to all tenancies and a 'park once' approach.

b) Limit fencing and landscaping which prohibits vehicular and pedestrian movement between tenancies.

R72. Any commercial or large format retail fencing located adjacent to primary and secondary frontages must be permeable and complimentary to the building's architectural form / style. Chain mesh or similar fencing is not permitted on street or public realm frontages, except where required in temporary or emergency situations.

R73. Office and commercial uses must address the western side of Strathbogie Drive if the ultimate interface on the southern side of Strathbogie Drive is large format retail within the Large Format Retail precinct.

Built-form, Massing and Interface

Requirements

R74. Built form interfacing Hopkins Road must avoid extensive blank walls and exposed loading areas by incorporating design elements such as:

- Layered façade treatments.
- Landscape buffers.

R75. Architectural screens, variation of material finishes and colours.

R76. Where commercial and retail premises interface with residential uses, loading bays and service areas must be screened from view, either by landscaping elements, vertical screening or other built form to provide an appropriate visual transition.

R77. Development proposals in employment and commercial areas must take into account the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines.

R78. Prevention of graffiti must be considered when detailing materials for fencing, screening and sides/rears of buildings.

Guidelines

G65. Ground floor interfaces should clearly define public, accessible and private spaces.

G66. Encourage human scale, tactile ground level treatments in brick, wood and other natural materials that contribute to the landscape character of the public realm.

G67. Encourage opportunities for passive surveillance of open space through the placement of windows, entries and/or active uses along frontages adjacent to an open space.

PUBLIC REALM AND LANDSCAPE

3.6 Public Realm and Landscape Overview

The open space network will provide a wide variety of public open space opportunities for visitors, workers and residents to the centre. This will include a vibrant urban plaza in the heart of the Town Centre for events to local parks and wetland walking trails.

Open spaces will provide a range of active and passive uses, flexible spaces for events, generous pedestrian zones to encourage outdoor dining and opportunities to integrate indigenous and local cultural heritage.

The streets are also recognised as a critical connecting element in the public open space network and the UDF seeks to ensure that key routes are well designed, safe and appealing to use.

The Town Centre will have an urban green character with extensive canopy tree planting in both streets and public open spaces providing protection from the sun and connection to nature.



FIGURE 22: PSP OPEN SPACE COMPARISON DIAGRAM

SOURCE: MESH PLANNING & URBAN DESIGN



FIGURE 23: PUBLIC REALM NETWORK

SOURCE: MESH PLANNING & URBAN DESIGN

MT. ATKINSON
A NEW SUBURB FOR MELBOURNE

mesh

Public Realm and Landscape

Urban Plaza

The Urban Plaza (see Figure 23) will be the civic heart of the Town Centre and provide a flexible outdoor space for residents, workers and visitors to the MTC to meet, relax and play.

The size of the Urban Plaza must be at least 2,000m².

Strategically located at the junction of Station Street and the Shared Street it is intended to be the centre of gravity with clear sightlines into the urban plaza. It will be co-located with key community uses such as the Neighbourhood House creating a true community heart.

The Urban Plaza will be designed to be a flexible, high performing space, offering a mix of softscape and hardscape area, that can be used for a range of uses. The design should consider how the space can facilitate events such as local markets, family events, annual celebration and temporary displays.

It is important that the design provides an attractive and welcoming space when not in use for larger events and this may include consideration to incidental play.

The interface of the Urban Plaza to adjoining uses and built form is critical to its success. Seamless integration between surround retail core uses must encourage active frontage with food and beverage opportunities that 'spill-out' to the edges of the Urban Plaza.

It is important that the design provides an attractive and welcoming space when not in use for larger events and this may include consideration to incidental play.

The interface of the Urban Plaza to adjoining uses and built form is critical to its success. Seamless integration between surround retail core uses must encourage active frontage with food and beverage opportunities that 'spill-out' to the edges of the Urban Plaza.



WELCOMING SPACE FRAMED BY CANOPY TREES



FLEXIBLE SPACE FOR CALENDAR OF EVENTS



HIGH QUALITY INTERFACES AND ACTIVE EDGES

Public Realm and Landscape

Pedestrian Priority Streets

All streets in the UDF area will provide a high quality, safe and appealing pedestrian experience. The following outlines the character of a number of key streets and links within the UDF area. Typical preferred street profile cross-sections for each street are in Appendix 2.

Station Street

Station Street will be a slow-speed street with generous footpath widths that will facilitate large pedestrian volumes and outdoor dining on the eastern side of the road. Station Street will be a public road.

A two-way separated bike path will provide a seamless protected active transport link along the western side of the street connecting from the station along Station Street to the Urban Plaza and south-west to Mt Atkinson Road.

On-street parking will be reduced to facilitate wider kerb outstands in key locations that can accommodate additional street tree planting, water-sensitive urban design and outdoor dining.

Vehicles through these streets will be slowed through traffic calming measures including multiple pedestrian crossing points that encourages drivers to slow down.

Shared Street

The Shared Street will branch off from Station Street at the Urban Plaza and will pass through the heart of the Town Centre Precincts to Clara Avenue in the east.

It will be a shared street with kerbless street profile. Vehicles will be slowed through traffic calming measures including paving types and tree outstands that clearly indicates the space prioritises pedestrians.

Tree planting will be integrated into the wide pedestrian paths including being incorporated into areas identified for outdoor dining and street trading opportunities. .

On-street parking will be reduced to strategically located drop-off and loading zones only to maximise pedestrian zones.

The kerbless street profile will also allow for the seamless occupation of the street for street festivals or other events.

Whilst it is an entirely publicly accessible street, Shared Street has the potential to be privately owned.

Both Station Street and Shared Street will be designed to be closed for major events and festivals to create a safe and activated environment.



HIGH QUALITY HARDSCAPE AND SOFTSCAPE



SLOW SPEED STREETS & OUTDOOR DINING



WELL LOCATED STREET FURNITURE & HIGH QUALITY MATERIALS

Public Realm and Landscape

Town Link

The Town Link will provide a high quality weather protected pedestrian link through the heart of the Town Centre Precinct between Grand Boulevard and the Shared Street.

The link will be an inviting, safe and welcoming publicly accessible space. It is anticipated to be a fine grain pedestrian link flanked on either side by a mix of retail uses activating the edges. With a width of approximately 12m the Town Link will provide a compact, intimate urban experience in the heart of the Town Centre distinct from the 'main street' experience along Station Street and Shared Street

The Town Link has the potential to be privately owned to assist with its integration with retail uses and operation. If it is privately owned the Town Link will be publicly accessible for a minimum of 16 hours a day. After Mt Atkinson Station is built the access hours must be reviewed and is encouraged to be extend to cater for any additional pedestrian activity.

The link will be clearly identifiable in the streetscape with a clear entry onto the Shared Street with forecourt while at the southern end the entry will be marked by landscaping and canopy that aligns with an additional proposed signalised pedestrian crossing on Grand Boulevard to seamlessly link to southern neighbourhoods.



EXTERNAL SURFACE AND FACADE TREATMENTS



PEDESTRIAN LINK WITH ACTIVE INTERFACES



NATURAL LIGHT AND GREENERY



WEATHER PROTECTED

Private ownership of the public realm

The UDF identifies the potential for high amenity streets, open space nodes and pedestrian links to be privately owned. This allows greater flexibility for these spaces to be integrated into the built form, achieve bespoke design outcomes and potentially greater levels of amenity and activation. Any planning permit issued that includes privately owned roads as must include a condition on permit requiring a Section 173 Agreement being entered into with the Responsible Authority. The Agreement will detail the management of these roads in relation to access and maintenance.

Public Realm and Landscape

Local Park

The MTC includes a 5,000m² local park to the east of Clara Avenue. This local park is centrally located at the eastern end of the precinct to be easily accessible from surrounding residents and workers and maximise direct frontage to the park.

The park is located along a connector street that connects from the Shared Street to the eastern wetland. Paths should connect to the shared path on the north side of the connector street.

The local park is expected to provide a quiet resident oriented parkland shaded by canopy trees with opportunities for play spaces, informal sports, passive recreation, relaxing, shade and BBQ facilities. Opportunities should also be explored for nature/wild play, community garden and Water Sensitive Urban Design (WSUD).

Drainage Wetland

The drainage wetland to the east of the MTC will provide an important contribution to the overall open space network performing as a key water quality and ecological asset.

While the heart of the wetland will not be publicly accessible, the edges provide a significant opportunity to connect residents to nature and form the eastern bookend of a pedestrian's journey from the volcanic cone reserve landscape in the west, through the Town Centre to the wetland.

Opportunities exist for the incorporation of places to sit and rest while also connecting indigenous and local cultural narratives that could be celebrated in this space in consultation with Traditional Owners.



FRAMING LOCAL PARK INTERFACES

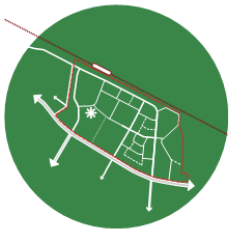


ENGAGING PLAY SPACES



PLACES TO RELAX AND CONNECT TO NATURE

Public Realm and Landscape



Create a central destination-based Urban Plaza

Requirements

R79. An Urban Plaza of at least 2,000m² must be located as per Figure 23 and designed to:

a) Allow flexibility to facilitate outdoor events and community gatherings at different times of year.

b) Provide high quality feature landscaping.

c) Be publicly accessible at all times.

d) Provide a length to width ratio of no greater than 1:2 to accommodate a range of passive recreational activities and include space to accommodate performances, pop-ups and other public events.

e) Provide a variety of small spaces for different activities and users.

f) Locate formal and informal seating near key walkways, gathering areas, and plaza edges.

g) Landscaping such as ground cover and canopy trees to minimise the urban heat island effect.

Guidelines

G68. The Urban Plaza should:

a) Include placemaking elements that connect to Mt Atkinson's unique character, landscape and geology.

b) Indigenous and/or local narratives.

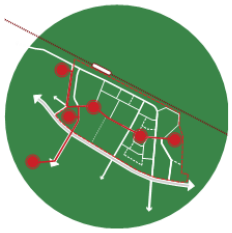
c) Provide a mix of hardscape and softscape landscaping, including canopy trees to facilitate diverse open space uses and shade/sun protection.

d) Integrate adjoining land uses and development.

e) Provide a memorable landmark and focal point to draw people into the plaza. Consider public art.

G69. The edges of the Urban Plaza should facilitate engagement with surrounding uses and encourage outdoor dining and 'spill-out' opportunities. (Note: outdoor dining areas should be limited to temporary furnishes to avoid permanent occupation of the public realm and to enable pedestrian permeability.)

Public Realm and Landscape



Create a network of connected open spaces that link to local and regional destinations

Requirements

R80. The public space network must provide for a diversity of open space uses that support a variety of experiences throughout the precinct. Public open space network includes urban plazas, waterways, drainage, recreation reserves, and shared walkways, etc.

R81. Way-finding and placemaking tools must be utilised to create clear directions from the Town Centre to the Neighbourhood House, community facilities, the train station and public open spaces.

821. The public realm must be designed to appropriately respond to specific climate conditions (including sun, shade and wind) through appropriate shade structures, plant and tree species selection.

R83. Tree selection must be in accordance with relevant Council landscaping policies, unless agreed otherwise with the Responsible Authority.

R84. Lighting must be provided to all publicly accessible streets and active transport network to improve safety.

R85. The Local Park must be located generally in accordance with Figure 23 to the satisfaction of the responsible authority.

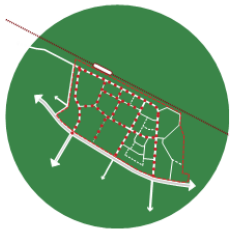
Guidelines

G70. Publicly accessible private open spaces should be provided generally in the locations nominated in Figure 7.

G71. All public realm areas including the movement network should consider Crime Prevention Through Environmental Design principles providing adequate street lighting, passive surveillance and clear sightlines.

G72. Lighting should be designed in landscape areas to minimise the impact of local fauna.

Public Realm and Landscape



Activated streetscapes linking to the heart of the Town Centre

Requirements

R86. All roads and streets must contribute to an attractive and green urban environment.

R87. The configuration of the Town Link must:

a) Provide space and clear way finding for pedestrian through traffic.

b) Include a roof structure over the Town Link at a minimum 7.0m height.

c) Maintain a high quality, naturally lit pedestrian environment.

d) A material selection must be in keeping with the character of an external street to visually communicate the public role of the link and invite movement throughout.

e) Facilitate efficient maintenance and serviceability.

f) Accessible for people of all abilities including path widths that can accommodate the predicted levels of pedestrian traffic.

g) Preserve a minimum height of at least 2.5m above the path that is clear from overhanging.

h) Incorporate lighting elements to encourage people to use the space at night and enhance safety.

Unless agreed otherwise with the Responsible Authority.

Requirements

R88. Any planning permit issued that includes the town link as per Figure 23 must include a condition on permit requiring a Section 173 Agreement being entered into with the Responsible Authority. The Agreement must include:

a) Prior to the opening of the Mt Atkinson Train Station the town link to be open for public access for a minimum of 16hrs aligning with business trading hours.

b) After the Mt Atkinson Station is built access hours must be reviewed and extended (if required) to provide for any additional pedestrian traffic.

c) Allowance for the Town Link to be closed at any time by the operator under reasonable circumstances to ensure the safety of life, property and maintenance.

d) Details of the functionality of the link.

e) Maintenance requirements.

R89. Station Street and Shared Street must include:

a) Canopy tree planting.

b) Furnishings and material finishes that support high volumes of pedestrian traffic,and active transport parking (bike, scooter, etc).

Public Realm and Landscape

Requirements

R90. Active transport paths must be provided with adequate landscaping and lighting for visual amenity and perception of safety.

R91. The design and construction of public realm areas must be of a high quality and in accordance with Council Policy, Guidelines and Standards.

Guidelines

G73. Landscaping should reinforce a sense of arrival at key gateways.

ESD AND CULTURE

3.7 ESD and Culture Overview

MTC will be a climate resilient, environmentally and culturally sustainable heart for the local community.

The Town Centre will respond to the climatic conditions of Melbourne's West through both passive design and active sustainability measures while also celebrating the unique qualities of Victoria's volcanic grassland plains, the Mt Atkinson volcanic cone and the rich continuing significance of the area to Wurundjeri and Boon-wurrung Peoples.

Water sensitive urban design will be integrated into the neighbourhood. Energy production on rooftops and local batteries will be encouraged to offset operating costs in the Town Centre Core and soften peak usage.

Building layouts will be designed to best utilise passive design principles such as solar orientation, cross-ventilation and thermal mass. Large canopy trees incorporated into streets and park will support microclimatic conditions and combat urban heat island effects.

Public spaces, building façades and streetscapes will be designed with celebrating local community in mind, providing connections to Wurundjeri & Boon-wurrung Country in consultation with Traditional Owners.



CONNECTING TO COUNTRY WUNGGURRWIL DHURRUNG CENTRE, WYNDHAM CITY



LOCAL COMMUNITY INITIATIVES
EDMUND RICE SERVICES



INTEGRATED SOLAR POWER, CASTLE PLAZA, SA



WSUD & BIODIVERSITY, GLAS



EV CHARGING INFRASTRUCTURE



ENERGY EFFICIENT PASSIVE DESIGN
LACATON & VASSAL

ESD and Culture



Celebrate the site's continuing indigenous and historical significance

Requirements

R92. Development must consider the opportunity for indigenous culture and people to be engaged and celebrated on key projects as the UDF is implemented. Key projects include but are not limited to:

a) The Neighbourhood House.

b) Station area and forecourt.

c) Active transport and pedestrian connection linkage to the Mt Atkinson volcanic cone reserve.

d) Walking trails and open space uses in the eastern wetland drainage asset.

R93. The avenue of trees identified in Heritage Overlay 112 (HO112) must be retained (or replanted if not deemed suitable for retention by a qualified arborist) unless otherwise approved by the Responsible Authority.

R94. The existing tree located in the Local Park to the east of Clara Avenue in Figure 20 must be retained, unless otherwise approved by the Responsible Authority.

Guidelines

G74 . The public open space network should provide opportunities to celebrate the indigenous significance of the area and nearby volcanic cone (in collaboration with recognised Traditional Owners).

Guidelines

G75. The design of active transport corridors between the volcanic landscape cone and the Town Centre should respond to the site's landscape story, including its geological past, existing condition and continued indigenous significance (with the consent and collaboration of registered Traditional Owners).

G76. Engagement with Traditional Owners should occur early with sufficient time to provide meaningful input into key projects on identified topics.

G77. Engagement with Traditional Owners should be led by the interests of the relevant Registered Aboriginal Traditional Owners Corporation where appropriate to ensure the integration of indigenous culture is consensual and appropriate.

G78. Engagement should explore design opportunities for the celebration and integration of local Wurundjeri and Boon Wurrung culture with the approval of the registered Traditional Owners including:

a) Creating street and place names in language.

b) Integration of inclusive spaces for indigenous residents and visitors.

c) Integration of indigenous design themes in the creation of key public spaces.

ESD and Culture



An inclusive and culturally welcoming Town Centre for all

Requirements

R95. Open spaces must be adaptable and flexible to allow for public events to support the local community.

R96. Public streets and open spaces within the Town Centre must ensure accessibility, safety and convenience to people of all ages and abilities in line with the Disability Discrimination Act 1992.

R97. Urban design elements that support visually impaired users must be provided including:

a) Beeping traffic lights.

b) Talking bus stops.

c) Tactile signals of hazards or barriers.

d) Raised maps and floor plans.

R98. Mt Atkinson Station entrances must include adequate lighting and opportunities for passive surveillance to ensure customer safety.

R99. All bus stops must include amenities such as seats, shelter and bus route information as required and to the satisfaction of Transport Victoria.

Guidelines

G79. Public spaces and streets should be designed for all ages and abilities.

G80 The design of public street and spaces within the Town Centre should incorporate signage, wayfinding and pictographic to support linguistically diverse communities.

G81. Bus stops throughout the Town Centre should be clearly visible, well-lit and DDA accessible.

ESD and Culture



A climate resilient precinct that showcases best practice environmental outcomes

Requirements

R100. All development proposals must be accompanied by an Environmentally Sustainable Design Assessment to the satisfaction of the Responsible Authority to demonstrate best practice performance.

R101. Water sensitive urban design principles must be included to passively irrigate trees and other vegetation within the UDF area.

R102. Rainwater run-off from buildings and sites must be harvested for re-use or recycling within the UDF area.

R103. Irrigation infrastructure and turf species selection must minimise water usage on open spaces and sports grounds.

R104. Waste management systems and bin storage must be appropriately located and screened from the public realm.

R105. Bike storage facilities for higher density residential development must be provided at ground level with easy access to the lift/ stair core.

R106. Infrastructure must be designed in accordance with relevant Council sustainability design policies and guidelines.

Guidelines

G82. Planting along publicly accessible streets should seek to achieve 30% tree canopy coverage (calculated at tree maturity).

G83. Buildings and structures should be designed to harvest and store stormwater, for reuse on site or to irrigate landscaped areas.

G84. Reduction of impervious surfaces and inclusion of permeable pavement should be considered as part of any water management strategy.

G85. Overland flow paths should be considered as part of public realm design to optimise efficient water use and long-term viability of vegetation.

G86. Recycled water infrastructure should be encouraged where practicable.

G87. Efforts should be made to facilitate alternative water (stormwater harvesting or recycled water) over potable water for irrigation of open space and sportsgrounds.

G88. Planting should be selected to minimise potable water use through appropriate native species.

G89. Separate landfill and recycling waste bins should be provided in the public realm.

ESD and Culture

Guidelines

G90. The reuse of materials and utilisation of local materials should be considered in the design of buildings and structures.

G91. Roof spaces should be utilised for communal open space, green/brown roofs or solar PV.

G92. Electric vehicle charge points should be provided within the street network at convenient locations.

G93. Car sharing services and electric vehicle charge points should be encouraged within the Town Centre street network and car parks in locations convenient to users of key facilities and land uses.

G94. Fixed or flexible external shading should be considered to protect building windows from unwanted heat gain in summer and allow for desired heat gain in winter.

G95. Consider the integration of batteries to store energy at off-peak times.

Guidelines

G96. Residential dwellings should be designed to maximise passive design outcomes where possible through, but not limited to the following strategies;

a) Orienting apartment buildings on a north-south axis to minimise south facing dwellings where possible.

b) Favouring naturally ventilated communal spaces and walkways in higher density development.

c) Maximising cross-ventilation in apartment layouts where possible.

d) Providing external shading elements to control solar heat gain where appropriate.

4 IMPLEMENTATION

4.1 Implementation Overview

This Chapter provides high level guidance on the indicative implementation of development within the UDF. The Mt Atkinson Town Centre is a long-term vision and the staging of the development has been carefully considered to give confidence that the Town Centre will be inviting, connected and part of the surrounding community as it grows.

The staging is indicative only . The exact timing of staging will be influenced by multiple factors that may result in different elements of the UDF being advanced earlier and others later.

Factors may include:

- Delivery of key infrastructure such as the Mt Atkinson Train Station.
- The rate of development of the surrounding residential catchment.
- Market conditions.
- The ambitions and goals of landowners.

Further, delivery of infrastructure items that are crucial to the ultimate development and the success of the centre depend on developer contributions, works in kind projects, and government funded works.

It should be noted, development will occur based on the availability and provision of infrastructure services, in an orderly sequence, while also allowing opportunities for development to be brought forward where appropriate.

DRAWING KEY - STAGING

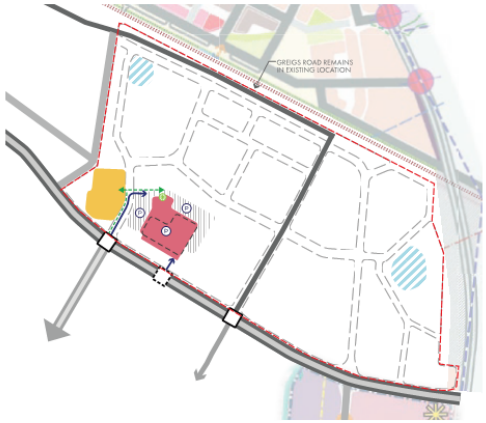
KEY

- MT ATKINSON M.T.C. (SOUTH) UDF BOUNDARY
- RETAIL CORE
- MIXED USE
- OFFICE / COMMERCIAL
- BUSINESS / LARGE FORMAT RETAIL
- HIGHER DENSITY RESIDENTIAL
- COMMUNITY USE
- PUBLIC OPEN SPACE
- PRIVATELY HELD OPEN SPACE
- TOWN LINK
- INDICATIVE TEMPORARY DRAINAGE RESERVE LOCATIIONS
- WETLAND / DRAINAGE RESERVE
- INDICATIVE STATION LOCATION
- RAILWAY CORRIDOR PRECINCT - FURTHER INVESTIGATION REQUIRED
- PRIMARY PARKING ACCESS TO RETAIL CORE
- ACTIVE TRANSPORT CONNECTION
- ACCESS ROAD
- CONNECTOR ROAD
- STATION STREET
- SHARED STREET
- ARTERIAL ROAD
- INTERIM INTERSECTION
- SIGNALISED INTERSECTION
- INTERIM PARKING AREA
- ROOFTOP PARKING

FIGURE 24: INDICATIVE IMPLEMENTATION

SOURCE: MESH PLANNING & URBAN DESIGN

SHORT TERM



- Development is anticipated to commence in the south-west quadrant of the Town Centre Core precinct with the first stage of the shopping centre.
- The centre will include a range of retail and shop uses with potential for a privately held open space area providing early amenity.
- The first stage will include convenience retail including a supermarket and food and drink premises.
- Interim at-grade parking is anticipated in early stages in the identified locations.
- Interim drainage infrastructure may be required in the precinct to facilitate early development.
- Access is provided primarily off Grand Boulevard.
- Grieg's Road remains in its existing alignment.

IMPLEMENTATION (CONT.)

FIGURE 23: INDICATIVE IMPLEMENTATION (CONT.)

SOURCE: MESH PLANNING & URBAN DESIGN

MEDIUM TERM



- This stage anticipates development focus occurring to the east with the Town Centre Core precinct developing towards Clara Avenue, delivering more core retail, shop and entertainment uses.
- Mixed use, residential, employment and large format retailing is also anticipated to commence east of Clara Avenue.
- The Neighbourhood House and public open space uses complement the growth of the Town Centre Core Precinct.

LONG TERM



- This stage anticipates the development focus shifting to the north of Shared Street.
- Development of the Town Centre Precinct with a range of shop, residential and employment uses dependent on demand.
- Further development of land east of Clara Avenue for a range of mixed use, residential, employment and large format retailing.
- As the Town Centre matures, this stage anticipates mixed use development along Clara Avenue and Grand Boulevard.
- Grieg's Road can be realigned once the land required for the Mt Atkinson Station is determined by the responsible authority.
- The southern half of Clara Avenue between Grand Boulevard and the Shared Street may be potentially widened to 4-lanes if required.

FULL BUILD OUT



- The final stages anticipates development focus shifting to the northern end of the UDF area around the station precinct area.
- This stage assumes delivery of Mt Atkinson railway station including the delivery of new pedestrian linkages over the railway line.
- Mixed use and residential development is anticipated along the railway corridor in close proximity to the station.

IMPLEMENTATION (CONT.)

4.2 Key Implementation Dependencies

The indicative staging is subject to a range of factors .

As development occurs within the Mt Atkinson Major Town Centre, development may not align with the construction of key community facilities

Matters which may hinder or delay development from occurring in a preferred manner include:

- Council strategy regarding which facilities to implement and fund, and at what time.
- Strategy and timing around the delivery of the Mt Atkinson train line and assumed electrification of the train line.
- Delivery of the pedestrian/cycling bridges over the railway line to connect the two parts of the Major Town Centre.
- Delivery and/or upgrade of key service infrastructure and roads by others.

Notwithstanding the above, at the time the railway station is delivered, a road and active transport connection should be provided from the Town Centre to the station.

4.3 Delivery of Council Facilities

Civic facilities are an important factor of the MTC, in order to provide a sense of community, and an adequate service provision from Council.

There is an identified allocation for a Neighbourhood House within the PSP as well as opportunities identified through the development of the UDF for a potential public library within the MTC.

The timing of the delivery of this infrastructure is dependent on funding and Council decision makers.

Opportunity exists to deliver these community services in an interim location at earlier stages prior to delivering the permanent location infrastructure.

4.4 Review

The Mt Atkinson Major Town Centre Urban Design Framework has been prepared with regard to the latest and most up-to-date information available and is reflective of current expectations around retail, commercial and residential development outcomes.

As a long-term vision for the centre it is important that the UDF is regularly reviewed to ensure it continues to provide up-to-date guidance on the development of the centre as new and additional information is made available.

It is recommended that the UDF is reviewed every five (5) years and updated accordingly.

Some key changes which may impact the Mt Atkinson Major Town Centre UDF in the future, and warrant the need for a formal review include:

- Delivery of the Mt Atkinson Train Station and bus interchange.
- Hopkins Road widening and design.
- Timing and delivery of the Outer Metropolitan Ring Road.
- Changes in future retail and commercial demand or activity centre hierarchy.
- Technological shifts including, autonomous vehicles and their impact on carparking rates and requirements.

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Wurundjeri Country

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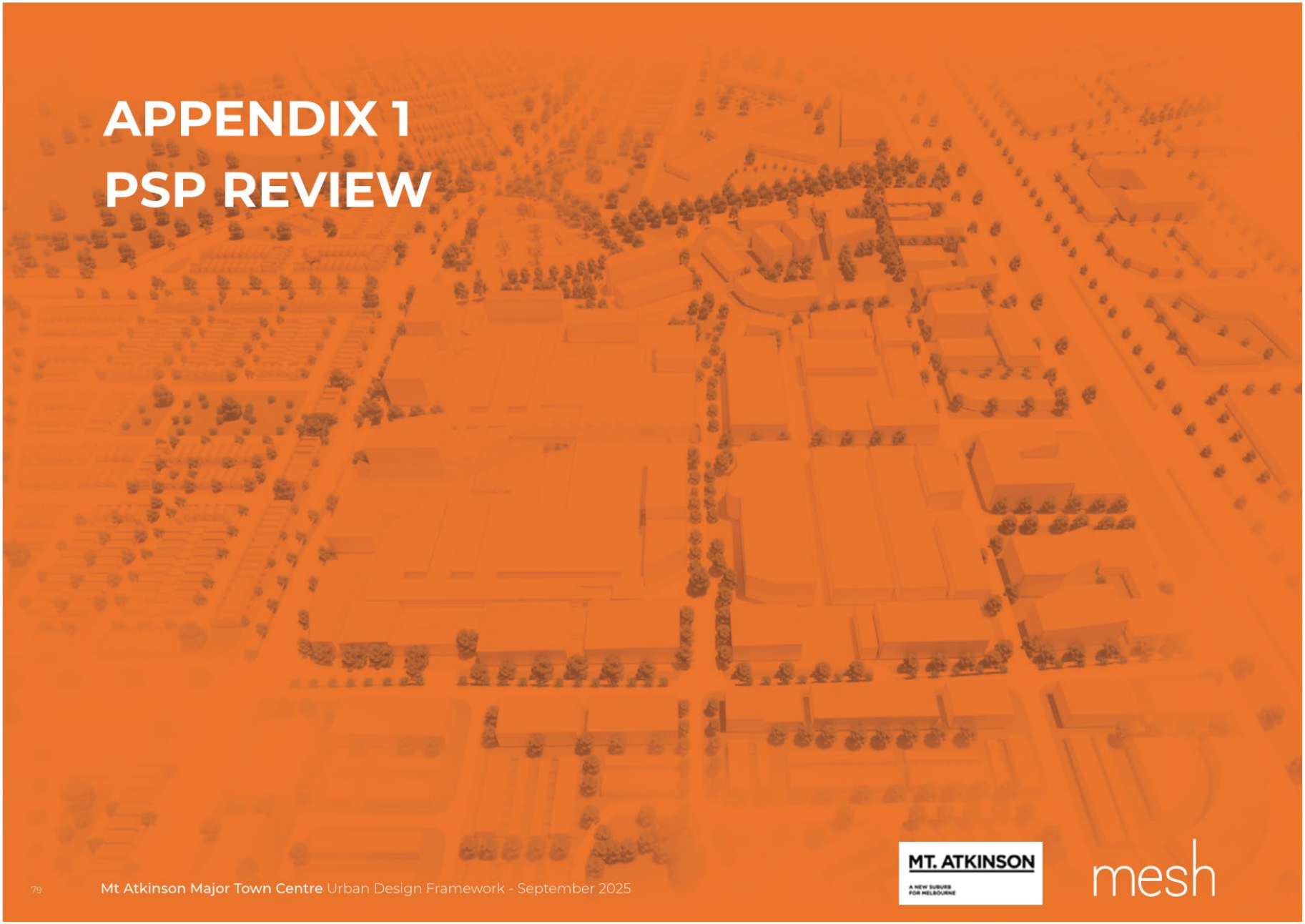
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PSP REVIEW
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Appendix 1: PSP Review

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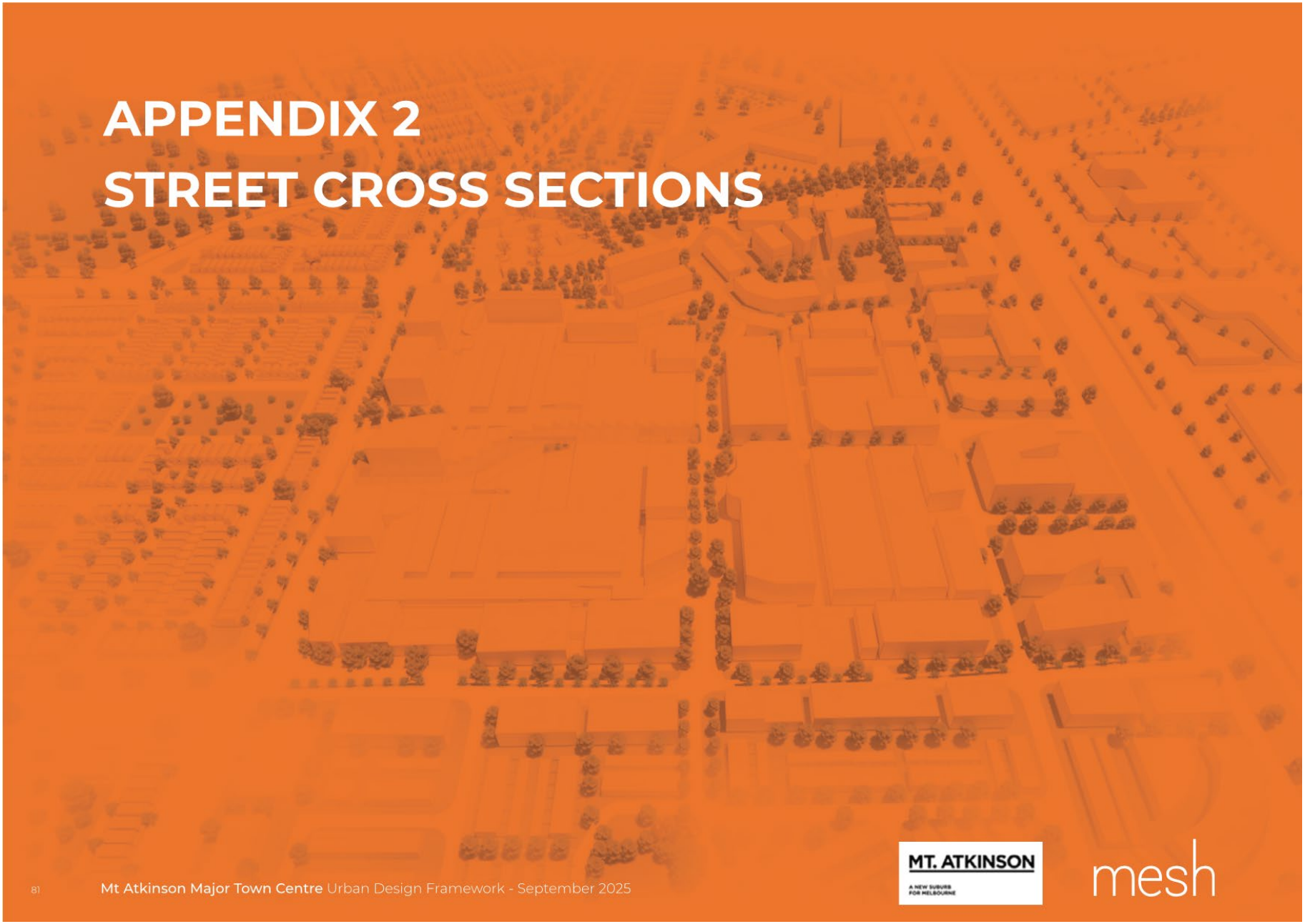
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STREET CROSS SECTIONS
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Mt Atkinson Major Town Centre Urban Design Framework - September 2025
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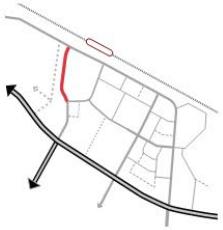
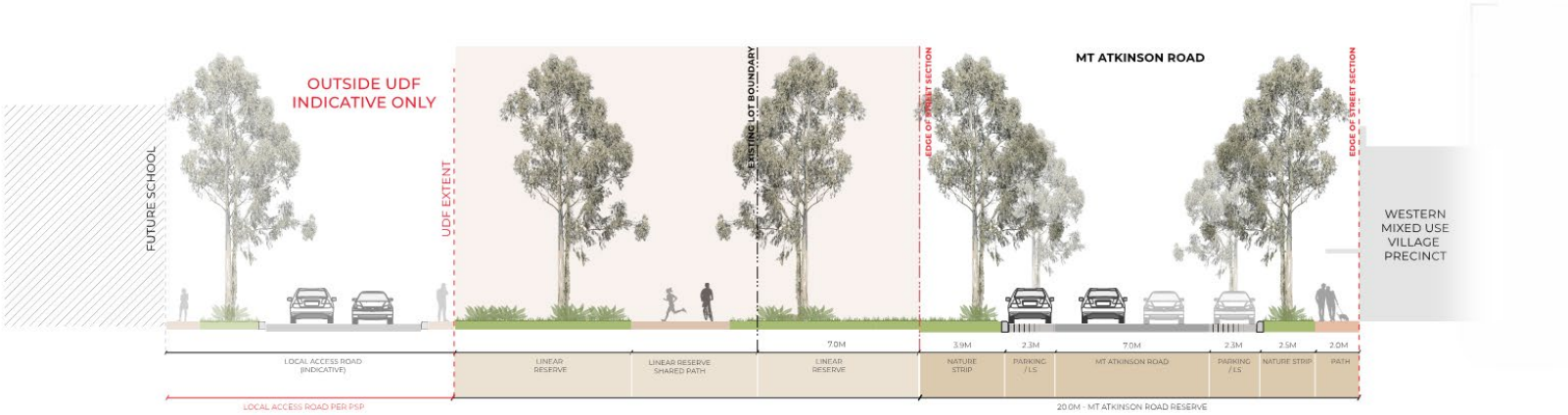
Appendix 2: Preferred Street Sections

Street Sections

The following sections outline the preferred street profiles at important locations throughout the Town Centre.

Section A - Mt Atkinson Road - Linear Reserve Interface - Typical





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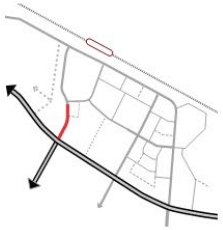
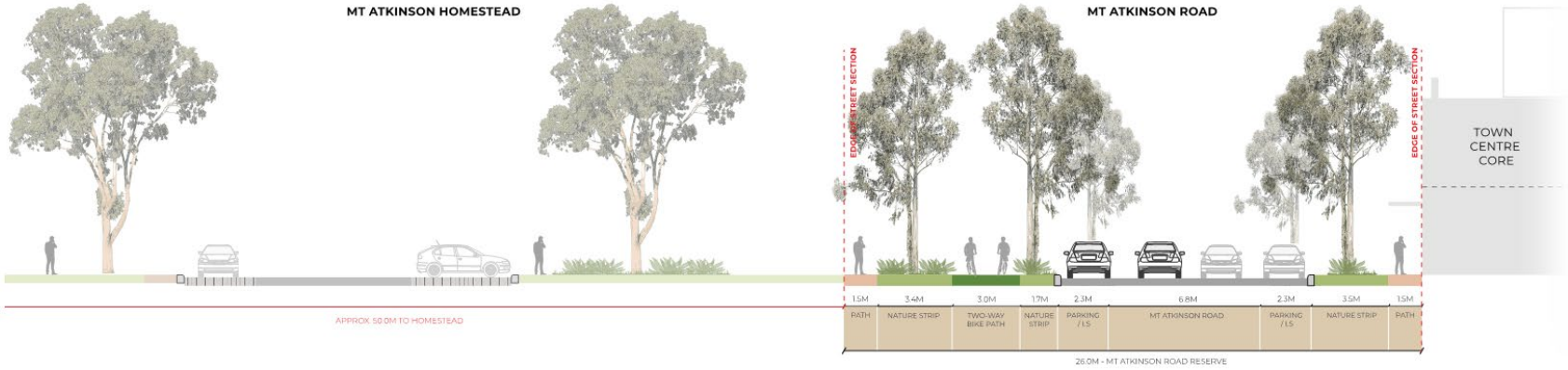
Appendix 2: Preferred Street Sections

Section B - Mt Atkinson Road - Mt Atkinson Homestead Interface - Typical





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Appendix 2: Preferred Street Sections

Section C - Grand Boulevard - Typical



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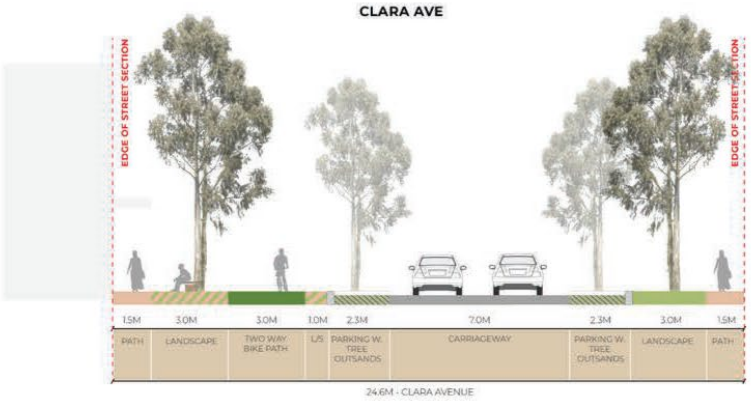
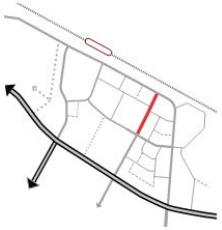
Appendix 2: Preferred Street Sections

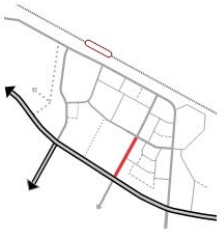
Section D - Clara Avenue - Two Lane - Typical





Section E - Clara Avenue - Potential 4 Lane Expansion - Typical





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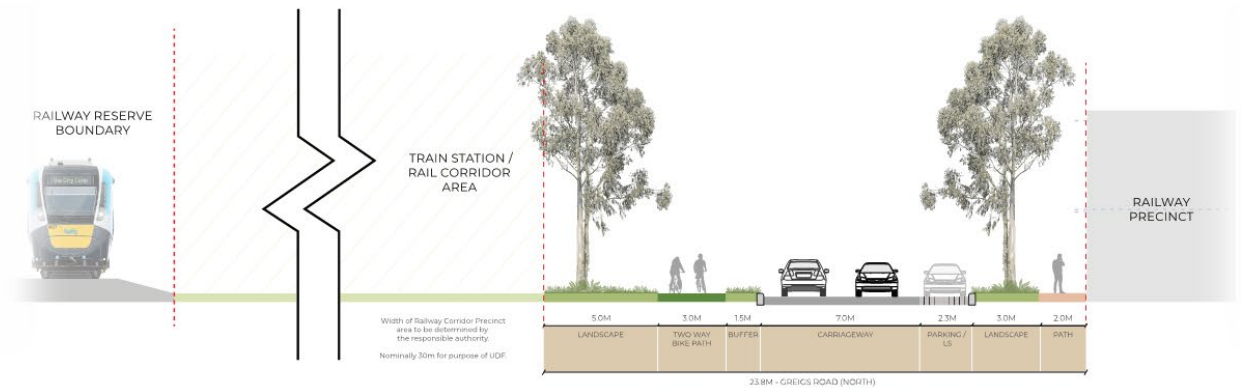
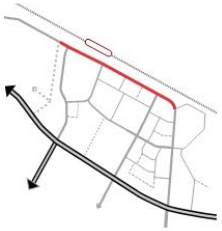
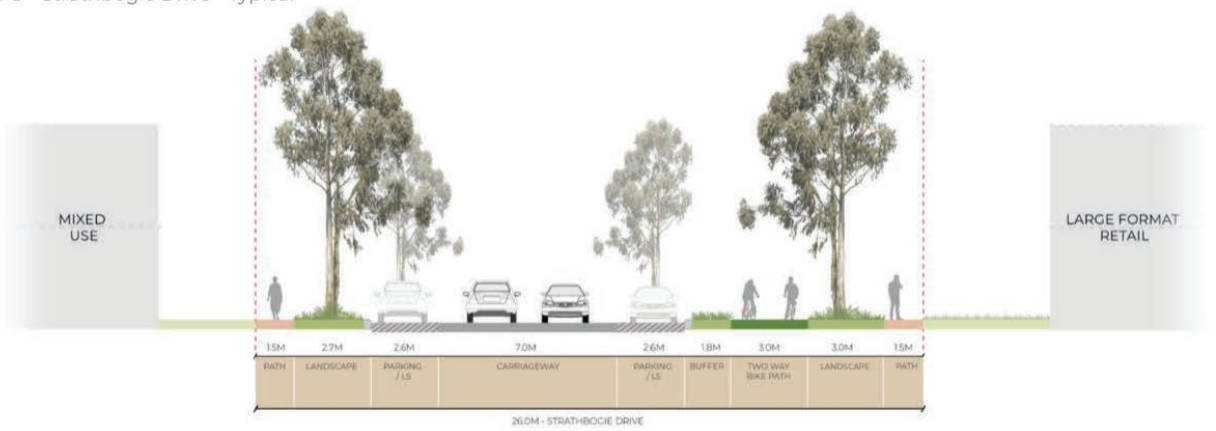
Appendix 2: Preferred Street Sections

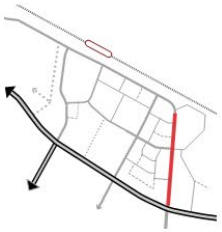
Section F - Greigs Road - Typical





Section G - Strathbogie Drive - Typical





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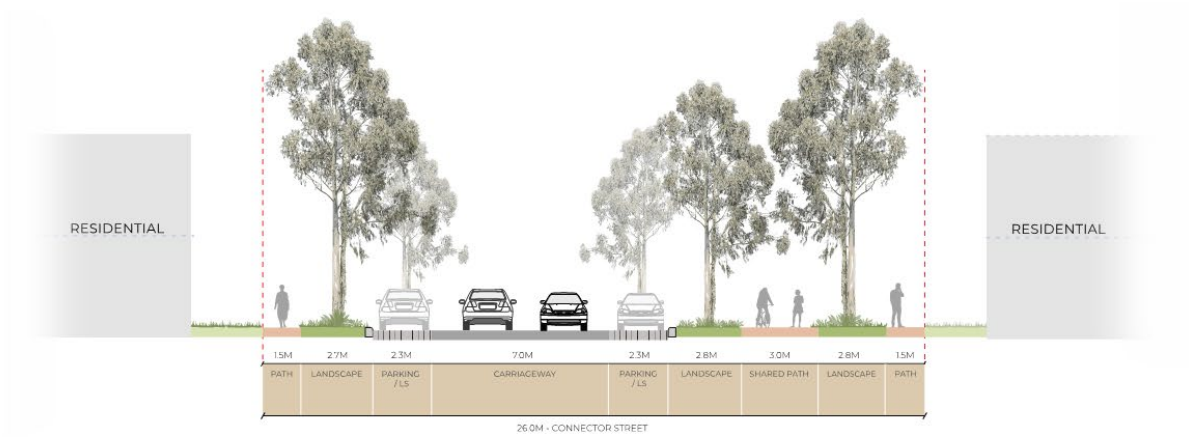
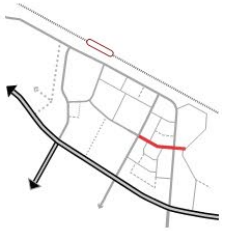
Appendix 2: Preferred Street Sections

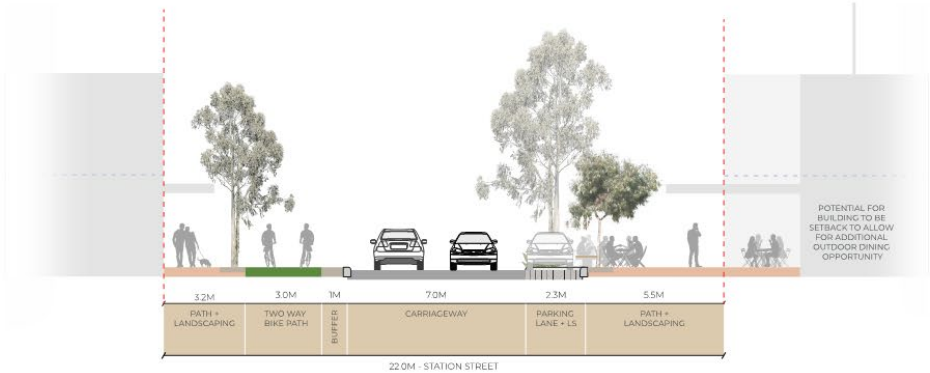
Section H - Boulevard Connector - Typical

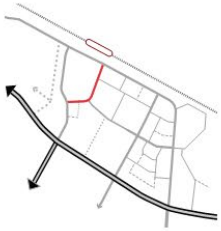


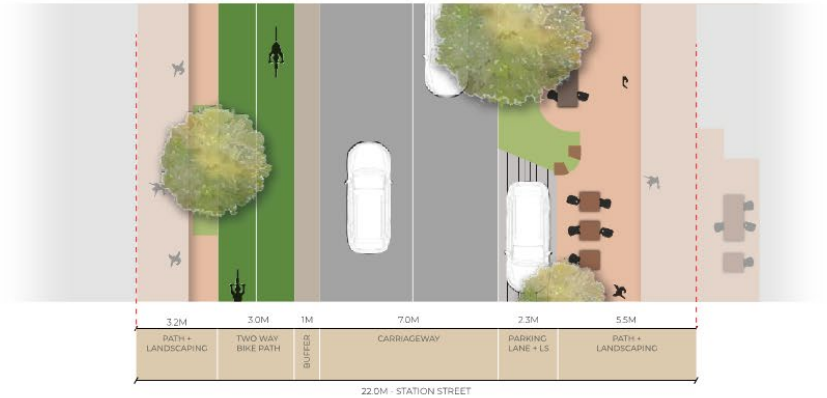


Appendix 2: Preferred Street Sections

Section I - Station Street - Typical







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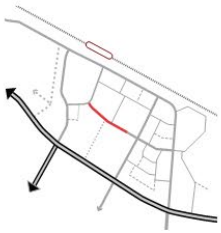
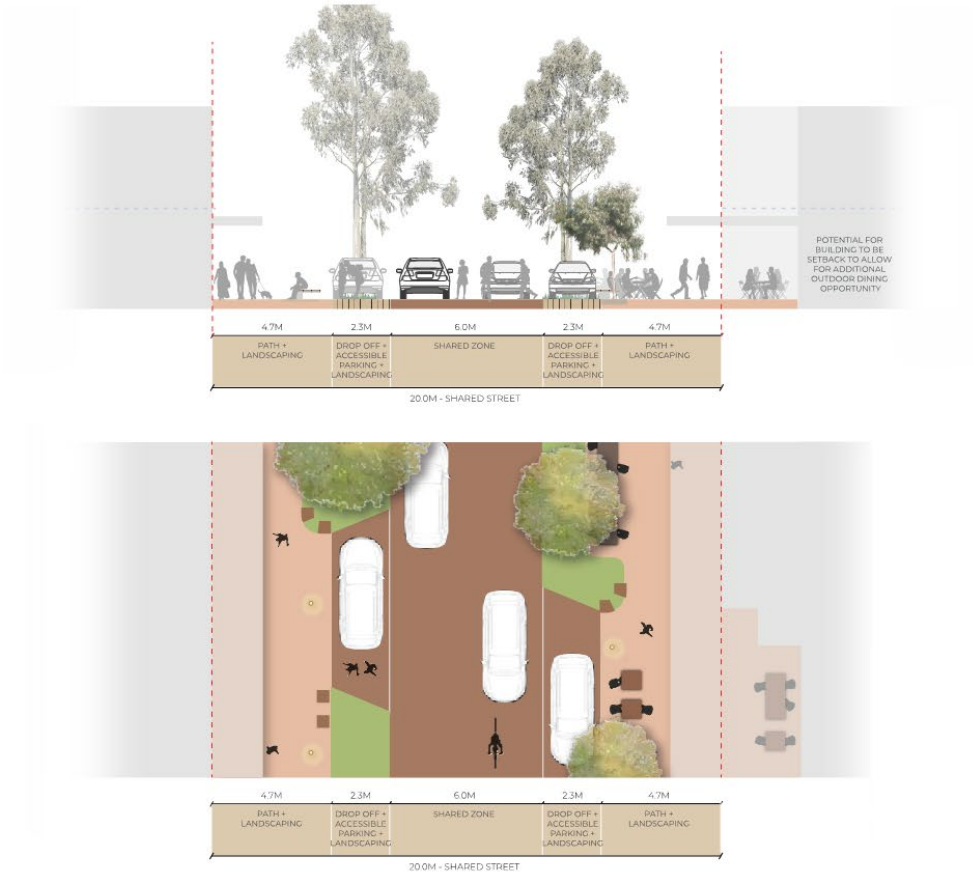
Appendix 2: Preferred Street Sections

Section J - Shared Street - Typical





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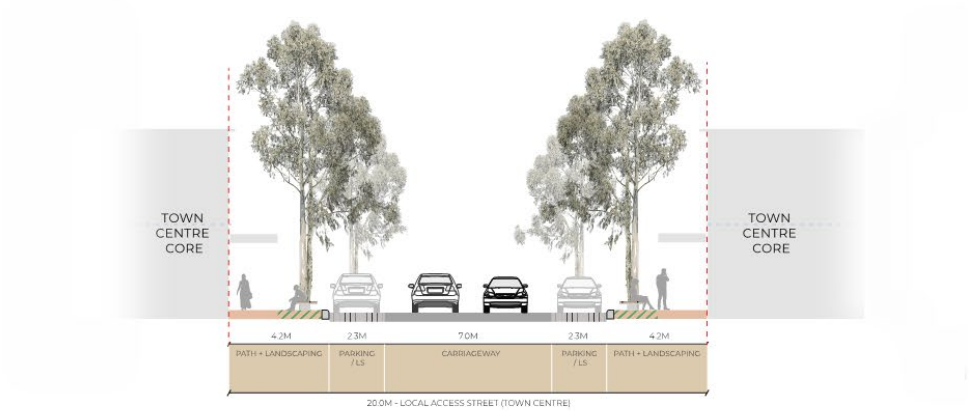
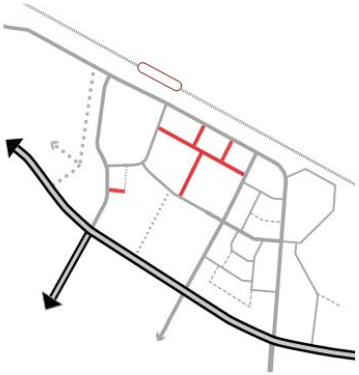
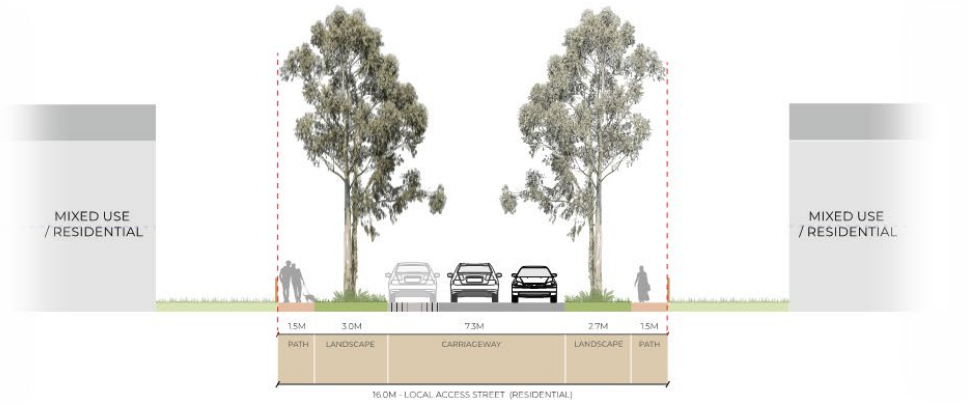
Appendix 2: Preferred Street Sections

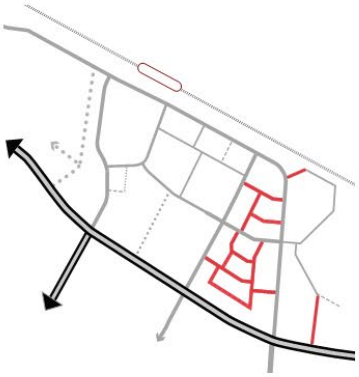
Section K - Local Access Street - Town Centre - Typical





Section L - Local Access Street - Residential





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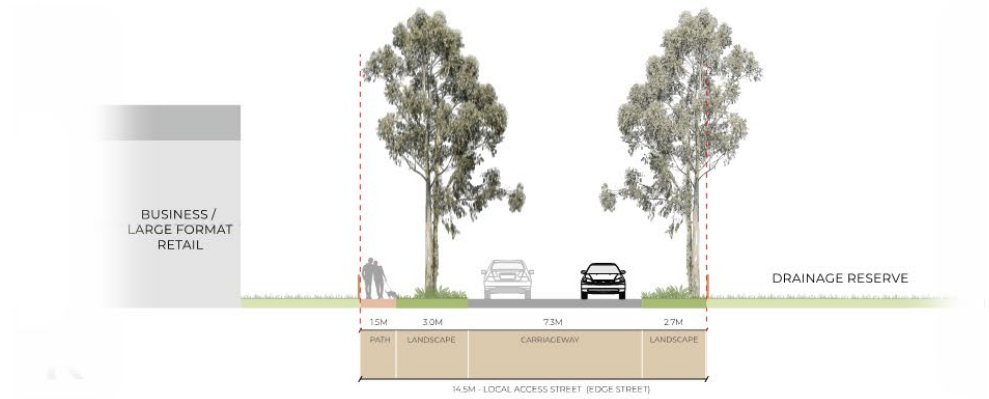
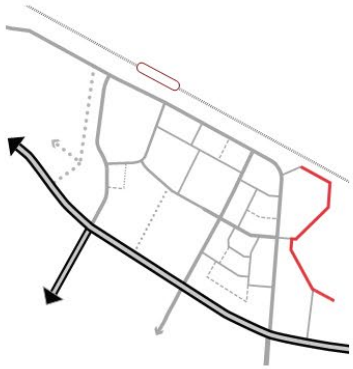
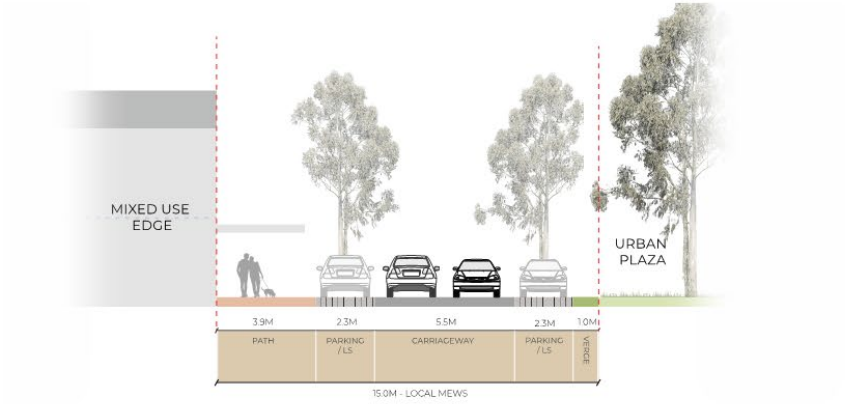
Appendix 2: Preferred Street Sections

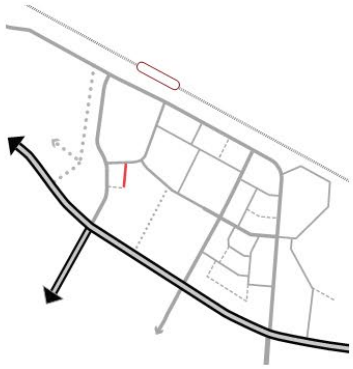
Section M - Local Access Street - Edge Street





Section N - Local Mews - Typical





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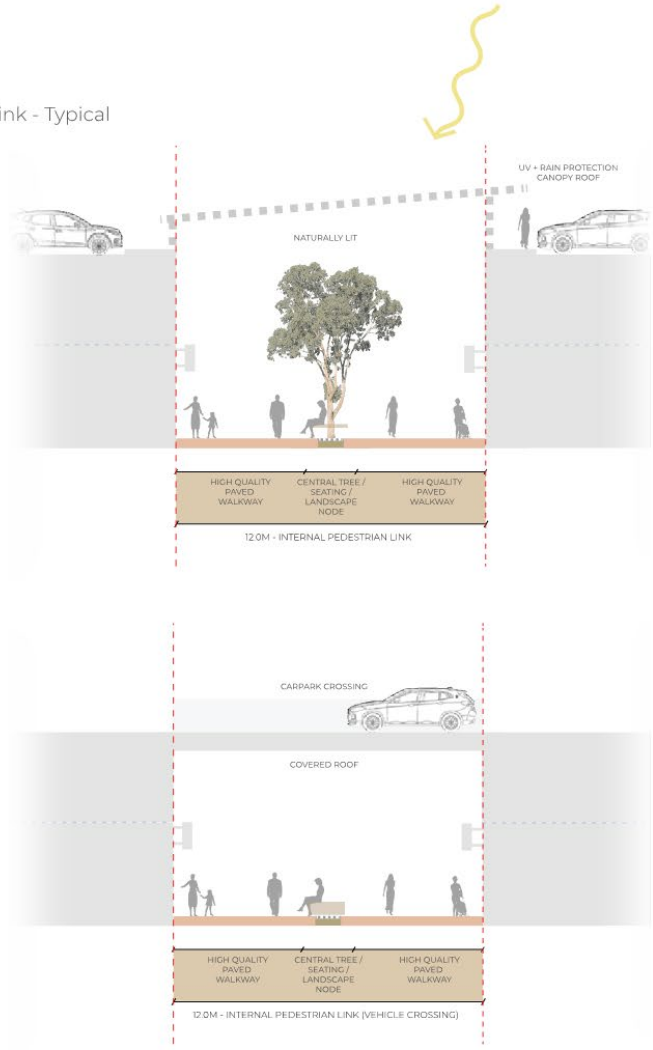
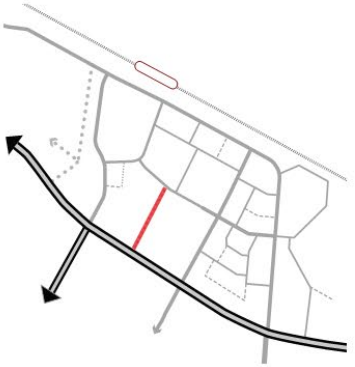
Appendix 2: Preferred Street Sections

Section O - Town Link - Typical





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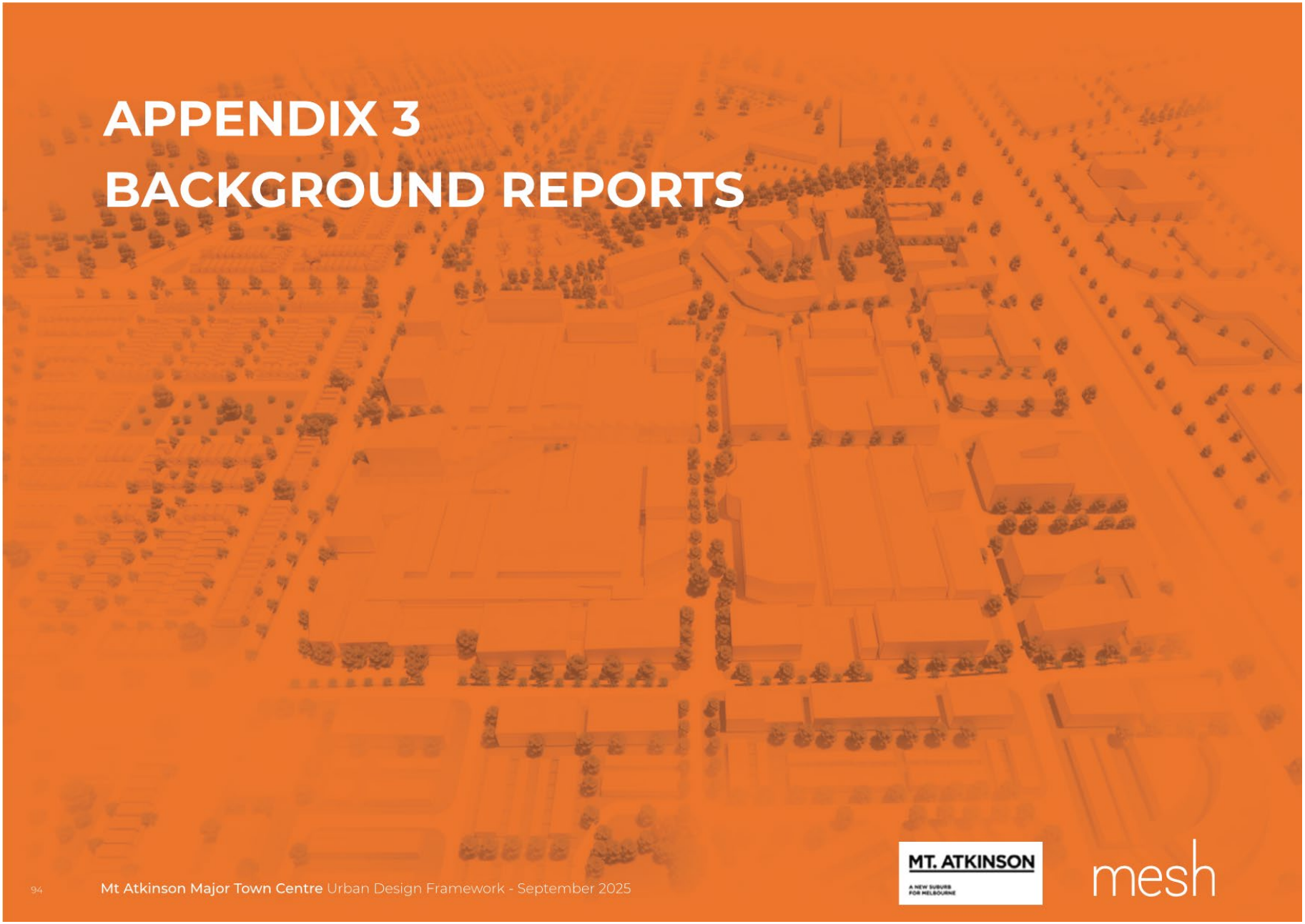
Appendix 2: Preferred Street Sections

Section P - Large Format Interface to Hopkins Road - Typical

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BACKGROUND REPORTS
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Appendix 3: Background Reports

October 2024

Mt Atkinson, Melbourne

Market Potential Assessment

Prepared for Mount Atkinson Holdings Pty Ltd

locationiq.com.au

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Introduction

This report presents an independent analysis of the supportability of retail floorspace and supporting non-retail uses at Mt Atkinson, in the western growth corridor of Melbourne, Victoria. The report has been prepared in accordance with instructions received from the Mt Atkinson MTC owners.

This report is structured and presented in **six (6) sections** as follows:

- **Section 1** reviews the location of the Mt Atkinson site and provides a summary of the master plan.
- **Section 2** provides a review of the relevant trade area likely to be served by prospective facilities at the site.
- **Section 3** outlines the existing and proposed competitive environment.
- **Section 4** reviews comparable developments which are similar to the ultimate plan for the Mt Atkinson MTC.
- **Section 5** details the forecast sales and rents across the three stages of development.
- **Section 6** outlines the potential for a cinema complex and entertainment facilities at the subject site as well as a high level review of other non-retail uses.

Executive Summary

The key points to note regarding the market potential for retail and non-retail uses at the Mt Atkinson MTC are as follows:

i. Mt Atkinson is a designated growth area located in the western suburbs of Melbourne, some 23 km from the Melbourne CBD. Mt Atkinson is located within the suburb of Truganina which forms part of the rapidly growing City of Melton. The Melton municipality is projected to grow from 217,000 people in 2024 to 440,000 by 2051.

ii. Stockland Mt Atkinson is a masterplanned community being developed by Stockland, located south of the Mt Atkinson Major Town Centre (MTC). First homes were constructed in late 2019 with around 4,400 lots ultimately planned.

iii. The Mt Atkinson MTC owners are currently planning the development of the designated Mt Atkinson MTC, which is referred to as the Mt Atkinson MTC. A variety of uses will ultimately be integrated with a new train station to the north and significant large format retail lands to the east. In addition, there are employment lands comprising industrial uses to the south of the town centre. Overall, the Mt Atkinson broader precinct will include a high level of employment reflecting its strategic positioning near the train station but also major roads such as the Western Freeway.

iv. The recent City of Melton Employment and Industrial Land Strategy supports the development of the Mt Atkinson MTC to ensure the timely delivery of employment land as a key short term priority. Another key short term direction is to encourage the establishment of new economic enterprise in the Mt Atkinson MTC that directly supports the technological, human resource and management needs of the precinct's major industries.

v. The defined total trade area is centred along the Western Freeway and incorporates the growing suburbs of Truganina, Deanside, Fraser Rise, Bonnie Brook, Thornhill Park, Rockbank, and Cobblebank.

vi. The total trade area population is currently estimated at 105,540, including 8,820 persons within the combined primary sector. The Total trade area population is predicted to grow rapidly, to almost 250,000 persons by 2041. Over the period to 2041, the total trade area population is projected to increase at an average annual rate of 5.2%.

vii. The socio-economic profile of the total trade area population is generally consistent with those prevalent throughout Australian growth areas, including an ethnically diverse, young family market.

viii. The total retail expenditure level is currently estimated at $1.34 billion and is projected to increase at an average annual growth rate of 8.1% to $5.02 billion by 2041 (inflated dollars and includes GST).

ix. Pacific Werribee is the closest regional shopping centre (beyond the total trade area) to the subject site and spans 110,000 sq.m. The centre is anchored by Myer, Big W, Kmart, Target, Woolworths, Coles, and Aldi.

x. CS Square is the only sub-regional shopping centre in the total trade area, 6.3 km to the east. The centre spans 25,000 sq.m and is anchored by Kmart, Woolworths, Coles, and Aldi. Combined supermarket sales at the centre are understood to total over $100 million.

xi. There are currently no supermarket-based centres provided within the combined primary sectors.

xii. As is common for rapidly developing areas, a number of designated shopping centres are situated throughout the growth corridor. Coles and Woolworths are understood to be committed to nearby supermarket-based shopping centres Deanside Village and Deanside Central, respectively. The largest planned centre across the total trade area is Cobblebank Village, which currently accommodates a Coles based neighbourhood shopping centre. The Toolern Precinct Structure Plan (PSP) indicates that a total of 70,000 sq.m of retail floorspace is ultimately envisioned across some 88 hectares of town centre land.

xiii. The total trade area supermarket provision is currently estimated at 293 sq.m per 1,000 persons, which is slightly lower than the relevant benchmarks. Over the period to 2041, the total trade area population is projected to increase to nearly 250,000, including 31,820 persons across the combined primary sectors. As such, there is strong potential for numerous additional full-line supermarkets.

xiv. There are currently no cinema complexes provided within the total trade area, based on current population levels there is an undersupply of around 10 screens. Ultimately a cinema complex is supportable at the subject development. If a cinema operator could be secured, there is an opportunity to provide an integrated Entertainment and Leisure precinct (ELP), comprising an enhanced entertainment and food catering offer.

xv. Sales forecasts for the single supermarket anchored shopping centre in 2027 are in the order of $71.8 million, which comprises $39.1 million in supermarket sales (refer Table 1). The addition of Kmart along with Coles and Aldi in the second stage of development in 2032 is forecast to achieve total centre sales in the order of $211.3 million.

xvi. The third stage of development comprises a Big W discount department store along with cinemas and entertainment floorspace. Additional mini-majors and specialty floorspace is also planned. Total forecast sales are $455.6 million which comprises $197.5 million in total major sales, mini-major sales of $88.6 million and specialty shop sales of $169.5 million.

TABLE 1. MT ATKINSON MTC – STAGES ONE – THREE, 2027 – 2038

Tenant/ Category	Stage One, FY2027 GLA (sq.m)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)	Stage Two, FY2032 GLA (sq.m)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)	Stage Three, FY2038 GLA (sq.m)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)
Majors																		
Kmart	0	0	0	0	0	0.0%	7,000	31,764	4,538	2,223	318	7.0%	7,000	35,165	5,024	2,286	327	6.5%
Big W	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	7,000	31,816	4,545	2,386	341	7.5%
Woolworths	3,600	39,064	10,851	1,758	488	4.5%	3,600	42,173	11,715	1,792	498	4.3%	3,600	56,767	15,769	2,413	670	4.3%
Coles	0	0	0	0	0	0.0%	3,600	35,387	9,830	1,592	442	4.5%	3,600	47,632	13,231	1,905	529	4.0%
Aldi	0	0	0	0	0	0.0%	1,600	19,390	12,119	776	485	4.0%	1,600	26,100	16,312	913	571	3.5%
Total Majors	3,600	39,064	10,851	1,758	488	4.5%	15,800	128,713	8,146	6,384	404	5.0%	22,800	197,480	8,661	9,903	434	5.0%
Mini-majors (> 400 sq.m)																		
Fresh Grocer	1,400	9,800	7,000	784	560	8.0%	1,400	11,087	7,920	776	554	7.0%	1,400	12,858	9,184	900	643	7.0%
Indian Grocer	700	3,392	4,846	407	582	12.0%	700	3,838	5,483	384	548	10.0%	700	4,451	6,358	445	636	10.0%
Pharmacy	500	4,308	8,615	538	1,077	12.5%	500	4,874	9,747	560	1,121	11.5%	500	5,652	11,304	650	1,300	11.5%
Cotton On	0	0	0	0	0	0.0%	700	3,841	5,487	538	768	14.0%	700	4,454	6,363	601	859	13.5%
The Reject Shop	0	0	0	0	0	0.0%	700	3,241	4,630	454	648	14.0%	700	3,759	5,370	507	725	13.5%
JB Hi-Fi	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	1,300	39,000	30,000	975	750	2.5%
Rebel Sport	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	1,500	11,250	7,500	1,013	675	9.0%
Best and Less	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	1,200	7,200	6,000	864	720	12.0%
Mini-majors	2,600	17,499	6,731	1,729	665	9.9%	4,000	26,881	6,720	2,712	678	10.1%	8,000	88,624	11,078	5,955	744	6.7%
Retail Specialties																		
Food & Liquor	330	4,442	13,461	400	1,212	9.0%	1,030	15,234	14,790	1,676	1,627	11.0%	1,530	25,076	16,389	3,034	1,983	12.1%
Food Catering	780	6,300	8,077	819	1,050	13.0%	1,580	13,700	8,671	2,137	1,353	15.6%	3,980	42,043	10,564	7,215	1,813	17.2%
Apparel	0	0	0	0	0	0.0%	800	5,574	6,967	892	1,115	16.0%	3,800	32,258	8,489	5,677	1,494	17.6%
Household Goods	0	0	0	0	0	0.0%	200	1,520	7,601	258	1,292	17.0%	1,050	9,768	9,303	1,827	1,740	18.7%
Leisure	50	377	7,538	45	905	12.0%	150	1,240	8,268	179	1,191	14.4%	900	9,507	10,563	1,506	1,673	15.8%
General Retail	25	256	10,230	29	1,177	11.5%	725	8,458	11,666	1,142	1,575	13.5%	1,975	27,156	13,750	4,033	2,042	14.9%
Retail Services	515	3,882	7,538	563	1,093	14.5%	1,215	9,926	8,169	1,727	1,421	17.4%	2,465	23,704	9,616	4,537	1,841	19.1%
Total Retail Spec.	1,700	15,257	8,975	1,856	1,092	12.2%	5,700	55,652	9,763	8,011	1,405	14.4%	15,700	169,512	10,797	27,828	1,773	16.4%
Total Retail	**7,900**	**71,821**	**9,091**	**5,344**	**676**	**7.4%**	**25,500**	**211,246**	**8,284**	**17,106**	**671**	**8.1%**	**46,500**	**455,615**	**9,798**	**43,687**	**940**	**9.6%**
Non-retail																		
Non-retail Floorspace	100	n.a.	n.a.	65	650	n.a.	600	n.a.	n.a.	510	850	n.a.	2,500	n.a.	n.a.	2,500	1,000	n.a.
Cinema/Entertainment	0	n.a.	n.a.	0	0	n.a.	0	n.a.	n.a.	0	0	n.a.	11,000	n.a.	n.a.	6,050	550	n.a.
Total Centre	**8,000**	**71,821**	**8,978**	**5,409**	**676**	**n.a.**	**26,100**	**211,246**	**8,094**	**17,616**	**675**	**n.a.**	**60,000**	**455,615**	**7,594**	**52,237**	**871**	**n.a.**

**Inflated dollars & including GST*

1 Location & Performance

This section of the report reviews the regional and local context of the Mt Atkinson site, as well as the current masterplan.

1.1. Regional and Local Context

i. Mt Atkinson is a designated growth area located in the western suburbs of Melbourne, some 23 km from the Melbourne Central Business District (CBD) (refer Map 1.1).

ii. Mt Atkinson is located within the suburb of Truganina which forms part of the rapidly growing City of Melton. The Melton municipality is projected to grow from 217,000 people in 2024 to 440,000 by 2051. Ultimately, up to 200,000 jobs are also anticipated for the City of Melton.

iii. The Melbourne West Growth Corridor (refer Figure 1.1) is the most substantial area of growth in Melbourne and forms part of the State Government's strategy to manage the population and economic growth of the Melbourne West Region.

iv. The land between Caroline Springs and the Melton township is of greatest relevance to the designated Mt Atkinson and Tarneit Plains Precinct Structure Plan (PSP). Figure 1.2 illustrates the indicative layout of the Mt Atkinson and Tarneit Plains PSP with key features including:

- Approximately 8,000 dwellings will accommodate some 22,400 residents
- A state significant employment precinct will accommodate almost 19,000 jobs. As such, significant business, industrial, and mixed-use designations have been made.
- A major activity centre which is the subject of this report
- A train station is designated within the northern portion of the PSP, with timing uncertain at this stage.
- The PSP is bounded to the west by the land set aside for the future Outer Metropolitan Ring Road.
- Local convenience centres elsewhere in the PSP which may include small supermarkets
- Several primary and secondary schools
- A range of community facilities
- Parkland, sporting fields, and open space

v. Stockland Mt Atkinson is a masterplanned community being developed by Stockland, located south of the Mt Atkinson MTC. First homes were constructed in late 2019 with around 4,400 lots ultimately planned.

vi. Map 1.2 illustrates the local context of the Mt Atkinson MTC, with key points to note including:

- The site is surrounded by emerging communities with residential development under construction to the south.
- A provision of mixed-use zoned land adjoins the subject site.
- A designated school is immediately west of the subject site.
- North of Greigs Road there is designated town centre zoned land.

vii. Overall, the Mt Atkinson and Tarneit Plains PSP is a developing precinct for residents and workers. In the future, the PSP will become a strategic location at the intersection of arterial roads as well as a public transport network.

MAP 1.1. MT ATKINSON REGIONAL CONTEXT

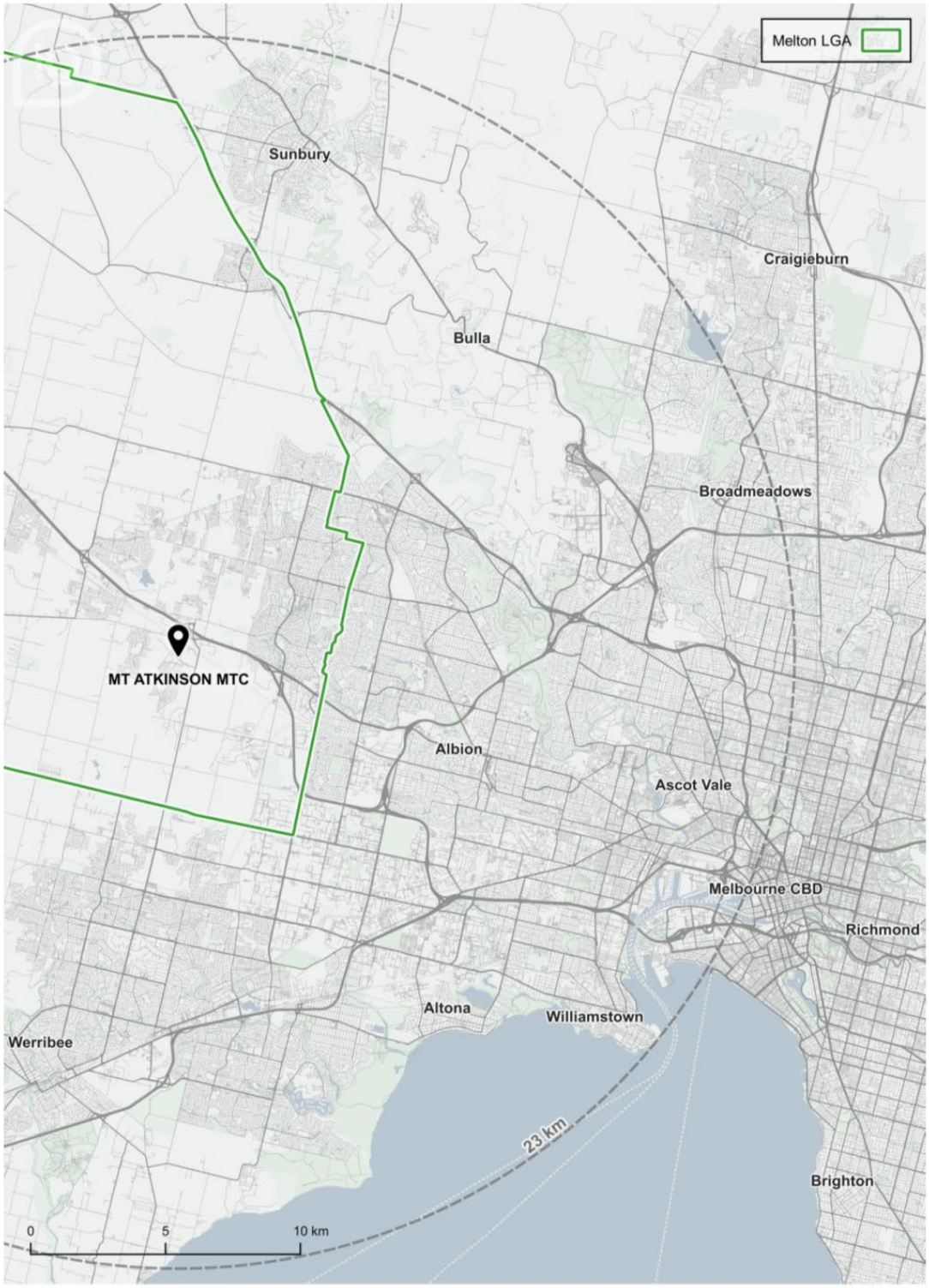


FIGURE 1.1. WEST GROWTH CORRIDOR PLAN

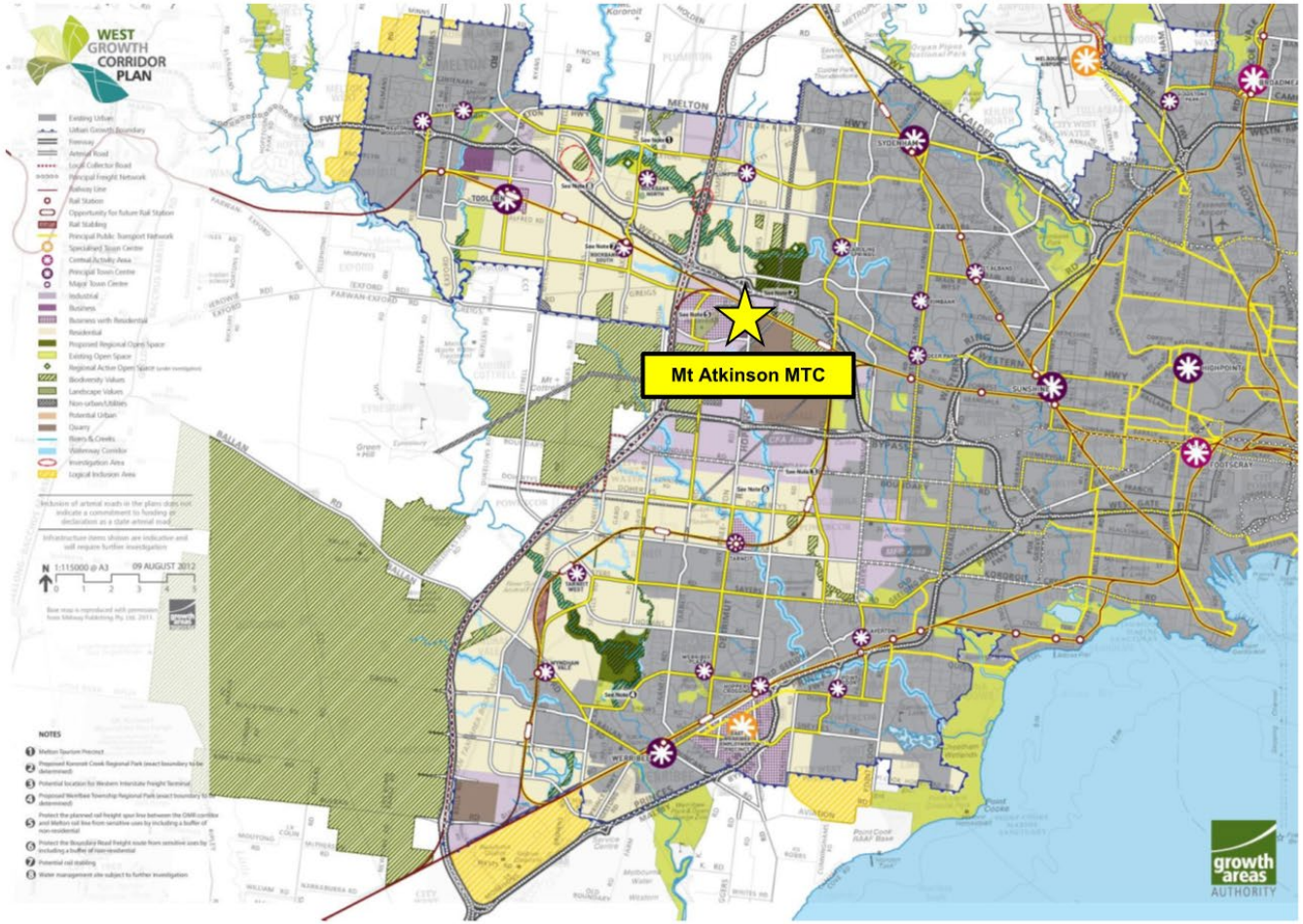
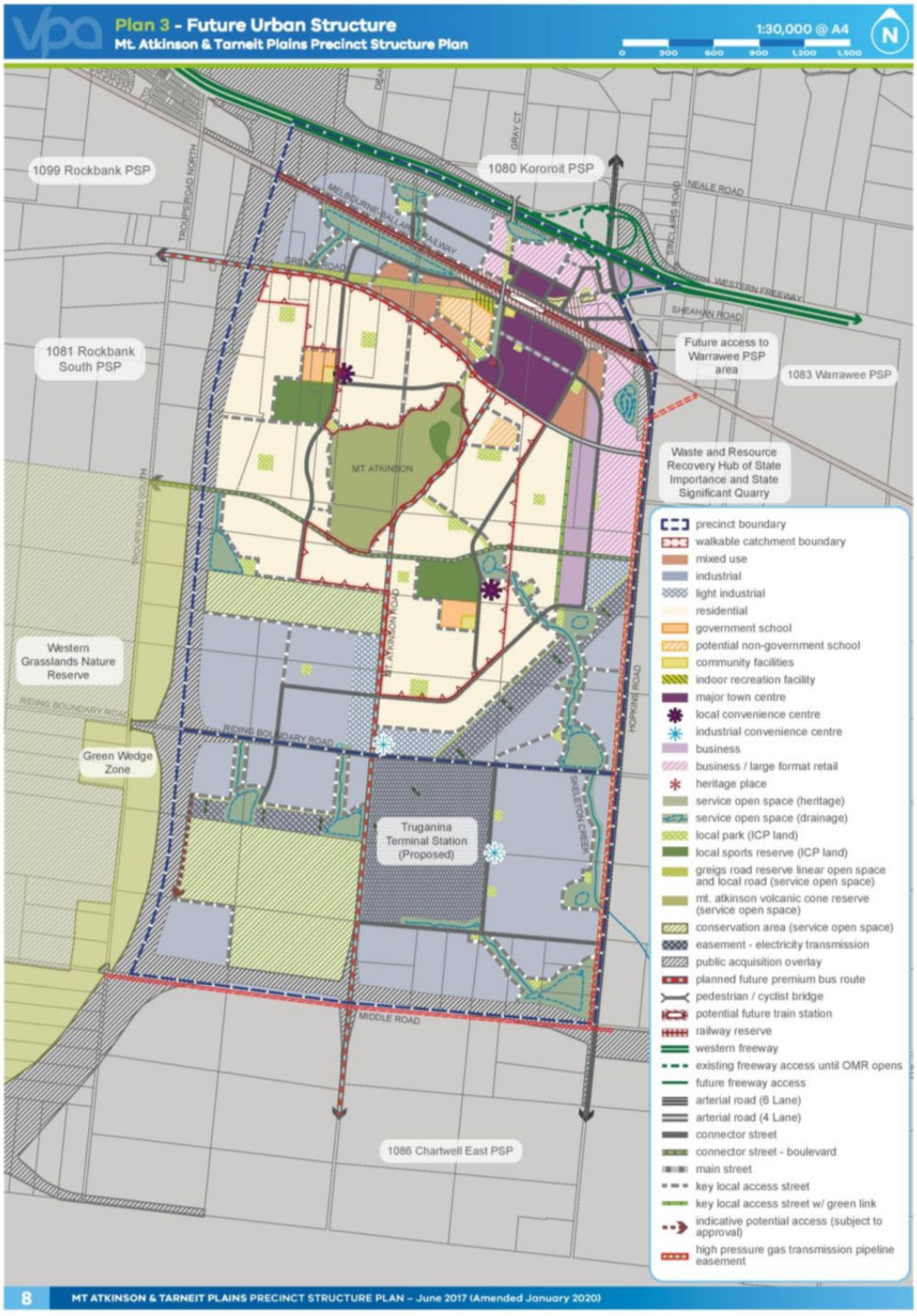


FIGURE 1.2. MT ATKINSON & TARNEIT PLAINS PSP – FUTURE URBAN STRUCTURE



MAP 1.2. MT ATKINSON LOCAL CONTEXT



1.2. Master Plan

i. The owners of the Mt Atkinson MTC site are currently planning the development of the designated Town Centre. The designated centre will be referred to as the Mt Atkinson MTC throughout the remained of this report.

ii. Key components of the the Mt Atkinson MTC include:

- **Stage One** will open in 2027 and provide 8,000 sq.m of total retail floorspace, the centre will be anchored by a full-line Woolworths supermarket.
- **Stage Two** will account for the first major expansion of the shopping centre. The additional components will be a discount department store, and two new supermarkets. The centre will span 24,000 sq.m with 18,000 sq.m of total retail floorspace. The first expansion is anticipated by 2032.
- **Stage Three** will open by 2038 and span across 60,000 sq.m with 46,500 sq.m of retail floorspace. Additional tenants will include a Big W discount department store, along with mini-major tenants and entertainment (cinemas).

iii. Figure 1.3 illustrates the indicative plan for the Mt Atkinson MTC and surrounding town centre uses. As shown, a variety of uses will ultimately be integrated with a new train station to the north and significant large format retail lands to the east.

1.3. City of Melton Employment and Industrial Land Strategy

i. Charter Keck Cramer (CKC) were engaged by the City of Melton in June 2024 to provide a long term plan for achieving a job rich, sustainable and inclusive local economy. The three overarching directions include:

- **Direction 1:** Facilitate Industrial Growth and Diversification
- **Direction 2:** Boost Local Employment Growth
- **Direction 3:** Prepare for Change

ii. The strategy sets the strategic vision, directions, and a framework to guide the long-term use and development of industrial and commercial land in the City of Melton. It also establishes employment precincts across the municipality to help guide future employment opportunities and land uses.

iii. The Mt Atkinson MTC is referred to as being in the Southern Precinct in the CKC report. This comprises the large format industrial area that forms the western edge of the Western State Significant Industrial Precinct, and the future Major Activity Centre and its surrounding employment land.

iv. Objective 7 of the CKC report is titled *Foster commercial investment in the City's Activity Centre Network* and is described as:

> *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.

v. Mt Atkinson is designated as one of the future Major Activity Centres along with Rockbank and Fraser Rise. These suburban centres are described as providing 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.

vi. The recent CKC report supports the development of the Mt Atkinson MTC to ensure the timely delivery of employment land as a key short term priority. Another key short term direction is to encourage the establishment of new economic enterprise in the Mt Atkinson MTC that directly supports the technological, human resource and management needs of the precinct's major industries.

FIGURE 1.3. MT ATKINSON MTC LAYOUT – URBAN STRUCTURE

THE FRAMEWORK PLAN

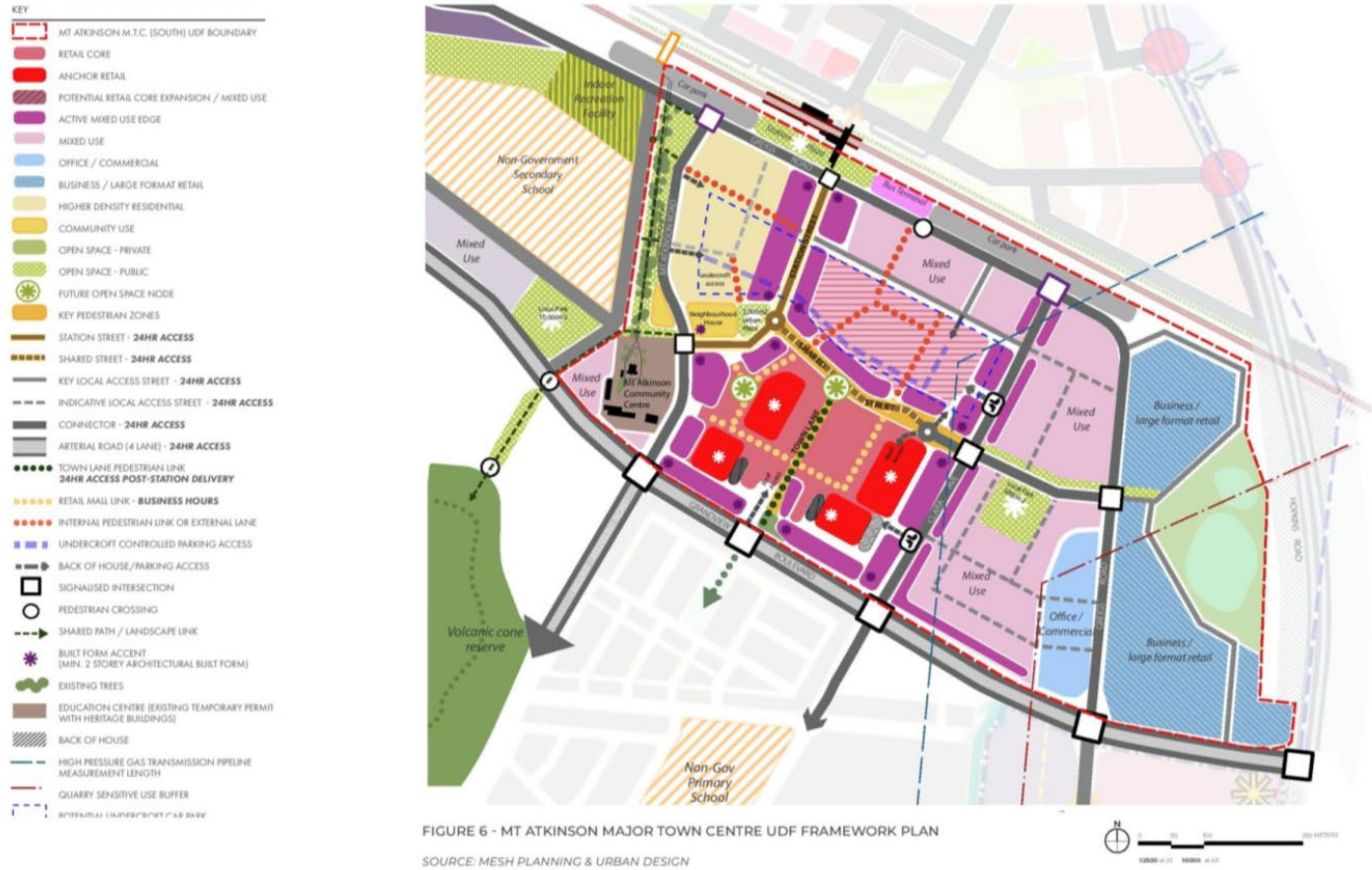


FIGURE 6 - MT ATKINSON MAJOR TOWN CENTRE UDF FRAMEWORK PLAN

SOURCE: MESH PLANNING & URBAN DESIGN

2 Trade Area Analysis

This section of the report outlines the trade area likely to be served by the planned Mt Atkinson MTC, including current and projected population and retail spending levels. The socio-economic profile of the trade area population is also reviewed.

2.1. Total Trade Area Definition

viii. Map 2.1 illustrates the defined total trade area for potential uses at the Mt Atkinson MTC site. The total trade area has been defined taking into account the following key considerations:

- The possible future uses at the site.
- The existing supply of these uses throughout the region.
- Regional and local accessibility.
- The pattern of urban development.
- Significant physical barriers.

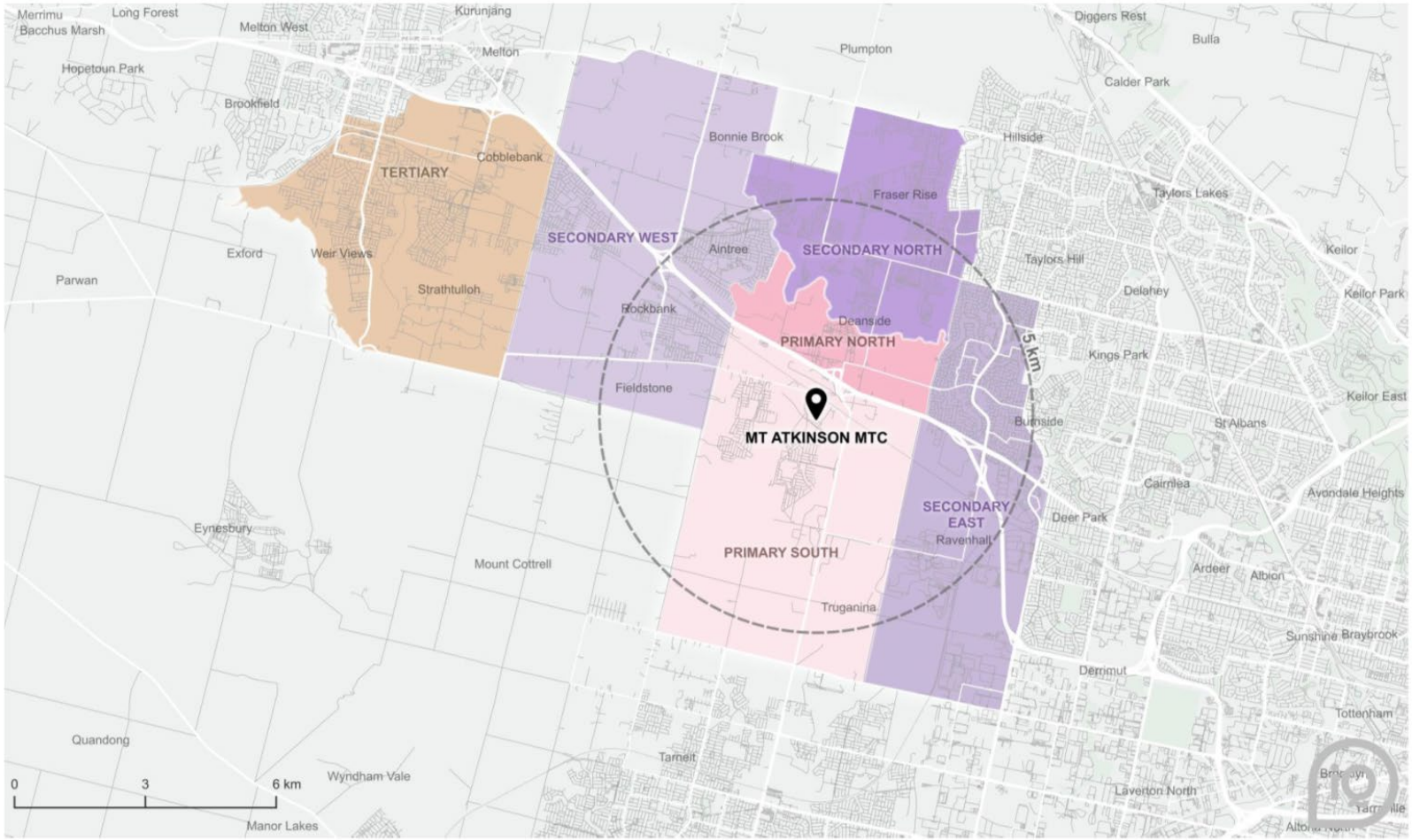
ix. The trade area is defined to include the sectors as follows

- The **primary south sector** extends north to the Western Freeway and south to Boundary Road, incorporating the growing suburbs of Fieldstone, Mount Cottrell, Truganina, Ravenhall, and Thornhill Park.
- The **primary north sector** is limited to the north by Koroit Creek and extends south to the Western Freeway. The sector partially encompasses the suburbs of Deanside and Aintree.
- The **secondary north sector** includes parts of Fraser Rise, Deanside, Plumpton, Bonnie Brook, and Calder Park.
- The **secondary east sector** includes the suburbs of Caroline Springs, Ravenhall, and Burnside.
- The **secondary west sector** includes the suburbs of Rockbank and Grangefield and partially encompasses the suburbs of Thornhill Par and Aintree.

x. The combination of these five sectors is referred to as the Mt Atkinson main trade area which is centred along the Western Freeway. This is the region from which the site would attract most customers.

xi. An additional tertiary sector has also been included which incorporates the growing areas of Strathtulloh, Weir Views, Cobblebank, Melton South, and Exford. The combination of these sectors are referred to as the Mt Atkinson total trade area throughout the remainder of this report.

MAP 2.1. TOTAL TRADE AREA DEFINITION



2.2. Total Trade Area Population

i. Table 2.1 details the total trade area current and projected population levels by sector. This information is sourced from the following:

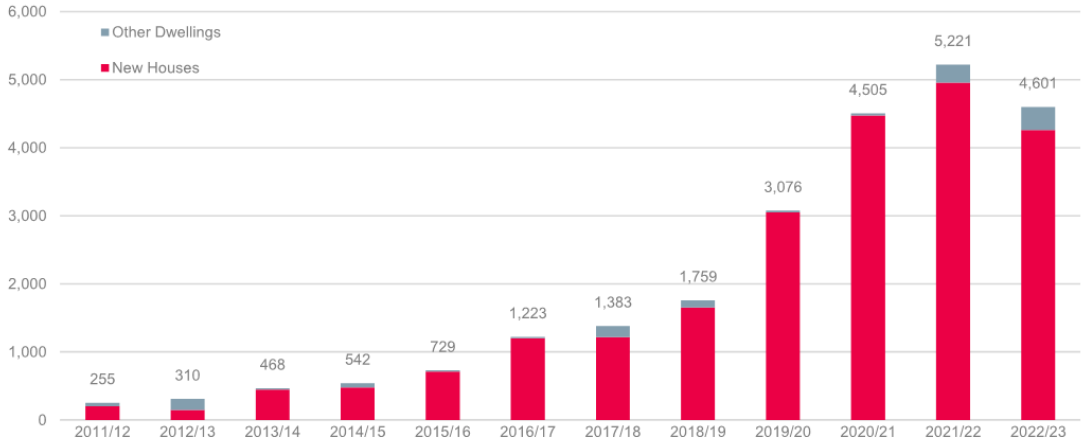
- The 2011, 2016, and 2021 Census of Population and Housing undertaken by the Australian Bureau of Statistics (ABS).
- New dwelling approval statistics sourced from the ABS over the period from 2011/12 to 2022/23 (refer Chart 2.1) demonstrate a surge of new dwellings were approved on average across the total trade area over the 2016/17 to 2022/23 period. Since 2016/17, an average of 3,110 new dwellings have been approved across the total trade area.
- Population projections prepared for the City of Melton by Forecast .id.
- Investigations by this office into new residential developments in the region.

ii. The total trade area population is currently estimated at 105,540, including 8,820 persons within the combined primary sector. The total trade area population is predicted to grow rapidly, to almost 250,000 persons by 2041. Over the period to 2041, the total trade area population is projected to increase at an average annual rate of 5.2%.

iii. Relevantly, by 2041, the total primary and secondary north sectors are projected to be fully developed. The secondary west sector is projected to be the last sector to reach full development (assumed to be around 2050).

iv. Population growth across the total trade area will primarily be driven by greenfield developments. Map 2.2 illustrates the designated residential Broadhectare land across the total trade area which indicates capacity for an additional 64,000 homes or approximately 192,000 persons (assuming three persons per dwelling).

CHART 2.1. MT ATKINSON TOTAL TRADE AREA NEW DWELLING APPROVALS, 2011 – 2023



Source: ABS

TABLE 2.1. MT ATKINSON TOTAL TRADE AREA POPULATION, 2011 - 2041

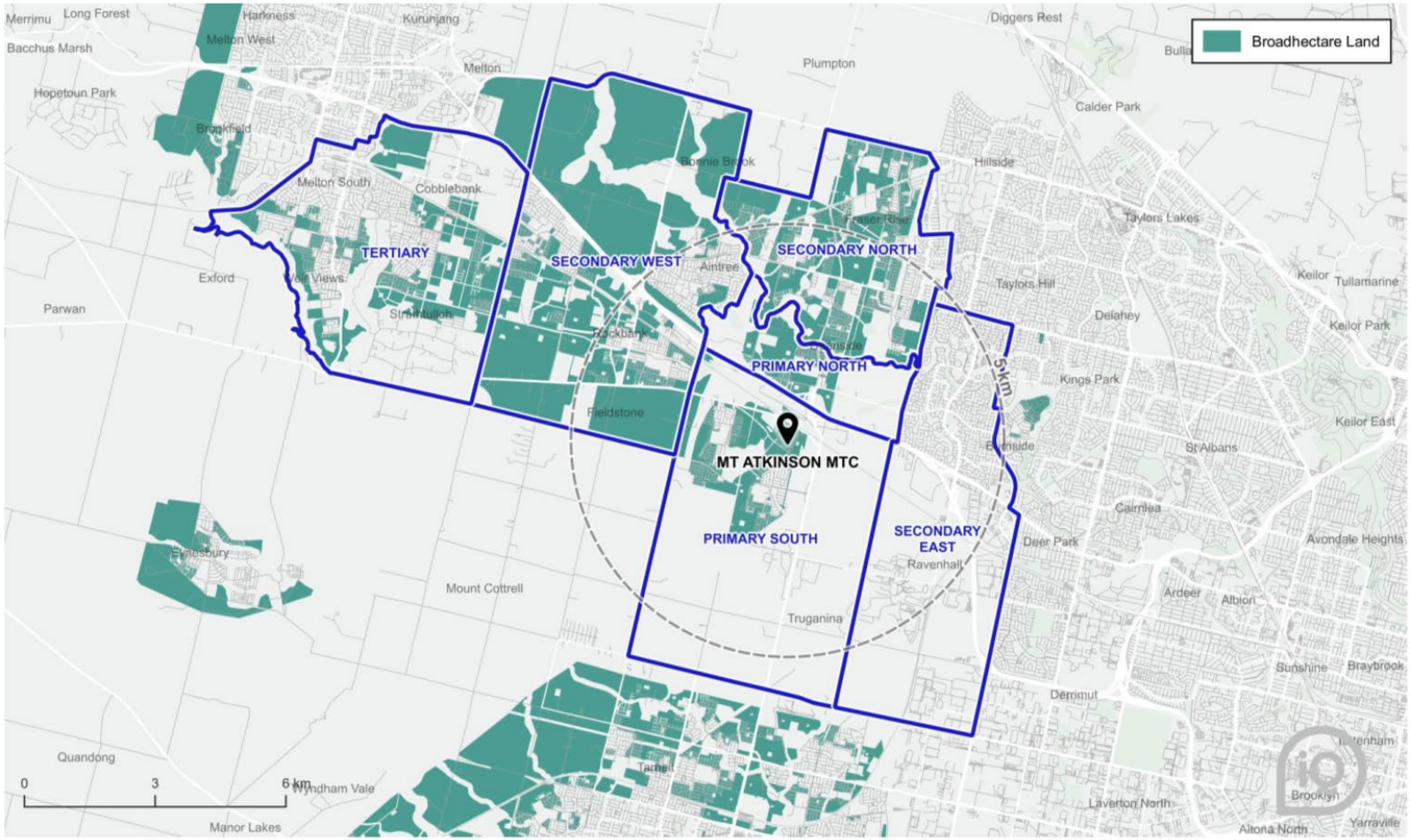
Population	Actual			Forecast					Change
	2011	2016	2021	2024	2026	2031	2036	2041	2024-41
Primary Sectors									
• North	90	120	70	2,020	3,820	6,320	8,570	9,320	*7,300*
• South	410	400	1,400	6,800	10,000	15,000	20,000	22,500	*15,700*
Total Primary	500	520	1,470	8,820	13,820	21,320	28,570	31,820	*23,000*
Secondary Sectors									
• East	21,210	25,170	25,850	26,000	26,040	26,040	26,040	26,040	*40*
• North	120	2,340	7,150	18,250	26,250	39,750	49,750	57,250	*39,000*
• West	1,310	1,440	14,030	23,030	29,030	44,030	59,030	71,530	*48,500*
Total Secondary	22,640	28,950	47,030	67,280	81,320	109,820	134,820	154,820	*87,540*
Main Trade Area	**23,140**	**29,470**	**48,500**	**76,100**	**95,140**	**131,140**	**163,390**	**186,640**	***110,540***
Tertiary Sector	5,880	8,700	20,440	29,440	35,440	47,940	57,940	62,940	*33,500*
Total Trade Area	**29,020**	**38,170**	**68,940**	**105,540**	**130,580**	**179,080**	**221,330**	**249,580**	***144,040***

Average Annual Change (No.)	Actual		Forecast					Change
	2011-16	2016-21	2021-24	2024-26	2026-31	2031-36	2036-41	2024-41
Primary Sectors								
• North	6	-10	650	900	500	450	150	*429*
• South	-2	200	1,800	1,600	1,000	1,000	500	*924*
Total Primary	4	190	2,450	2,500	1,500	1,450	650	*1,353*
Secondary Sectors								
• East	792	136	50	20	0	0	0	*2*
• North	444	962	3,700	4,000	2,700	2,000	1,500	*2,294*
• West	26	2,518	3,000	3,000	3,000	3,000	2,500	*2,853*
Total Secondary	1,262	3,616	6,750	7,020	5,700	5,000	4,000	*5,149*
Main Trade Area	**1,266**	**3,806**	**9,200**	**9,520**	**7,200**	**6,450**	**4,650**	***6,502***
Tertiary Sector	564	2,348	3,000	3,000	2,500	2,000	1,000	*1,971*
Total Trade Area	**1,830**	**6,154**	**12,200**	**12,520**	**9,700**	**8,450**	**5,650**	***8,473***

Average Annual Change (%)	Actual		Forecast					Change
	2011-16	2016-21	2021-24	2024-26	2026-31	2031-36	2036-41	2024-41
Total Primary	0.8%	23.1%	81.7%	25.2%	9.1%	6.0%	2.2%	*7.8%*
Total Secondary	5.0%	10.2%	12.7%	9.9%	6.2%	4.2%	2.8%	*5.0%*
Main Trade Area	**5.0%**	**10.5%**	**16.2%**	**11.8%**	**6.6%**	**4.5%**	**2.7%**	***5.4%***
Tertiary Sector	8.2%	18.6%	12.9%	9.7%	6.2%	3.9%	1.7%	*4.6%*
Total Trade Area	**5.6%**	**12.6%**	**15.3%**	**11.2%**	**6.5%**	**4.3%**	**2.4%**	***5.2%***
Greater Melbourne	*2.5%*	*1.6%*	*0.0%*	*2.0%*	*1.7%*	*1.6%*	*1.5%*	*1.7%*
Australian Average	*1.6%*	*1.2%*	*2.4%*	*1.6%*	*1.3%*	*1.2%*	*1.1%*	*1.3%*

All figures as at June and based on 2021 SA1 boundary definition. *Sources : ABS; forecast .id*

MAP 2.2. BROADHECTARE LANDS 2021



2.3. Socio-economic Profile

i. Table 2.2 summarises the socio-economic characteristics of the total trade area population by sector, compared with the Greater Melbourne and Australian benchmarks. This information is based on the latest 2021 Census of Population and Housing.

ii. Key points to note are summarised as follows:

- Total trade area average household income levels are in-line with the Greater Melbourne and Australian benchmarks.
- The average age across the total trade area (31.7 years old) is significantly younger than the Greater Melbourne benchmark (38.4 years).
- The total trade area comprises an ethnically diverse population, with almost half (44.1%) of the population were born overseas. Notably, Asian born residents comprise 26.2% of the total trade area.
- The dominant family type across the total trade area is traditional families (i.e. couples with dependent children) which comprise 61.2% of all households. This is significantly higher than the Greater Melbourne benchmark (47.6%) and is similarly reflected in the large average household size (3.2).

iii. The socio-economic profile of the total trade area population is generally consistent with those prevalent throughout Australian growth areas, including an ethnically diverse, young family market.

iv. Table 2.3 outlines the key changes in the socio-economic profile of the main trade area population from the 2011 to the 2021 Census. Notably, the proportion of overseas-born residents and traditional family households grew strongly compared to the Greater Melbourne benchmark, reflecting the changing demographic towards a typical greenfield growth corridor.

TABLE 2.2. SOCIO-ECONOMIC PROFILE, 2021 CENSUS

Characteristic	Primary Sectors North	Primary Sectors South	Secondary Sectors East	Secondary Sectors North	Secondary Sectors West	Main TA	Tertiary Sector	Total TA	Greater Melbourne Average	Australia Average
People										
Age Distribution (% of Pop'n)										
Aged 0-14	15.6%	24.3%	19.6%	28.0%	28.6%	**23.6%**	28.7%	**25.1%**	17.9%	18.0%
Aged 15-19	4.7%	2.2%	7.7%	6.0%	3.9%	**6.2%**	4.7%	**5.7%**	5.5%	5.7%
Aged 20-29	14.1%	21.8%	13.9%	13.8%	15.6%	**14.6%**	14.9%	**14.7%**	14.6%	13.3%
Aged 30-39	14.1%	26.1%	15.5%	23.4%	28.6%	**20.7%**	23.1%	**21.4%**	16.4%	14.6%
Aged 40-49	15.6%	10.3%	17.7%	15.0%	11.6%	**15.3%**	11.8%	**14.3%**	13.5%	13.0%
Aged 50-59	0.0%	5.9%	11.9%	6.9%	6.1%	**9.3%**	7.0%	**8.6%**	12.0%	12.5%
Aged 60+	35.9%	9.2%	13.8%	6.8%	5.6%	**10.3%**	9.8%	**10.1%**	20.1%	23.0%
Average Age	42.2	30.3	35.6	29.3	28.2	**32.4**	30.0	**31.7**	38.4	39.5
Birthplace (% of Pop'n)										
Australian	59.7%	47.7%	59.3%	55.3%	49.0%	**55.4%**	57.1%	**55.9%**	63.8%	72.0%
Overseas	40.3%	52.3%	40.7%	44.7%	51.0%	**44.6%**	42.9%	**44.1%**	36.2%	28.0%
• Asia	18.1%	34.0%	19.3%	26.0%	36.4%	**25.6%**	27.7%	**26.2%**	18.9%	12.1%
• Europe	22.2%	5.1%	7.2%	5.3%	2.9%	**5.7%**	2.9%	**4.9%**	7.9%	7.2%
• Other	0.0%	13.2%	14.1%	13.4%	11.8%	**13.3%**	12.3%	**13.0%**	9.4%	8.7%
Family										
Average Household Size	2.8	2.9	3.4	3.2	3.2	**3.3**	3.0	**3.2**	2.6	2.5
Family Type (% of Pop'n)										
Couple with dep't children	45.1%	55.4%	58.0%	66.5%	67.3%	**62.1%**	59.2%	**61.2%**	47.6%	44.2%
Couple with non-dep't child.	16.9%	5.0%	9.4%	4.3%	3.6%	**6.7%**	3.9%	**5.9%**	8.1%	7.7%
Couple without children	12.7%	22.5%	13.7%	13.0%	15.4%	**14.4%**	14.7%	**14.5%**	21.4%	23.8%
Single with dep't child.	5.6%	6.4%	9.2%	9.1%	6.6%	**8.3%**	11.8%	**9.3%**	7.6%	8.6%
Single with non-dep't child.	0.0%	2.3%	3.2%	2.6%	2.1%	**2.7%**	3.3%	**2.9%**	4.0%	4.0%
Other family	8.5%	1.9%	0.7%	0.5%	0.8%	**0.8%**	1.0%	**0.8%**	1.1%	1.0%
Lone person	11.3%	6.5%	5.7%	3.9%	4.2%	**5.0%**	6.0%	**5.3%**	10.2%	10.8%
Employment										
Income Levels										
Average Per Capita Income	$32,413	$53,713	$50,149	$53,455	$52,940	**$51,522**	$44,511	**$49,518**	$56,845	$55,301
Per Capita Income Variation	-43.0%	-5.5%	-11.8%	-6.0%	-6.9%	**-9.4%**	-21.7%	**-12.9%**	n.a.	n.a.
Average Household Income	$98,564	$116,319	$119,413	$125,153	$122,165	**$120,982**	$96,255	**$113,420**	$115,794	$109,594
Household Income Variation	-14.9%	0.5%	3.1%	8.1%	5.5%	**4.5%**	-16.9%	**-2.0%**	n.a.	n.a.
Housing										
Tenure Type (% of Dwellings)										
Owned	86.4%	77.0%	76.9%	81.7%	75.4%	**77.2%**	65.6%	**73.7%**	68.2%	67.4%
Rented	13.6%	23.0%	20.5%	16.9%	24.2%	**21.1%**	34.1%	**25.1%**	30.3%	30.8%
Other Tenure Type	0.0%	0.0%	2.5%	1.4%	0.4%	**1.7%**	0.3%	**1.2%**	1.5%	1.8%

Sources: ABS Census of Population and Housing 2021

TABLE 2.3. MAIN TRADE AREA SOCIO-ECONOMIC PROFILE, COMPARISION 2011 - 2021

Characteristic	Mt Atkinson MTC Main Trade Area 2011	2016	2021	Change (%) 2011-16	2016-21	2011-21	Greater Melbourne 2011	2016	2021	Change (%) 2011-16	2016-21	2011-21
People												
Average Age	31.8	33.1	32.4	0.8%	-0.4%	0.2%	37.3	37.7	38.4	0.2%	0.4%	0.3%
Birthplace (% of Pop'n)												
Australian	61.1%	61.0%	55.4%	0.0%	-5.6%	-5.6%	66.8%	65.0%	63.8%	-1.8%	-1.2%	-3.0%
Overseas	38.9%	39.0%	44.6%	0.0%	5.6%	5.6%	33.2%	35.0%	36.2%	1.8%	1.2%	3.0%
• Asia	16.0%	18.4%	25.6%	2.4%	7.2%	9.6%	12.2%	16.8%	18.9%	4.6%	2.1%	6.7%
• Europe	10.0%	8.3%	5.7%	-1.7%	-2.7%	-4.3%	11.3%	9.2%	7.9%	-2.0%	-1.3%	-3.3%
• Other	12.9%	12.2%	13.3%	-0.7%	1.1%	0.4%	9.8%	9.0%	9.4%	-0.8%	0.4%	-0.4%
Family												
Average Household Size	3.1	3.2	3.3	0.2%	0.7%	0.5%	2.6	2.6	2.6	-0.1%	-0.2%	-0.2%
Family Type (% of Pop'n)												
Couple with dep't children	59.3%	60.0%	62.1%	0.7%	2.1%	2.8%	47.4%	48.2%	47.6%	0.8%	-0.6%	0.2%
Couple with non-dep't child.	7.4%	6.9%	6.7%	-0.6%	-0.2%	-0.7%	8.7%	8.4%	8.1%	-0.3%	-0.3%	-0.6%
Couple without children	15.8%	14.9%	14.4%	-0.9%	-0.5%	-1.4%	21.0%	20.9%	21.4%	-0.2%	0.6%	0.4%
Single with dep't child.	9.3%	9.4%	8.3%	0.1%	-1.1%	-1.0%	8.2%	7.9%	7.6%	-0.3%	-0.2%	-0.6%
Single with non-dep't child.	2.3%	2.8%	2.7%	0.4%	0.0%	0.4%	3.8%	3.9%	4.0%	0.1%	0.1%	0.2%
Other family	0.6%	0.8%	0.8%	0.2%	0.0%	0.1%	1.3%	1.3%	1.1%	0.0%	-0.1%	-0.2%
Lone person	5.2%	5.2%	5.0%	0.0%	-0.2%	-0.2%	9.6%	9.5%	10.2%	0.0%	0.6%	0.6%
Employment												
Income Levels												
Average Per Capita Income	$39,312	$43,217	$51,522	1.9%	3.6%	2.7%	$40,082	$46,615	$56,845	3.1%	4.0%	3.6%
Per Capita Income Variation	-1.9%	-7.3%	-9.4%	-5.4%	-2.1%	-7.4%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Average Household Income	$87,210	$100,135	$120,982	2.8%	3.9%	3.3%	$84,243	$97,303	$115,794	2.9%	3.5%	3.2%
Household Income Variation	3.5%	2.9%	4.5%	-0.6%	1.6%	1.0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.

Source: ABS Census of Population and Housing 2011, 2016 & 2021

higher | lower than benchmark

2.4. Total Trade Area Retail Expenditure Capacity

i. Charts 2.2 and 2.3 illustrate the retail expenditure levels per person across the total trade area compared with the Greater Melbourne average. Chart 2.4 illustrates the retail expenditure per capita variation from the Greater Melbourne average.

ii. Table 2.4 outlines the total retail expenditure levels generated by the total trade area population. The total retail expenditure level is currently estimated at $1.34 billion and is projected to increase at an average annual growth rate of 8.1% to $5.02 billion by 2041. All figures presented in this report are in inflated dollars and include GST.

iii. The average annual spending growth rate of 8.1% reflects the following:

- **Food category inflation** of 3.5% in 2025 and 2.5% in 2026. From 2027, food category inflation is assumed to stabilise at 2.0% per annum.
- **Non-food category inflation** of 1.5% over the 2025 – 2026 period. From 2027, non-food category inflation is assumed to remain at 1.0% per annum
- **Real growth** in retail spending per capita of 0.0% is assumed over the period to 2025/26. From 2026/27 real growth per capita is assumed at 0.5% annually for food retail and 1.0% for non-food retail over the period to 2041.
- **Population Growth:** total trade area population growth is projected at 5.2% per annum.

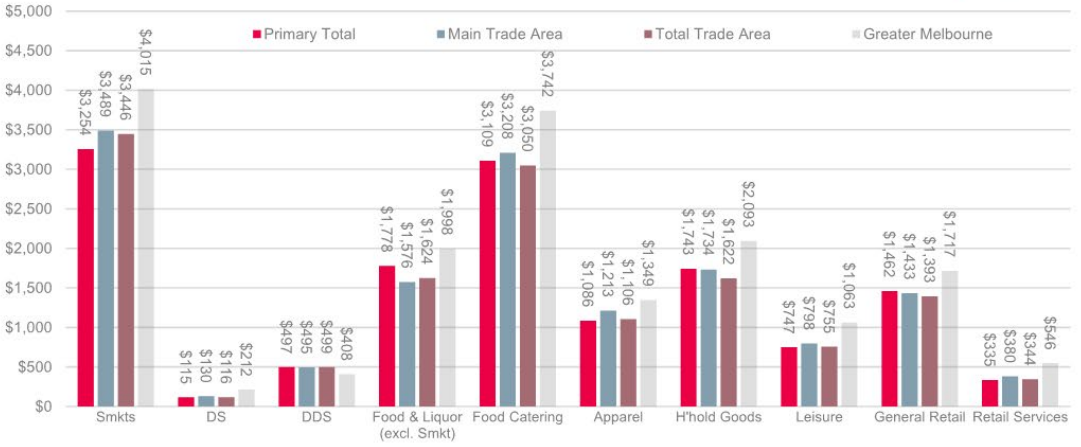
iv. Table 2.5 presents a breakdown of retail spending by key commodity group across the total trade area, indicating the largest spending market is supermarkets at $332.4 million, representing 24.7% of the total retail spending market.

CHART 2.2. TOTAL TRADE AREA RETAIL EXPENDITURE PER CAPITA VS. BENCHMARK, 2023/24



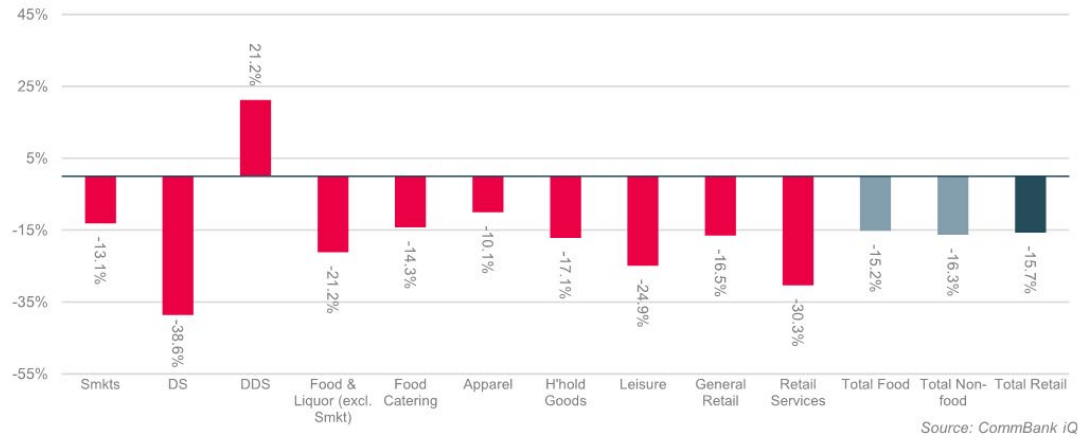
Source: CommBank iQ

CHART 2.3. TTA PER CAPITA RETAIL EXPENDITURE BY KEY COMMODITY GROUP VS. BENCHMARK, 2023/24



Source: CommBank iQ

CHART 2.4. TOTAL TRADE AREA RETAIL EXPENDITURE PER CAPITA VS. BENCHMARK, 2023/24



Source: CommBank iQ

TABLE 2.4. TOTAL TRADE AREA RETAIL EXPENDITURE ($M), 2024 – 2041

Y/E June	Primary Sectors North	Primary Sectors South	Secondary Sectors East	Secondary Sectors North	Secondary Sectors West	Main TA	Tertiary Sector	Total TA
2024	19.1	72.0	411.7	200.1	291.5	**994.4**	352.2	**1,346.5**
2025	40.3	105.9	423.2	262.9	344.3	**1,176.6**	402.6	**1,579.2**
2026	56.5	131.0	432.3	321.9	394.6	**1,336.4**	451.1	**1,787.5**
2027	71.4	153.9	442.8	376.3	446.3	**1,490.7**	498.7	**1,989.4**
2028	80.8	170.9	453.4	418.6	496.7	**1,620.4**	542.5	**2,163.0**
2029	91.5	189.7	464.3	465.8	552.8	**1,764.1**	590.2	**2,354.3**
2030	103.7	210.7	475.4	518.2	615.2	**1,923.2**	642.0	**2,565.2**
2031	117.4	234.0	486.9	576.6	684.6	**2,099.5**	698.5	**2,798.0**
2032	130.4	256.8	498.6	629.4	752.6	**2,267.8**	751.3	**3,019.1**
2033	141.9	278.6	510.5	674.2	817.2	**2,422.4**	799.2	**3,221.6**
2034	154.4	302.1	522.8	722.1	887.4	**2,588.9**	850.1	**3,439.0**
2035	168.1	327.7	535.4	773.5	963.6	**2,768.3**	904.3	**3,672.6**
2036	183.0	355.5	548.3	828.5	1,046.4	**2,961.7**	961.9	**3,923.6**
2037	194.8	379.2	561.5	880.0	1,124.9	**3,140.4**	1,012.3	**4,152.7**
2038	202.9	397.6	575.1	927.0	1,197.1	**3,299.6**	1,054.2	**4,353.7**
2039	211.3	416.9	589.0	976.4	1,274.0	**3,467.5**	1,097.7	**4,565.3**
2040	220.1	437.1	603.2	1,028.5	1,355.8	**3,644.7**	1,143.1	**4,787.9**
2041	229.2	458.3	617.8	1,083.5	1,442.9	**3,831.7**	1,190.4	**5,022.1**
Expenditure Growth								
2024-26	37.4	59.1	20.6	121.8	103.1	**342.0**	99.0	**441.0**
2026-31	60.9	102.9	54.5	254.7	290.0	**763.1**	247.3	**1,010.5**
2031-36	65.5	121.5	61.5	251.9	361.7	**862.2**	263.4	**1,125.6**
2036-41	46.3	102.8	69.5	254.9	396.5	**870.1**	228.5	**1,098.6**
2024-41	210.1	386.4	206.1	883.4	1,151.4	**2,837.4**	838.2	**3,675.6**
Average Annual Growth Rate								
2024-26	72.0%	34.9%	2.5%	26.8%	16.3%	**15.9%**	13.2%	**15.2%**
2026-31	15.7%	12.3%	2.4%	12.4%	11.7%	**9.5%**	9.1%	**9.4%**
2031-36	9.3%	8.7%	2.4%	7.5%	8.9%	**7.1%**	6.6%	**7.0%**
2036-41	4.6%	5.2%	2.4%	5.5%	6.6%	**5.3%**	4.4%	**5.1%**
2024-41	15.7%	11.5%	2.4%	10.4%	9.9%	**8.3%**	7.4%	**8.1%**

**Inflated dollars & including GST*

Source : CommBank iQ, Location iQ

TABLE 2.5. TOTAL TRADE AREA RETAIL EXPENDITURE ($M) BY KEY COMMODITY GROUP, 2024 - 2041

Y/E June	Supermarket	Department Store	Discount Dept Store	Food & Liquor	Food Catering	Apparel	H'hold Goods	Leisure	General Retail	Retail Services
2024	332.4	11.2	48.2	156.8	294.5	106.5	156.5	72.7	134.5	33.2
2025	392.4	12.9	56.0	185.3	348.7	123.7	181.7	84.1	156.0	38.5
2026	445.6	14.5	63.2	210.5	396.7	139.3	204.5	94.4	175.5	43.3
2027	496.1	16.0	69.9	234.4	444.4	154.6	226.8	104.5	194.5	48.0
2028	539.8	17.2	75.5	255.2	486.3	167.6	245.7	113.1	210.6	52.0
2029	588.0	18.5	81.6	278.1	532.7	181.8	266.4	122.5	228.3	56.3
2030	641.1	20.0	88.3	303.3	584.1	197.5	289.2	132.9	247.8	61.1
2031	699.7	21.6	95.6	331.2	641.1	214.7	314.3	144.2	269.2	66.4
2032	755.4	23.1	102.3	357.7	696.1	231.0	337.9	154.9	289.3	71.4
2033	806.6	24.4	108.4	382.2	747.4	245.6	359.2	164.6	307.5	75.8
2034	861.6	25.8	114.7	408.4	802.7	261.3	382.1	174.9	326.9	80.6
2035	920.6	27.3	121.6	436.6	862.5	278.1	406.5	186.0	347.7	85.8
2036	984.1	28.9	128.8	466.9	927.1	296.1	432.7	197.8	369.9	91.2
2037	1,042.1	30.3	135.2	494.6	987.2	312.4	456.3	208.5	390.0	96.2
2038	1,093.3	31.5	140.6	518.8	1,041.3	326.4	476.6	217.7	407.1	100.5
2039	1,147.1	32.7	146.2	544.3	1,098.5	341.2	497.9	227.3	425.2	105.0
2040	1,203.7	34.0	152.0	571.1	1,159.0	356.7	520.2	237.4	444.0	109.7
2041	1,263.4	35.4	158.1	599.4	1,223.0	372.9	543.6	247.9	463.8	114.6
Expenditure Growth										
2024-26	113.1	3.3	15.1	53.7	102.1	32.8	48.0	21.7	40.9	10.1
2026-31	254.1	7.1	32.3	120.7	244.5	75.4	109.8	49.8	93.7	23.1
2031-36	284.4	7.3	33.3	135.7	286.0	81.4	118.4	53.6	100.8	24.8
2036-41	279.3	6.5	29.2	132.5	296.0	76.8	110.9	50.1	93.9	23.4
2024-41	930.9	24.2	109.9	442.6	928.5	266.4	387.1	175.3	329.3	81.5
Average Annual Growth Rate										
2024-26	15.8%	13.9%	14.6%	15.9%	16.1%	14.4%	14.3%	14.0%	14.2%	14.2%
2026-31	9.4%	8.3%	8.6%	9.5%	10.1%	9.0%	9.0%	8.8%	8.9%	8.9%
2031-36	7.1%	6.0%	6.2%	7.1%	7.7%	6.6%	6.6%	6.5%	6.6%	6.6%
2036-41	5.1%	4.1%	4.2%	5.1%	5.7%	4.7%	4.7%	4.6%	4.6%	4.7%
2024-41	8.2%	7.0%	7.2%	8.2%	8.7%	7.6%	7.6%	7.5%	7.6%	7.6%

**Inflated dollars & including GST*

Source : CommBank iQ, Location iQ

3 Competition

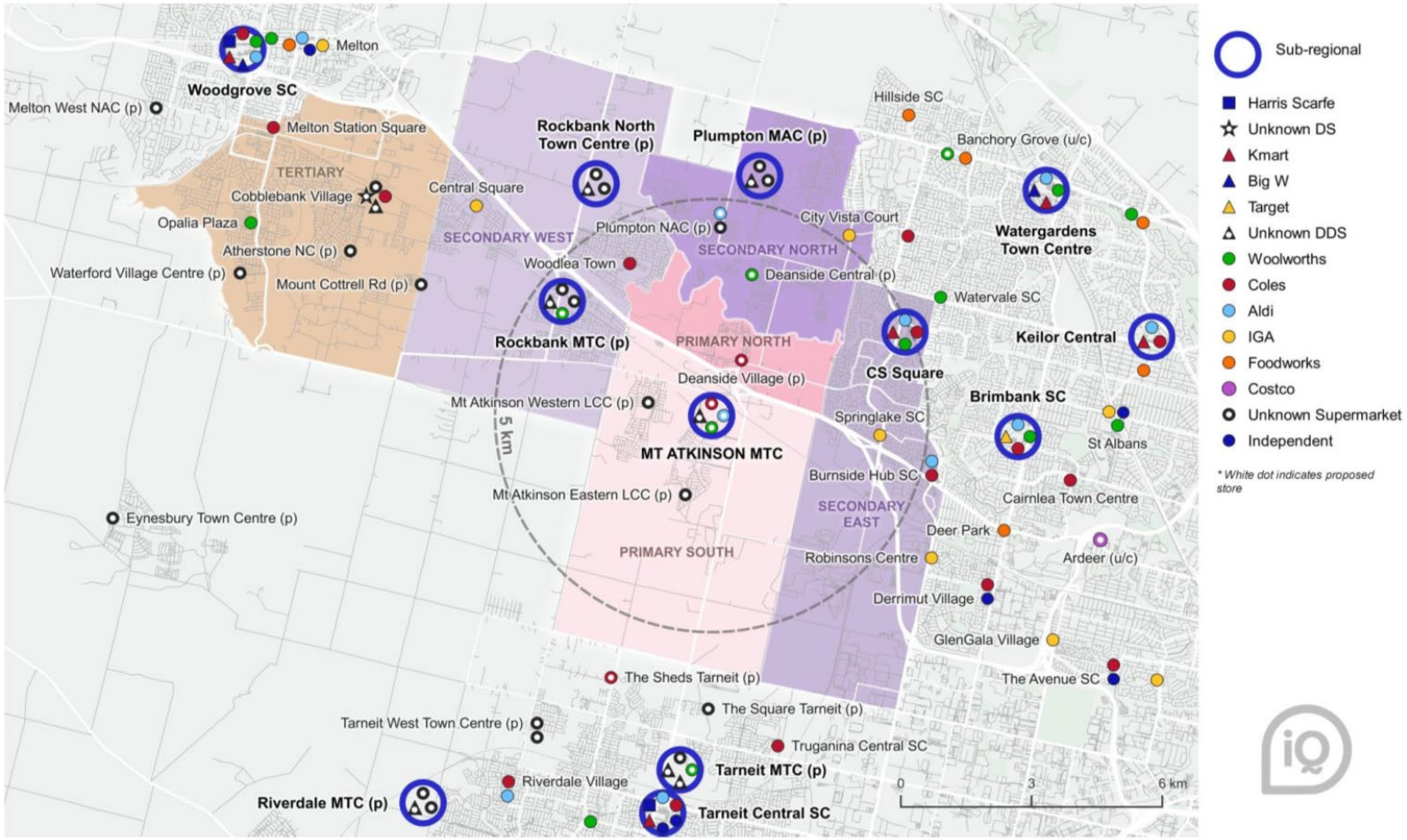
This section of the report provides a summary of the existing competitive developments of relevance within the region. Table 3.1 provides a summary of the composition of existing facilities within the surrounding region. Map 3.1 also illustrates the competitive environment of the total trade area.

TABLE 3.1. CURRENT COMPETITIVE ENVIRONMENT

Centre	Shopfront GLA (sq.m)	Anchor Tenants	Dist. From Site (km)
Regional Shopping Centres			
Pacific Werribee	110,000	Myer (12,500), Big W (7,600), Kmart (7,100), Target (6,500) Woolworths (4,000), Coles (4,000), Aldi (1,700)	15.0
Sub-regional Shopping Centres			
CS Square	25,000	Kmart (5,400), Woolworths (4,000), Coles (3,700), Aldi (1,540)	6.3
Woodgrove SC	54,200	Big W (7,450), Kmart (6,100), Woolworths (4,200), Coles (3,900), Aldi (1,700)	15.9
Supermarket Based Shopping Centres			
Springlake SC	2,700	IGA (920)	6.2
Burnside Hub SC	7,500	Coles (2,600), Aldi (1,600)	7.7
Woodlea Town	8,500	Coles (3,450)	8.8
Central Square	1,500	IGA (900)	9.2
Cobblebank Village	7,000	Coles (3,700)	13.5

Source: Location IQ Database

MAP 3.1. TOTAL TRADE AREA AND COMPETITION



3.1. Existing Competition

v. Retail facilities within the surrounding area form a typical retail hierarchy, including:

- Regional shopping centres some distance away, namely Pacific Werribee (15 km south) and Highpoint Shopping Centre (22 km east)
- Sub-regional shopping centres (CS Square, Woodgrove Shopping Centre, Tarneit Central Shopping Centre, Brimbank Shopping Centre, Watergardens Town Centre, and Keilor Central).
- A range of supermarket based centres to serve the local population.

3.1.1. Within the Total Trade Area

i. CS Square (secondary east sector) is the only sub-regional shopping centre in the total trade area, 6.3 km to the east. The centre spans 25,000 sq.m and is anchored by Kmart, Woolworths, Coles, and Aldi. Combined supermarket sales at the centre are understood to total over $100 million.

ii. There are currently no supermarket-based centres provided within the combined primary sectors. Supermarket-based centres in the secondary sectors include:

- Woodlea Town (secondary west sector), 8.8 km to the north, is anchored by a Coles supermarket of 3,450 sq.m. The centre opened in early 2021 along with some 20 specialty shops in the
- Springlake Shopping Centre (secondary east sector), 6.2 km to the east, opened in 2021 and is anchored by an IGA (920 sq.m) supermarket.
- Burnside Hub Shopping Centre (secondary east sector) is based on a Coles (2,530 sq.m) and Aldi (1,600 sq.m) supermarkets, 7.7 km to the east.
- Central Square (secondary west sector) is anchored by an IGA supermarket (900 sq.m), which opened earlier this year. The shopping centre is 9.2 km to the north-west.

iii. In the tertiary sector, full-line Coles and Woolworths supermarkets are provided in Cobblebank Village (7,000 sq.m) and Opalia Plaza (11,000 sq.m), respectively. These centres are more than 13 km (by road) from the site and are of little competitive relevance.

3.1.2. Beyond the Total Trade Area

i. Pacific Werribee is the closest regional shopping centre to the subject development (15 km to the south) and is anchored by Myer, Big W, Kmart, Target, Woolworths, Coles, and Aldi. The centre spans 110,000 sq.m and according to Shopping Centre News' *Big Guns 2023* publication achieved a Moving Annual Turnover (MAT) of $718 million.

ii. Sub-regional shopping centres of relevance beyond the total trade area include:

- Woodgrove Shopping Centre is the major sub-regional centre serving Melton as part of a broader Town Centre. The shopping centre is provided across 54,200 sq.m and includes Big W and Kmart discount department stores as well as Woolworths, Coles and Aldi supermarkets. The centre also accommodates six mini-majors and 134 specialty shops. Other facilities are provided in the broader Melton Town Centre.
- Tarneit Central Shopping Centre (21,200 sq.m) is along Derrimut Road, 9.4 km to the south. The centre is anchored by Harris Scarfe, Kmart, Coles, and Aldi, as well as an Asian supermarket and Indian supermarket.

iii. Supermarket-based shopping centres beyond the total trade area are of limited competitive relevance to the Mt Atkinson MTC.

3.2. Proposed Retail Developments

i. As is common for rapidly developing areas, a number of designated shopping centres are planned throughout the growth corridor.

ii. Table 3.2 outlines the designated retail sites across the region, as sourced from various PSPs. Future developments of relevance across the total trade area are as follows:

- Two small local centres are indicated in the Western and Eastern portion of the Mt Atkinson Estate. These are unlikely to compete with higher order facilities at the Mt Atkinson MTC.
- The only designated full-line supermarket site within the combined primary sectors is Deanside Village, 3.2 km to the north. It is understood that Coles have purchased this site with ultimate plans to develop a full-line store and a small provision of specialty shops. A development application is yet to be submitted for the site.
- The Rockbank MTC is designated to ultimately accommodate around 30,000 sq.m of retail floorspace including multiple anchor tenants. It is understood that Woolworths have committed to a site in the Rockbank MTC (western portion). It is important to note that the sites development potential is yet to be confirmed.
- The Rockbank North Town Centre is planned to be a major non-food retail facility. Approximately 37,000 sq.m of retail floorspace is indicated. This is unlikely to be developed for some time given the concentration of residential development is focused elsewhere in the region.
- Cobblebank Village (also known as the Toolern Metropolitan Activity Centre) is situated to the south of the Cobblebank Station (13.5 km to the west) in the tertiary sector and currently accommodates a Coles based neighbourhood shopping centre. The Toolern PSP indicates that a total of 70,000 sq.m of retail floorspace is ultimately envisioned across some 88 hectares of town centre land.

TABLE 3.2. DESIGNATED TOWN CENTRE

Name	Indicative Components	Dist. From Site (km)
Mt Atkinson MTC	DDS, Smkts & shops	-
Rockbank MTC	DDS, Smkts & shops	6.3
Rockbank North TC	DDS, Smkts & shops	9.4
Plumpton MAC	DDS, Smkts & shops	9.4
Deanside Village	Full-line Smkt & shops	2.9
Deanside Central	Woolworths & shops	6.0
Plumpton NAC	Full-line Smkt & shops	8.0
Woodlea Town^	Coles & shops	8.8
Mount Cottrell Rd NAC	Full-line Smkt & shops	10.9

Source: Precinct Structure Plans
Note: Distance from site likely to change over time as road infrastructure develops.

3.3. Supermarket Floorspace Provision

i. Typically, one full-line supermarket is provided for every 8,000 – 10,000 persons across Australia. There are currently no full-line supermarkets in the combined primary sectors which currently include 8,820 persons.

ii. The total trade area population of ~105,000 persons indicate potential for at least ten full-line supermarkets, noting that there are currently six full-line supermarkets across the total trade area, including three within the tertiary sector.

iii. Table 3.3 outlines the supermarket floorspace provision by trade area sector across the total trade area. The total trade area supermarket provision is currently estimated at 293 sq.m per 1,000 persons, which is slightly lower than the relevant benchmarks.

iv. Over the period to 2041, the total trade area population is projected to increase to nearly 250,000, including 31,820 persons across the combined primary sectors. As such, there is strong potential for numerous additional full-line supermarkets over the forecast period.

TABLE 3.3. TOTAL TRADE AREA SUPERMARKET FLOORSPACE PROVISION, 2023/24

Trade Area Sector	No. of Supermarkets*	GLA (sq.m)	2024 Population	GLA per 1,000 persons
Primary Sectors				
• North	0	0	2,020	0
• South	0	0	6,800	0
Total Primary	0	0	8,820	0
Secondary Sectors				
• East	6	14,303	26,000	550
• North	1	1,100	18,250	60
• West	1	3,690	23,030	160
Total Secondary	8	19,093	67,280	284
Main Trade Area	**8**	**19,093**	**76,100**	**251**
Tertiary Sector	3	11,800	29,440	401
Total Trade Area	**11**	**30,893**	**105,540**	**293**
Greater Melbourne				*325*
Australian Average				*356*

** Defined as 500 sq.m or larger*

3.4. Summary

i. Typically, one full-line supermarket is provided for every 8,000 – 10,000 persons across Australia. There are currently no full-line supermarkets provided within the combined primary sectors. CS Square is the only sub-regional shopping centre in the total trade area.

ii. As is common for rapidly developing areas, a number of designated shopping centres are situated throughout the growth corridor. Coles and Woolworths are understood to be committed to nearby supermarket-based shopping centres Deanside Village and Deanside Central, respectively. The largest planned centre across the total trade area is Cobblebank Village, which currently accommodates a Coles based neighbourhood shopping centre. The Toolern PSP indicates that a total of 70,000 sq.m of retail floorspace is ultimately envisioned across some 88 hectares of town centre land.

iii. The total trade area supermarket provision is currently estimated at 293 sq.m per 1,000 persons, which is slightly lower than the relevant benchmarks. Over the period to 2041, the total trade area population is projected to increase to nearly 250,000, including 31,820 persons across the combined primary sectors. As such, there is strong potential for numerous additional full-line supermarkets.

4 Comparable Developments

4.1. Mixed-Use Town Centres in Growth Areas

The following section provides an overview of the composition and key success factors of larger Town Centre style developments in outer-metropolitan growth areas in Australia — similar to the Mt Atkinson development.

4.1.1. Centre Sample

i. The Town Centre developments reviewed include:

- Caroline Springs (VIC)
- Stockland Point Cook (VIC)
- Gungahlin (ACT)
- Rouse Hill Town Centre (NSW)
- Orion Springfield (QLD)
- North Lakes (QLD)

4.1.2. Composition

Traditional Retail

i. Each of these precincts is anchored by a major retail centre, including:

- **CS Square** is over 25,000 sq.m in size anchored by a Target discount department store and Coles, Woolworths, and Aldi supermarkets. In addition, there is an extensive retail strip outside the main retail centre.
- **Stockland Point Cook** is 44,000 sq.m in size and orientated around the intersection of two main streets. The quadrant design of the shopping centre is based on a major tenant anchoring each separate component with Target, Coles, Woolworths, and Aldi being the major traders. The area surrounding the centre is largely developed, however, no significant free-standing retail floorspace is provided outside the centre.
- **Gungahlin Marketplace** is within Gungahlin Town Centre in Canberra. The shopping centre totals around 32,500 sq.m and contains Kmart, Big W, and Woolworths as the major tenants. Also provided in the Town Centre are Coles and Aldi supermarkets. The Town Centre is also orientated around a quadrant design however, each centre is under separate ownership.
- **Rouse Hill Town Centre** totals almost 70,000 sq.m and includes Target and Big W discount department stores, as well as Woolworths and Coles supermarkets. The centre also includes a significant cinema and entertainment offer across a modern, quadrant design. Minimal freestanding retail floorspace is provided beyond the shopping centre.

- **Orion Springfield** is approximately 70,000 sq.m and is based around Big W and Target discount department stores as well as Woolworths, Coles, and Aldi supermarkets. The centre also includes an Event Cinema complex.
- **Westfield North Lakes** in the North Lakes Town Centre. The shopping centre contains 115,000 sq.m of floorspace and is anchored by a Myer department store, Kmart, Big W, Target, Woolworths, Coles, and Aldi. The regional shopping centre is designed as a dog bone layout, and largely represents an enclosed shopping centre.

Large Format Retail & Complementary Non-Retail Uses

i. Maps 4.1 – 4.6 illustrate the location and the types of uses that have developed over time across the six examples, with Table 4.1 providing a high-level overview of the composition of uses within the respective examples.

ii. Key points to note with regards to the large format retail and complementary non-retail uses provided within each of precincts include:

- **Large format retail** floorspace provided throughout the precincts is generally limited to free-standing large format hardware stores, such as Bunnings Warehouse. Westfield North Lakes underwent a significant expansion in 2016, which included IKEA.
- All five Town Centres include a **library** or similar community facility.
- Each of the precincts include at least one primary and secondary education **school** (except Rouse Hill Town Centre).
- **Retirement villages** are provided on the edge of the North Lakes, Orion Springfield, and Caroline Springs Town Centres.
- **Commercial floorspace/offices** are often provided on the edge of the Town Centres.
- A **health precinct**, that will include a hospital, is provided in the North Lakes Town Centre. A GP super clinic is located at Caroline Springs Town Centre.
- **Childcare** facilities are provided in several Town Centres.
- **Service stations**, **fast food**, **gyms,** and **taverns** are also generally provided.
- **Accommodation** facilities are provided in Caroline Springs Town Centre (Mercure Hotel and Quest Apartments), Gungahlin Town Centre (Abode Gungahlin), and Orion Springfield (Quest Apartments).
- Westfield North Lakes includes the most comprehensive **entertainment facilities**. Cinema complexes are common features of recent Town Centre developments.

Critical Success Factors

i. Based on a review of the comparable sites throughout Australia, key success factors are as follows:

Traditional Retail

- Critical success factors for traditional retail floorspace within master planned precincts and communities include:
  - **Location**: excellent local and regional accessibility based on location along or near to major arterial routes.
  - **Convenience:** retail precincts should be designed with convenience in mind, particularly in early stages when a single supermarket is developed. As the centre expands, convenience should be retained to generate regular visitation/shopping from the catchment.
  - **Development:** staged development under consolidated ownership or planning is preferred, ensuring the entire development maintains amenity and connection between the various components. Staging allows the precinct to adapt and expand with population growth across the catchment.
  - **Population:** a large and growing residential population within proximity.
  - **Lack of Competition:** generally, only small Local Centres should be provided in the immediate area which protect the attraction of the Town Centre (i.e., do not compete).

Large Format Retail

- Large master planned communities often include large format retail floorspace near the traditional retail core. These are typically free-standing big box retailers, rather than a major managed large format retail centre.
- Excellent regional accessibility is crucial for large format retail tenants, either along major arterial routes or with links to freeways, highways etc. The Moreton Park Industrial Estate is a logical location for such users.
- Successful large format retail precincts are anchored by large hardware operators, specifically Bunnings Warehouse. If a large tenant such as Bunnings can be secured early, the large format retail component of the precinct can expand over time through smaller operators and trades supplies.

Other Non-retail

- Successful Town Centres within master planned communities generally include, or are near the following non-retail uses:
  - **Community Facilities** (libraries, recreation centres, aquatic centres etc.)
  - **Gyms**, with 24-hour gyms generally preferred.
  - **Childcare facilities**. Proximity to schools or commercial precincts is often preferred.
  - **Retirement Living** communities are often provided within the residential estate, while **Aged Care** is less common.
  - **Medium density housing** is provided throughout most successful town centres.
  - At least one **Primary School** and one **High School** are included nearby.

- **PAD sites** typically enjoy frontage to the major arterial routes. These include fast food and petrol stations.
- **Commercial floorspace** can be difficult to execute/lease in the early stages of development.
- **Entertainment** uses such as cinemas, bowling and children's soft play enhance the overall appeal of the precinct.
- **Accommodation** such as hotels are rarely provided without a significant commercial component or proximity to the CBD.

MAP 4.1. CS SQUARE (VIC)



MAP 4.2. STOCKLAND POINT COOK (VIC)



MAP 4.3. GUNGAHLIN TOWN CENTRE (ACT)



MAP 4.4. ROUSE HILL TOWN CENTRE (NSW)



MAP 4.5. ORION SPRINGFIELD CENTRAL (QLD)



MAP 4.6. NORTH LAKES TOWN CENTRE (QLD)



TABLE 4.1. OTHER USES - TOWN CENTRE COMPARISON

Metric	Caroline Springs TC	Stockland Point Cook	Gungahlin TC	Rouse Hill TC	Orion Springfield TC	North Lakes TC
State	VIC	VIC	ACT	NSW	QLD	QLD
Dist. From CBD (km)	30	20	15	32	26	29
Public Transport						
• Train Station	X	X	X	✔	✔	✔
• Bus Services	✔	✔	✔	✔	✔	✔
Uses Within Broader Precinct						
Large Format Retail	X	X	✔	X	✔	✔
Community Facilities (Library, Rec Centre etc.)	✔	✔	✔	✔	✔	✔
Gyms	✔	✔	✔	✔	✔	✔
Childcare	✔	✔	✔	✔	✔	✔
Medical Centre	✔	✔	✔	✔	✔	✔
Aged Care	✔	X	X	X	X	✔
Retirement Living	✔	X	X	X	✔	✔
Education						
• Primary School	✔	✔	✔	X	✔	✔
• High School	✔	✔	✔	X	✔	✔
PAD Sites						
• Fast Food	✔	✔	✔	X	✔	✔
• Petrol Station	✔	X	✔	X	✔	✔
Medium Density Residential	✔	X	✔	✔	X	✔
Commercial/Office Floorspace	✔	✔	✔	✔	✔	✔
Entertainment (Cinema/Bowling etc.)	X	X	✔	✔	✔	✔
Tavern	✔	X	✔	✔	✔	✔
Accomodation	✔	X	✔	X	✔	X

5 Forecast Sales and Rents

This section of the report details the forecast sales and gross rents for the three stages currently planned at the Mt Atkinson MTC (refer Table 5.1 while Tables 5.2 – 5.4 provide a year-on-year breakdown). Table 5.5 details the centre composition across each stage of development compared to the Urbis Averages for 2022/23.

5.1. Competition Assumptions

i. Competitive developments of relevance to the Mt Atkinson MTC include:

- Either Woolworths or Coles at Deanside by 2026/27. A second full-line supermarket is assumed to be developed at Deanside in 2029/30.
- A full-line Woolworths at Rockbank MTC by 2026/27. A second full-line supermarket at Rockbank MTC is assumed by 2035/36.
- Supermarkets elsewhere in the secondary north sector, which are of limited relevance to Mt Atkinson.
- A discount department store is assumed at Cobblebank Village (tertiary sector) in 2034/35.

ii. Ultimately, the level of specialty shops and the types of mini-majors secured at the sites elsewhere in the total trade area will be relevant for the sales achieved by similar brands at the Mt Atkinson MTC.

5.2. Mt Atkinson MTC Stage 1

i. Table 5.2 details forecast sales for the single supermarket anchored shopping centre over the 2027 to 2031 period. Total sales are $71.8 million which comprises $39.1 million in supermarket sales, mini-major sales of $17.5 million and specialty shop sales of $15.3 million in 2027.

ii. Gross rents are in the order of $1,092 per sq.m across the 1,700 sq.m of specialty floorspace.

iii. The first stage of development is almost 1,000 sq.m larger than the Urbis Averages overall. This is mostly attributed to a larger provision of mini-major floorspace at Mt Atkinson (2,600 sq.m) compared to benchmark level of 375 sq.m. Stage 1 of development also assumes a lower provision of non-retail uses (100 sq.m) compared to Urbis Averages at 1,555 sq.m.

iv. Overall, the Stage 1 development of the centre is supportable and the earlier a development can occur, to delay any other potential developments (such as Deanside), the better opportunity for the centre.

5.3. Mt Atkinson MTC Stage 2

i. Table 5.3 details forecast sales for the first major expansion at the Mt Atkinson MTC which includes a discount department store and additional two supermarkets in 2032. Total sales are $211.3 million which comprises $128.7 million in total major sales, mini-major sales of $26.9 million and specialty shop sales of $55.6 million. The addition of Kmart is forecast to achieve $31.8 million in the first full year of trading.

ii. Gross rents are in the order of $1,405 per sq.m across the 5,700 sq.m of specialty floorspace in 2032.

iii. Mt Atkinson total floorspace at 25,070 sq.m is slightly smaller than the sub-regional shopping centre benchmark at 27,271 sq.m. While Mt Atkinson has a higher provision of total centre retail floorspace at 24,470 sq.m compared to the benchmark level (21,970 sq.m), there is a significantly lower provision of non-retail uses compared to the Urbis Averages.

iv. The stage 2 development of the centre is supportable by 2032, albeit with supermarket sales slightly low for the Coles store (assumed second full-line store) assuming the development of Coles at Deanside in the primary north sector by that time. If Coles could be attracted to Mt Atkinson prior to Deanside, this will increase sales for supermarkets at Mt Atkinson by that time.

5.4. Mt Atkinson MTC Stage 3

i. Table 5.4 details forecast sales for the third stage of development as a double discount department store anchored shopping centre in 2038. Total forecast sales are $455.6 million which comprises $197.5 million in total major sales, mini-major sales of $86.6 million and specialty shop sales of $169.5 million.

ii. The addition of a second discount department store (Big W) supports further specialty and mini-major floorspace. By this time, Mt Atkinson MTC will be a major non-food destination.

iii. Gross rents are in the order of $1,773 per sq.m across the 15,700 sq.m of specialty floorspace in 2038.

iv. The final stage of development will see Mt Atkinson become a major non-food destination for the outer western suburbs. Total retail floorspace at 46,500 sq.m is 7,678 sq.m larger than the Urbis Average for major sub-regional centres (i.e. double DDS centres). This is driven by a higher provision of mini-majors and specialty floorspace. Specifically, the level of specialty shop floorspace is 5,270 larger than the benchmark level. While this may be supportable, a lower sales and gross rental level is likely as a result of the additional 10,000 sq.m of specialty shops in stage three.

v. In our view, a level of specialty shop space at closer to 20,000 sq.m would not be sustainable at that time. This level of space is more comparable with regional shopping centres.

TABLE 5.1. MT ATKINSON MTC – STAGES ONE – THREE, 2027 - 2038

Tenant/ Category	Stage One, FY2027 GLA (sq.m)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)	Stage Two, FY2032 GLA (sq.m)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)	Stage Three, FY2038 GLA (sq.m)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)
Majors																		
Kmart	0	0	0	0	0	0.0%	7,000	31,764	4,538	2,223	318	7.0%	7,000	35,165	5,024	2,286	327	6.5%
Big W	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	7,000	31,816	4,545	2,386	341	7.5%
Woolworths	3,600	39,064	10,851	1,758	488	4.5%	3,600	42,173	11,715	1,792	498	4.3%	3,600	56,767	15,769	2,413	670	4.3%
Coles	0	0	0	0	0	0.0%	3,600	35,387	9,830	1,592	442	4.5%	3,600	47,632	13,231	1,905	529	4.0%
Aldi	0	0	0	0	0	0.0%	1,600	19,390	12,119	776	485	4.0%	1,600	26,100	16,312	913	571	3.5%
Total Majors	3,600	39,064	10,851	1,758	488	4.5%	15,800	128,713	8,146	6,384	404	5.0%	22,800	197,480	8,661	9,903	434	5.0%
Mini-majors (> 400 sq.m)																		
Fresh Grocer	1,400	9,800	7,000	784	560	8.0%	1,400	11,087	7,920	776	554	7.0%	1,400	12,858	9,184	900	643	7.0%
Indian Grocer	700	3,392	4,846	407	582	12.0%	700	3,838	5,483	384	548	10.0%	700	4,451	6,358	445	636	10.0%
Pharmacy	500	4,308	8,615	538	1,077	12.5%	500	4,874	9,747	560	1,121	11.5%	500	5,652	11,304	650	1,300	11.5%
Cotton On	0	0	0	0	0	0.0%	700	3,841	5,487	538	768	14.0%	700	4,454	6,363	601	859	13.5%
The Reject Shop	0	0	0	0	0	0.0%	700	3,241	4,630	454	648	14.0%	700	3,759	5,370	507	725	13.5%
JB Hi-Fi	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	1,300	39,000	30,000	975	750	2.5%
Rebel Sport	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	1,500	11,250	7,500	1,013	675	9.0%
Best and Less	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	1,200	7,200	6,000	864	720	12.0%
Mini-majors	2,600	17,499	6,731	1,729	665	9.9%	4,000	26,881	6,720	2,712	678	10.1%	8,000	88,624	11,078	5,955	744	6.7%
Retail Specialties																		
Food & Liquor	330	4,442	13,461	400	1,212	9.0%	1,030	15,234	14,790	1,676	1,627	11.0%	1,530	25,076	16,389	3,034	1,983	12.1%
Food Catering	780	6,300	8,077	819	1,050	13.0%	1,580	13,700	8,671	2,137	1,353	15.6%	3,980	42,043	10,564	7,215	1,813	17.2%
Apparel	0	0	0	0	0	0.0%	800	5,574	6,967	892	1,115	16.0%	3,800	32,258	8,489	5,677	1,494	17.6%
Household Goods	0	0	0	0	0	0.0%	200	1,520	7,601	258	1,292	17.0%	1,050	9,768	9,303	1,827	1,740	18.7%
Leisure	50	377	7,538	45	905	12.0%	150	1,240	8,268	179	1,191	14.4%	900	9,507	10,563	1,506	1,673	15.8%
General Retail	25	256	10,230	29	1,177	11.5%	725	8,458	11,666	1,142	1,575	13.5%	1,975	27,156	13,750	4,033	2,042	14.9%
Retail Services	515	3,882	7,538	563	1,093	14.5%	1,215	9,926	8,169	1,727	1,421	17.4%	2,465	23,704	9,616	4,537	1,841	19.1%
Total Retail Spec.	1,700	15,257	8,975	1,856	1,092	12.2%	5,700	55,652	9,763	8,011	1,405	14.4%	15,700	169,512	10,797	27,828	1,773	16.4%
Total Retail	**7,900**	**71,821**	**9,091**	**5,344**	**676**	**7.4%**	**25,500**	**211,246**	**8,284**	**17,106**	**671**	**8.1%**	**46,500**	**455,615**	**9,798**	**43,687**	**940**	**9.6%**
Non-retail																		
Non-retail Floorspace	100	n.a.	n.a.	65	650	n.a.	600	n.a.	n.a.	510	850	n.a.	2,500	n.a.	n.a.	2,500	1,000	n.a.
Cinema/Entertainment	0	n.a.	n.a.	0	0	n.a.	0	n.a.	n.a.	0	0	n.a.	11,000	n.a.	n.a.	6,050	550	n.a.
Total Centre	**8,000**	**71,821**	**8,978**	**5,409**	**676**	**n.a.**	**26,100**	**211,246**	**8,094**	**17,616**	**675**	**n.a.**	**60,000**	**455,615**	**7,594**	**52,237**	**871**	**n.a.**

**Inflated dollars & including GST*

TABLE 5.2. MT ATKINSON MTC – STAGE ONE, 2027 - 2031

Tenant/ Category	GLA (sq.m)	2027 Forecast Sales* ($'000)	2027 Forecast Sales* ($/sq.m)	2027 Gross Rents ($'000)	2027 Gross Rents ($/sq.m)	2027 Occ. Cost (%)	2028 Forecast Sales* ($'000)	2028 Forecast Sales* ($/sq.m)	2028 Gross Rents ($'000)	2028 Gross Rents ($/sq.m)	2028 Occ. Cost (%)	2029 Forecast Sales* ($'000)	2029 Forecast Sales* ($/sq.m)	2029 Gross Rents ($'000)	2029 Gross Rents ($/sq.m)	2029 Occ. Cost (%)	2030 Forecast Sales* ($'000)	2030 Forecast Sales* ($/sq.m)	2030 Gross Rents ($'000)	2030 Gross Rents ($/sq.m)	2030 Occ. Cost (%)	2031 Forecast Sales* ($'000)	2031 Forecast Sales* ($/sq.m)	2031 Gross Rents ($'000)	2031 Gross Rents ($/sq.m)	2031 Occ. Cost (%)
Majors																										
Kmart	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Big W	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Woolworths	3,600	39,064	10,851	1,758	488	4.5%	43,350	12,042	1,924	534	4.4%	48,124	13,368	2,105	585	4.4%	47,096	13,082	2,031	564	4.3%	52,263	14,518	2,221	617	4.3%
Coles	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Aldi	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Total Majors	3,600	39,064	10,851	1,758	488	4.5%	43,350	12,042	1,924	534	4.4%	48,124	13,368	2,105	4,312	4.4%	47,096	13,082	2,031	1,056	4.3%	52,263	14,518	2,221	1,055	4.3%
Mini-majors (> 400 sq.m)																										
Fresh Grocer	1,400	9,800	7,000	784	560	8.0%	10,219	7,299	792	566	7.8%	10,656	7,612	826	590	7.8%	11,112	7,937	861	615	7.8%	11,587	8,277	811	579	7.0%
Indian Grocer	700	3,392	4,846	407	582	12.0%	3,537	5,053	416	594	11.8%	3,689	5,270	433	619	11.8%	3,846	5,495	452	646	11.8%	4,011	5,730	441	630	11.0%
Pharmacy	500	4,308	8,615	538	1,077	12.5%	4,492	8,984	550	1,101	12.3%	4,684	9,368	574	1,148	12.3%	4,884	9,769	598	1,197	12.3%	5,093	10,187	586	1,171	11.5%
Cotton On	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
The Reject Shop	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
JB Hi-Fi	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Rebel Sport	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Best and Less	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Mini-majors	2,600	17,499	6,731	1,729	665	9.9%	18,248	7,019	1,758	676	9.6%	19,029	28,607	1,833	2,756	9.6%	19,843	11,288	1,911	1,087	9.6%	20,692	11,288	1,838	1,003	8.9%
Retail Specialties																										
Food & Liquor	330	4,442	13,461	400	1,212	9.0%	4,709	14,269	418	1,266	8.9%	4,991	15,125	443	1,342	8.9%	5,291	16,032	470	1,423	8.9%	5,608	16,994	477	1,445	8.5%
Food Catering	780	6,300	8,077	819	1,050	13.0%	6,678	8,561	868	1,113	13.0%	7,078	9,075	920	1,180	13.0%	7,503	9,619	975	1,251	13.0%	7,953	10,197	1,034	1,326	13.0%
Apparel	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Household Goods	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Leisure	50	377	7,538	45	905	12.0%	400	7,991	47	949	11.9%	423	8,470	50	1,006	11.9%	449	8,978	53	1,066	11.9%	476	9,517	55	1,094	11.5%
General Retail	25	256	10,230	29	1,177	11.5%	271	10,844	31	1,234	11.4%	287	11,495	33	1,308	11.4%	305	12,185	35	1,386	11.4%	323	12,916	36	1,421	11.0%
Retail Services	515	3,882	7,538	563	1,093	14.5%	4,115	7,991	597	1,159	14.5%	4,362	8,470	632	1,228	14.5%	4,624	8,978	670	1,302	14.5%	4,901	9,517	711	1,380	14.5%
Total Retail Spec.	1,700	15,257	8,975	1,856	1,092	12.2%	16,172	9,513	1,961	1,154	12.1%	17,143	10,084	2,079	1,223	12.1%	18,171	10,689	2,203	1,296	12.1%	19,261	11,330	2,312	1,360	12.0%
Total Retail	**7,900**	**71,821**	**9,091**	**5,344**	**676**	**7.4%**	**77,770**	**9,844**	**5,642**	**714**	**7.3%**	**84,296**	**10,670**	**6,017**	**762**	**7.1%**	**85,110**	**10,773**	**6,146**	**778**	**7.2%**	**92,217**	**11,673**	**6,371**	**806**	**6.9%**
Non-retail																										
Non-retail Floorspace	100	n.a.	n.a.	65	650	n.a.	n.a.	n.a.	69	687	n.a.	n.a.	n.a.	73	728	n.a.	n.a.	n.a.	77	772	n.a.	n.a.	n.a.	81	809	n.a.
Cinema/Entertainment	0	n.a.	n.a.	0	0	n.a.	n.a.	n.a.	0	0	n.a.	n.a.	n.a.	0	0	n.a.	n.a.	n.a.	0	0	n.a.	n.a.	n.a.	0	0	n.a.
Total Centre	**8,000**	**71,821**	**8,978**	**5,409**	**676**	**n.a.**	**77,770**	**9,721**	**5,711**	**714**	**7.3%**	**84,296**	**10,537**	**6,090**	**761**	**7.2%**	**85,110**	**10,639**	**6,223**	**778**	**7.3%**	**92,217**	**11,527**	**6,452**	**806**	**7.0%**

Inflated dollars & including GST

TABLE 5.3. MT ATKINSON MTC – STAGE TWO, 2032 - 2037

Tenant/ Category	GLA	2032					2033					2034					2035					2036					2037				
	(sq.m)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)	Forecast Sales* ($'000)	($/sq.m)	Gross Rents ($'000)	($/sq.m)	Occ. Cost (%)
Majors																														
Kmart	7,000	31,764	4,538	2,223	318	7.0%	33,783	4,826	2,297	328	6.8%	35,940	5,134	2,372	339	6.6%	33,811	4,830	2,164	309	6.4%	35,974	5,139	2,230	319	6.2%	37,911	5,416	2,275	325	6.0%
Big W	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Woolworths	3,600	42,173	11,715	1,792	498	4.3%	45,719	12,700	1,897	527	4.2%	49,567	13,769	2,007	558	4.1%	49,241	13,678	1,945	540	4.0%	50,528	14,036	1,945	540	3.9%	53,958	14,988	2,023	562	3.8%
Coles	3,600	35,387	9,830	1,592	442	4.5%	38,362	10,656	1,688	469	4.4%	41,591	11,553	1,788	497	4.3%	41,317	11,477	1,735	482	4.2%	42,397	11,777	1,738	483	4.1%	45,275	12,576	1,811	503	4.0%
Aldi	1,600	19,390	12,119	776	485	4.0%	21,020	13,138	830	519	4.0%	22,789	14,243	889	555	3.9%	22,640	14,150	872	545	3.9%	23,231	14,520	883	552	3.8%	24,808	15,505	930	581	3.8%
Total Majors	15,800	128,713	8,146	6,384	404	5.0%	138,884	8,790	6,713	425	4.8%	149,888	9,487	7,057	447	4.7%	147,008	9,304	6,716	425	4.6%	152,130	9,628	6,797	430	4.5%	161,953	10,250	7,039	446	4.3%
Mini-majors (> 400 sq.m)																														
Fresh Grocer	1,400	11,087	7,920	776	554	7.0%	11,512	8,223	806	576	7.0%	11,954	8,538	837	598	7.0%	12,412	8,866	869	621	7.0%	12,888	9,205	902	644	7.0%	13,382	9,558	937	669	7.0%
Indian Grocer	700	3,838	5,483	384	548	10.0%	3,985	5,693	399	569	10.0%	4,138	5,911	414	591	10.0%	4,296	6,138	430	614	10.0%	4,461	6,373	446	637	10.0%	4,632	6,617	463	662	10.0%
Pharmacy	500	4,874	9,747	560	1,121	11.5%	5,060	10,121	582	1,164	11.5%	5,254	10,509	604	1,209	11.5%	5,456	10,912	627	1,255	11.5%	5,665	11,330	651	1,303	11.5%	5,882	11,764	676	1,353	11.5%
Cotton On	700	3,841	5,487	538	768	14.0%	3,988	5,697	550	786	13.8%	4,141	5,915	563	804	13.6%	4,299	6,142	576	823	13.4%	4,464	6,377	589	842	13.2%	4,635	6,622	603	861	13.0%
The Reject Shop	700	3,241	4,630	454	648	14.0%	3,365	4,808	464	663	13.8%	3,494	4,992	475	679	13.6%	3,628	5,183	486	695	13.4%	3,767	5,382	497	710	13.2%	3,912	5,588	509	726	13.0%
JB Hi-Fi	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Rebel Sport	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Best and Less	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%
Mini-majors	4,000	26,881	6,720	2,712	678	10.1%	27,911	6,978	2,801	700	10.0%	28,981	7,245	2,893	4,267	10.0%	30,092	7,523	2,988	1,067	9.9%	31,245	7,811	3,086	1,067	9.9%	32,443	10,857	3,187	1,067	9.8%
Retail Specialties																														
Food & Liquor	1,030	15,234	14,790	1,676	1,627	11.0%	16,148	15,678	1,760	1,709	10.9%	17,117	16,619	1,849	1,795	10.8%	18,144	17,616	1,941	1,885	10.7%	19,233	18,673	2,039	1,979	10.6%	20,387	19,793	2,141	2,078	10.5%
Food Catering	1,580	13,700	8,671	2,137	1,353	15.6%	14,522	9,191	2,248	1,423	15.5%	15,393	9,743	2,364	1,496	15.4%	16,317	10,327	2,487	1,574	15.2%	17,296	10,947	2,615	1,655	15.1%	18,334	11,604	2,750	1,741	15.0%
Apparel	800	5,574	6,967	892	1,115	16.0%	5,908	7,385	939	1,174	15.9%	6,263	7,828	990	1,237	15.8%	6,638	8,298	1,042	1,303	15.7%	7,037	8,796	1,098	1,372	15.6%	7,459	9,324	1,156	1,445	15.5%
Household Goods	200	1,520	7,601	258	1,292	17.0%	1,611	8,057	271	1,354	16.8%	1,708	8,540	284	1,418	16.6%	1,810	9,052	297	1,485	16.4%	1,919	9,596	311	1,554	16.2%	2,034	10,171	325	1,627	16.0%
Leisure	150	1,240	8,268	179	1,191	14.4%	1,315	8,765	187	1,246	14.2%	1,394	9,290	196	1,304	14.0%	1,477	9,848	205	1,365	13.9%	1,566	10,439	214	1,428	13.7%	1,660	11,065	224	1,494	13.5%
General Retail	725	8,458	11,666	1,142	1,575	13.5%	8,965	12,366	1,201	1,657	13.4%	9,503	13,108	1,264	1,743	13.3%	10,073	13,894	1,330	1,834	13.2%	10,678	14,728	1,399	1,929	13.1%	11,318	15,611	1,471	2,029	13.0%
Retail Services	1,215	9,926	8,169	1,727	1,421	17.4%	10,521	8,659	1,812	1,491	17.2%	11,153	9,179	1,900	1,564	17.0%	11,822	9,730	1,993	1,640	16.9%	12,531	10,314	2,090	1,720	16.7%	13,283	10,932	2,192	1,804	16.5%
Total Retail Spec.	5,700	55,652	9,763	8,011	1,405	14.4%	58,991	10,349	8,418	1,477	14.3%	62,530	10,970	8,846	1,552	14.1%	66,282	11,628	9,295	1,631	14.0%	70,259	12,326	9,766	1,713	13.9%	74,475	13,066	10,259	1,800	13.8%
Total Retail	**25,500**	**211,246**	**8,284**	**17,106**	**671**	**8.1%**	**225,786**	**8,854**	**17,932**	**703**	**7.9%**	**241,399**	**9,467**	**18,796**	**737**	**7.8%**	**243,382**	**9,544**	**18,999**	**745**	**7.8%**	**253,635**	**9,946**	**19,649**	**771**	**7.7%**	**268,871**	**10,544**	**20,486**	**803**	**7.6%**
Non-retail																														
Non-retail Floorspace	600	n.a.	n.a.	510	850	n.a.	n.a.	n.a.	536	893	n.a.	n.a.	n.a.	563	939	n.a.	n.a.	n.a.	592	986	n.a.	n.a.	n.a.	622	1,036	n.a.	n.a.	n.a.	653	1,089	n.a.
Cinema/Entertainment	0	n.a.	n.a.	0	0	n.a.	n.a.	n.a.	0	0	n.a.	n.a.	n.a.	0	0	n.a.	n.a.	n.a.	0	0	n.a.	n.a.	n.a.	0	0	n.a.	n.a.	n.a.	0	0	n.a.
Total Centre	**26,100**	**211,246**	**8,094**	**17,616**	**675**	**n.a.**	**225,786**	**8,651**	**18,468**	**708**	**8.2%**	**241,399**	**9,249**	**19,359**	**742**	**8.0%**	**243,382**	**9,325**	**19,591**	**751**	**8.0%**	**253,635**	**9,718**	**20,270**	**777**	**8.0%**	**268,871**	**10,302**	**21,140**	**810**	**7.9%**

*Inflated dollars & including GST

TABLE 5.4. MT ATKINSON MTC – STAGE THREE, 2038 - 2041

Tenant/ Category	GLA (sq.m)	2038 Forecast Sales* ($'000)	2038 Forecast Sales* ($/sq.m)	2038 Gross Rents ($'000)	2038 Gross Rents ($/sq.m)	2038 Occ. Cost (%)	2039 Forecast Sales* ($'000)	2039 Forecast Sales* ($/sq.m)	2039 Gross Rents ($'000)	2039 Gross Rents ($/sq.m)	2039 Occ. Cost (%)	2040 Forecast Sales* ($'000)	2040 Forecast Sales* ($/sq.m)	2040 Gross Rents ($'000)	2040 Gross Rents ($/sq.m)	2040 Occ. Cost (%)	2041 Forecast Sales* ($'000)	2041 Forecast Sales* ($/sq.m)	2041 Gross Rents ($'000)	2041 Gross Rents ($/sq.m)	2041 Occ. Cost (%)
Majors																					
Kmart	7,000	35,165	5,024	2,286	327	6.5%	36,658	5,237	2,322	332	6.3%	38,222	5,460	2,357	337	6.2%	39,861	5,694	2,392	342	6.0%
Big W	7,000	31,816	4,545	2,386	341	7.5%	33,166	4,738	2,377	340	7.2%	34,582	4,940	2,363	338	6.8%	36,064	5,152	2,344	335	6.5%
Woolworths	3,600	56,767	15,769	2,413	670	4.3%	59,729	16,591	2,439	677	4.1%	62,851	17,458	2,462	684	3.9%	66,142	18,373	2,480	689	3.8%
Coles	3,600	47,632	13,231	1,905	529	4.0%	50,117	13,921	1,963	545	3.9%	52,737	14,649	2,022	562	3.8%	55,499	15,416	2,081	578	3.8%
Aldi	1,600	26,100	16,312	913	571	3.5%	27,461	17,163	961	601	3.5%	28,897	18,061	1,011	632	3.5%	30,410	19,006	1,064	665	3.5%
Total Majors	22,800	197,480	8,661	9,903	434	5.0%	207,131	9,085	10,062	441	4.9%	217,287	9,530	10,215	448	4.7%	227,976	9,999	10,362	454	4.5%
Mini-majors (> 400 sq.m)																					
Fresh Grocer	1,400	12,858	9,184	900	643	7.0%	13,351	9,536	935	668	7.0%	13,863	9,902	970	693	7.0%	14,394	10,281	1,008	720	7.0%
Indian Grocer	700	4,451	6,358	445	636	10.0%	4,621	6,602	462	660	10.0%	4,799	6,855	480	686	10.0%	4,983	7,118	498	712	10.0%
Pharmacy	500	5,652	11,304	650	1,300	11.5%	5,869	11,737	675	1,350	11.5%	6,093	12,187	701	1,401	11.5%	6,327	12,654	728	1,455	11.5%
Cotton On	700	4,454	6,363	601	859	13.5%	4,625	6,607	624	892	13.5%	4,802	6,860	648	926	13.5%	4,986	7,123	673	962	13.5%
The Reject Shop	700	3,759	5,370	507	725	13.5%	3,903	5,576	527	753	13.5%	4,052	5,789	547	782	13.5%	4,208	6,011	568	812	13.5%
JB Hi-Fi	1,300	39,000	30,000	975	750	2.5%	40,495	31,150	1,012	779	2.5%	42,047	32,344	1,051	809	2.5%	43,659	33,584	1,091	840	2.5%
Rebel Sport	1,500	11,250	7,500	1,013	675	9.0%	11,681	7,787	1,012	675	8.7%	12,129	8,086	1,011	674	8.3%	12,594	8,396	1,008	672	8.0%
Best and Less	1,200	7,200	6,000	864	720	12.0%	7,476	6,230	872	727	11.7%	7,763	6,469	880	733	11.3%	8,060	6,717	887	739	11.0%
Mini-majors	8,000	88,624	11,078	5,955	744	6.7%	92,020	11,503	6,120	765	6.7%	95,548	11,943	6,288	786	6.6%	99,210	16,211	6,460	808	6.5%
Retail Specialties																					
Food & Liquor	1,530	25,076	16,389	3,034	1,983	12.1%	26,580	17,373	3,207	2,096	12.1%	28,175	18,415	3,390	2,216	12.0%	29,865	19,520	3,584	2,342	12.0%
Food Catering	3,980	42,043	10,564	7,215	1,813	17.2%	44,566	11,197	7,475	1,878	16.8%	47,240	11,869	7,741	1,945	16.4%	50,074	12,581	8,012	2,013	16.0%
Apparel	3,800	32,258	8,489	5,677	1,494	17.6%	34,194	8,998	5,950	1,566	17.4%	36,245	9,538	6,234	1,641	17.2%	38,420	10,111	6,531	1,719	17.0%
Household Goods	1,050	9,768	9,303	1,827	1,740	18.7%	10,354	9,861	1,912	1,821	18.5%	10,975	10,453	2,001	1,906	18.2%	11,634	11,080	2,094	1,994	18.0%
Leisure	900	9,507	10,563	1,506	1,673	15.8%	10,077	11,197	1,551	1,724	15.4%	10,682	11,869	1,597	1,774	14.9%	11,323	12,581	1,642	1,824	14.5%
General Retail	1,975	27,156	13,750	4,033	2,042	14.9%	28,786	14,575	4,241	2,147	14.7%	30,513	15,449	4,460	2,258	14.6%	32,343	16,376	4,690	2,375	14.5%
Retail Services	2,465	23,704	9,616	4,537	1,841	19.1%	25,126	10,193	4,672	1,895	18.6%	26,633	10,805	4,806	1,950	18.0%	28,231	11,453	4,940	2,004	17.5%
Total Retail Spec.	15,700	169,512	10,797	27,828	1,773	16.4%	179,682	11,445	29,008	1,848	16.1%	190,463	12,131	30,230	1,925	15.9%	201,891	12,859	31,493	2,006	15.6%
Total Retail	**46,500**	**455,615**	**9,798**	**43,687**	**940**	**9.6%**	**478,834**	**10,298**	**45,190**	**972**	**9.4%**	**503,298**	**10,824**	**46,732**	**1,005**	**9.3%**	**529,077**	**11,378**	**48,315**	**1,039**	**9.1%**
Non-retail																					
Non-retail Floorspace	2,500	n.a.	n.a.	2,500	1,000	n.a.	n.a.	n.a.	2,606	1,042	n.a.	n.a.	n.a.	2,716	1,086	n.a.	n.a.	n.a.	2,829	1,132	n.a.
Cinema/Entertainment	11,000	n.a.	n.a.	6,050	550	n.a.	n.a.	n.a.	6,307	573	n.a.	n.a.	n.a.	6,572	597	n.a.	n.a.	n.a.	6,847	622	n.a.
Total Centre	**60,000**	**455,615**	**7,594**	**52,237**	**871**	**n.a.**	**478,834**	**7,981**	**54,102**	**902**	**11.3%**	**503,298**	**8,388**	**56,020**	**934**	**11.1%**	**529,077**	**8,818**	**57,991**	**967**	**11.0%**

**Inflated dollars & including GST*

TABLE 5.5.MT ATKINSON COMPOSITION STAGE ONE – THREE VS URBIS AVERAGES

Category	Stage One		Urbis Single Smkt SC			Stage Two		Urbis Sub-Regional SC			Stage Three		Urbis Major Sub-Regional Centres		
	GLA (sq.m)	% of Retail	GLA (sq.m)	% of Retail	Variation (sq.m)	GLA (sq.m)	% of Retail	GLA (sq.m)	% of Retail	Variation (sq.m)	GLA (sq.m)	% of Retail	GLA (sq.m)	% of Retail	Variation (sq.m)
Majors															
Department Store	0	0.0%	0	0.0%	0	0	0.0%	334	1.5%	-334	0	0.0%	1,443	3.7%	-1,443
DDS	0	0.0%	31	0.6%	-31	7,000	0.6%	7,493	34.1%	-493	14,000	0.6%	11,924	30.7%	2,076
Supermarket	3,600	45.6%	3,622	67.5%	-22	8,800	67.5%	6,039	27.5%	2,761	8,800	67.5%	8,462	21.8%	338
Total Majors	3,600	45.6%	3,652	68.0%	-52	15,800	68.0%	13,866	63.1%	1,934	22,800	68.0%	21,828	56.2%	972
Mini-majors	**2,600**	**32.9%**	**375**	**7.0%**	**2,225**	**4,000**	**7.0%**	**2,595**	**11.8%**	**1,405**	**8,000**	**7.0%**	**6,563**	**16.9%**	**1,437**
Retail Specialties															
Food & Liquor	330	4.2%	215	4.0%	115		4.0%	504	2.3%	-504	1,530	4.0%	718	1.9%	812
Food Catering	780	9.9%	412	7.7%	368	1,580	7.7%	972	4.4%	608	3,980	7.7%	1,718	4.4%	2,262
Apparel	0	0.0%	141	2.6%	-141	800	2.6%	1,708	7.8%	-908	3,800	2.6%	3,865	10.0%	-65
Household Goods	0	0.0%	32	0.6%	-32	200	0.6%	254	1.2%	-54	1,050	0.6%	564	1.5%	486
Leisure	50	0.6%	58	1.1%	-8	150	1.1%	340	1.5%	-190	900	1.1%	614	1.6%	286
General Retail	25	0.3%	266	5.0%	-241	725	5.0%	768	3.5%	-43	1,975	5.0%	1,172	3.0%	803
Retail Services	515	6.5%	217	4.0%	298	1,215	4.0%	963	4.4%	252	2,465	4.0%	1,778	4.6%	687
Total Retail Spec.	1,700	21.5%	1,341	25.0%	359	4,670	25.0%	5,509	25.1%	-839	15,700	25.0%	10,430	26.9%	5,270
Total Centre - Retail	**7,900**	**100%**	**5,368**	**100%**	**2,532**	**24,470**	**100%**	**21,970**	**100%**	**2,500**	**46,500**	**100%**	**38,822**	**100%**	**7,678**
Non-retail															
Cinemas/Entertainment	0		113		-113	0		861		-861	11,000		2,254		8,746
Non-retail	100		1,555		-1,455	600		4,440		-3,840	2,500		8,617		-6,117
Total Property	**8,000**		**7,036**		**964**	**25,070**		**27,271**		**-2,201**	**60,000**		**49,692**		**10,308**

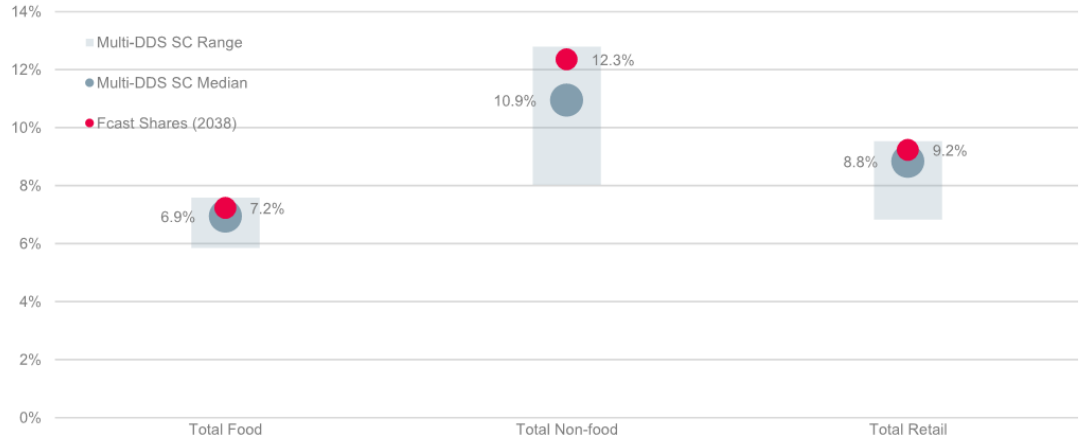
**Urbis Retail Averages 2022/23*

5.5. Market Shares

i. Charts 5.1 and 5.2 detail the market shares for Mt Atkinson (stage three) in 2038 as compared with multi-dds centres. As shown, the total food and total non-food shares are higher than the median for the Location iQ sample of multiple discount department store shopping centres.

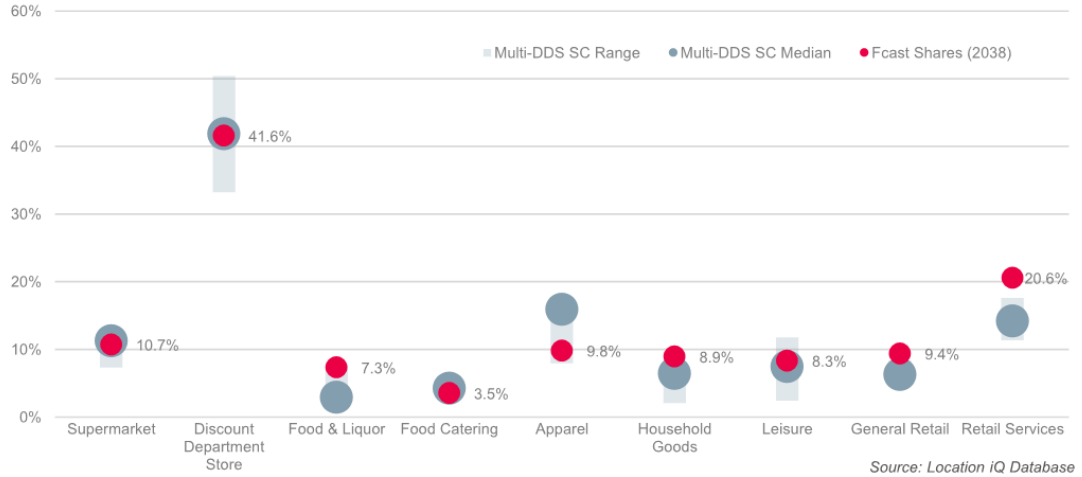
ii. A key conclusion is that these projected market shares are above average, however, given the limited amount of competitive sub-regional shopping centre floorspace and assuming that the Mt Atkinson MTC owners can deliver a mix of tenants that is of very high quality as compared with competitors, that this is achievable. If a major sub-regional shopping centre was developed, these market shares are unlikely to be achievable.

CHART 5.1. MT ATKINSON STAGE 3 MARKET SHARES VS. MULTI-DDS SC BENCHMARK



Source: Location iQ Database

CHART 5.2. MT ATKINSON STAGE 3 MARKET SHARES VS. MULTI-DDS SC BENCHMARK BY CATEGORY



Source: Location iQ Database

6 Non-retail uses

This section provides a summary of the indicative demand for non-retail uses such as Cinema and Entertainment facilities at the subject site.

6.1. Cinema Complex

i. There are currently no cinema complexes provided within the total trade area. Across Victoria, there are approximately 630 cinema screens across 112 theatres, equating to a provision of 9.2 screens per 100,000 persons (refer Table 6.1).

ii. Cinema complexes beyond the total trade area include:

- The nearest cinema complex is Watergardens Town Centre (14.6 km to the north-east) which provides a Hoyts Cinema complex with a total of eight screens.
- Sunshine Marketplace provides a Village Cinema complex with 20 screens (14.7 km to the east).
- Residents to the west are also serviced by a Reading Cinema complex at Woodgrove shopping centre with five screens. Provided 15.9 km north-west of the subject site.

iii. Assuming the Victorian benchmark level, the total trade area population could indicatively support a 12 screen cinema complex by 2031 (refer Table 6.2).

iv. Chart 6.1 provides an illustration of estimated per capita cinema expenditure across the total trade area, which indicates that resident per capita spending is slightly below the Greater Melbourne benchmark.

v. Total trade area cinema expenditure is currently estimated at $5.7 million (refer Table 6.3), cinema expenditure is projected to grow strongly to $11.4 million by 2031. Which indicates potential for a cinema complex over the medium term.

vi. Benchmark sales for successful, larger national cinema complexes are typically around $1 million per screen, with an average cinema understood to be able to achieve visitation of 50,000 persons per screen per annum.

vii. Attracting a quality operator would be crucial to the success of the cinema complex at the site. Ideally, a cinema complex would be integrated with dining and other entertainment uses.

viii. Cinema complexes range in size from around 1,500 sq.m to in-excess of 5,000 sq.m. Across a range of comparable cinema complexes throughout Melbourne, typical occupancy costs are around 12.5% - 25%, with newer cinemas generally at the lower end of this range.

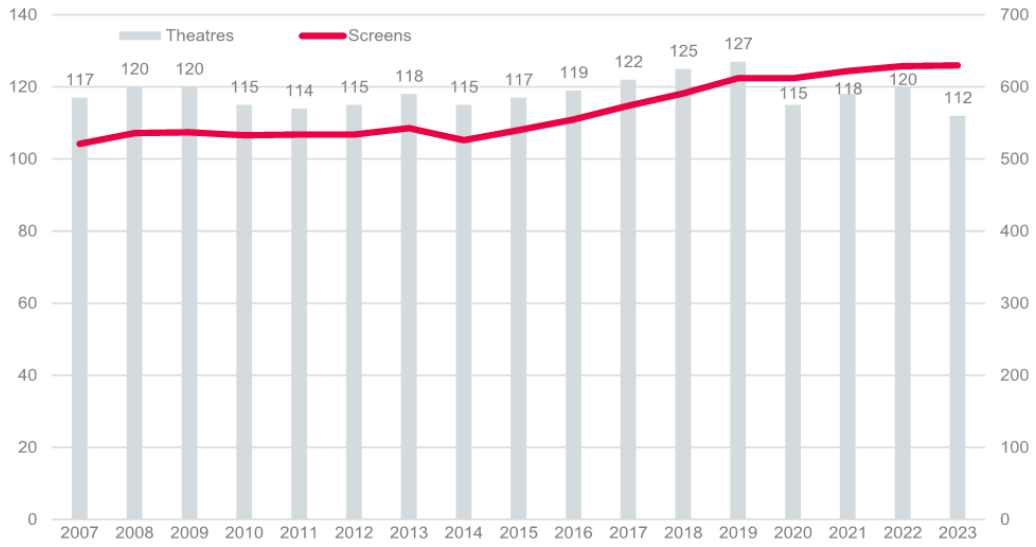
Recommendation

ix. **Cinema Potential:** there will be solid potential for a cinema complex of around 8 - 10 screens at Mt Atkinson from 2038.

x. If a cinema operator could be secured, there is an opportunity to provide an integrated Entertainment and Leisure precinct (ELP), comprising a large entertainment and food catering offer.

TABLE 6.1. CINEMA BENCHMARKS – VICTORIA

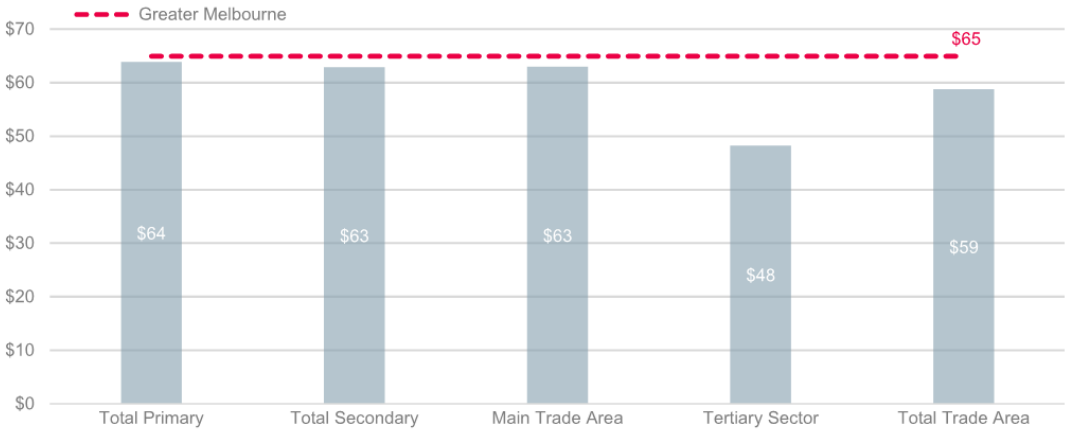
Metric	Victoria	Australia
Cinema Provision		
Cinema Theatres	112	460
Screens	630	2,272
Average Screens per Theatre	5.6	4.9
Theatre Capacity (seats)	92,008	372,759
Average Capacity per Screen	146	164
Screens per 100,000 Persons	9.2	8.5
Cinema Timeline Victoria		



Top 5 Cinema Operators Victoria	Theatres	Total Screens
1. Village	20	201
2. Hoyts	12	127
3. Reading	9	60
4. Palace	9	65
5. Wallis Theatres	1	4
Independents	60	172

Souce: Screen Australia 2023

CHART 6.1. ANNUAL CINEMA SPEND PER CAPITA, 2023/24



Source: CommBank iQ, Location iQ

TABLE 6.2. MT ATKINSON TOTAL TRADE AREA CINEMA PROVISION, 2024 - 2041

Component	Estimated 2024	Projected 2026	2031	2036	2041
Population					
Main Trade Area	76,100	95,140	131,140	163,390	189,140
Total Trade Area	105,540	105,540	130,580	179,080	221,330
Cinema Supply (Total Screens)					
Main Trade Area	0	0	0	0	0
Total Trade Area	0	0	0	0	0
Cinema Provision (Screens per 100,000 persons)					
Main Trade Area	0	0	0	0	0
Total Trade Area	0	0	0	0	0
Victoria	*9.2*				
Over / Under Provision (No. Screens)	*@ Victoria Benchmark*				
Main Trade Area	**-7.0**	**-8.8**	**-12.1**	**-15.1**	**-17.5**
Total Trade Area	**-9.8**	**-9.8**	**-12.1**	**-16.6**	**-20.5**

TABLE 6.3. TOTAL TRADE AREA CINEMA EXPENDITURE, 2024 – 2041

Y/E June	Primary Sectors		Secondary Sectors			Main TA	Tertiary Sector	Total TA
	North	South	East	North	West			
2024	0.1	0.3	1.7	0.8	1.4	**4.3**	1.3	**5.7**
2025	0.2	0.5	1.8	1.0	1.6	**5.1**	1.5	**6.6**
2026	0.2	0.6	1.8	1.3	1.8	**5.7**	1.7	**7.4**
2027	0.3	0.7	1.8	1.5	2.0	**6.3**	1.9	**8.2**
2028	0.3	0.8	1.9	1.6	2.3	**6.9**	2.0	**8.9**
2029	0.4	0.8	1.9	1.8	2.5	**7.5**	2.2	**9.6**
2030	0.4	0.9	1.9	2.0	2.8	**8.1**	2.4	**10.5**
2031	0.5	1.0	2.0	2.2	3.1	**8.8**	2.6	**11.4**
2032	0.5	1.1	2.0	2.4	3.4	**9.5**	2.7	**12.2**
2033	0.6	1.2	2.1	2.6	3.7	**10.1**	2.9	**13.0**
2034	0.6	1.3	2.1	2.8	4.0	**10.8**	3.1	**13.8**
2035	0.7	1.4	2.2	2.9	4.3	**11.5**	3.3	**14.7**
2036	0.7	1.5	2.2	3.1	4.6	**12.2**	3.4	**15.7**
2037	0.8	1.6	2.2	3.3	5.0	**13.0**	3.6	**16.6**
2038	0.8	1.7	2.3	3.5	5.3	**13.6**	3.7	**17.4**
2039	0.8	1.8	2.3	3.7	5.7	**14.3**	3.9	**18.2**
2040	0.9	1.9	2.4	3.8	6.1	**15.0**	4.0	**19.0**
2041	0.9	2.0	2.4	4.0	6.5	**15.8**	4.2	**19.9**
Expenditure Growth								
2024-2026	0.2	0.3	0.1	0.5	0.5	**1.4**	0.3	**1.7**
2026-2031	0.2	0.4	0.2	1.0	1.3	**3.1**	0.9	**4.0**
2031-2036	0.2	0.5	0.2	0.9	1.5	**3.4**	0.9	**4.3**
2036-2041	0.2	0.4	0.2	0.9	1.8	**3.5**	0.7	**4.3**
2024-2041	0.8	1.6	0.7	3.2	5.1	**11.4**	2.8	**14.3**
Average Annual Growth Rate								
2024-2026	70.6%	33.8%	1.6%	25.8%	15.4%	**15.0%**	12.2%	**14.3%**
2026-2031	15.3%	11.9%	2.0%	11.9%	11.2%	**9.1%**	8.7%	**9.0%**
2031-2036	8.4%	8.1%	2.0%	6.7%	8.2%	**6.6%**	5.9%	**6.4%**
2036-2041	7.8%	7.6%	2.0%	6.5%	8.0%	**6.4%**	5.7%	**6.2%**
2024-2041	15.2%	11.0%	2.0%	10.0%	9.6%	**7.9%**	6.9%	**7.7%**

Source : CommBank iQ, Location iQ
**Inflated dollars & including GST*

6.2. Entertainment Facilities

i. Cinema complexes are often co-located with a significant food catering offer, with at least one larger restaurant also operating. Other entertainment tenants such as laser tag and games arcades are also common within these precincts.

ii. Providing an integrated cinema, entertainment and food catering offer could enable the prospective cinema complex to attract additional sales from the beyond the total trade area. This would also reinforce the role of the Mt Atkinson MTC as a major destination shopping centre.

iii. There are entertainment facilities are spread throughout the region and surrounds and are generally categorised as follows:

- **Traditional Shopping Centre Entertainment:** uses such as ten pin bowling, laser tag, games arcades and more tend to collocate with cinema complexes, restaurants and the like within shopping centre entertainment precincts. The nearest example for the subject site is at Watergardens Shopping Centre, which comprises a Hoyts cinema complex as well as Timezone.
- **Large Format Entertainment:** across Australia, entertainment-type operators are increasingly common within large format or light-industrial precincts given these types of tenants generally operate from larger floor plates, pay low rents and require good parking and access. Examples of these types of entertainment include ice skating rinks, rock climbing gyms, trampoline parks, mini golf, and the like.

iv. Key entertainment uses that could be considered include:

- **Children's Soft Play:** major brands in Australia include Chipmunks Playland & Café and Lollipops Playland. The closest locations include is Chipmunks at Ravenhall and Lollipops at Sunshine North.
- **Edutainment:** Legoland has a discovery centre store in Chadstone, while Kidzania is an interactive city made for children that is growing in popularity around the world.
- **Indoor Sky Diving:** iFLY
- **Mini Golf:** Holey Moley (Melbourne CBD, Point Cook).
- **Escape Room:** generally independent operators.
- **Flight Simulation:** within the Melbourne CBD.
- **Indoor Ice Skating or Roller-Skating Rink:** roller skating centre at sunshine and ice skating at Docklands.

v. These types of facilities are generally targeted towards young families, young adults and tourists. They are most popular on weekends and generally have significant size requirements of up to 1,500 sq.m.

vi. Providing a point of difference to the other shopping centres, these types of facilities would also expand the hours of operation of the Mt Atkinson MTC. Overall, it would be crucial that a cinema operator was secured for the subject site to support a significant provision of entertainment uses. Without a cinema complex or major commercial hub, the opportunity for a significant entertainment offer would be limited.

vii. A possible alternative would be for community and recreation facilities, which are commonly provided on the periphery of town centre precincts and help residents to identify strongly with a locality and bring regular visitation to the area. Often, these types of facilities are funded by Council and include uses such as libraries, aquatic and/or leisure centres, community centres and other recreation facilities such as a large-scale children's playground.

Recommendation

- **ELP:** as above, if a cinema operator could be secured, there is an opportunity to provide an integrated Entertainment and Leisure Precinct (ELP), comprising a large entertainment and food catering offer.
- **Family Entertainment Tenants:** family-based entertainment likely to complement a cinema complex. Types of uses to attract include iPlay, Strike Bowling, and a trampoline centre.

6.3. Other Non-Retail Uses

i. Table 6.4 summarises the indicative timing and supportability for a range of uses assessed. These are based on various factors including site attributes, surrounding socio-economic profile, and the typical population required to support the uses.

ii. Many of the uses outlined in Table 6.4 rely on pre-commitments from quality operators to be successful. This is especially the case for a tavern and swim centre.

TABLE 6.4. MT ATKINSON NON-RETAIL USES

Metric	Indicative Size Per Tenant (sq.m)	Gross Rents Current ($/sq.m)	Floorspace 2027	2032	2038
Non Retail Shopfronts	150 - 250	500 - 1,000	100	500	1,500
Cinemas-Entertainment	500 - 3,000	400 - 500	-	500	8,500
Gym/Ancillary Fitness Facility	150 - 250	350 - 600	300	600	1,000
Childcare	250 - 1,000	350 - 500	1,000	2,000	2,000
Medical	1,000	450 - 750	500	1,000	2,000
Tavern	500 - 750	500 - 1,000	-	750	1,250
Swim Centre	300 - 600	250 - 500	-	500	500
Total			**1,900**	**5,850**	**16,750**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mala
MT ATKINSON MAJOR TOWN CENTRE
LANDSCAPE STRATEGY TECHNICAL REPORT
28.08.2023

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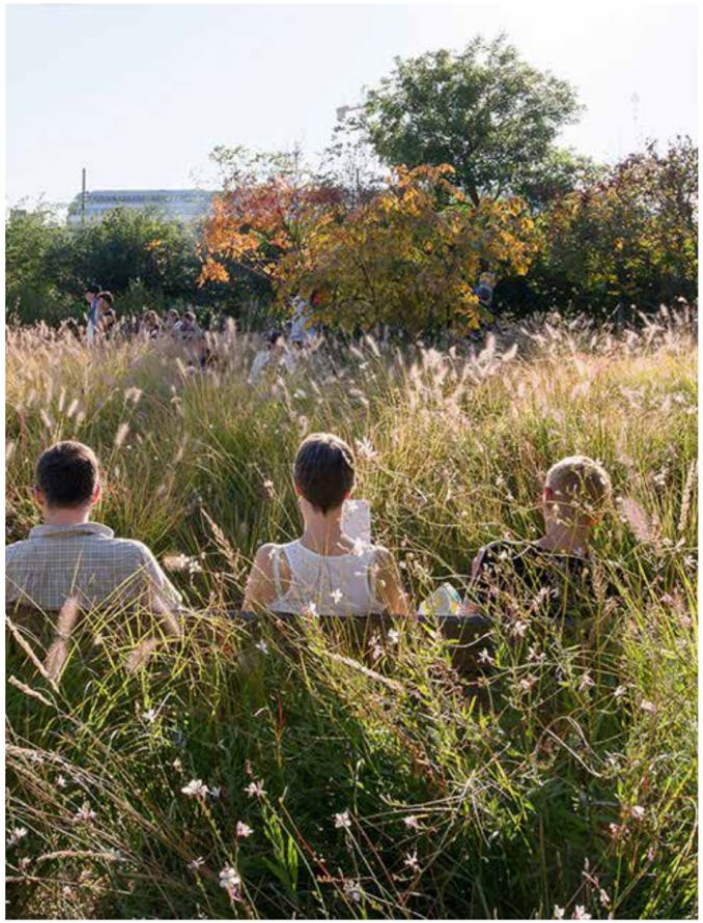


INTRODUCTION

As a new Major Town Centre in an important location, the landscape of Mt Atkinson will need to deliver a rich environment with regional appeal, through gestures that are decidedly human, simple and beautiful. This is the living centre of Mt Atkinson - a vibrant social and cultural landscape.

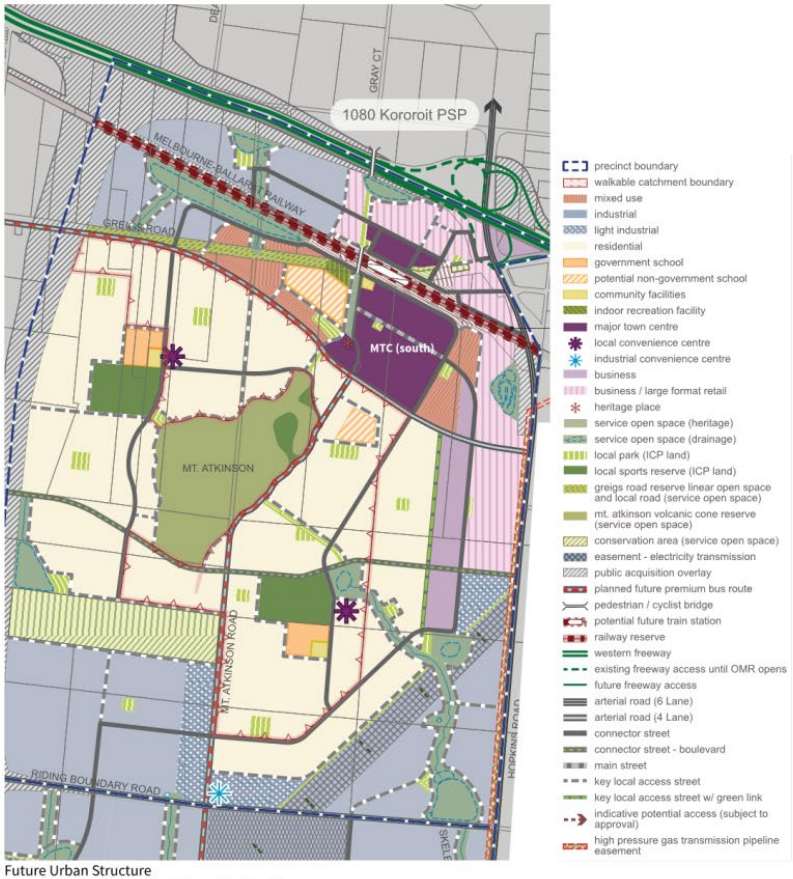
The newly planned community of Mt Atkinson is a future suburb 23kms from the Melbourne CBD. It is projected to have over 20 thousand residents by 2040, 35% protected natural and enhanced green zones, as well as schooling, shopping and employment opportunities unprecedented in the region.

As the Mt Atkinson region presents itself for the future growth of a vibrant and diverse living community, its Major Town Centre, will serve as not only the core social activity hub for nearby residents, but also generate commercial activities and opportunities for the larger Western Growth Area. This demands a distinctive landscape character that is functional, sustainable and commands an aesthetic that is unique to Mt Atkinson.

The Town Centre to the south of the rail corridor will provide the core retail offering and services for the surrounding community. It will be conveniently accessed by walking, cycling and car without crossing the Melbourne-Ballarat rail corridor. The town centre to the north will provide a small scale retail/ service offering and park and ride facilities.

The intent of this document is to provide technical considerations, landscape opportunities and design guidance for the landscape of Mt Atkinson Major Town Centre. The document focuses on areas to the south and it's immediate vicinity, which encompasses the farmstead heritage overlay to the west, mixed-use developments bounded by the rail corridor to the north, as well as mixed-use developments and large-format retail areas to the east of Clara Avenue (Planned).

The content of this document will help inform and prepare the Urban Design Framework (UDF) for the Mt Atkinson Major Town Centre.



Future Urban Structure
Source: *Mt. Atkinson & Tarneit Plains Precinct Structure Plan, Victorian Planning Authority, June 2017 Amended January 2020*

LANDSCAPE VISION

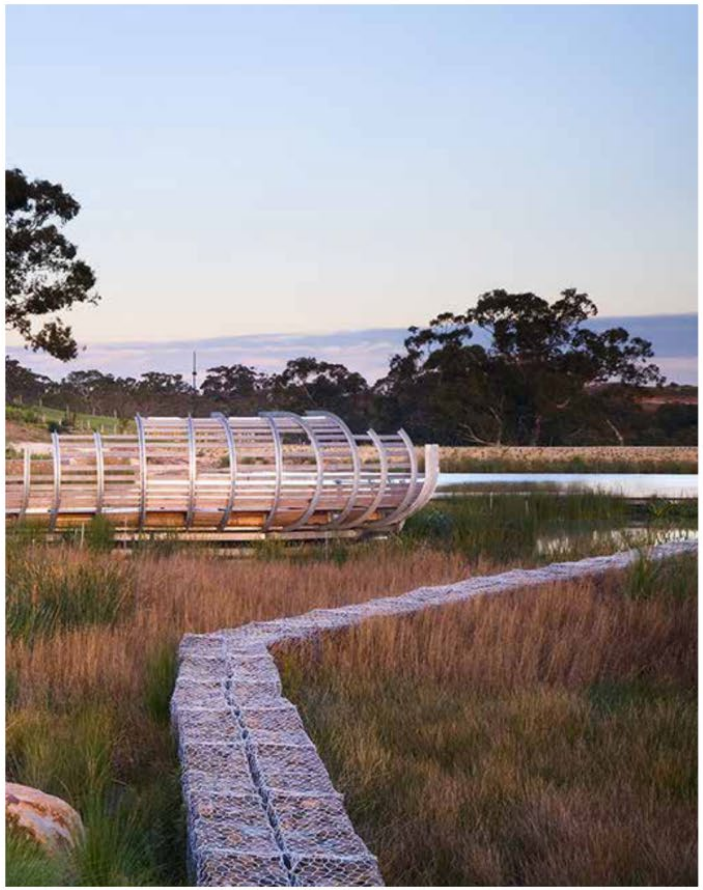
MT ATKINSON WILL BE A DISTINCTIVE MAJOR TOWN CENTRE OF THE FUTURE, ELEVATING A UNIQUE LANDSCAPE HISTORY AND CHARACTER, WITH PROGRESSIVE BUILT FORM AND COMMUNITY-FOCUSED OUTCOMES.

The landscape of the Major Town Centre will provide robust, practical outcomes whilst bringing a unique identity and enlivening public life. Landscape treatments should provide every day amenity, pedestrian priority, allowance for events, safe access, maximised tree canopy opportunities and suitable planting, and activate frontages and interfaces with architecture.

The Major Town Centre landscape will engage with its interfaces, creating a cohesive environment across the greater Mt Atkinson area, including the Hopkins Road Business Precinct, Mt Atkinson residential estate, Mt Atkinson heritage homestead, and the Melbourne-Ballarat rail corridor and UDF areas to the north.

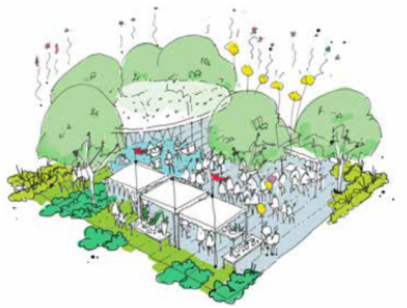
Future development goals will aim to:

- Strengthen cross site connections especially to Mt Atkinson volcanic cone
- Create climatic comfort utilising WSUD principles
- Celebrate the connection to Country of Traditional Owners
- Ensure that design outcomes establish a resilient and unique environment in which to work, visit, and live.



KEY LANDSCAPE PRINCIPLES

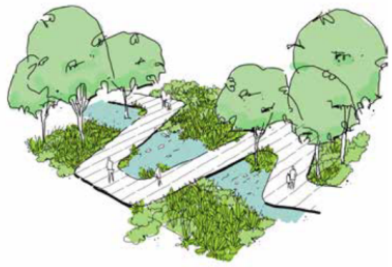
The Mt Atkinson & Tarneit Plains PSP sets out 15 design principles to guide the design and delivery of the Major Town Centre. Below is a summary of these:



VIBRANT CENTRE

Create high quality and safe shared spaces for residents and visitors to socialise, play, work and live

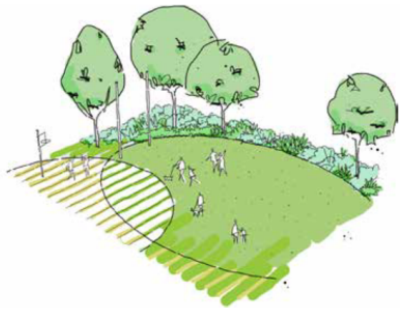
- Open plazas and promenades suited to free movement, events and gatherings
- Intuitive pedestrian connections throughout the precinct and well-dimensioned thoroughfares conducive to retail and cultural activity
- Strategic placement of natural shade allowing for flexible use underneath, and interplay of light and shadow through the year
- Investment in quality materials that improve with time
- Variety of landscape conditions encouraging multiple modes of occupation and commercial and cultural activity
- Integrate softscape and hardscape materials into create a cohesive landscape pallet
- Activation of open spaces through well considered adjacent uses.



SUSTAINABLE CITY

Integrate leading engineering, architecture and systems design into landscapes that perform environmentally

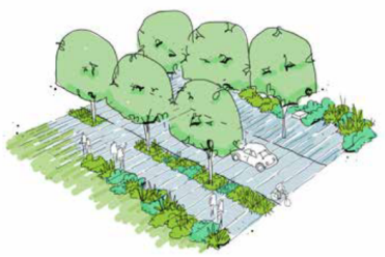
- Passive irrigation integrated into pedestrian connections and streetscapes
- Key desire lines driven by links to public transport
- Extensive bicycle network as alternative to local car use
- Utilisation of rooftop areas for green space and solar power
- Natural shade and green infrastructure strategy reducing heat island effect over buildings, streets and car parks
- Built-form shall celebrate the subtly undulating landscape of Mt Atkinson and the large open sky above
- Green Links running along West East direction linking the homestead - Major Town Centre - peripheral wetland park and Mt Atkinson volcanic cone into a coherent green activity axis.



PEOPLE AND PLACE

Combine human-scale gestures with the unique qualities of the local landscape. Create a sense of place that inspires, surprises and nurtures

- Variety of public open space, from pocket parks, to green pedestrian links, wetlands and peripheral walking and running trails and rooftop gardens
- Create slow-speed environments to ensure that streets are safe for walking and cycling
- Integration of unique aspects of Western Plains grasslands, native trees and geological history into planting and material palette across the Major Town Centre
- Landscape opportunities designed to the anticipated user patterns within the vicinity, maximising community benefit at all times of day and into the evening
- Respect and celebrate the historic and existing rural pastoral landscape, characterised by the heritage homestead to the east, and the natural periphery edge that wraps along Hopkins Road and Greigs Road
- Transition rural character inwards into a more verdant cultural landscape congregating at the Urban Plaza. This transition is defined by change in plant species and landscape materiality



FURTHER-THAN-FUNCTION

Consider each necessary element and an opportunity for best-practice, beautiful landscape design

- Integrated Water Sensitive Urban Design into streets and carparks
- Extensive natural shade and green screening to all functional landscapes
- Utilisation of rooftop spaces as opportunities for private, public and environmental purposes
- Designed approach to necessary infrastructure including surrounding major roads and rail lines
- Integrated approach to architecture, engineering and landscape ensuring each typology is designed with the others in mind, including orientation, form and functional requirements.

LANDSCAPE OPPORTUNITIES AND CONSTRAINTS



VOLCANIC GEOLOGY

Shallow topsoil, rocky geology and gentle undulations will be major technical considerations

"The eruption cone of Mt. Atkinson comprises the major landscape feature of the region, with slopes and basaltic eruptions form a wide undulating plain dotted with small to medium-sized stony rises characteristic of the Victorian Volcanic Plains bioregion and geomorphological units."

Geology: Tholeiitic to alkaline basalts, minor scoria and ash, fertile cracking soils

Geomorphology: Stony rises, gentle slopes, basaltic floaters, occasional water logging.

Landscape Recommendations:

1. A collaboration between landscape and engineering entities to achieve equitable outcomes that support the success of a green landscape within a shallow soil and basalt geology
2. Utilise site topography to inform urban design, making use of ridgelines and depressions as key design drivers
3. Incorporate geology into landscape materiality, making use of site rock in a contemporary manner.



VEGETATION

Low-lying, largely treeless plains grassland and pockets of grassy wetland

"Within the current study area at the time of European settlement, the vegetation would have been predominantly representative of EVC 132_61: Heavier-soils Plains Grassland. This vegetation class consisted of low-lying treeless plants such as graminoids and herbs."

Endemic vegetation typologies: Grasses, herbs, intermittent eucalyptus.

Vegetation character: Golden, windswept, subtle.

Landscape Recommendations:

1. Look to vegetation history to inspire narrative particularly in landscaped perimeters
2. Utilise green technology and architectural microclimates toward social centres, allowing for lusher planting to reduce climatic conditions
3. Foster active collaboration between disciplines to create passive irrigation arrangements, support sustainability and harness water.



CLIMATE

Hot summers, cold winters and strong winds influence the open conditions of the Western Plains

"The climate of Truganina is characterised by warm summers and cool winters; with annual average rainfalls of 539.9 mm (BOM 2014)."

Summers: average maximum of 25.7°C and minimum of 14°C. Exposure to strong northerly and southerly winds.

Winters: Average maximum 13.7°C and minimum 5°C. Exposure to strong northerly winds.

Landscape Recommendations:

1. Use architecture and vegetation to buffer strong prevailing northerly and southerly winds
2. Maximise tree coverage and create network of naturally shaded pedestrian links that combat the urban heat island effect
3. Coordinate architectural and landscape form to allow light through in winter and shade for summer and address harsh western sun
4. Design suitable planting for low rainfall and increasing temperatures.

ABORIGINAL CULTURAL HERITAGE



CULTURAL HERITAGE

Mt Atkinson holds various archaeological records of Aboriginal occupation and use for at least 10,000 years

"The study area is located approximately 1 km south of Kororoit Creek. Both Skeleton and Kororoit Creeks would have been an important part of the regional landscape for Aboriginal people. These permanent sources of water would have provided numerous food resources, materials and a constant supply of fresh water. Previous archaeological studies clearly identify high concentrations of Aboriginal archaeological sites within 200 metres of both Skeleton and Kororoit Creek and associated swamps"

Mt Atkinson Precinct Structure Plan (PSP1082), Victoria: Aboriginal Heritage Impact Assessment, October 2015

Landscape Recommendations:

1. Be aware of artefact scatters and consult closely with traditional owners as per report recommendations
2. Recognise the ongoing custodianship of land and engage in meaningful engagement with traditional owners leading authentic and integrated landscape gestures.

Key Use Summary:
Indigenous Cultural Heritage and the Mt Atkinson Story

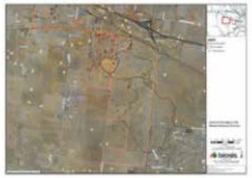
- Biosis, Aug 2018

What does this mean for Aboriginal People?

- Western Plains:
  - Stony rises and wetlands



Mount Atkinson broader area



Our Understanding today

- Extensive use of the landscape through the Holocene – last 10,000 years
- Camping and resource utilization area – grasses, animals, hunting hides
- Potential intangible heritage place due to view -sheds



Cultural Heritage Significance Summary:
Mt Atkinson Precinct Structure Plan (PSP1082), Victoria: Aboriginal Heritage Impact Assessment

- Ecology & Heritage Partners, Oct 2015

5.1.4 Significance of VAHR 7822-3809 (Mt. Atkinson PSP AS 1)

The cultural significance of VAHR 7822-3809 (Mt. Atkinson PSP AS 1) has been assessed against the criteria as defined in Section 4 of the *Aboriginal Heritage Act 2006* (Table 12).

Table 12: Cultural Significance of VAHR 7822-3809 (Mt. Atkinson PSP AS 1)

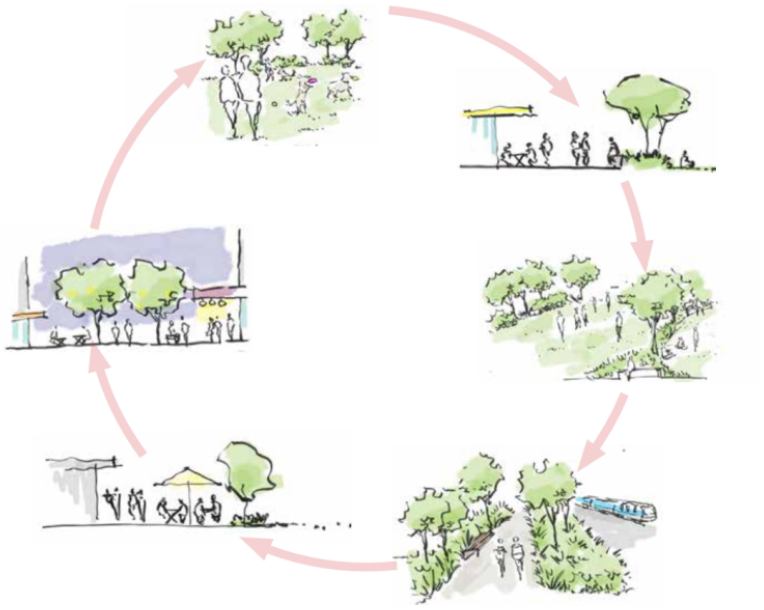
Criterion	Assessment
Archaeological / Scientific	**Moderate.** VAHR 7822-3809 (Mt. Atkinson PSP AS 1) contains a moderate density of stone artefacts, including a low number of formal tools and cores, which is not uncommon in the region. The raw materials from which the artefacts were manufactured are also commonly found in the region, but may indicate that knapping was occurring on-site. Due to the likelihood that further artefactual material exists at this location, whether obscured by vegetative cover or lying subsurface, this site has been assessed as having moderate scientific significance for its potential to contain further data that, in association with the surface expression, will provide useful scientific information for interpreting the site's use and chronology comparative to the other sites located in the general local region.
Contemporary / Social	As Byrne *et al.* 2001 illustrate, social significance is a composite of all of the other significance values (specifically aesthetic, scientific and historic). However, social significance varies for different members or groups within society. The contemporary or social significance of a site is related to its association with a particular social group or community. Aboriginal people themselves are the most appropriate people to determine the social significance of any Aboriginal Place or areas of land associated with their heritage. The Bunurong and the Boon Wurrung representatives were invited to provide information on the cultural heritage significance of the site in accordance with Aboriginal tradition, during their participation in the field survey. Both the Bunurong and Boon Wurrung representatives stated that the site has potential for subsurface artefacts which would add to the significance of the site, and therefore the site should not be considered to be of low significance (Mike Haley and Shane Clark, personal communication 2014).
Historical	**N/A.** The site is prehistoric and there are no documented or oral histories relating to this site. There is no evidence that the site was the location of an important event, nor associated with an historic person or activity.
Spiritual	**High.** Although no 'ceremonial' or 'ritual' components of the site have been identified, the place may hold spiritual significance for certain members of the Aboriginal community. The Bunurong and Boon Wurrung representatives were invited to provide information on the spiritual significance of the site in accordance with Aboriginal tradition, however neither of the field representatives knew of any spiritual significance to the site. They indicated that further assessment of the area may reveal such significance however, and that the site should be treated with the potential for a spiritual place until proved otherwise (Mike Haley and Shane Clark, personal communication 2014).

USER-DRIVEN FUTURE LANDSCAPES

Mt Atkinson Major Town Centre will need to be functional and feel good for the very people who will live, work and visit. Anticipating mindsets, and rhythms of human activity will guide conducive landscape conditions, creating an environment that performs throughout the day, night, seasons and year.

Technical considerations of environment, engineering and efficiency should be constantly assessed in conjunction with simple human-centered questions: Do mornings feel fresh and uplifting? Do lunchtimes feel social or provide moment for escape from busy days? Do I feel safe, protected, sheltered, enlivened throughout the day and evening? Is the Major Town Centre a convivial atmosphere that you want to return to? Is the landscape intuitive and exciting?

The adjoining tables show a preliminary exercise of anticipated user groups for Mt Atkinson and the types of landscape opportunities and conducive conditions that might arise from a human-centered design approach.



The Office Worker

Time	Activities	Landscape Response
6:00 AM	Exercise - pre work workouts etc	Planted park-like open air gym.Running tracks. Swimming Pool
9:00 AM	Arrive. Coffee.	Active desire lines from points of commuting. Weather-protected hardscape adjoining high foot traffic. Hold corner sites where possible. Morning sun trading zones and spillouts.
12:00 PM	Lunch. Relax. Company sport	Soft canopies, soft surfaces, open lawn, fresh air, breeze, sun, shade
3:00 PM	Breakout. Coffee/Drinks	Casual hardscape / softscape, public furniture, protected nooks
6:00 PM	Drinks. Excercise. Dinner. Commute	Hardscape adjoining hospitality 'precincts'. Afternoon sun. Ambient lighting. People watching.Close proximities of tenancies. Allowance for loose furniture by tenant, or accumulated outdoor dining fixed furniture
9:00 PM	Drinks. Movies. Commute	Cultural precinct. Corso. Adjoining hospitality zones. Night lighting. Spillouts from venues.
12:00 AM	Drinks. Commute	Safe streets, ample lighiting, direct paths of travel, taxi/uber pick up zones

The Resident

Time	Activities	Landscape Response
6:00 AM	Exercise. Walk dog. Coffee. Commute. Groceries, laundry, convenience store.	Planted park-like open air gym. Running tracks. Swimming Pool. Dog walking tracks, open sofscape and water bodies for dogs off-lead.Early morning lighting and safe proximities to occupied areas. Safe streets and pathways for kids. Sunrise colours on native landscaping. Corner stores and coffee trader spill out zones. Sense-of-place landscaping around train station.
9:00 AM	At work. At home with kids. Working from home. Retired.	Green views from all apartments. Communal open space rooftops. Easy breakouts to safe pocket parks for kids. Seating immersed in natural settings, adjoining active areas for elderly. Chance of incidental meetings through active streets and laneways, linking to social areas
12:00 PM	Lunchtime	Local cafe spillouts, beautiful pocket parks, spaces to kick a ball, busy social hubs and local corners. Social sidewalksShaded walks to and from destination. Undercover circulation opprotunities for wet weather
3:00 PM	At work. At home with kids. Picking up school kids. Working from home. Retired.	Green views from all apartments. Communal open space rooftops. Easy breakouts to safe pocket parks for kids. Seating immersed in natural settings, adjoining active areas for elderly. Chance of incidental meetings through active streets and laneways, linking to social areas. Safe shaded walkways to and from schools
6:00 PM	Walking the suburb. Walkng the dog. Local entertainment. Excercising. Dinner at home and out.	Green balconies for outdoor dining. Green views from all apartments. Communal open space rooftops. Easy breakouts to safe pocket parks for kids. Seating immersed in natural settings, adjoining active areas for elderly. Chance of incidental meetings through active streets and laneways, linking to social areas. Paths conducive to running tracks, linked to regional parks.
9:00 PM	Returning home	Safe lit streets with human activity.
12:00 AM	Home. Sleeping. On the balcony in summer	Quiet - treetops outside, big sky and stars

The Shopper / Visitor

Time	Activities	Landscape Response
6:00 AM	Exercise	Planted park-like open air gym.Running tracks. Swimming Pool
9:00 AM	Shopping, Brunch and cofee	Easy pick ups and drop offs. A sense of entering a unique Town Centre - sense of place planting and materials. Clear navigation whilst maintaining multiple experiences and surprise. Landscape as outdoor 'mall/arcade/corso' - designed to keep people longer, happier, less tired. Sufficient spillouts from key hospitality tenancies to accommodate weekend brunch boom.Under cover navigation options
12:00 PM	Lunch. Shopping. Meeting friends	Cafe spillouts into public space. Non-tenancy related outdoor spaces to eat and relax. A place to sit down and watch the kids run around. Easy places to meet up. Shade in summer and warmth in winter.
3:00 PM	Shopping. Heading home	Shade in heat of the day. Easy pick up points and parking.
6:00 PM	Dinner and entertainment	Vibrant arcades and street scapes. Sense of precincts and ease of ambling between attractions. Al fresco atmosphere in summer. Warm lighting and weather protection in winter - the cosy night time town.
9:00 PM	Dinner and entertainment. Leaving	Safe, weather protected pick up zones. Landscape lighting strategy.
12:00 AM	Leaving	As above.

FUTURE LANDSCAPE ZONES

Mt Atkinson Major Town Centre can be understood in eight landscape areas transitioning from a variety of interfaces on the periphery to the central core. Though it is anticipated that aesthetics and themes of landscape treatment would overlap and stitch together, each area has a particular focus in terms of public benefit and environmental performance.

FUTURE LANDSCAPE ZONES (subject to Council approval)

Major Parks (Specified in PSP, Maintained by Council)
OS10 - 1.04 ha Linear Heritage Reserve
OS11 - 0.20 ha Urban Plaza
OS12 - 0.51 ha Local Park
OS17 - 0.32 ha Linear park providing connection between Mt Atkinson Volcanic Cone Reserve and Mt Atkinson Major Town Centre (located outside UDF area)

Open Space
Supporting green space focused on major pedestrian amenity and green gateways

Urban Plaza (by Scentre Group)
Lush open space surrounded by active public plazas

Landscape connections
Active public landscape permeated by green spaces linking Mt Atkinson volcanic cone in the south-west through the core (east-west) towards the wetlands

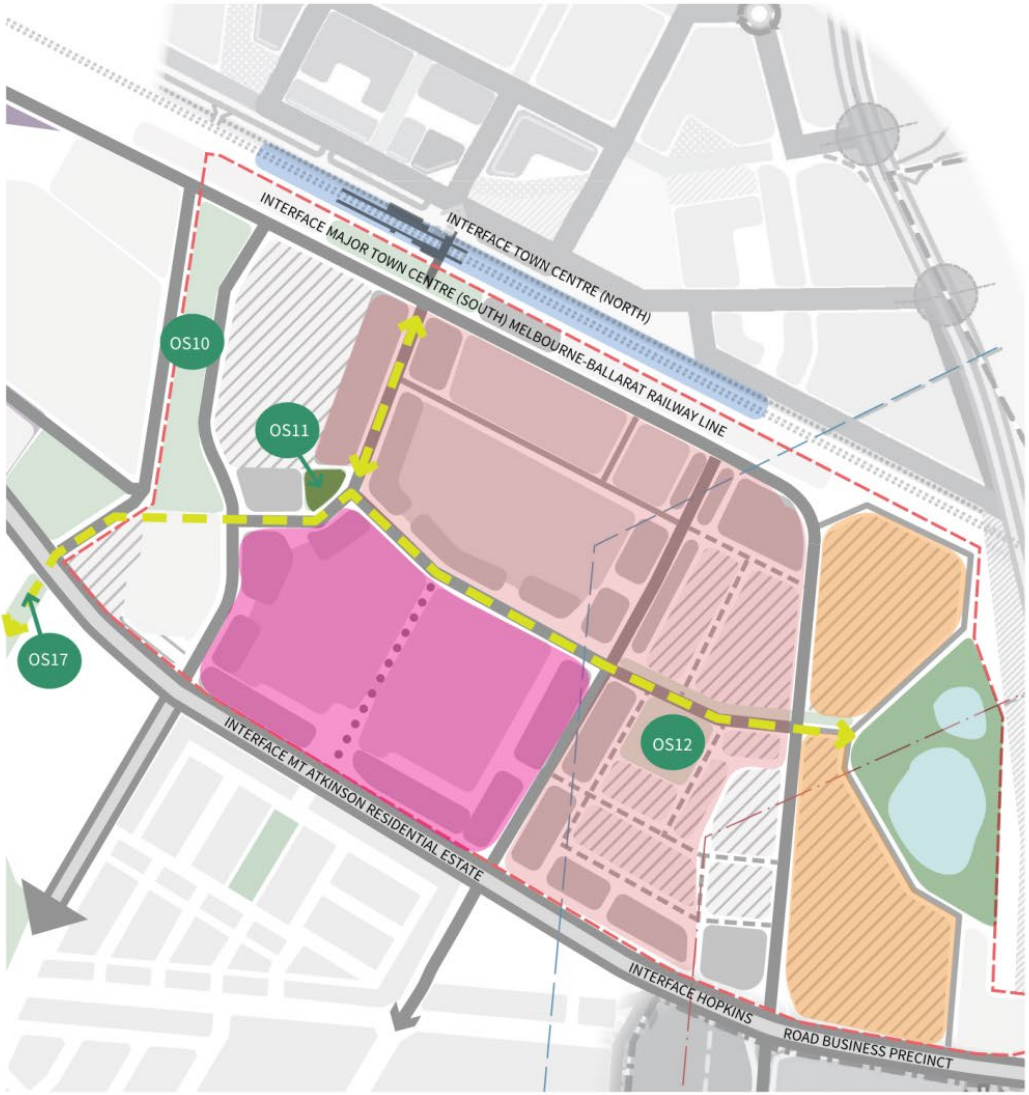
Town Centre
A fully pedestrianised zone activated by cultural, retail and civic uses

Mixed-Use Area
Functional, connected and designed for work life balance. Green streets and efficient parking

Business/ Large Format Retail
Lifestyle shopping within a beautified practical environment

Future Train Station
Civic gateway of daily importance. A welcoming and distinct gesture of public pride, convenience and social energy

WSUD Wetland
Subject to design, open and planted water body surrounded by perimeter open space and vegetated road easement.



KEY DESTINATIONS

The future Mt Atkinson Train Station will play a vital role in the life of the Major Town Centre, becoming a magnet that will drive pedestrian activity to create an important promenade of public life through the Major Town Centre. The adjoining train station and Urban Plaza will be a key placemaking opportunities, with the ability to define the character of Mt Atkinson for locals and visitors alike.

Technical Considerations and Opportunities:

- Create a sense of civic pride with considered train station architecture in a unique landscape setting.
- Investigate station surrounds as public plaza, rather than service corridor
- Utilise high quality, durable surface treatments and furniture
- Slow vehicular traffic and prioritise pedestrian crossing, potentially altering road surface treatments to create an 'extended station plaza'
- Ensure view lines, safe walkways and good lighting to promote public safety and a sense of welcome and comfort at all times of day and night
- Activate landscape with conducive retail offerings and vibrant outdoor trading zones that feel part of daily public life
- Consider all ages and abilities, peak pedestrian flows and practical connections.
- Integrate clear wayfinding and intuitive pedestrian links into Major Town Centre.

Future Train Station & Urban Plaza
Civic gateway of daily importance. A welcoming and distinct gesture of public pride, convenience and social energy, supported by OS11 0.2 Hectare green Urban Plaza

Pedestrian Desire Lines
The train station will create the pedestrian mass to create a major promenade of public life through the centre.


Integrated infrastructure


Active day and night


Public moments


Sense of destination



KEY DESTINATIONS - INDICATIVE PLANTING AND MATERIALS

Tree Character


Native and iconic


Pride in local


Strength in numbers

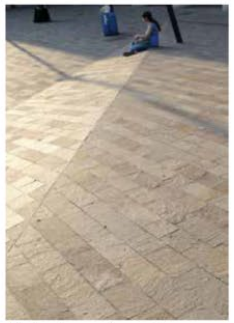
Planting Character


Woven


Rich, varied, robust


Unique sense of arrival

Materials


Strategic grades and access


Integrated infrastructure


Connected day and night


Local materiality


Platforms as public space


Interpretive artwork

URBAN PLAZA

Activated by hospitality and foot traffic through to the future train station, the Urban Plaza will provide a green space offering beyond the PSP, and provide a soft, social heart of the Major Town Centre. Sheltered from prevailing winds, dappled with stands of large and smaller trees and open to the sky with expanses of lawns, the green should play a pivotal role in the social health of the community.

Technical Considerations:

- Provide deep soil for large trees
- Connect edges with high quality furniture moments and transitions to hardscape plazas and pedestrian links
- Preference feature native tree planting but consider exotic species if conducive to conditions, to provide maximum shade and maximum light in winter.
- Allow enough space for casual games and public events, both day and night
- Provide clear sight-lines
- Create 'outdoor rooms' with multiple scaled edge conditions for social interaction
- Locate amenities nearby
- Utilise flexible architecture and pavilions that can facilitate events and gatherings as well as provide additional shade and amenity.
- Incorporate hardy species, permeable paving and Water Sensitive Urban Design treatments to best maintain verdant landscape in harsh climate.

Urban Plaza OS11
0.2 Hectare


Raised lawns


Natural shade


Social and eventful


Flexible



URBAN PLAZA - INDICATIVE PLANTING AND MATERIALS

Tree Character



Graphic trunks, dappled canopies, light and bright



Quality shade, graphic colour, lush, hardy



Green groupings, human scale moments

Planting Character



Open lawns and clean edges



Simple ground planes and groves



Local accents and perennial colour at edges

Materials



Integrated and simple hardscape and softscape



Geology-inspired ground planes



Park vs promenade junctions



Endemic materials adapted

PEDESTRIAN LINKS

High quality links and arcades create the structure for bustling retail activity and should become the epicenter of social life at Mt Atkinson. Defined by quality hardscapes, strategic tree canopies and highly articulated furniture and architectural elements, these spaces should allow for free movement, gathering and occupy-able edges. Integration of both indoor and outdoor landscapes, and considered transitions of materials, will establish an overall environment that feels natural, light-filled and exciting to move through. The landscape will form an important part of best-practice retail and public space planning, setting Mt Atkinson apart as a leading local and regional destination.

Technical Considerations and Opportunities:

- Create timeless qualities. Consider details, materials and planting that will maintain quality, or improve over time
- Plan for flexibility of use and events
- Create micro-climates that encourage occupation throughout the seasons
- Encourage a mix of tenanted outdoor spaces and public open spaces to encourage activity and people-watching
- Ensure thresholds between exterior and interior landscapes are considered
- Create light-filled interior landscapes and utilise green infrastructure.

Potential pedestrian links
High quality naturally lit internal malls

Potential pedestrian links
High quality weather protected external pedestrian walks


Weather protected walks


A variety of open spaces


High quality materials


Dynamic architecture



PEDESTRIAN LINKS - INDICATIVE PLANTING AND MATERIALS

Tree Character


Hardy, bright, formal canopies


Collective shade


Annual eventful colours

Planting Character


Bright and lush


Garden rooms, local aesthetic


Interior landscapes

Materials


High quality paving


Integrated precinct greenery and architecture


Robust timeless furniture


Sense of geologic history

TOWN CENTRE CORE

The heart of the Mt Atkinson Major Town Centre will be a connected environment with high quality landscape and architecture defining a pedestrian and cycle friendly town centre with vehicle access.

At open space forecourts, arrival plazas and urban space nodes, the landscape should provide break out spaces and announce the identity as a green place for human interaction. These important entries should provide for passive occupation, and make use of natural light.

Technical Considerations and Opportunities:

- Ensure a high quality, timeless ground-plane materiality
- Align connections to the greater precinct through realistic pedestrian desire lines. Ensure good crossing points and allow greater set backs of built form at entries
- Design pocket parks in line with surrounding architecture to ensure adequate natural light and buffering from prevailing wind. Consider edges of parks conducive to uses such as end of trip facilities, cafes, civic forecourts and lobby breakout areas
- Invest in durable, quality furniture and infrastructure throughout precinct as defining character accent
- Announce identity of precinct through rich planting moments and graphic arrangements of trees that talk to surrounding architectural forms
- Investigate WSUD integration into green pedestrian links.

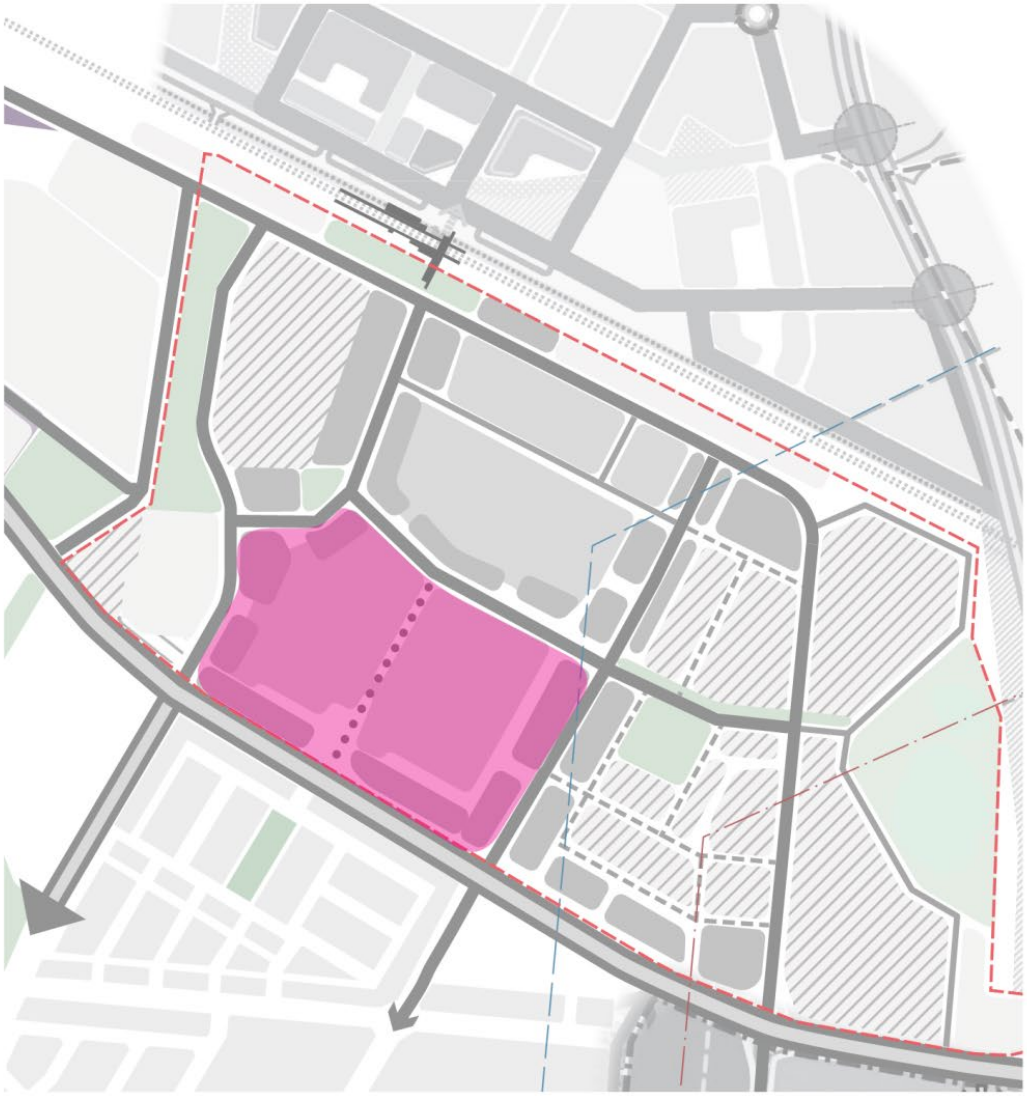
Town Centre Core
A fully pedestrianized zone activated by cultural, retail and civic uses


High quality pedestrian landscape


Pedestrian green Links


Ground plane materials


Urban Space Nodes



TOWN CENTRE CORE - INDICATIVE PLANTING AND MATERIALS

Tree Character


Light canopies, clean trunks


Sculptural shade pockets


Repeated architectural trunks

Planting Character

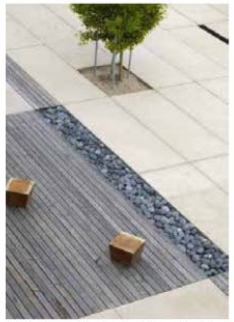

Seasonal accents


Lush interfaces


Fluid softscape and hardscape

Materials


Civic, robust


Public and private thresholds


Permeable


Detailed, modern approach to rural heritage

MIXED USE AREA

A thriving mixed use Major Town Centre must put livability as its focus. As well as providing convenience, practicality and efficiency the landscape must provide pleasant places to gather in public and retreat to in private. Generous tree-lined major streets should encourage walkability, cycling and connectivity to major transport hubs while providing break-out landscapes for retail activity and moments of pause. Residential and commercial design should allow for optimal natural light for tenants and provide private green spaces of multiple types, leveraging the expansive views in all directions.

Technical Considerations and Opportunities:

- Coordinate architectural form with optimal natural light for landscapes to public realm and private terraces
- Utilise tree species with good canopies and graphic trunk form on major streets
- Nominate widths of pavements that can accommodate occasional outdoor trading opportunities to enliven streetscapes
- Engineer roads with traffic calming devices integrated with soft landscape and crossing points for pedestrians
- Ensure integration of Water Sensitive Urban Design treatments with other streetscape features especially to bolster large tree growth
- Allow for a variety of terrace and rooftop landscape opportunities, suited to individuals, families, large groups and commercial workers.

Mixed Use Areas
Functional, connected and designed for work life balance. Green streets and efficient parking

OS12

Local Park OS12.
OS12 - 0.51 ha Local Park



Outdoor trading



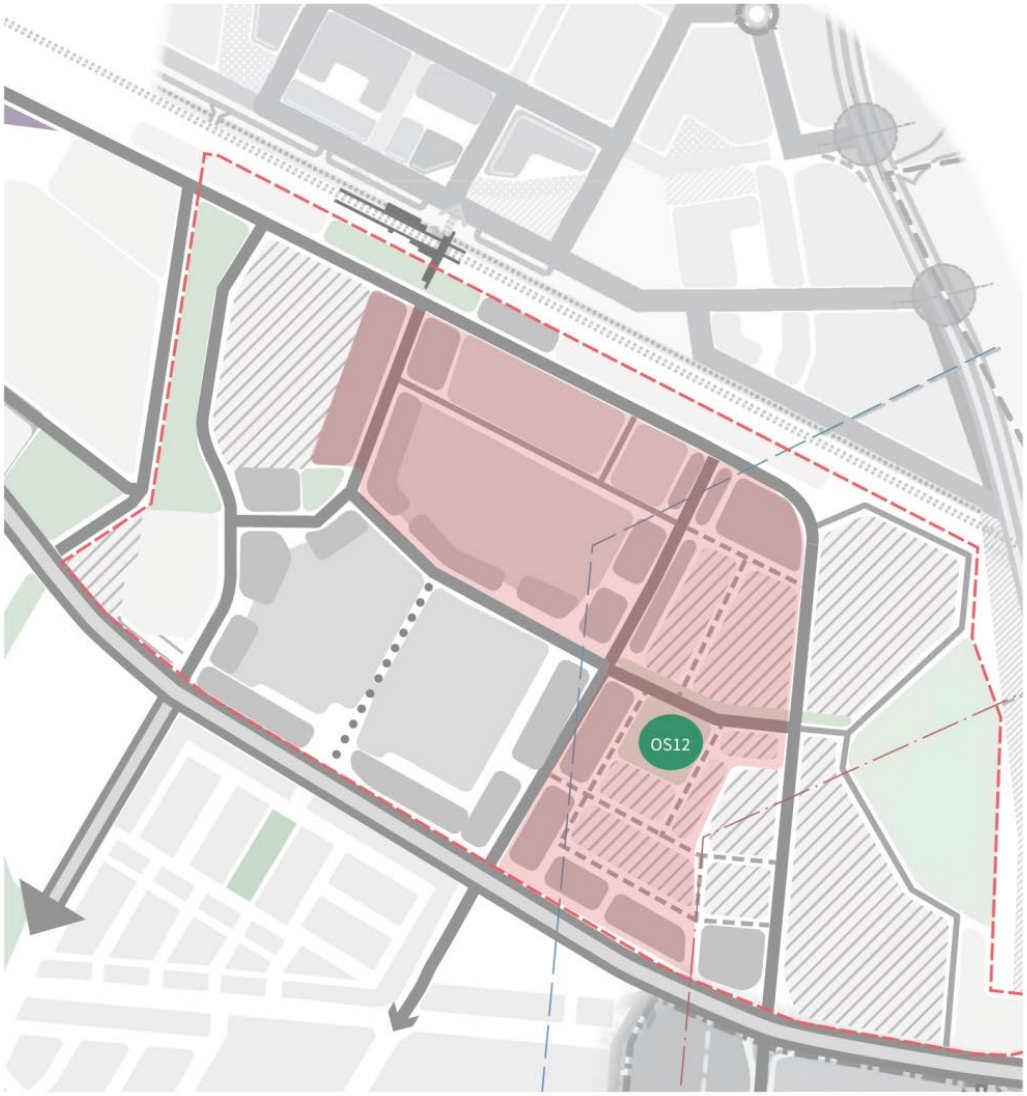
Green streets and sidewalks



Private Landscapes and Rooftops



Local Parks

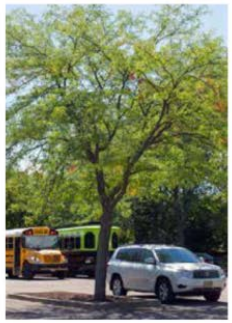


MIXED USE AREA - INDICATIVE PLANTING AND MATERIALS

Tree Character


Native and iconic


Seasonal, civic and shady


Pseudo-native forms

Planting Character


Softening, low, practical


Rich, varied, robust


Grassland heritage

Materials


Public but personal


Coordinated for quality


Unique and practical

LARGE FORMAT RETAIL

Large format retail serves a regional audience, arriving largely by car to choose and transport goods. As such, the major landscape opportunity within this zone at Mt Atkinson, is to provide best practice planning of carparking, green infrastructure and potential incorporation of Water Sensitive Urban Design within generous green buffers to these sites.

Technical Considerations and Opportunities:

- Allocate trees and green space across off-street car parks according to Council's '*Off-Street Car Parking Guidelines, 2015*'
- Investigate opportunities for permeable surfaces and water harvesting to streetscapes and car parks
- Break visual masses of large architecture form with strategic plating of tall trees
- Bridge landscape treatments across both sides of connecting streets to ensure that large format retail does not appear as an outpost to the greater Major Town Centre
- Provide visual connectivity to adjoining green spaces and local amenities including play areas, pedestrian links to civic core and periphery recreation landscapes to better integrate retail operations within the life of the community.

Large Format Retail
Lifestyle shopping within a beautified practical environment

Wetland interface



Water Sensitive Urban Design



Green Screening



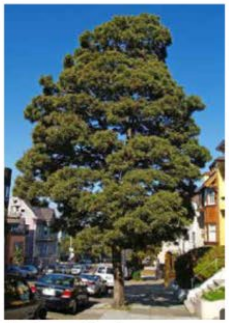
Green Car Parks

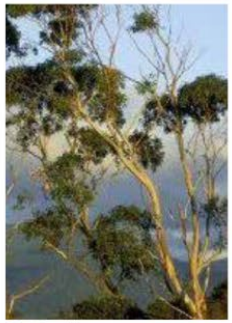


LARGE FORMAT RETAIL - INDICATIVE PLANTING AND MATERIALS

Tree Character


Forested canopies


Native and hardy


Regional icons


Clustered, strategic screening

Planting Character


WSUD planting


Seasonal, golden, softening

Materials


Permeable, trafficable


Engineered landscape


Engineered landscape


WSUD kerbs


Solar car shade structures

ROADS & STREETSCAPES

As a significant part of the Major Town Centre landscape, streetscapes will play an important role in defining the identity of Mt Atkinson. Many factors will inform tree selection and street ground plane conditions, including built form, WSUD opportunities, traffic planning and parking. It is envisaged that major streets will connect to the greater area but transition their planting arrangements from residential areas into conditions that are more conducive to civic life and commercial activity.

Technical Considerations and Opportunities:

- Link to existing major residential streets structurally, but consider shifts in conditions and aesthetics
- Ensure integration of Water Sensitive Urban Design treatments with other streetscape features especially to promote large tree growth
- Provide for cycleways using recent case studies nationally and internationally to determine the safest on-road and off-road situation not just for cyclists, but vehicles and pedestrians
- Consider summer shading and winter sunlight to footpaths and utilise tree lines to buffer prevailing winds
- Establish precinct characters through species variation
- Future plan for long term sustainability of tree species in changing climatic conditions. Monitor tree performance through early years of establishment and determine best adaptability and necessary changes and maintenance.

Station Street, 24hr access

Shared Street, 24hr access

Key Local Access

Indicative Local Street

Connector Street

Arterial Road



Multiple modes



Green avenues



Iconic entrances



Shared zones



ROADS & STREETSCAPES - INDICATIVE PLANTING AND MATERIALS

Tree Character


Native iconic avenues


Precinct-defining character


Hardy heroes

Planting Character


Drought tolerant


Generous, free-flowing


Buffered and abundant


Layered, rich, resilient

Materials


Detailed key moments


Transitional edges


Intuitive


Coordinated, engineered


Precinct-announcing day and night


Public corners

TREE CANOPY

Trees play an important role in improving the quality of life across residential developments. They can improve the increase footpath amenity, accent physical links to open spaces and provide shade and traffic buffering.

If we recognise that streets can provide a 'place' function in addition to 'movement' function then there are opportunities across Mt Atkinson to supplement the existing street trees. In particular locations, streets should become a key part of the open space network and support social connection and interactions.

At these locations the future urban canopy can be intensified to reduce the breaks and to help make streets more inviting and safe. Any supplementary trees should be appropriately located to maximise the benefits to the community and minimise any negative impacts to existing trees and future structures.

While the location and species selection of these trees should reflect the character of the broader Western Plains environment and be sympathetic to sight lines, solar access, spacing and mature dimensions they should also respond to special character areas across the development.

Technical Considerations and Opportunities:

- Preference indigenous species of local provenance that reflect or complements existing character and design intent where suitable
- Select robust species that are durable, long lived, true to type, suited to the local conditions including extreme heat, variable irrigation and volcanic geology
- Plant large canopy trees and groups to build canopy wherever space permits and conflict potential is low
- Shade and cool major pedestrian routes and pedestrian nodes
- Create attractive and coherent streetscapes by selecting trees along streets that have a consistent form and structure
- Select and high percentage of native and indigenous plants
- Exotic trees species should be used as accent plants
- Consider summer shading and winter sunlight to footpaths and utilise tree lines to buffer prevailing winds
- Future plan for long term sustainability of tree species in changing climatic conditions. Monitor tree performance through early years of establishment and determine best adaptability and necessary changes and maintenance

The following pages list the possible street tree species and whilst not being exhaustive, indicates the desired quality and ambiance envisioned for particular streets within the Major Town Centre network and also for particular Future Urban Space Nodes.

The list was developed with consideration of with MCC technical guidelines to ensure performance and maintenance issues were addressed.

Boulevards and Gateways

Green corridors

Pedestrian Green Links

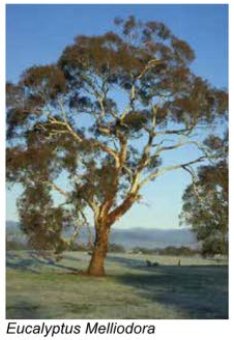


TREE CANOPY - INDICATIVE SPECIES

Boulevard and Gateways

Preference should be made towards planting single species that exhibit grand stature and strong form. Planting configuration should assist in wayfinding and help contribute to creating a sense of place. Tree species should:

- Incorporate a strong/ formal avenue planting of a larger tree species that reinforce the higher order of these streets in the hierarchy
- Be echoed in verges and medians to form a larger extent of trees that creates the strongest possible visual cues and references a gateway
- Have high canopies and clear lower level view lines
- Use singular species on a given road corridor to help to streamline maintenance programs.



Eucalyptus Melliodora
Yellow Box



Angophra costata
Smooth-barked Apple Myrtle



Eucalyptus sideroxylon
Red Ironbark

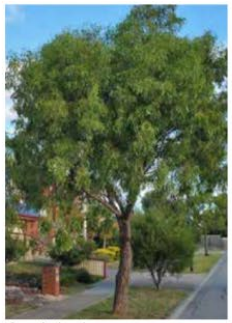


Eucalyptus leucoxylon
Yellow Gum

Green corridors

These corridors typically have a lot of people/ pedestrian activity and a significant requirement for vehicular traffic flow or freight movement. Tree species should:

- Provide visual continuity and legibility of the route throughout the development
- Use trunk-focused species, resemblant of western district windbreaks and farm driveways
- Have high canopies and clear lower level view lines
- Assist in screening poor views and buffering from traffic.



Acacia implexa
Lightwood



Callistemon Viminalis
Willow Bottle Brush



Eucalyptus torquata
Coral Gum



Lophostemon confertus
Queensland Brush Box

Pedestrian Green Links / Urban Nodes

These areas typically experience significant pedestrian movement and place qualities. Tree species should:

- Enhance the functional and visual amenity
- Provide visual relief in environments that tend to be dominated by dense constructed form
- Be planted in clusters to help shade and cool pedestrian routes and nodes
- Ameliorate micro-climate conditions though the provision of summer shade and winter sun
- Provide higher impact using the signature and accent trees and trees with seasonal transformations
- Incorporate larger growing trees with unusual foliage and bark.



Jacaranda mimosifolia
Jacaranda



Geijera parviflora
Wilga



Koelreuteria paniculatum
Golden Rain Tree



Ficus rubiginosa
Port Jackson Fig

PERIPHERY LANDSCAPES

Mt Atkinson Major Town Centre is surrounded by Mt Atkinson homestead and heritage avenue to the west, rail and road easements to the north and a wetland to the east. Collectively these landscape offer a chance to bind a uniquely modern Australian landscape that interprets the character of an ancient landscape, providing aesthetic distinction and creating a series of connected public spaces.

Technical Considerations and Opportunities:

- Consider key interfaces and green-link opportunities including rail interface, particularly the future train station, OS 11, OS12, OS17, WL-07, Mt Atkinson heritage homestead CL-02
- Draw on endemic grassy plains species to create a golden periphery to the site
- Integrate endemic species into major arterial streetscapes where viable, creating visual links around the circumference
- Investigate indigenous patterns of use as design drivers for plant selection
- Utilise low lying areas as potential water retention opportunities linked to great WSUD strategies. Utilise Plains Grassy Wetland species within these zones
- Make use of public acquisition overlay areas as temporary aesthetic connections at a minimum and usable public open space where possible.

Other Landscapes
Utilise landscape areas surrounding the Major Town Centre to provide nature, free movement and informal engagement with unique landscapes

1 - Mt Atkinson Homestead Landscape

2 - Rail Corridor Landscape

3 - Eastern wetland Landscape

OS10

Open Space (Identified in the Mt. Atkinson & Tarneit Plains Precinct Structure Plan)
OS10 - 1.04 ha Linear Heritage Reserve
OS11 - 0.20 ha Urban Plaza
OS12 - 0.51 ha Local Park
OS17 - 0.32 ha Linear park providing connection between Mt Atkinson Volcanic Cone Reserve and Mt Atkinson Major Town Centre (located outside UDF).



PERIPHERY LANDSCAPES - INDICATIVE PLANTING AND MATERIALS

Tree Character


Endemic large, sparse


Endemic, small, feature


Endemic, clustered

Planting Character


Herbaceous, hardy


Annual event


Golden grasslands


Artistic swathes

Materials


Site-found materials


Ancient as modern


Designed ecologies


Integrated infrastructure


Context and balance


Sculptural sublime


Shared use areas

KEY REFERENCE DOCUMENTS

BACKGROUND INFORMATION

The following documents have been reviewed and summarised in order to prepare the Landscape Strategy.

The documents pertain to important information about existing site condition, heritage, as well as existing and ongoing strategies and policies being developed by Melton City Council and other consultants alike for Mt Atkinson precinct.

The Mt Atkinson and Tarneit Plains Precinct Structure Plan (Jun 2017 Amended January 2020)

Stockland Landscape Strategy

Rockbank Major Town Centre Urban Design Framework Draft (Aug 2018)

200211_UDF Workshop 5 (Feb 2020)

Mt Atkinson Precinct Structure Plan (PSP1082), Victoria: Aboriginal Heritage Impact Assessment (Oct 2015)

Melton Landscape Guidelines (2010)

Melton Public Realm Design Guidelines (DRAFT)

Melton Street Tree Strategy (DRAFT)



Stantec

Mt Atkinson Major Town Centre Urban Design Framework Plan (UDF)

Technical Transport Report

Prepared for: Mensch

Ref: 300304089 | Date: 25 October 2024



Revision

Revision	Date	Comment	Prepared By	Approved By
A-Dr	16 September 2024	Draft for Comment	John Kiriakidis / Hans Gao / Amin Sedigh	Andrew Farran
A	25 October 2024	Final	Alex Blackett	Alex Blackett



Alex Blackett

For and on behalf of

Stantec Australia Pty Ltd

L24, 55 Collins Street, Melbourne VIC 3000

Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

Limitations

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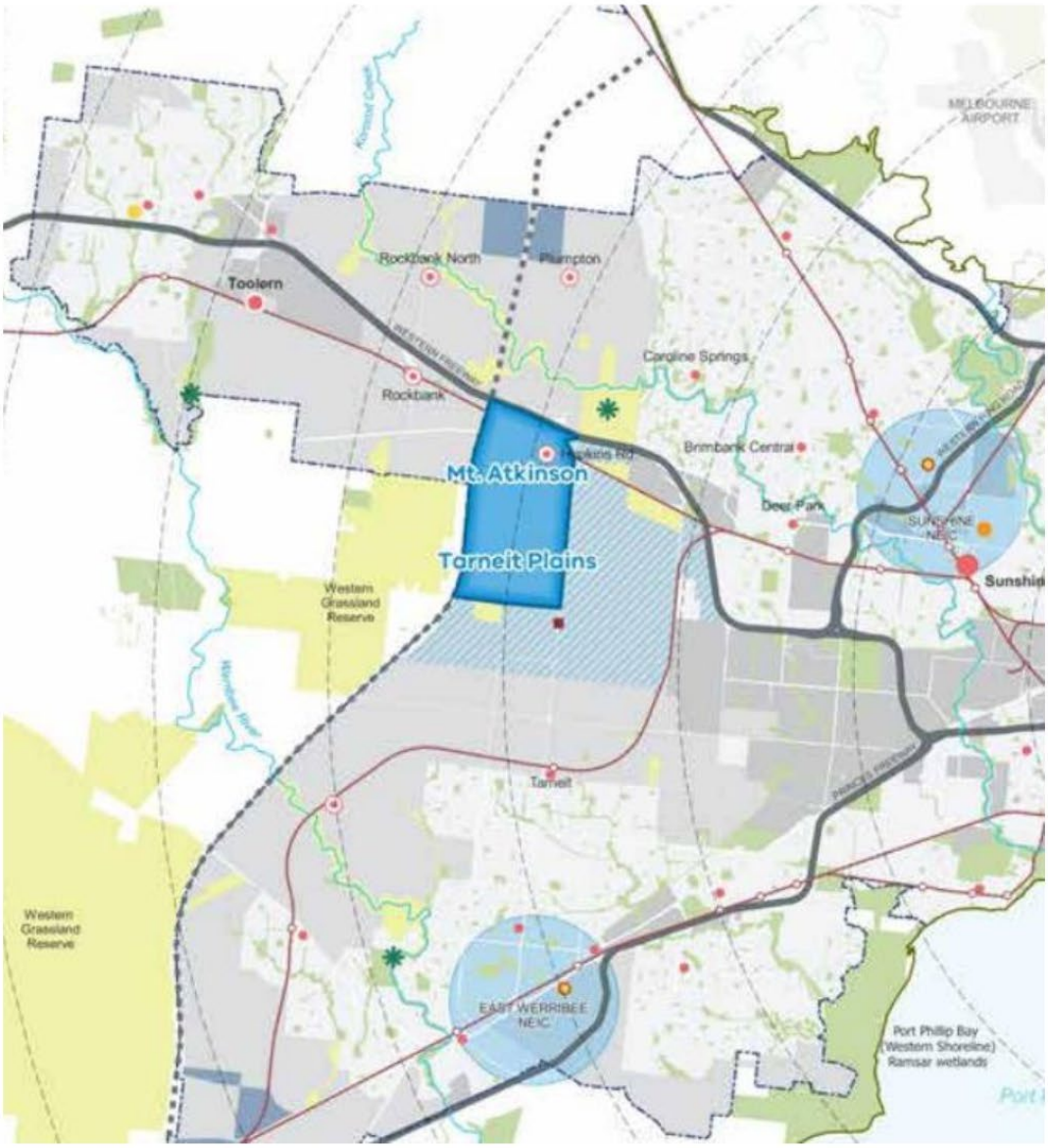
1. Introduction

1.1 Background

The Mt Atkinson and Tarneit Plains Precinct Structure Plan (PSP) area is located 25km west of Melbourne's CBD, on the urban fringe of metropolitan Melbourne and has been identified to be a suitable area for new urban development, along with several other greenfield precincts.

The location of the Atkinson and Tarneit Plains PSP is shown at Figure 1.1. It comprises some 1,050 hectares of land, generally bounded by the Western Freeway to the north, the future Outer Metropolitan Ring Road (OMR) road reservation to the west, Middle Road to the south and Hopkins Road to the east.

Figure 1.1: Mt Atkinson Precinct and adjacent Western Growth Area Greenfield PSP Area



Source: Mt Atkinson & Tarneit PSP

The Mt Atkinson and Tarneit Plans Precinct Structure Plan (PSP) and Infrastructure Contributions Plan (ICP) was developed by the Victorian Planning Authority (VPA) and Melton City Council (MCC), and subsequently approved by the Minister for Planning under Amendment C162 to the Melton Planning Scheme in 2017 and Amendment C201 (through Schedule 3 to Clause 45.11 – Infrastructure Contributions Overlay) to the Melton Planning Scheme in 2020, respectively.

The Mt Atkinson and Tarneit Plains precincts were developed as one PSP with no clear and obvious border between the two of them. The resulting PSP guides what development mix and densities will be accommodated across them, and the ICP identifies, costs and sets out the funding arrangements for the key infrastructure that will support the proposed urban structure.

The Mt Atkinson Major Town Centre (MTC) is located within the northeastern portion of the PSP and will serve as the primary commercial centre and transport hub for the PSP and surrounds. The Mt Atkinson MTC is now being advanced through the preparation of an Urban Design Framework (UDF) to provide a clear and integrated strategic vision for how the Mt Atkinson MTC will be developed over the coming years.

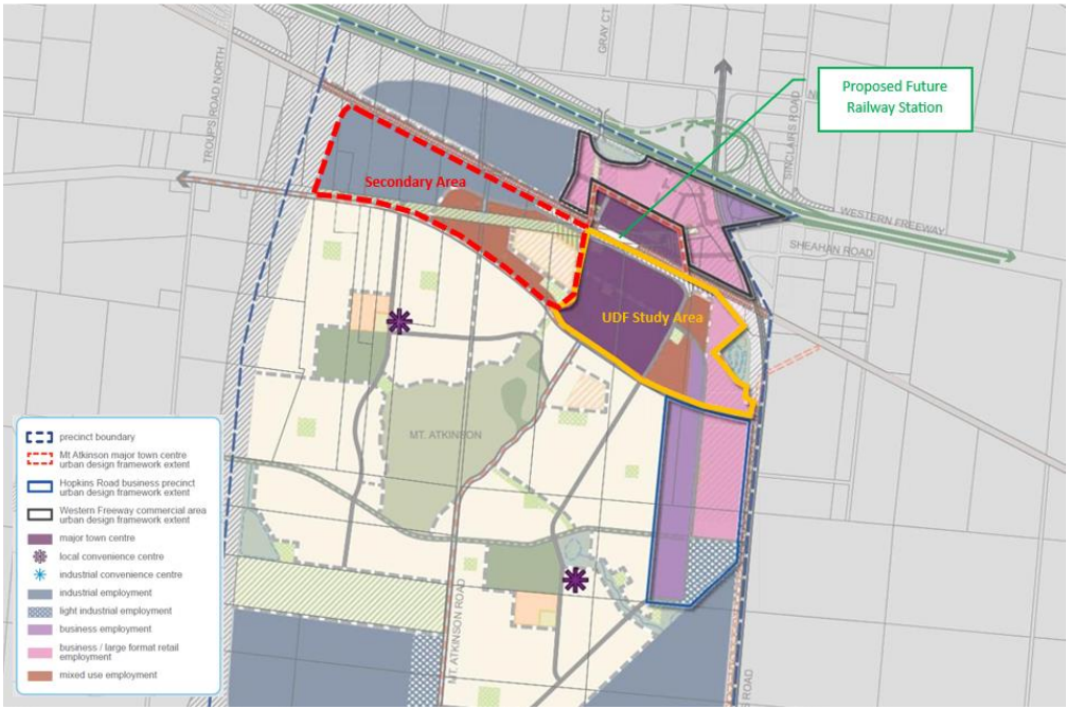
The development of the Mt Atkinson MTC accompanied by the future delivery of the Mt Atkinson Railway Station provides significant opportunity to encourage users to undertake more sustainable travel behaviours to, from and within the PSP and surrounds. The emergence of a heavy rail station, connecting bus services and other transformative road-based infrastructure improvements over the delivery of proposed land use in the Mt Atkinson MTC provides a wide and lengthy window within which planning can adapt to this changing environment. The likely implications of these changes are considered in our assessment of the likely effects of the proposal.

Stantec has been commissioned by Mensch to prepare this technical transport report as a background document to the Mt Atkinson MTC UDF.

1.2 Project overview

The Mt Atkinson MTC, as outlined in the Mt Atkinson and Tarneit Plains PSP, will consist of a diverse mix of retail, commercial, residential, civic, health and community uses. It is located on both sides of the Melbourne – Ballarat Line around the proposed site of a future Mt Atkinson Railway Station as shown at Figure 1.2. The area which this report considers includes the UDF precinct south of the railway line (shown as a yellow outline) as well as a secondary area to the south-west of the railway line and north of Grand Boulevard. The secondary area has been included for analytic evaluation purposes only, with further commentary setting out the rationale for its inclusion set out later in this report.

Figure 1.2: UDF Study Area Location and Surrounds (Source: PSP Extract)



1.3 Purpose of this report

This technical transport report sets out a summary of the relevant background information, as well as any key transport issues and opportunities that have been identified.

This report provides a high-level transport evaluation of the likely effects of the proposed Urban Design Framework plan on the adjacent transport system. It includes detailed traffic analysis which evaluates the transport system's redundancy and resilience for a 2041 planning horizon (i.e. approximately 20 years from now). This planning horizon seeks to strike a balance between the likely (extended) delivery timeframes of land use within the precinct as well as access to modelling tools, namely the Melton Integrated Transport Model (MITM) that includes strategic inputs for the entire Melton municipality for this (same) design year.

Accordingly, this report includes consideration of the following:

- Key transport policies influencing the project and land use in the study area,
- Existing and future known demographics and land uses for the study area,
- Existing and future known transport conditions for the study area (up to and including the 2041 planning horizon),
- Transport system performance in the study area for the 2041 planning horizon including key intersection performance and configuration requirements which exceed those currently contemplated within the approved PSP,
- Daily traffic demand estimates for the study area road network and how adopted roadway cross-sections align with these traffic forecasts, and
- Strategic transport considerations around the future likely effects of the delivery of Mt Atkinson Railway Station within the precinct (currently understood to occur beyond 2041).

2. Strategic Planning Context

2.1 State Government Policy

2.1.1 Transport Integration Act

The Transport Integration Act (Act) is the primary transport statute for Victoria and has contributed to significant change to the way in which transport and land use authorities make decisions and work together. The Act enshrines a triple bottom line approach to decision making about transport and land use matters.

The Act has been effective to date in changing the focus of individual transport organisations or agencies, such as the Department of Transport and Planning (DTP) that traditionally considered or focused on a single transport mode at a time, to require all transport agencies to work together to achieve an integrated and sustainable transport system. Moreover, it requires all transport agencies to take account of land use policy matters in transport decisions.

The Transport Integration Act:

- Unifies all elements of the transport portfolio to ensure that agencies work together towards the common goal of an integrated transport system,
- Provides a framework for integrated and sustainable transport policy and operations,
- Recognises that the transport system should be conceived and planned as a single system performing multiple tasks rather than separate transport modes,
- Integrates land use and transport planning and decision-making by extending the framework to land use agencies whose decisions can significantly impact on transport ("interface bodies"),
- Re-constitutes transport agencies and aligns their charters to make them consistent with the framework.

The Act forms an overarching legislative framework for transport related state planning policy decisions and has been integrated within the Victorian Planning Provisions (VPP).

2.1.2 Plan Melbourne

The Victorian Government released the Metropolitan Planning Strategy, Plan Melbourne in 2017 (refresh of the previous plan released in 2014). The Plan looks to build on Melbourne's reputation as a global city of opportunity and choice, as it caters for an almost doubling of the population over the next 35 years (i.e., out to 2050).

The Plan provides guidance on the way housing, commercial and industrial development will be provided, based off the following key seven outcomes, and are supported by a range of actions:

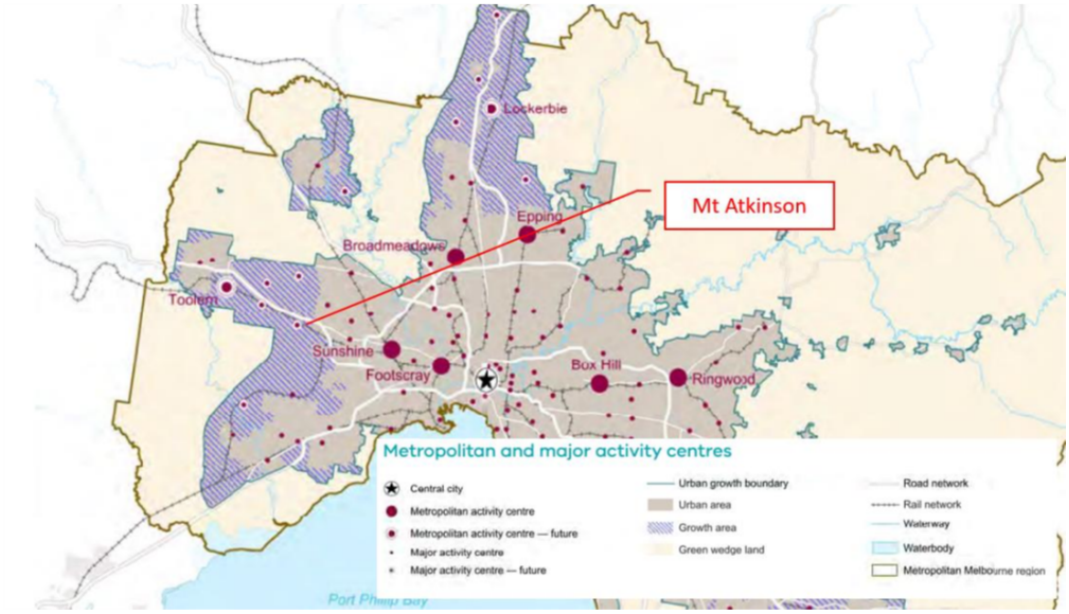
- Being a productive city that attracts investment, supports innovation and creates jobs,
- Provide housing choice in locations close to jobs and services,
- Have an integrated transport system that connects people to jobs and services and goods to market,
- Be a distinctive and liveable city with quality design and amenity,
- City of inclusive, vibrant and healthy neighbourhoods,
- A sustainable and resilient city, and
- Regional Victoria is productive, sustainable and supports jobs and economic growth.

The Plan discusses the importance of locating medium and high-density development near jobs, services and public transport to improve housing and transit choices, road space allocation, as well as achieve 20minute neighbourhoods; places where people have access to local shops, schools, parks, jobs and a range of community services within 20 minutes of their home.

In outer suburban areas, this can be achieved through the development of major activity centres and employment precincts, preferably clustered around existing or proposed railway stations, such as the opportunity that is proposed with the Mt Atkinson MTC and Railway Station.

An excerpt from The Plan is shown in Figure 2.1 on the following page that indicates the Mt Atkinson MTC as a future Major Activity Centre (listed as the Hopkins Road future Major Activity Centre in Plan Melbourne).

Figure 2.1: Plan Melbourne – Metropolitan and Major Activity Centres



2.1.3 Movement and Place

Movement & Place (M&P) is a relatively new assessment framework adopted by the DTP and other affiliated agencies to assist with evaluating infrastructure project proposal outcomes. It provides an ability to guide transport projects, land use development and operational initiatives in a coordinated, holistic and integrated manner.

The 'Movement and Place in Victoria' document published by DTP dated February 2019 includes the following commentary on the framework:

"The Movement and Place Framework takes a future-focused, multi-modal approach to network planning. It takes into consideration the diverse role places play in planning the types of transport modes appropriate to a local road or street.

In this new language, roads and streets are defined by the context of a local place and assigned various 'movement' and 'place' classifications."

Based on current available M&P classifications through the online DTP M&P viewer, there has been limited associated network planning work for the Mt Atkinson and Tarneit Plains PSP. Only the existing arterial roads have aspirational classifications indicated, and they remain highly general traffic and freight focused (limited walking, cycling, bus and interchange arrangements considered). It would be expected that these and additional M&P classifications will be refined and developed based on the detail developed through the Urban Design Framework process. As such, we are cognisant of the aspirations and objectives of the M&P framework, and these have been used as inputs when developing the UDF.

2.1.4 Growing Our Network (2018-2025)

The DTP has prepared a Rail Network Plan for when the Metro Tunnel opens in 2025. This Plan includes an updated network map outlining how the rail network across the state will function when current major projects – including the Metro Tunnel, high-capacity signalling, High-Capacity Metro Trains and the level crossing removal program – are completed.

The Plan has several key future projects which will continue to improve peak capacity and off-peak services on the Melton Line. This includes the electrification of the rail line from Deer Park to Melton, which comes off the back of the recent duplication of the line and delivery of an additional train station at Toolern (now Cobblebank).

Figure 2.2 reproduces the western portion of the Rail Network Plan with the future Mt Atkinson Railway Station proposed to be positioned on the Ballarat Line between Rockbank and Caroline Springs as indicated (noting the figure is not to scale).

Figure 2.2: Victorian Rail Network Plan (2025) – Western Melbourne



Based on relevant background material, such as the strategic transport modelling completed as part of the Mt Atkinson and Tarneit Plains PSP, the Mt Atkinson Railway Station is part of the long-term rail network arrangements. Recent enquiries with DTP indicate there is no current commitment to deliver the Mt Atkinson Railway Station before 2041, noting that this is the selected design year for the UDF transport evaluation, so analysis has been undertaken based on it not being implemented, as well as suitable consideration and support for people accessing it when it eventual is.

2.2 Moving Melton – Integrated Transport Strategy

The **Moving Melton – Integrated Transport Strategy** (the Strategy) was adopted by Melton City Council (MCC) in 2015 to provide guidance on how the transport network within the municipality will need to change in the future to accommodate the anticipated population growth and development. The Strategy identifies the current high car dependency and low level of public and active transport options currently available within Melton. The key policies outlined in the Strategy most relevant to this project are reproduced in the following report sub-sections.

2.2.1 Active Transport

The Strategy discusses how active transport modes should be made more available and accessible to everyone in the community. The Council intends to ensure that neighbourhood facilities are accessible by bike, and local facilities are accessible by foot. The Council also intends to work in conjunction with the Victorian Planning Authority (VPA) to develop principal pedestrian and bicycle networks in the PSPs. Extracts from the example principal pedestrian and bicycle networks shown in the Strategy for the proximate area to the Mt Atkinson and Tarneit Plains PSP are shown in Figure 2.3 and Figure 2.4, respectively.

Figure 2.3: Example Principal Pedestrian Network Extract

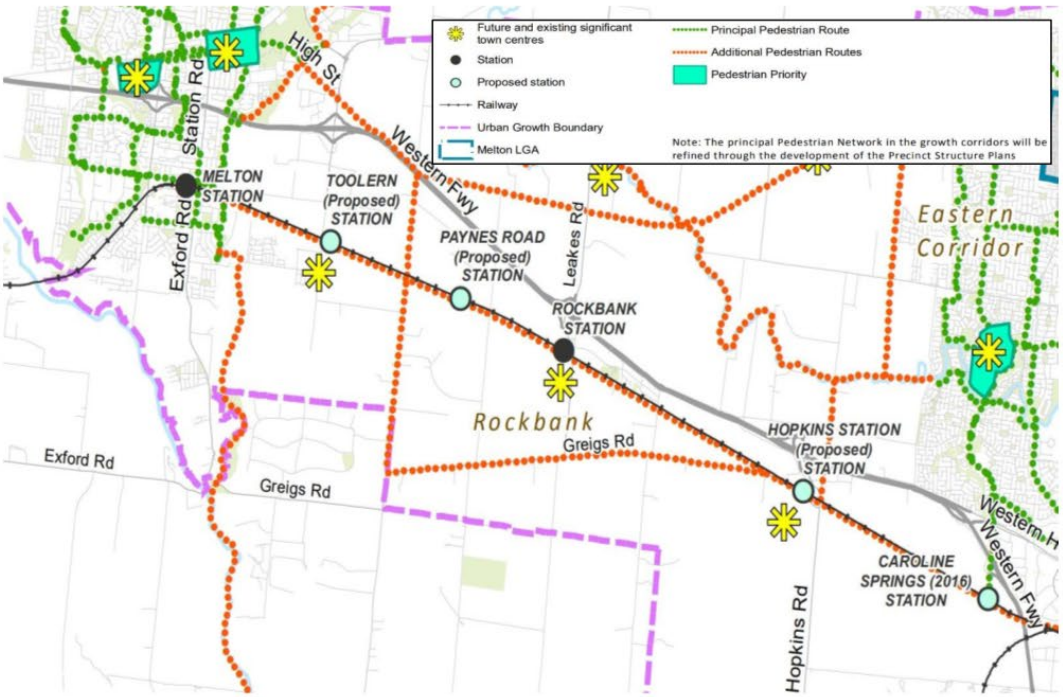
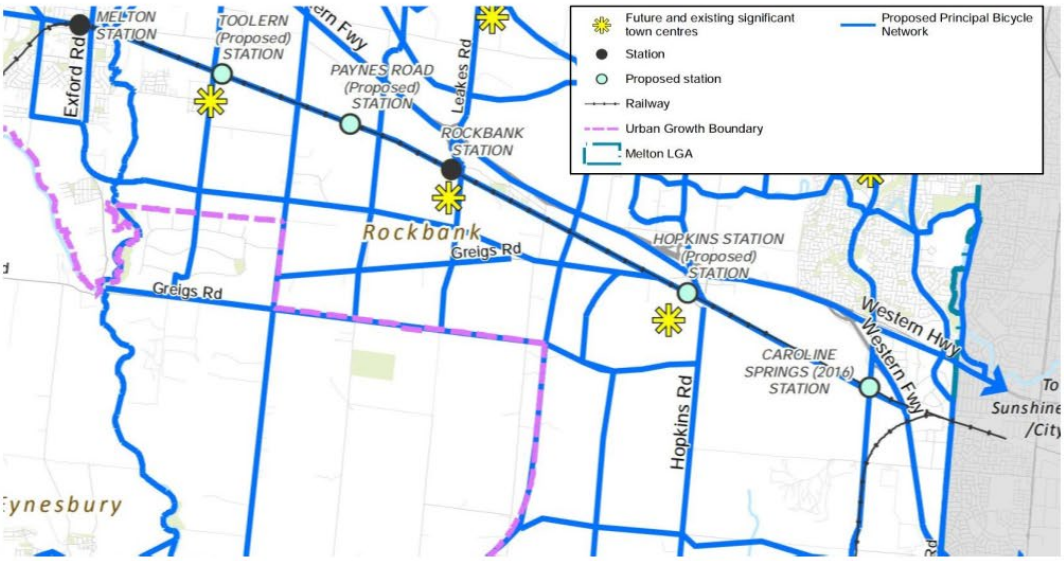


Figure 2.4: Example Principal Bicycle Network Extract

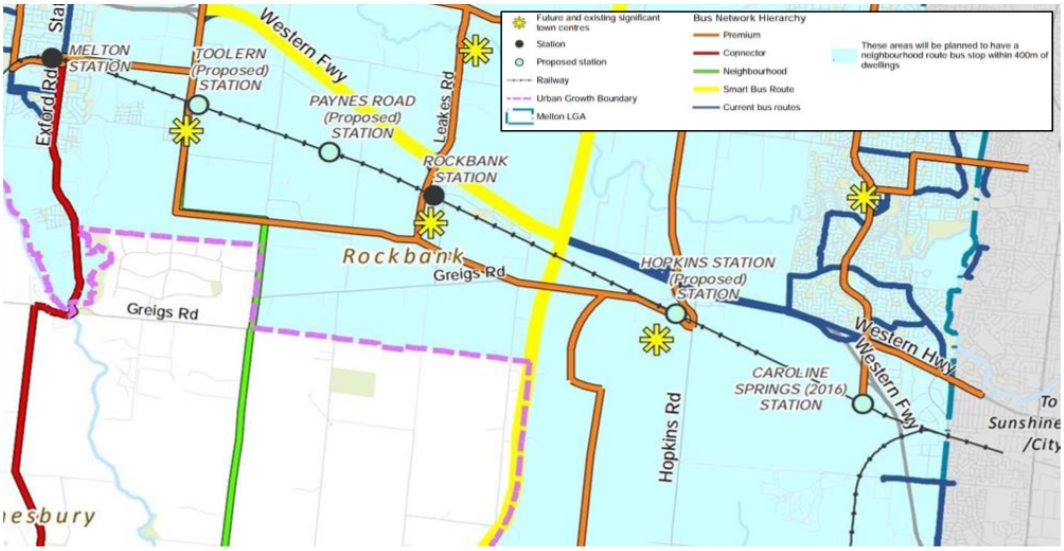


2.2.2 Public transport

The Strategy outlines how the provision of reliable and frequent public transport services is a key objective of the Council in supporting the anticipated population growth in the municipality. The Strategy discusses how access to town centres will be especially critical in enhancing their commercial viability and delivering appropriate access to services for the local community. The Council will advocate for upgrades to and new stations on the Melbourne - Ballarat rail corridor and the implementation of an expanded bus network through the municipality to cater for the anticipated urban growth. This includes the creation of new bus routes connecting local areas to the Mt Atkinson Major Town Centre and a proposed new railway station.

An extract of the proposed bus network and route hierarchy from the Strategy for the proximate area to the Mt Atkinson and Tarneit Plains PSP is shown in Figure 2.5.

Figure 2.5: Proposed Bus Network and Route Hierarchy Extract

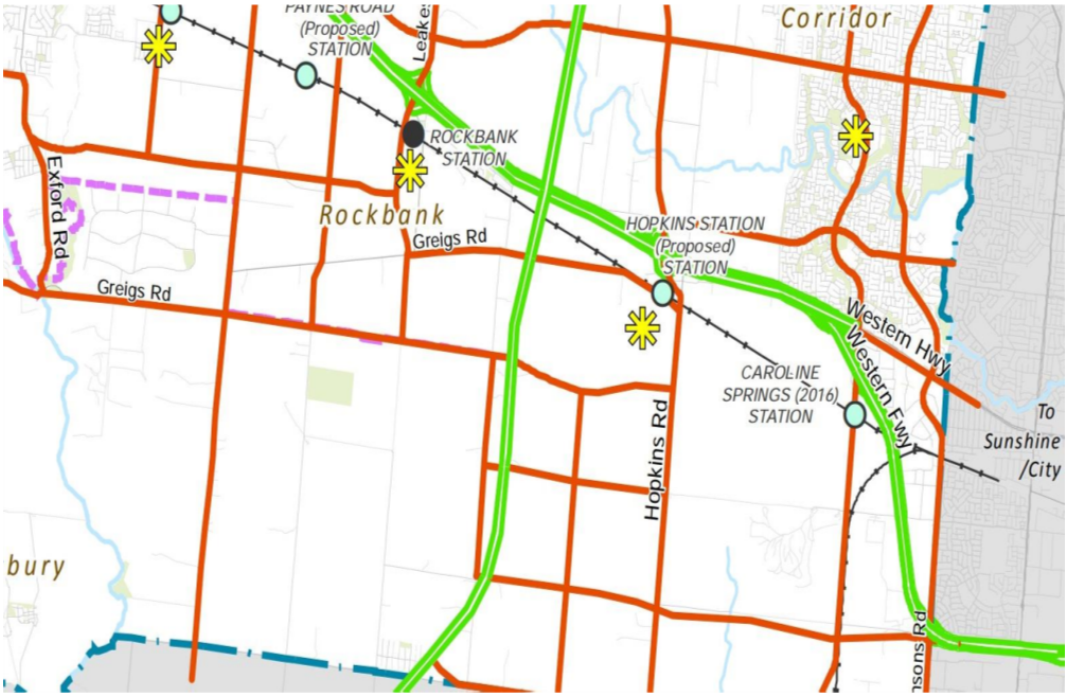


2.2.3 Road Network

Council recognises that although a key objective of the Strategy is to reduce car dependency, road transport is still a necessary mode of travel through the municipality. Council will advocate for connectivity to the metropolitan area and Melbourne Airport through the delivery of key pieces of road infrastructure beyond what is proposed in the PSPs. The planning of local road networks will utilise the existing grid layout in the greenfield areas between Melton and Caroline Springs.

An extract of the proposed arterial road network from the Strategy for the proximate area to the Mt Atkinson & Tarneit Plains PSP is shown in Figure 2.6.

Figure 2.6: Proposed Arterial Road Network Extract



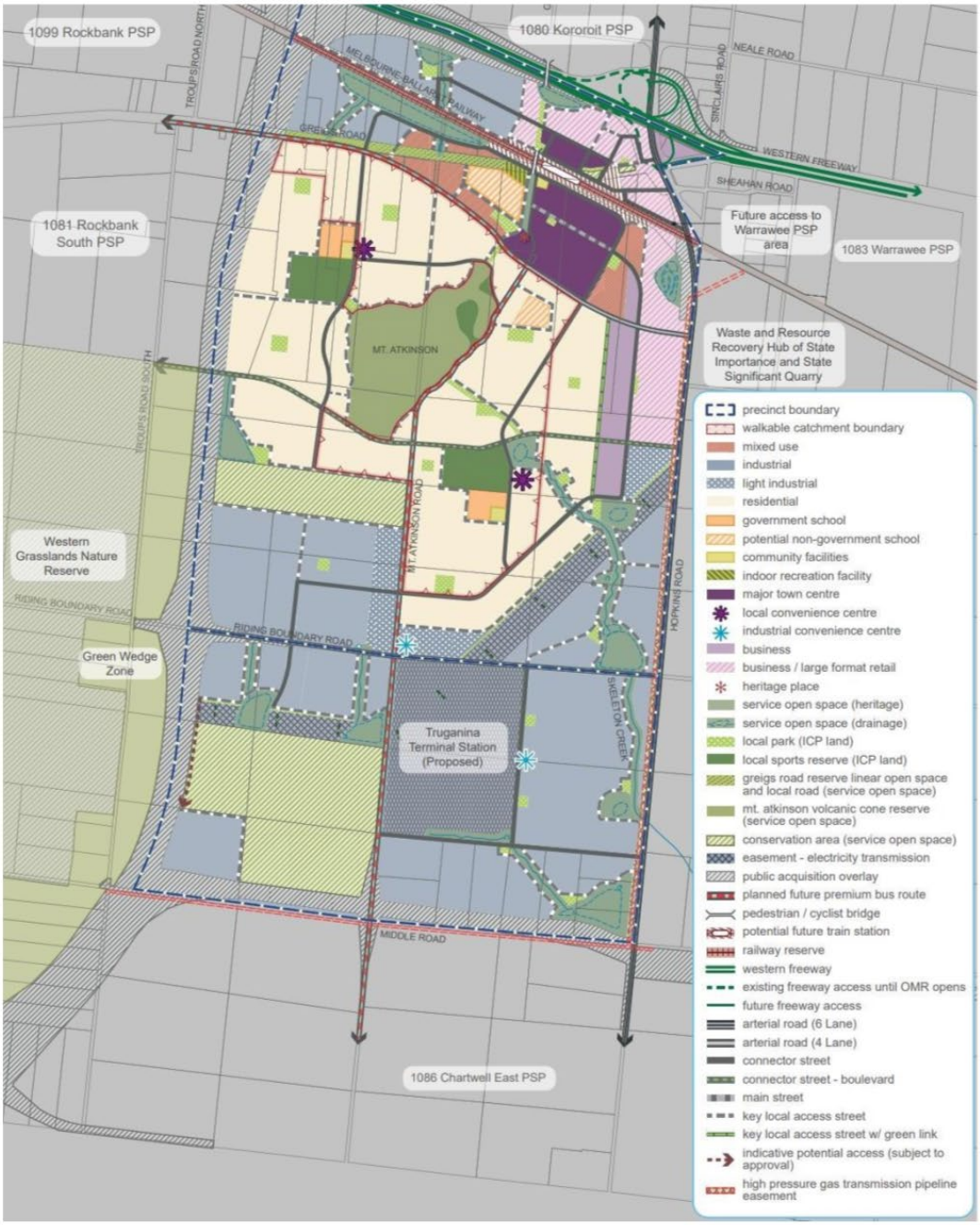
2.3 Mt Atkinson & Tarneit Plains PSP

The Mt Atkinson and Tarneit Plains PSP was developed by the VPA in consultation with MCC and relevant government agencies to guide their urban development. There is no obvious boundary between the two areas, hence the reasoning behind the preparation of a joint PSP. The PSP applies to land bounded by the Western Freeway to the north, Hopkins Road to the east, Middle Road to the south and Outer Metropolitan Ring (OMR) reservation to the west, as shown at Figure 2.7.

The Mt Atkinson MTC will be established as the key centre for shopping and services as well as hub for transport infrastructure, including train station and bus terminal. Further detail around the land use and transport network arrangements included in the PSP are included and discussed in Section 4.1.

Furthermore, strategic transport modelling was undertaken in support of the development of the PSP. Further relevant details about the modelling are included and discussed in Section 4.5.1.

Figure 2.7: Future Urban Structure for Broader Precinct



Source: Mt Atkinson & Tarneit Plains Precinct Structure Plan, p.8

3. Existing Conditions

3.1 Precinct Development

Aerial nearmap imagery captured on Thursday 20 July 2023 and reproduced in Figure 3.1 idnciated the UDF area and an adjacnet emerging urban pattern of housing and road network and transport systems consistent with the approved Mt Atkinson and Tarneit Plains PSP.

Figue 3.1 reveals the delivery of Grand Boulevard (part), Clara Avenue and McKinley Drive. It also shows Greigs Road to be operational and connected with Hopkins Road. It is understood that the Greigs Road connection with Hopkins Road is to be removed as part of grade separating Hopkins Road over the Railway Line.

Figure 3.1: Existing Conditions Transport Network



3.2 Active Transport

The pattern of roads delivered at the time of preparing this report include provisions for walking and cycling to the extent proposed in approved functional layout plans. Grand Boulevard includes provision for 3.0m shared paths and 2.0m in carriageway bicycle lanes.

3.3 Public Transport

3.3.1 Train Services

As outlined earlier within this report, the Mt Atkinson Railway Station forms part of the long-term rail network. However, at present the closest railway stations are located at Rockbank (to the west) and Caroline Springs (to the east), which provide direct connections to Sunshine, Footscray and Southern Cross Station to the east, and Melton and Ballarat ton the west.

A summary of existing key information regarding the train services at Rockbank and Caroline Springs Stations connect to is presented in Table 3.1, and the broader V/Line network illustrated at Figure 3.2.

Table 3.1: Melbourne to Maryborough V/Line

Station	Duration to Melbourne	Daily services (each direction)	Service Span	Frequency
Caroline Springs	30 min	32	5:00am – 12:45am	15-20 minutes (peak) 20-40 minutes (off peak)
Rockbank	35 min	24	5:00am – 12:45am	15–30 minutes (peak) 30–60 minutes off peak)

Figure 3.2: Reginal Rail Network



Source: VLine

3.3.2 Bus Services

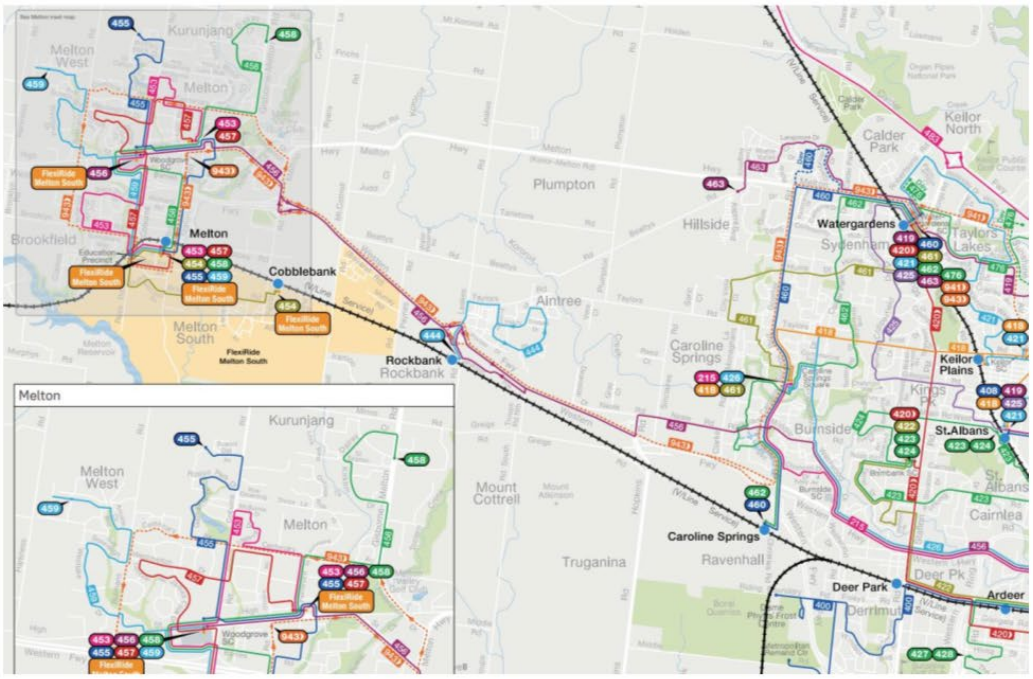
The only existing bus route that operates in the vicinity of the UDF study area is Route 456. The route operates between Sunshine Station to the east and Woodgrove Shopping Centre in Melton to the west, via the Western Freeway and Caroline Springs. All services stop at the intersection of Neale Rd/Hopkins Rd on the northern side of Western Freeway, which is about 2km north of the Mt Atkinson MTC UDF area. Bus bays and signage are provided at this stop, although no bus shelters are provided.

A summary of key information regarding the bus service in the vicinity of the UDF study area is presented in Table 3.2 and the broader bus network illustrated in Figure 3.3.

Table 3.2: Bus Service Summary

Route	Duration to Sunshine (from Neale Rd / Hopkins Rd)	Duration to Melton (from Neale Rd / Hopkins Rd)	Daily services (each direction)	Service Span	Frequency
456 - Melton to Sunshine via Caroline Springs	31 minutes	24 minutes	26	5:30am – 9:30pm	20-40 minutes

Figure 3.3: Existing Public Transport

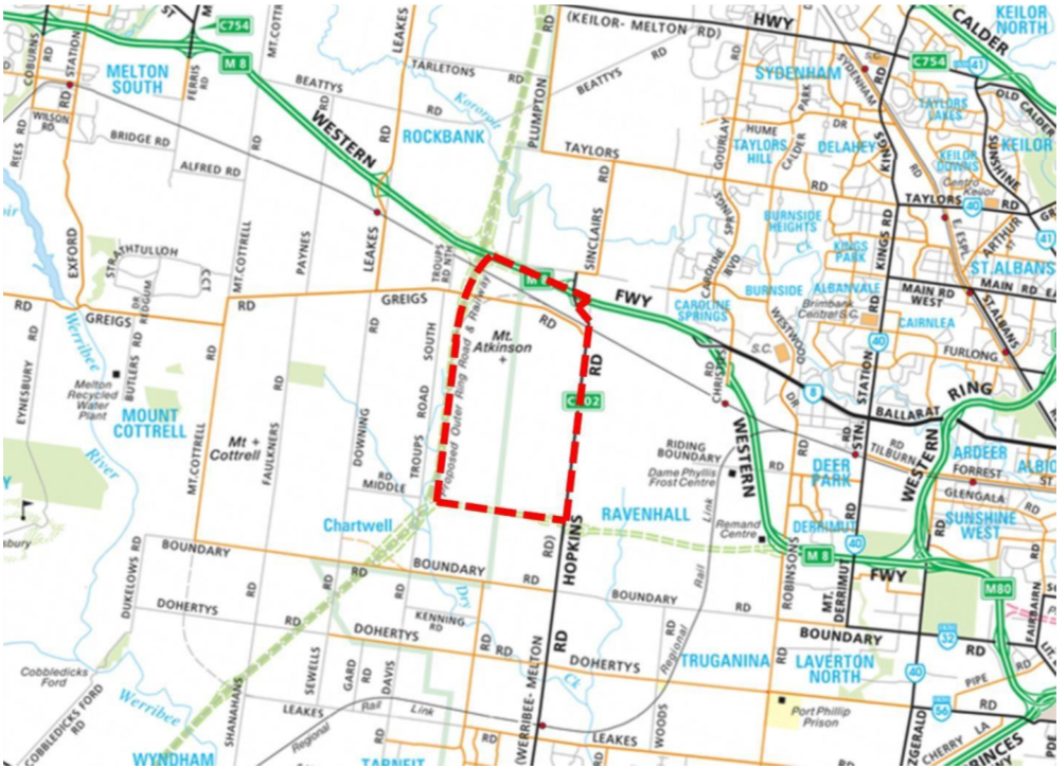


Source: PTV

3.4 Road Network

The existing road network within and connecting the study area is shown in Figure 3.4 on the following page. A description of key roads in the vicinity of the subject site is provided in the ensuing report sub-sections.

Figure 3.4: Existing Road Network (Source: Melway online) – PSP area shown within red box



3.4.1 Western Freeway

The Western Freeway is a DTP controlled Freeway and is the primary road connection between Melbourne and Adelaide. The Freeway connects to the Western Ring Road in the east, which provides direct access to Melbourne's western suburbs, northern suburbs and CBD (via the West Gate Freeway or the under-construction West Gate Tunnel Project). It also connects to Melton and Ballarat in the west, after which it is designated as a highway. Access to the Western Freeway from Hopkins Road is provided via a full diamond interchange.

In the vicinity of the UDF study area, the Western Freeway is a two-way road aligned in an east-west direction and configured with two lanes in each direction (separated by a central reservation) with a sign-posted speed limit of 110km/h. The Freeway carries approximately 60,000 vehicles per day[1].

While the Western Freeway is located outside the boundaries of the UDF study areas, its transport implications are significant for Mt Atkinson and Tarneit Plains PSP as it provides motorists and freight with access to Melbourne's CBD (to the east) and Melton (to the west).

The State Government recently announced funding for a business case to investigate an upgrade of the Western Freeway to manage traffic growth along and accessing the corridor. The timing of the results of this study is currently unknown. The 2041 Melton Integrated Transport Model (MITM) anticipates the Western Freeway will be upgraded from four lanes to six by 2041.

3.4.2 Hopkins Road

Hopkins Road extends between Neale Road in the north and Boundary Road in the south. The road provides connection to the Western Freeway and to adjoining roads that lead to Rockbank Station to the west and various townships to the east.

[1] Source: VicRoads Open-Source Traffic Volume Data from 2020

Hopkins Road (an arterial road) is currently a two-way semi-rural road aligned in a north-south direction and configured with a two-lane, 7.0m wide carriageway set with a 20m wide road reserve (approximately). Currently there are no pedestrian or cyclist facilities.

The State Government have announced a commitment to grade separate Hopkins Road with the Ballarat Railway Line, which is expected to occur by 2028. The 2041 Melton Integrated Transport Model (MITM) anticipates that Hopkins Road will be upgraded from two lanes to six south of the Ballarat Railway Line and from two lanes to four lanes north of the Railway Line and at the interchange with the Western Freeway by 2041.

Approximately 17,000 vehicles[2] presently use the road daily. Hopkins Road runs along the eastern boarder of the UDF and will continue to function as an arterial road and the major connection to the Western Freeway.

3.4.3 Greigs Road

Greigs Road extends between Hopkins Road in the east and Werribee River in the west (continues into Exford Road). The road provides a direct connection to Melton Railway Station and South Melton.

Greigs Road is currently a two-way rural collector road aligned in an east-west direction and configured with a two-lane, 7.6m wide carriageway set with an 20m wide road reserve (approximately). Approximately 1,700 vehicles[2] use the road daily.

Greigs Road runs along the northern border of the Mt Atkinson MTC UDF area. It is proposed to be upgraded to a connector street as part of the Mt Atkinson and Tarneit Plains PSP and will serve as an east-west access route to the Mt Atkinson MTC. It will provide direct access to the future Mt Atkinson Train Station. However, it is also understood from the Mt Atkinson and Tarneit Plains PSP that the Greigs Road connection with Hopkins Road is to be removed as part of grade separating Hopkins Road over the Railway Line.

3.4.4 Grand Boulevard

Grand Boulevard is a two-way divided road aligned in an east-west direction. As outlined earlier in this report at Section 3.1, Grand Boulevard has partly been delivered, with the current configuration of Grand Boulevard connecting between Hopkins Road (to the east) and Clara Avenue (to the west).

Grand Boulevard runs along the southern border of the Mt Atkinson MTC UDF area. It is proposed to be upgraded to a four lane arterial street as part of the Mt Atkinson and Tarneit Plains PSP and will serve as the major east-west access route to the Mt Atkinson MTC. It will connect to Hopkins Road (to the east) and Rockbank (to the west). The Melton Integrated Transport Model (MITM) anticipates that the upgrade of Grand Boulevard from two lanes to four will occur by 2041.

[2] Source: VicRoads Open-Source Traffic Volume Data from 2020

4. Future Conditions

4.1 Mt Atkinson & Tarneit Plains Precinct Structure Plan

The Mt Atkinson and Tarneit Plains Precinct Structure Plan (PSP) envisages the transition of this agricultural area into a vibrant suburb with a diversity of housing choices, provision of jobs, services and commercial opportunities and excellent transport connectivity. The Mt Atkinson and Tarneit Plains PSP area is forecasted to support a population of approximately 22,400 people and provide employment for 19,000 people. An average minimum housing density of approximately 16.5 dwellings per net developable hectare will be delivered across the Mt Atkinson and Tarneit Plains PSP. A summary of the demographic data outlined in the PSP is summarised in Table 4.1.

Table 4.1: Summary of Mt Atkinson & Tarneit Plains PSP future development

Location	Item	Figure	Source
Mt Atkinson & Tarneit Plains PSP	Population	22,400	Mt Atkinson & Tarneit Plains PSP (2017), p. 13
	Dwellings (total)	8,000	Mt Atkinson & Tarneit Plains PSP (2017), p. 13
	Dwellings (density)	16.5 per net developable hectare	Mt Atkinson & Tarneit Plains PSP (2017), p. 23
	Jobs	19,000	Mt Atkinson & Tarneit Plains PSP (2017), p. 13

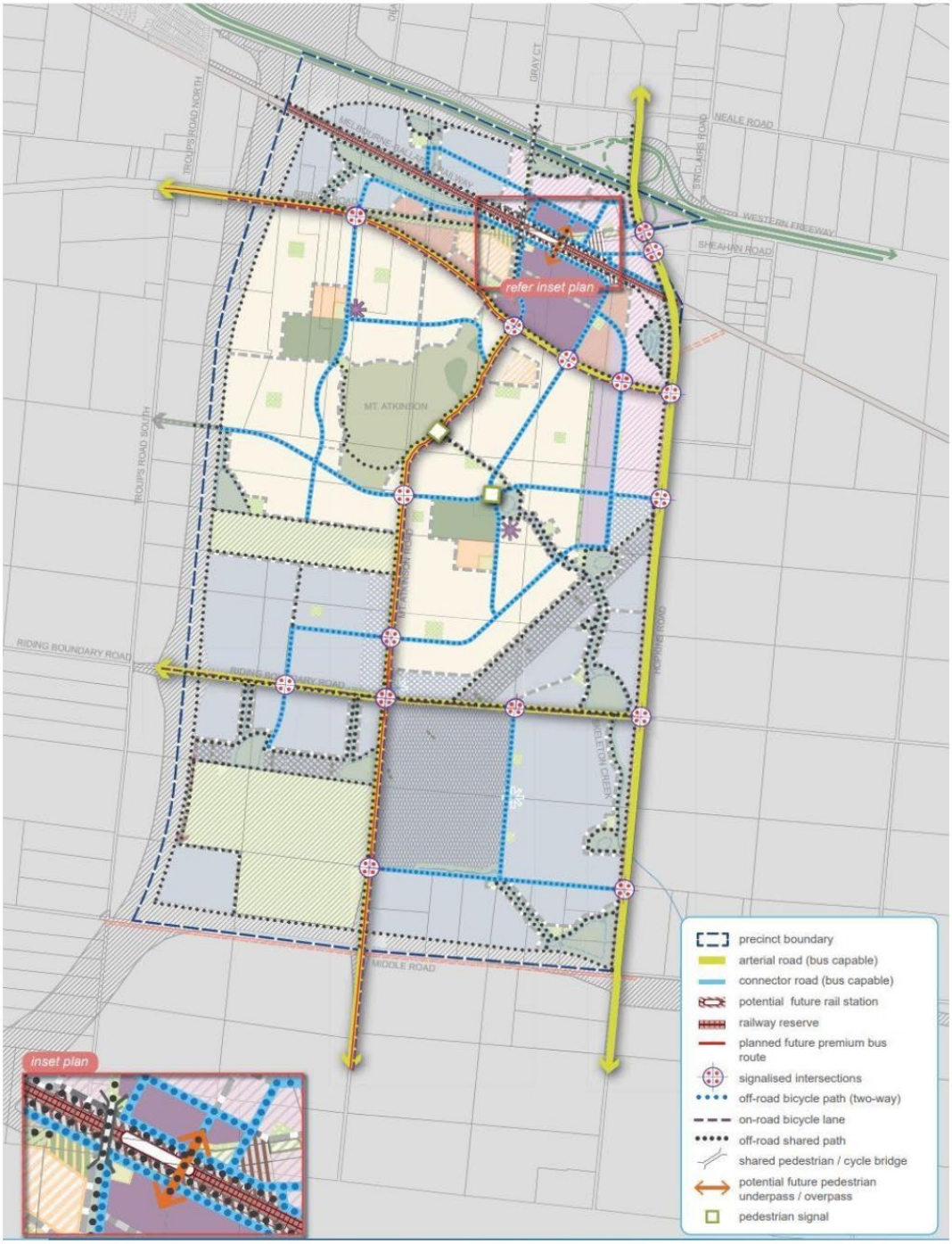
Further to the above, the Mt Atkinson and Tarneit Plains PSP sets out the proposed transport network to support the future development. In this regard, the Road Network Plan, and the Public Transport and Path Network is presented in Figure 4.1 and Figure 4.2, respectively.

Figure 4.1: Mt Atkinson & Tarneit Plains PSP – Road Network Plan



Source: Mt Atkinson & Tarneit Plains PSP, June 2017 – Plan 9, pg.52

Figure 4.2: Mt Atkinson & Tarneit Plains PSP – Public Transport and Path Network



Source: Mt Atkinson & Tarneit Plains PSP, June 2017 – Plan 10, pg.56

4.2 Mt Atkinson Major Town Centre

The Mt Atkinson Major Town Centre (MTC) will serve as the core activity centre of the Mt Atkinson and Tarneit Plains PSP area. The Mt Atkinson MTC will consist of residential, commercial and retail premises, civic buildings, services, leisure facilities and urban parks. The UDF will provide strong connections to the proposed Mt Atkinson Railway Station, providing commuters with direct mass transit to Melbourne's CBD, and other key metropolitan and regional destinations, such as Cobblebank, Sunshine and Ballarat. Provisions for cycling and pedestrian movements will also be emphasised in the implementation of the Mt Atkinson MTC to promote the use of alternative modes of transport to private cars. Higher density housing will be provided within and surrounding the Mt Atkinson MTC, which will deliver housing diversity in the Mt Atkinson and Tarneit Plains PSP and the option to affordably live within walking distance to the Mt Atkinson MTC and Railway Station.

A summary of the available demographic data for Mt Atkinson MTC is summarised in Table 4.2.

Table 4.2: Summary of Mt Atkinson Major Town Centre UDF future development

Location	Item	Figure	Source
Mt Atkinson Major Town Centre UDF	Population	4,360[3]	See footnote
	Dwellings (total)	1,548	Mt Atkinson & Tarneit Plains PSP (2017), p. 13
	Dwellings (density)	25 per net developable hectare	Mt Atkinson & Tarneit Plains PSP (2017), p. 23
	Jobs	10,500[4]	See footnote

In Section 3.6.4 of the Mt Atkinson and Tarneit Plains PSP there are a number of transport and movement requirements and guidelines that relate to the development of the Mt Atkinson MTC, which are reproduced below in Figure 4.3. These guidelines and requirements relate to all modes of transport and will be a key reference for the development of the UDF.

[3] Assumption based on Mt Atkinson & Tarneit Plains PSP, p.13 & 25. Number of residents (22,400) / total number of dwellings (7,952) multiplied by the number of Major Town Centre dwellings (1,548).

[4] Reviewing p. 8 & 9 of the Mt Atkinson & Tarneit Plains PSP, where public transport connections, industrial areas etc. are located, it is assumed that the Major Town Centre will contain all the retail (assume 1,500 jobs), home based industry (assume 500 jobs) and community and education jobs (assume 2,500 jobs) plus approximately two thirds of the commercial / mixed use jobs (6,000 jobs).

Figure 4.3: Mt Atkinson & Tarneit Plains PSP – Major Town Centre transport, access and connectivity

REQUIREMENTS	
R82	Heavy vehicle movements (loading and deliveries) must not utilise the main streets and should be located to the rear and/or side street and screened, or 'sleeved' by more active uses.
R83	Main streets must be designed for a low speed environment of 30km/h or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road.
R84	Increased permeability in the road network within and surrounding the town centre should be delivered via shorter block lengths and the avoidance of culs-de-sac.
R85	Safe and easy access for pedestrian and cycle trips must be provided to the town centre through the layout and design of the surrounding street network, including connections to the Mt Atkinson Homestead Heritage Reserve, Greigs Road and paths along waterways and the Melbourne–Ballarat rail corridor.
GUIDELINES	
G63	Pedestrian priority should be provided across all side roads along main streets and all car park entrances.
G64	Bicycle parking should be provided at entry points to the town centre and designed to include weather protection, passive surveillance and lighting to the satisfaction of the responsible authority.
G65	Car park entrances directly from main streets should be minimised and alternative access should be provided from other streets.
G66	Car parking should be provided efficiently through use of shared, consolidated parking areas.
G67	A safe, clearly identified and continuous path of pedestrian travel should be provided throughout all car parking areas.

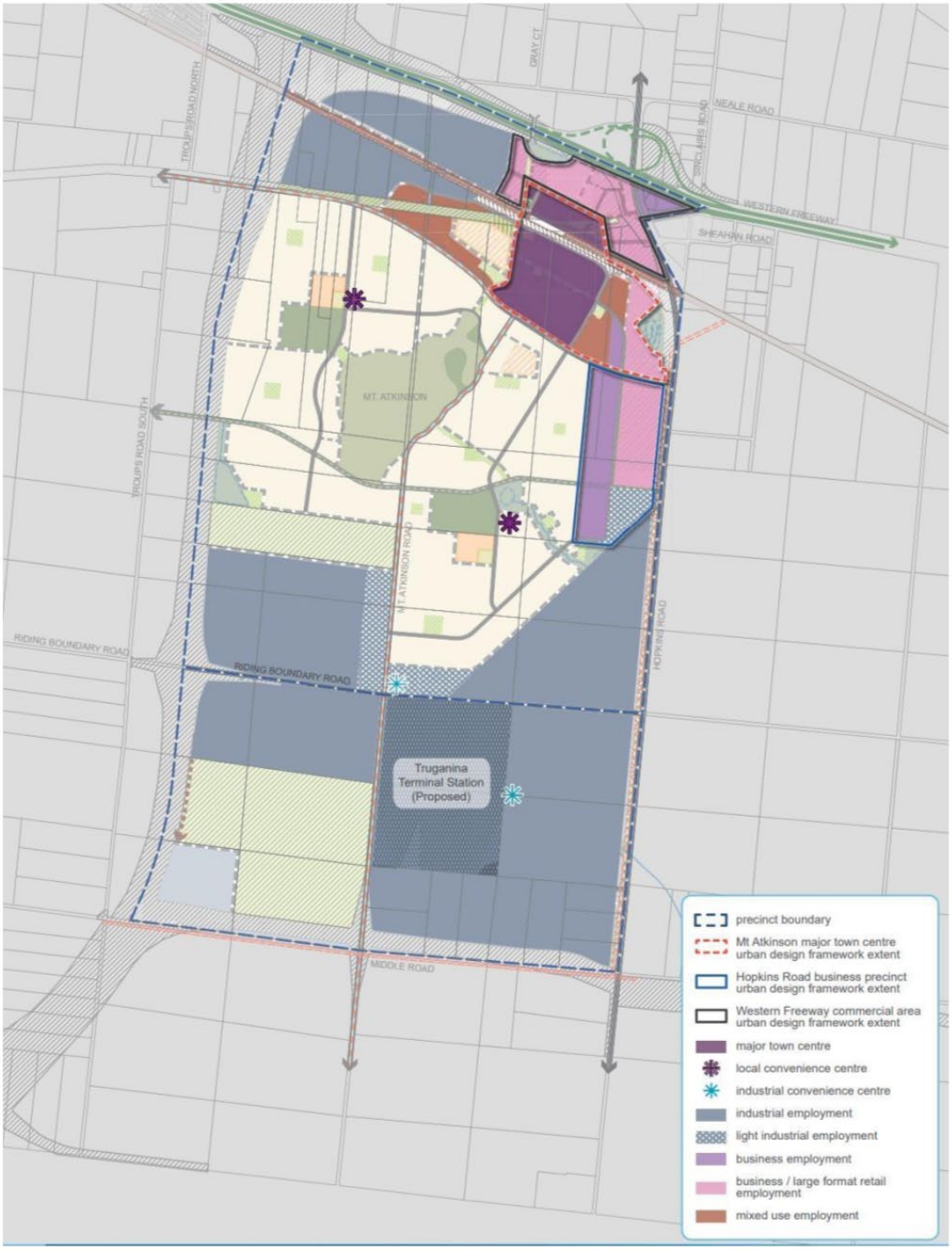
4.3 Mt Atkinson Employment and Mixed-Use land

There are other employment areas within the Mt Atkinson and Tarneit Plains PSP, outside of the Mt Atkinson MTC. As seen in Table 4.2, it is expected that half of the jobs will be spread throughout the rest of the precinct. These areas are mainly expected to be the Hopkins Road business precinct, Western Freeway commercial area and the mixed-use employment precincts as seen in Figure 4.4.

The 19,000 jobs expected to be created within the Mt Atkinson and Tarneit Plains PSP within a developable area of 500 hectares distributed between the following sectors:

- Commercial / mixed use (over 8,500 jobs)
- Industry (over 6,000 jobs)
- Community and education (over 2,300 jobs)
- Retail (over 1,300 jobs)
- Home based industries (approx. 400 jobs)

Figure 4.4: Future Urban Structure Plan



Source: Mt Atkinson & Tarneit Plains PSP, June 2017 – Plan 6, pg.24

4.4 Transport Infrastructure Projects

Table 4.3 sets out the proposed or committed transport infrastructure projects that will affect the transport outcomes of the UDF study area in the future.

Over and above the defined transport projects described in Table 4.3 below, Mt Atkinson and Tarneit Plains PSP – Table 9, p.72, sets out specific transport infrastructure upgrades required to support the buildout of the Mt Atkinson and Tarneit Plains PSP area, such as the internal road and active travel network as well as items such as intersections.

Table 4.3: Transport infrastructure projects affecting the UDF study area

Infrastructure	Project	Description	Funding commitment?	Source
Rail	Melton Line Electrification	Potential future electrification of the railway from Deer Park to Melton to establish a new metropolitan commuter service. Expected post Metro Tunnel (after 2025).	Yes	Melbourne Metro Rail Authority
Road	Outer Metropolitan Ring / E6 Transport Corridor	The Outer Metropolitan Ring / E6 reservation will accommodate a 100 kilometre long high-speed transport link for people and freight in Melbourne's north and west. The alignment is expected to be located west of the Mt Atkinson & Tarneit Plains PSP area.	No	Department of Transport and Planning
Road	Outer Suburban Arterial Roads - Western Roads Upgrade (WRU)	The Western Roads Upgrade will improve 8 main roads across Melbourne's western suburbs. It will also repair and resurface 37 roads and strengthen seven structures, mostly bridges.	Yes	Major Roads Projects Victoria
Rail	Suburban Rail Loop West	The Suburban Rail Loop West will connect Sunshine to Werribee through an underground rail link. The alignment is not expected to connect to the close vicinity of Mt Atkinson but will however connect into the Ballarat line at Sunshine.	No	Suburban Rail Loop Authority

4.4.1 Outer Metropolitan Ring (OMR) / E6 Transport Corridor

The Outer Metropolitan Ring (OMR) Transport Corridor is proposed to accommodate a 100km long high-speed transport link for people and freight in Melbourne's north and west, through Werribee, Melton, Tullamarine, Craigieburn / Mickleham and Epping / Thomastown.

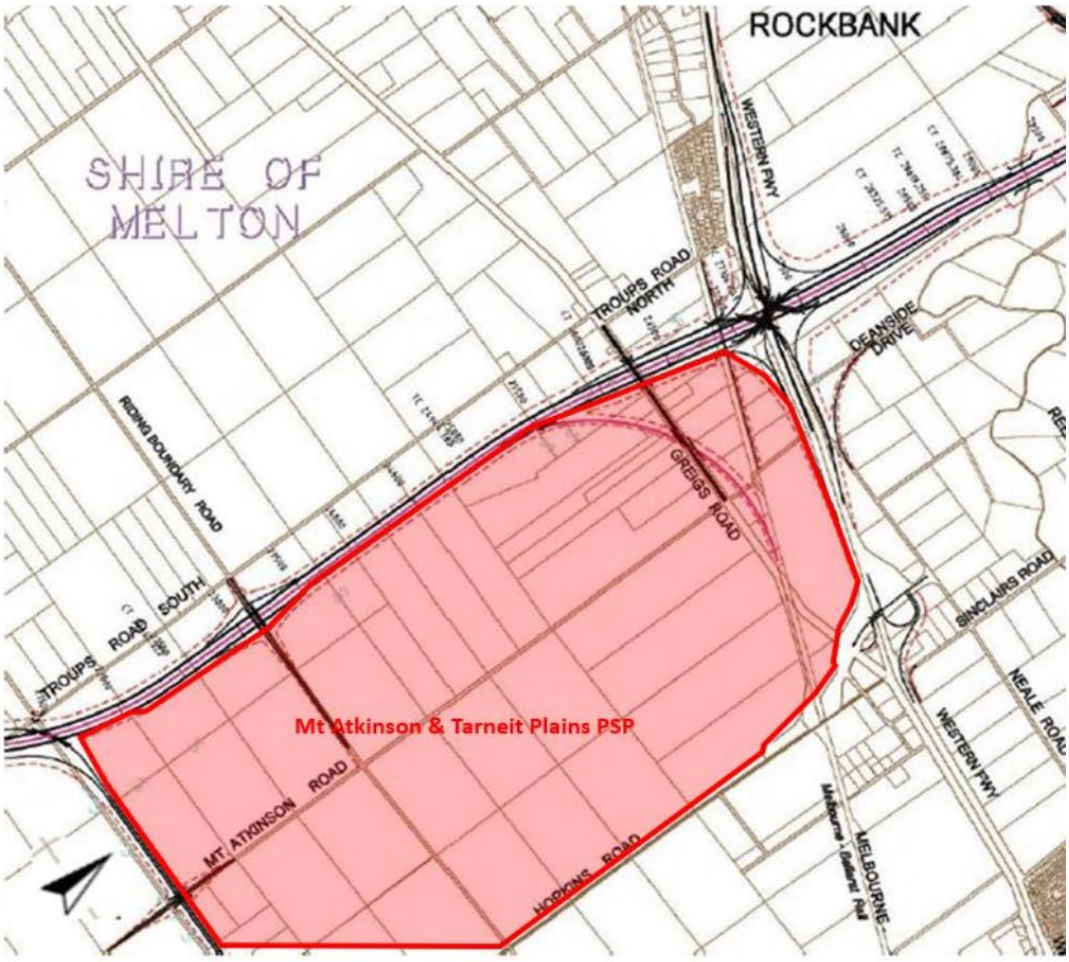
The OMR Transport Corridor is proposed to consist of the following transport facilities:

- Freeway standard road, capable of up to six lanes in each direction (only up to four lanes where rail is being accommodated),
- Railway line in the median, capable of up to four tracks that will support interstate freight and high-speed passenger trains,
- The purpose of the OMR Transport Corridor, as stated on the Department of Transport and Planning website, is to provide the following:

- Create better connections to key international transport hubs such as Melbourne Airport, Avalon Airport and the Port of Geelong
- Improve access to the proposed Donnybrook/Beveridge Interstate Rail Terminal
- Serve as an important travel and freight route to interstate and regional destinations
- Link residential and employment growth areas in the north and west of Melbourne
- Improve access in this major employment corridor, which includes Avalon Airport, Werribee, Melton, Melbourne Airport, Mickleham and Donnybrook.

Moreover, Amendment VC68, gazetted on 6 August 2010, reserved the OMR Transport Corridor in municipal planning schemes, through a Public Acquisition Overlay. Further work and approval stages are required before any construction activities occur, but at this time and proximate to the Mt Atkinson and Tarneit Plains PSP, the OMR Transport Corridor interchange arrangement with the Western Freeway is expected to broadly be as per the layout shown at Figure 4.5.

Figure 4.1: OMR Transport Corridor Interchange Arrangement with the Western Freeway



4.5 Previous Transport Modelling Work

4.5.1 Jacobs Transport Modelling Assessment (2016)

In 2016 Jacobs prepared a report that reviewed the transport modelling that had been undertaken for the Mt Atkinson and Tarneit Plains PSP. The report investigated, in the context of the Mt Atkinson and Tarneit Plains PSP, the suitability of the Victorian Integrated Transport Model (VITM) modelling that had been completed in 2012 by AECOM as part of the Western Growth Corridor Model, and subsequently updated in 2014 by Jacobs as to review PSPs in the surrounding area.

The modelled transport network was in accordance with the Future Urban Structure as presented in the Mt Atkinson and Tarneit Plains PSP, in different stages of build out in 2026 and 2046.

The conclusions from the assessment were that there was no existing suitable model to evaluate the transport impacts for Mt Atkinson and Tarneit Plains PSP for the 2026 year, however that the Rockbank PSP model is suitable and a 'fair representation' of 2046. There were some differences in land use assumptions, although no major changes to the transport network were observed. The 2046 model showed that the internal network still has capacity, but the external arterial network is nearing capacity, particularly along Hopkins Road around the Western Ring Road and Boundary Road.

4.5.2 Melton Integrated Transport Model

The Melton Integrated Transport Model (MITM) is a Council-owned mesoscopic transport model. It was originally deployed in June 2022 and includes modelled weekday time periods of 7-9am and 3-6pm. Since its development, it has been used for several projects including planning for the Western Freeway Upgrade and the Melton Highway Upgrade.

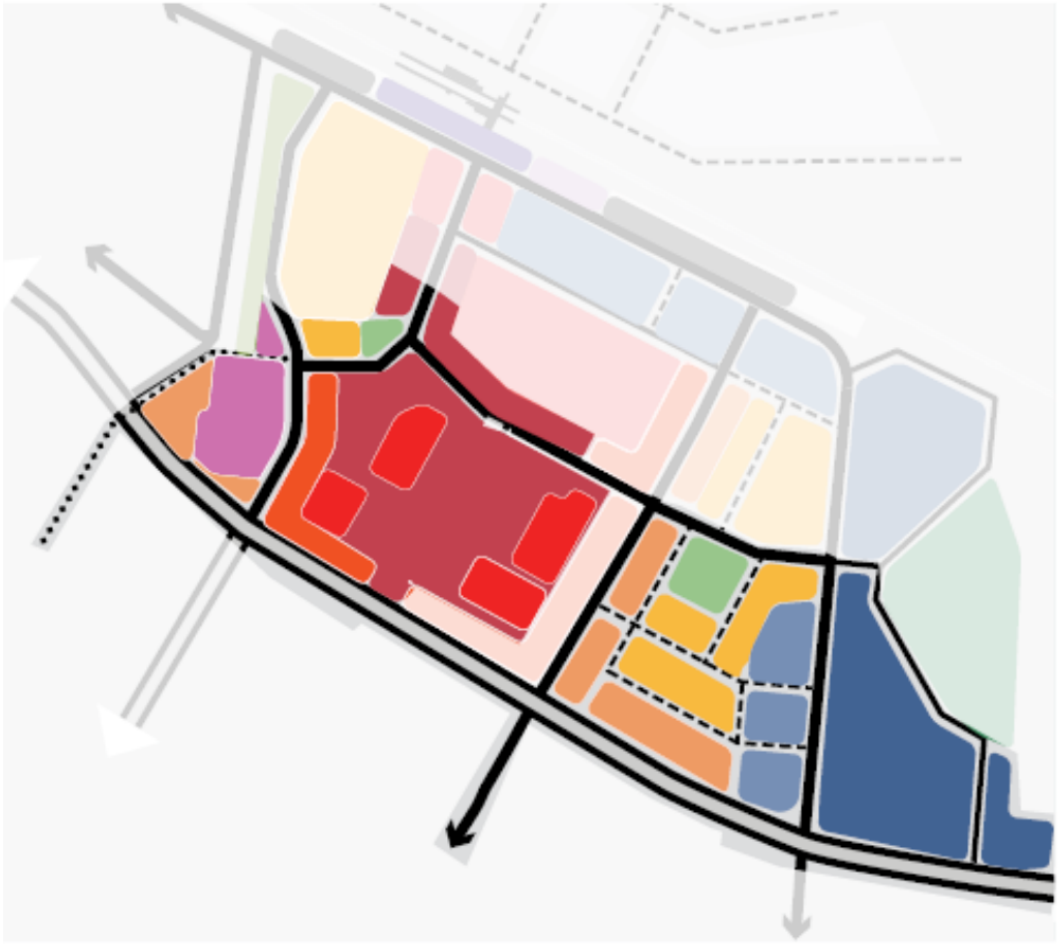
Council has given Stantec consent to interrogate and run the model for the purposes of this project. Further details about this model and how it was used for this project are provided at Section 6.5.2.

5. Mt Atkinson Major Town Centre

5.1 Urban Structure

The proposed urban structure for the Mt Atkinson MTC, as provided by Mesh, is shown in Figure 5.1. It highlights the extent of the Mt Atkinson MTC that is proposed to be delivered by 2041, with the remaining greyed-out areas that will form part of future stages of development that are expected to be delivered beyond 2041.

Figure 5.1: Mt Atkinson Major Activity Centre Urban Structure



In terms of some of the key design aspects of the proposed urban structure, they include the following:

- Has a shopping centre at its core that will focus on providing a high quality place-based user focus, and thus limiting vehicle intrusion and conflict with people spending time there.
- Peripheral and internal streets around the shopping centre will prioritise pedestrian in the form of shared street environment or similar.
- High density mixed use on the eastern and western portions that are accessed via peripheral street network that helps collect accessing vehicles as they approach the area from and east and west along Gran Boulevard.
- Consideration of and provision for local pedestrian movements accessing the future Mt Atkinson Railway Station, as well as buses.

5.2 Land Use

The indicative land use yields for each precinct expected to be delivered by 2041 are outlined at **Error! Reference s ource not found.**. The traffic associated with these yields is what has been assessed in Section 6.

Table 5.1: Indicative Land Use Yields used for Traffic Impact Assessment

Land Use	Size			
	Town Centre	Western Precinct	Eastern Precinct	Total
Retail	50,000sqm	-	-	50,000sqm
Office	15,000sqm	-	32,000sqm	47,000sqm
Community	2,500sqm	-	-	2,500sqm
Residential (apartments)	320 dwellings	-	150 dwellings	470 dwellings
Residential (dwelling)	-	240 dwellings	200 dwellings	440 dwellings
Employment (Industrial)	-	36,000sqm (3.6ha)	-	36,000sqm (3.6ha)
School	-	750 students (6ha)	-	750 students (6ha)
Indoor Recreation Facility	-	2,500sqm (0.67ha)	-	2,500sqm (0.67ha)
Large Format Retail	-	-	43,000sqm	43,000sqm

6. Transport Evaluation

6.1 Preamble & Context

Melbourne's western growth corridor has been subject to rapid and sustained growth in the past few decades and is expected to continue well into the future. This growth will account for a meaningful proportion of Melbourne's population increase as the broader metropolitan area approaches a planned population of 8.4 million by 2051 (Plan Melbourne).

In support, new transport infrastructure investment including the Metro Melbourne, Regional Rail Link, Western Rail Plan, Level Crossing Removal Project, the Western Freeway Upgrade, the Outer Suburban Roads Upgrade, Westgate Tunnel, the Suburban Rail Loop, Bus Network Reform and other emerging transport network reforms and programs will contribute to significant improvements in accessibility by a range of modes across Melbourne's western region. More locally, the Mt Atkinson Railway Station will provide improved accessibility for the local station catchment population created by the proposed mixed land uses within and around the Mt Atkinson MTC.

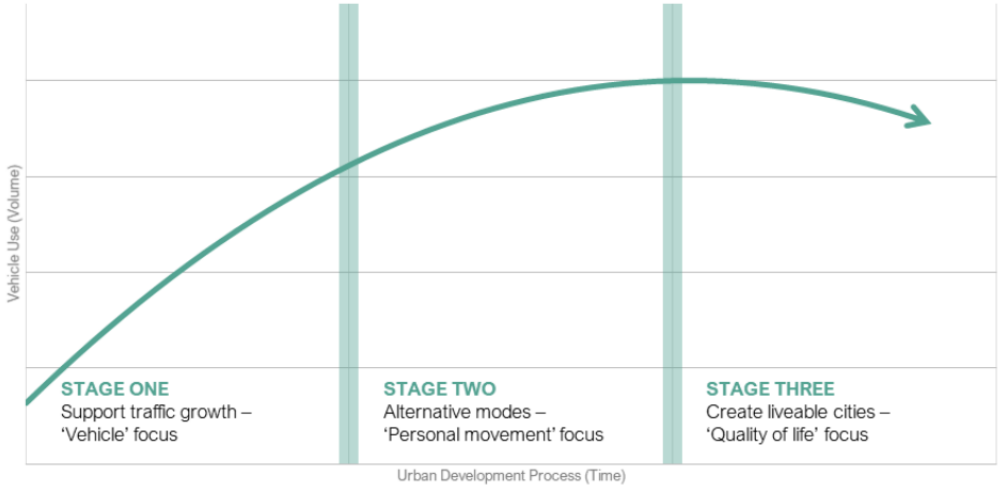
Given this premise, the planning and design of developments in rapidly changing environments should consider a longer-term outlook and how travel behaviours will evolve, particularly when transport accessibility by various modes increases.

6.2 Urban Development Evolution on Transport Usage

In city regions, transport perspectives and economic and social priorities have been observed to change over time, particularly since the mid twentieth century where car ownership was seen as a crutch for accessibility and consequential urban sprawl. To this day, urban sprawl has struggled with the lagged delivery of transport infrastructure capable of moving higher concentrations of commuters and others seeking avenues for cross-precinct, sub-regional and regional movement patterns.

Contemporary planning policy is presently underwritten by a range of ambitions including the delivery of 20 minute neighbourhoods where services and jobs are available within a 20 minute walk resulting in high levels of trip containment and use of more sustainable transport modes, especially for short trips. These policies and the lagged delivery of transport infrastructure capable of moving higher concentrations of people more efficiently are delivering a series of observed evolutionary urban transport behaviours. These behaviours when mapped reveal three key stages of development or maturation. These three key stages are shown graphically in Figure 6.1, and each discussed thereafter.

Figure 6.1: The Three Stages of Urban Development[5]



[5] Source: Professor Peter Jones, Centre for Transport Studies, UCL

Stage 1 – Vehicle Focussed Travel

Stage 1 is where the initial urban form and transport network are developed. The urban form is usually low density, and the network is not congested. Because of these two factors, private vehicles tend to be the predominant mode as it is the most convenient and cost-effective mode of transport. Other modes of transport are often not well provided during this stage and are thus only typically used by those that do not have access to a vehicle or choose them for other non-utility based factors.

Stage 2 – Consideration of Alternate Modes

As both population density and vehicle congestion rise, the proportional use of cars tends to decrease, but over traffic volumes still increase. Eventually, the number of cars on the network will hit a "peak use" where all available road capacity is fully utilised. Other modes become increasingly more convenient and cost-effective as road network congestion increases and improved facilities and services for other modes are provided. This can be influenced by achieving competitive travel times, the cost of car parking and/or other charges and taxes that influence travel decisions.

Stage 3 – Quality of Life Focus

When land use densities and travel demand go beyond "peak use" for private vehicles, more space-efficient travel modes need to be prioritised to move more people within the available road corridors that make up the ground network. In this instance, since a single occupant car use has the lowest modal space efficiency available to the general community, the reallocation of road space to support other and more space efficient transport modes tends to occur, resulting in a reduction in car based network capacity and traffic volumes.

Along with population densities and changing transport network priorities, research indicates that there are five urban form factors that tend to influence travel behaviours. These five factors are indicated in Figure 6.2 and then each discussed thereafter.

Figure 6.2: The Five D's: Urban form factors that influence travel behaviour[6]



[6] Source: https://umanitoba.ca/faculties/management/ti/media/docs/cervero_-_5Ds_and_transit-Winnepeg-Nov2011.pdf

Density – The movement of people generate trips and the accumulation of them tends to lead to what stage of urban development an area is in. This aspect has been used to help consider what the likely modal splits will be at the different stages of development for the Mt Atkinson MTC. This is done by looking at other existing urban areas with similar population densities to what is proposed for the Mt Atkinson MTC and applying the mode shares that are being achieved in these existing comparable urban areas.

Land Use Diversity – The relative mix of land use types drives a greater diversity of choice for a local community's trip purposes, be it jobs, homes or recreation. An area with greater land use diversity facilitates shorter distance journeys and trip-chaining that are conducive to non-car trips.

Distance to Transit – Ensuring that public transport is highly accessible, frequent and aligns with movement flows provides confidence and attractiveness for it as a means of travelling.

Destination Accessibility – Trips by public transport that are at least comparable in overall journey time to private vehicle trips are more likely to establish public transport as a credible alternative for the associated trips.

Pedestrian Orientated Design – A permeable and comfortable walking environment creates both an attractive place to dwell in as well as encouraging walking-based trips.

The above understanding can be used to compare (i.e. benchmark) the Mt Atkinson MTC against other existing (developed) activity centres to help understand what the future travel behaviour in accessing and moving around within it. With this understanding and an appreciation of the future development of the surrounding transport network, it is possible to observe these urban developmental stages *'in action'* within a Melbourne context and the development of the Mt Atkinson MTC from a transport perspective.

6.3 A Melbourne-Based Context for Transport Usage

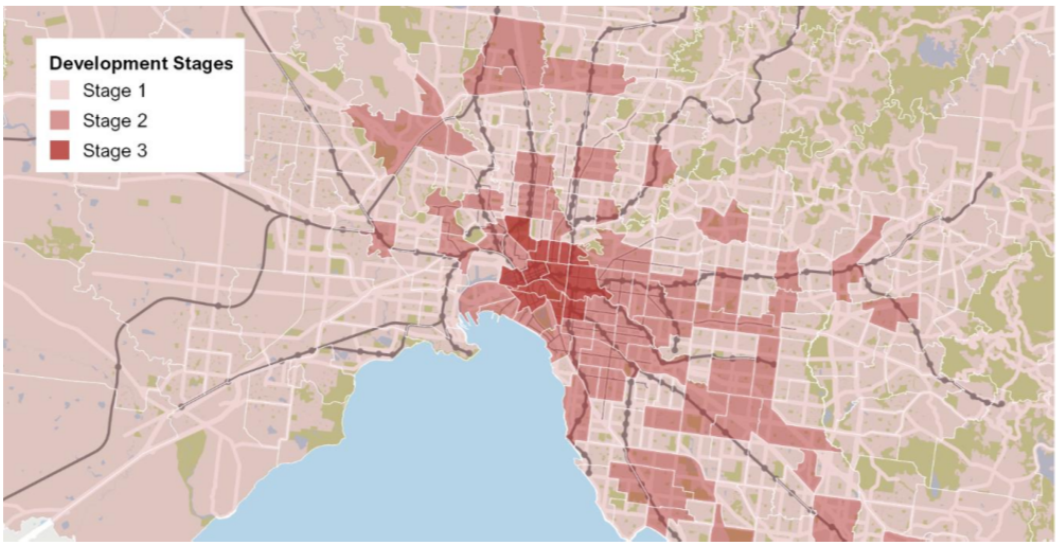
Melbourne has a broadly varying spread of population densities. As such, private car mode share for journeys to work can be linked to the nature of the area they are accessing. Using a higher-level analysis of these travel patterns and employment densities, it is possible to see the three stages of urban development in practice across Melbourne. A tipping point is observed at approximately 1,000 jobs per square kilometre and can be summarised as follows:

- Stage 1 – Low population and employment density areas (Vehicle Focussed Travel)
- Stage 2 – Transition areas (Consideration of Alternate Modes)
- Stage 3 – High population and employment areas (Quality of Life Focus).

As these areas become denser over time, private vehicle usage for trips to work decrease substantially and are undertaken via public and active transport modes as a more feasible option for journeys.

Figure 6.3 shows Melbourne mapped against the three stages of urban development, with each stage discussed further thereafter as they relate to Melbourne.

Figure 6.3: Geographic Spread of Urban Development in Melbourne



Stage 1 – Low Population and Employment Density Areas

These areas are typically lower density suburban centres and industrial areas such as Melton and Truganina. These places tend to have little to no restrictions on car parking and suffer from a lack of public transport due to the difficulty and cost of providing services in an area with a limited catchment. Public transport access here is mainly about providing access to those who do not own a vehicle or strongly choose to use public transport.

Stage 2 – Transition Areas

Transition areas form the middle ring of Melbourne's suburbs and some major activity centres. These areas have an increasing density of jobs and residents, placing pressure on the transport network. This makes public transport in these areas increasingly more attractive, shifting away from private vehicle usage.

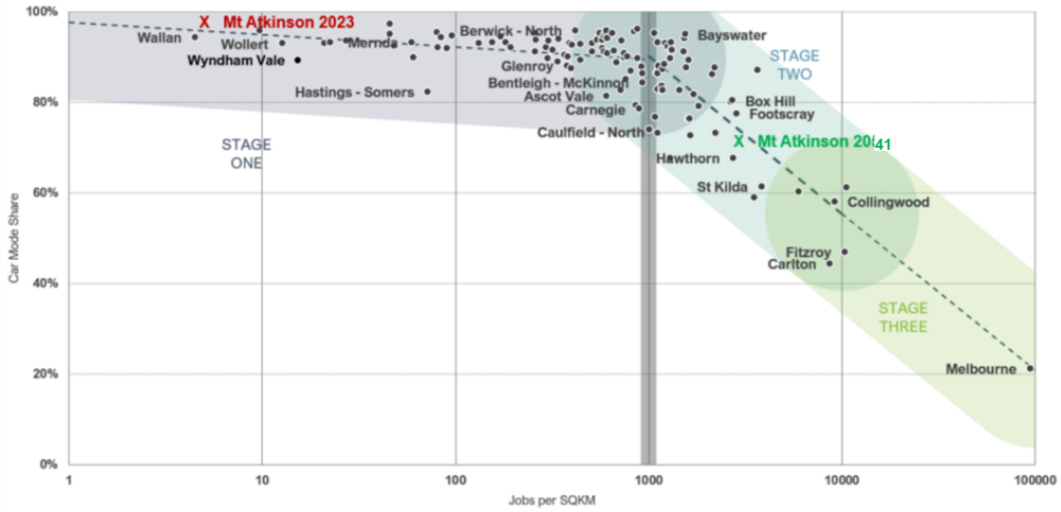
Stage 3 – High population and employment areas

These areas consist mainly of the Melbourne CBD, the immediate inner-city suburbs, and some transport rich suburban centres such as Box Hill. These areas are heavily congested but have little to no opportunity to expand road capacity, are subject to a number of car parking restrictions and are well serviced by multiple modes of transport.

6.4 Mt Atkinson Mode Share Over Time

By illustrating the relationship of various urban development stages along an axis it is evident that metropolitan Melbourne has an emerging developmental and transport usage progression as density increases. Relative to the relationship shown in Figure 6.4, Mt Atkinson in **2023** currently sits comfortably within Stage 1, with Stage 2 commencing at around 1,000 jobs per square kilometre and Stage 3 occurring approximately at 10,000 jobs per square kilometre. By **2041**, the Mt Atkinson MTC is forecast to deliver a density of almost 6,000 jobs per square kilometre[7]. It would seem quite reasonable that the further proposed land use intensification of the Mt Atkinson MTC beyond 2041 could even see it move into Stage 3 type urban development conditions.

Figure 6.4: Mode Share and Job Density in Melbourne (ABS, 2016)



Given the expected growth of the Mt Atkinson MTC, as well as the number of transport infrastructure projects to be commissioned over the coming decades, it will over its 30-year planning horizon have the potential to deliver modal transport behaviour consistent with that presently observable in Footscray and Hawthorn based on 2041 development levels, and even lower car mode shares with the further proposed land use intensification beyond.

Whilst this will facilitate a far lower car mode share over time, travel behaviour in the Mt Atkinson MTC's formative years is likely to be largely car based, especially before bus networks are established with high rates of frequency servicing the local catchment and the Mt Atkinson Train Station is delivered.

[7] Calculated as 25,000 jobs (source: Location IQ Economists) divided by 4.1 square kilometres of developed employment land.

To facilitate a mode shift away from private car use to other modes of transport, the UDF has been developed to harness the benefits of a range of PSP locational attributes and by ensuring that the UDF design responds cohesively with the five "D's" set out earlier at Section 6.2, including ensuring that the urban form delivers a pedestrian orientated design.

Based on the foregoing, we have sought to apply a hybrid evaluation model which recognises the likely changing travel behaviours of people living and working in the area over time. For early planning, and in the absence of any genuine mass transport options, this assessment has maintained a traditional ***'predict-and-provide'*** bottom-up predictive approach to transport generation and network resilience and redundancy testing. A paradigm shift is expected in the fullness of time and as development staging and land use delivery progresses. This shift would include the adoption of a ***'vision-and-validate'*** top-down approach to manage traffic and transport outcomes.

Our analysis with he above in mind is set out in the following report sub-section.

6.5 Transport (Traffic) Management

6.5.1 Analysis Methodology

Transport analysis has been undertaken to assess the impact of the indicative development traffic on the performance of intersections within the vicinity of the Town Centre. The assessment methodology was as follows:

1. Interrogate the Melton Integrated Transport Model (MITM) to understand the zoning system, transport infrastructure inputs and land use assumptions for the 2041 model year.
2. Determine the critical period (i.e. weekday AM or PM) for transport modelling assessment.
3. Understand indicative land use assumptions for the Mt Atkinson MTC in 2041.
4. For the critical period, remove traffic demand associated with the Mt Atkinson MTC and then run the MITM for the 2041 year. The results of this model will then form a 'Future Base' scenario.
5. Prepare intersection traffic movement diagrams for the 'Future Base' scenario.
6. Using SIDRA, assess the performance of key intersections within the 'Future Base' scenario.
7. Determine the likely traffic to be generated by the indicative 2041 land use assumptions during the critical analysis period and distribute this traffic through the network.
8. Using SIDRA, assess the impact of the above development traffic on the performance of key intersections within the network and the need for any mitigating road works.

The results of the above analysis methodology are detailed in the following sub-sections.

6.5.2 Melton Integrated Transport Model (MITM) Interrogation

Council provided Stantec consent to interrogate and run the MITM for this project. Key information extracted from the MITM for the 2041 model year included:

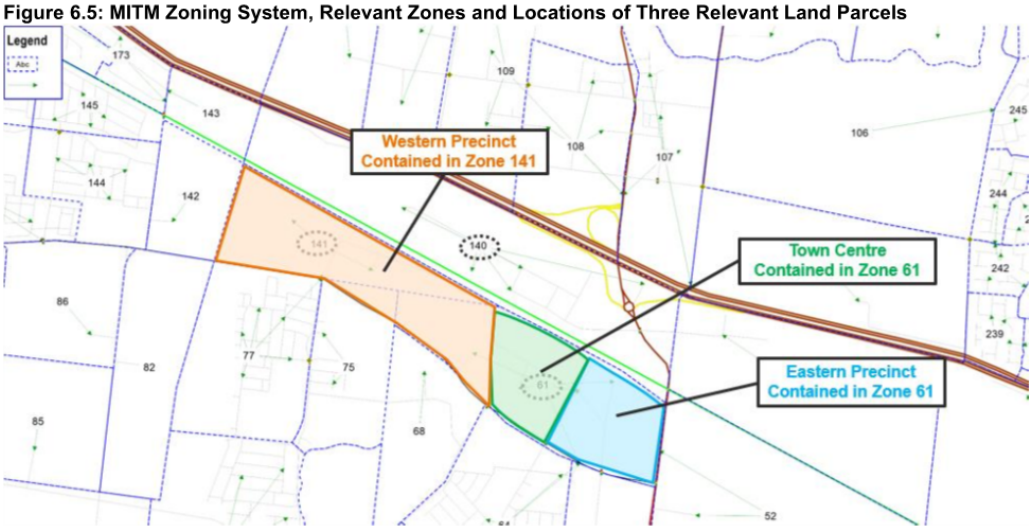
- The model extent and zoning system
- Transport network assumptions, including:
  - If the Mt Atkinson Train Station was assumed to be delivered
  - If the Outer Metropolitan Ring Road was assumed to be delivered
  - The number of lanes and speed limits on key roads
- Land use assumptions (i.e. population, employment and enrolments) for the Mt Atkinson MTC.
- The modelled outputs for the weekday AM and PM peak period, including:
  - Traffic volumes and volume to capacity ratios for modelled periods
  - Inbound and outbound traffic distributions
  - Public transport mode share.

Noting the above, a summary of the information extracted is provided in the following subsections. Full details of the information extracted by Stantec from the model are provided in Appendix A of this report.

Zoning System

A review of the MITM zoning system indicated that zone 61 contained the three relevant parcels of the Mt Atkinson MTC as set out in Table 5.1, namely the Town Centre, Eastern Precinct and Western Precinct, noting some of the Western Precinct is also contained within zone 141. Figure 6.5 shows an extract from MITM showing the relevant zones. This figure also shows the locations of the three aforementioned land parcels of the Mt Atkinson MTC.

Figure 6.5: MITM Zoning System, Relevant Zones and Locations of Three Relevant Land Parcels



Transport Network Assumptions

A review of the MITM transport network indicated the following for the 2041 model year:

- Both Troups Road and Mt Atkinson Road are shown to connect to the south to Riding Boundary Road and Boundary Road.
- Greigs Road is shown to connect to Mount Cottell Road to the west. Greigs Road is shown to be upgraded to 2 lanes in each direction between Mount Cottell Road and Hopkins Road.
- Hopkins Road and the Western Freeway are shown to be upgraded to three lanes in each direction.
- The Mt Atkinson Train Station and the Outer Metropolitan Ring Road are **not** shown to be delivered.
- Grand Boulevard is configured with a 70km/hr speed limit. All other roads in the vicinity of the Town Centre are configured with a 50km/hr speed limit.

Land Use Assumptions

A review of the MITM land use assumptions indicated that compared to the proposed land use yields, the MITM included only modest land use assumptions for both zones 61 and 141 (i.e. the zones containing the of the Mt Atkinson MTC) – much less than contemplated as part of the PSP and this UDF.

Table 6.1: MITM Land Use Assumptions

Zone	Population	Retail Employment	Total Employment	Primary Enrolments	Secondary Enrolments	Tertiary Enrolments
Zone 61	1,797	45	295	48	0	0
Zone 141	56	7	74	0	0	0

Modelled Outputs

The MITM indicated the following performance metrics:

- The Western Freeway is operating at capacity in both the AM and PM peak periods (noting that MITM assumes it has been upgraded to three lanes in each direction).
- The distribution of vehicle trips to/from the of the Mt Atkinson MTC are heavily biased towards the east and north. There is also a significant distribution of trips to/from the west, with a minimal distribution of trips to/from the south.
- Public transport mode share within zone 61 and to/from zones 140 and 141 is 7% in the AM peak period and 6% in the PM peak period.

The model run also confirmed that the PM peak period is the critical period for assessment, as traffic volumes in the PM peak are significantly higher than in the AM peak. In addition, the of the Mt Atkinson MTC is expected to generate significantly more traffic in the PM peak compared to the AM peak. As such, this assessment focusses on the critical PM road network peak hour.

6.5.3 Land Use Assumptions

The Town Centre, Eastern Precinct and Western Precinct that make up the Mt Atkinson MTC are contained within MITM zones 61 and 141. Due to this zoning system, the indicative traffic expected to be generated by all three land parcels have been included within our analysis (the study area).

Noting the above, the indicative land use yields for each precinct that make up the Mt Atkinson MTC and expected to be delivered by 2041 are outlined at Table 5.1. The traffic associated with these yields has been adopted for assessment.

6.5.4 Intersection Modelling Approach

Stantec has assessed the impact of the development traffic on the road network during the weekday PM peak using the SIDRA INTERSECTION 9.0[8] (SIDRA) modelling program for three 2041 design year scenarios, as follows:

- Scenario 1: Future Base
- Scenario 2: Post Development
- Scenario 3: Post Development with Mt Atkinson Train Station

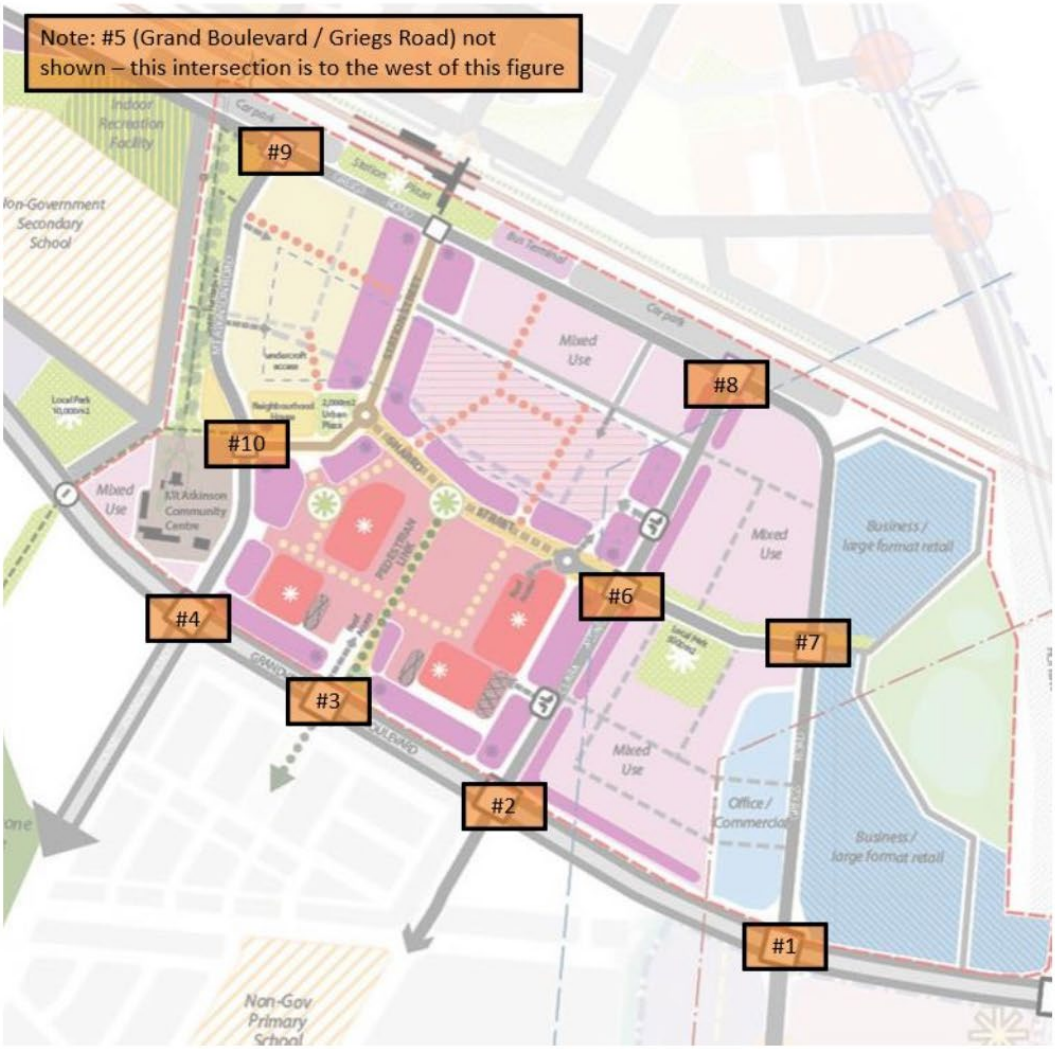
A summary of the intersections modelling within each scenario is provided at Table 6.2, while Figure 6.6 shows the location of each intersection. Further discussion regarding the rationale for the intersections included for each scenario is presented in the following sections.

Table 6.2: Summary of Intersections Modelled Within Each Scenario

Intersection	Scenario 1: Future Base	Scenario 2: Post Development	Scenario 3: Post Development with Train Station
Grand Boulevard / Greigs Road / Strathbogie Drive (intersection #1)	✓	✓	✓
Grand Boulevard / Clara Avenue (intersection #2)	✓	✓	✓
Grand Boulevard / Shopping Centre Access (intersection #3)	×	✓	✓
Grand Boulevard / Mt Atkinson Road (intersection #4)	✓	✓	✓
Grand Boulevard / Greigs Road / Altezze Drive intersection (intersection #5)	✓	✓	✓
Clara Avenue / East-West Road (intersection #6)	×	✓	×
Greigs Road / East-West Road (intersection #7)	×	✓	×
Clara Avenue / Greigs Road (intersection #8)	×	✓	×
Greigs Road / Mt Atkinson Road (intersection #9)	×	✓	×
Mt Atkinson Road / Shared Street (intersection #10)	×	✓	×
Total	**4 intersections modelled**	**10 intersections modelled**	**5 intersections modelled**

[8] Program used under license from Akcelik & Associates Pty Ltd. SIDRA Intersection is a computer-based modelling package used to calculate intersection performance.

Figure 6.6: Intersections Modelled Using SIDRA



Commentary on the inputs, outputs and assumptions for each Scenario are provided within the following sub-sections.

6.5.5 2041 Future Base Traffic Volumes

The 2041 Future Base traffic volumes were determined as follows:

- Land use assumptions and associated traffic demand were removed from MITM zones 61 and 141 (i.e. the zones that included the Mt Atkinson MTC).
- MITM was run for the 2041 year PM peak hour.

The traffic volumes used for this scenario are shown at Figure 6.7 and Figure 6.8. It is noted that for this scenario only the Grand Boulevard corridor was modelled (i.e. intersections #1, #2, #4 and #5) as under this scenario there is negligible traffic at the Town Centre's internal intersections.

Figure 6.7: 2041 Future Base Traffic Volumes – Grand Boulevard Corridor (1 of 2)[9]

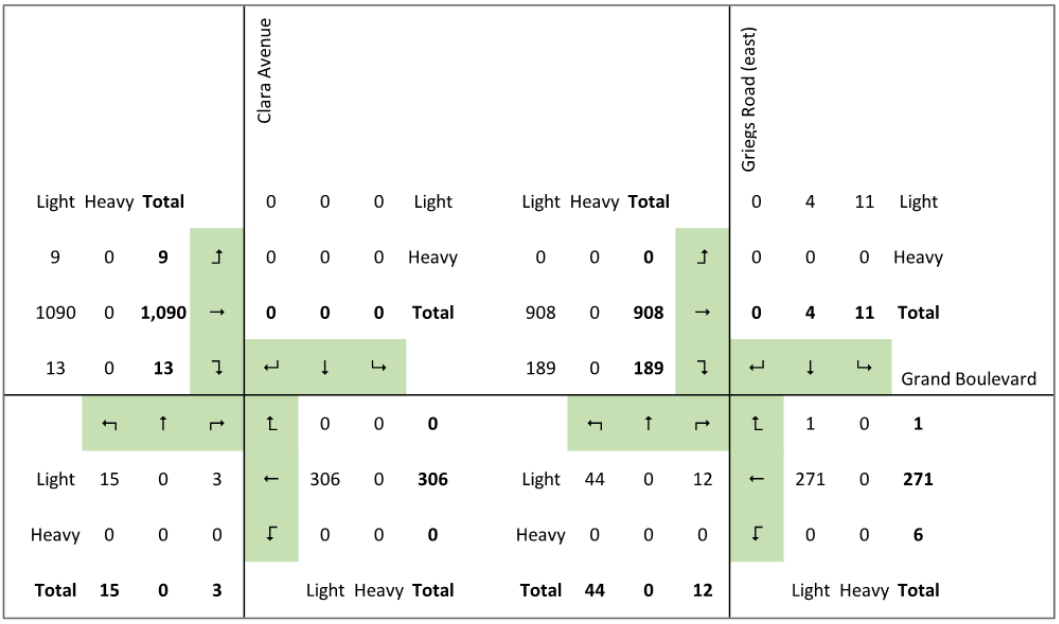
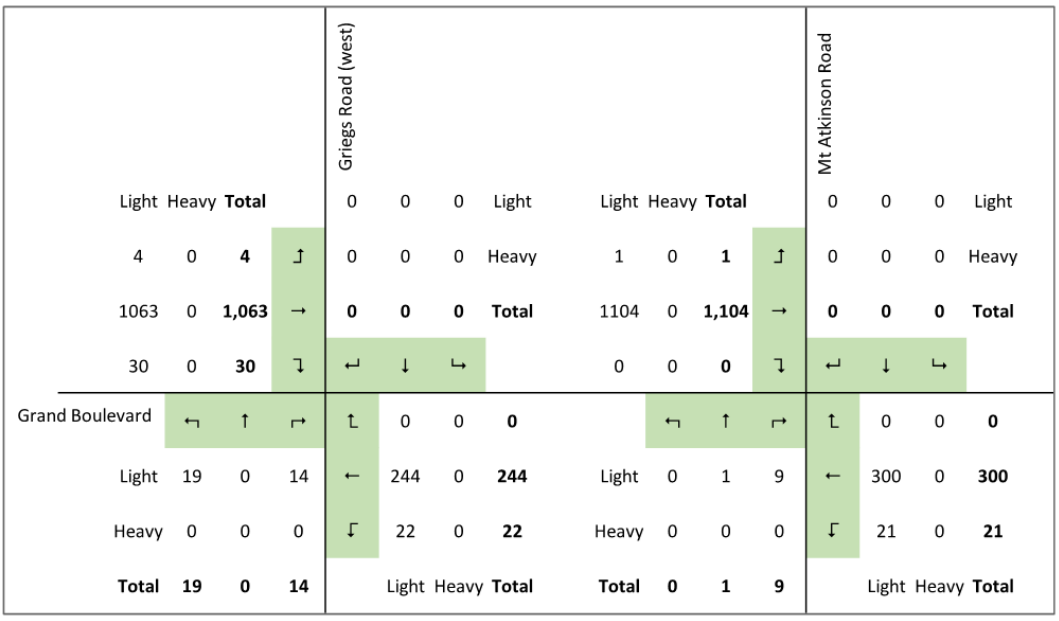


Figure 6.8: 2041 Future Base Traffic Volumes – Grand Boulevard Corridor (2 of 2)



From the above diagram we can observe that the direction of traffic travelling on Grand Boulevard is biased towards the east (i.e. towards the Melbourne CBD). This is inconsistent with typical modelling outputs for a PM peak, where traffic is generally biased in a direction away from the CBD (i.e. westbound).

[9] It is noted that these traffic volume figures show a split of 100% light vehicles and 0% heavy vehicles. However, in the SIDRA network modelling, a split of 98% light vehicles and 2% heavy vehicles was adopted.

A review of MITM indicates that the Hopkins Road interchange with the Western Freeway is operating with a Level of Service 'F' in the southbound direction. As such, a significant amount of traffic arriving from the Western Freeway to the west and heading to the north has redistributed to Grand Boulevard via the Leakes Road interchange, bypassing the Hopkins Road interchange.

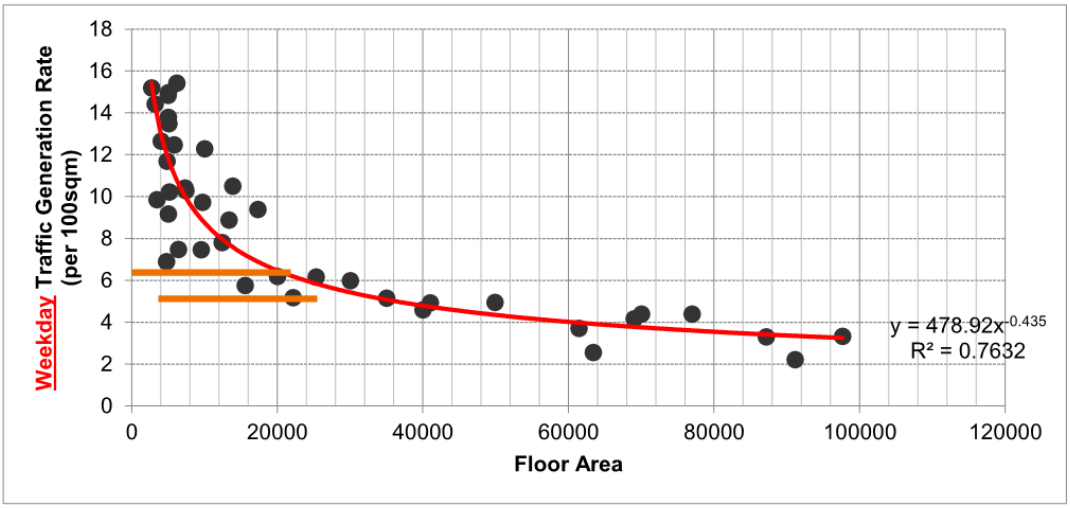
6.5.6 Traffic Generation

A summary of the anticipated peak hour and daily traffic generation for the Mt Atkinson MTC is presented in Table 6.3. The assessment includes consideration of the 'Town Centre', 'Western Precinct' and 'Eastern Precinct'. With the exception of the retail rate, the traffic generation rates have been generally adopted from the RMS Guide to Generating Developments document and from the background reports that inform the overarching Guide.

The retail traffic generation rates have been sourced from the Stantec traffic survey database which includes over 40 shopping centre traffic generation data points.

For this UDF application, it is proposed to increase the proposed level of retail floor area from the existing cap of 23,500sqm to 50,000sqm. It is commonly accepted that as a retail centre increase in size typically customers spend more time at the centre and as such, larger centres have a lower 'per 100sqm' or traffic generation rate compared to smaller centres. This relationship is identified in Figure 6.9, which plots the existing traffic generation rates of existing shopping centres based on their floor area (and clearly demonstrates reducing traffic generation rates as centres increase in size).

Figure 6.9: Shopping Centre Traffic Generation Rates



Based on the graph, a shopping centre with a floor area of 23,500sqm (current cap) would be expected to generate traffic at a rate of 6.14 movements per 100sqm (= 1,442vph) compared to a shopping centre of 50,000sqm (proposed) which would be expected to generate traffic at a rate of 4.19 movements per 100sqm (= 2,096vph).

Therefore, despite the proposed shopping centre or retail use being 113% larger than the cap it is expected to generate only 65% more traffic (or +654vph during the weekday PM peak hour). A comparison to the overall study area indicates that the additional retail traffic equates to a 16% increase (= 654 / 4,107).

Table 6.3: Forecast Development Traffic Generation – Weekday Peak Hour and Daily

Land Use	Size	Traffic Generation Rate		Traffic Generation	
		PM Peak Hour	Daily	PM Peak Hour	Daily
Town Centre					
Retail	50,000sqm	4.19 movements per 100sqm	41.9 movements per 100sqm	2,096	20,958
Office	15,000sqm	1.2 movements per 100sqm	12 movements per 100sqm	180	1,800
Community	2,500sqm	2.0 movements per 100sqm	20 movements per 100sqm	50	500
Residential (apartments)	320 dwellings	0.25 movements per dwelling	2.5 movements per dwelling	80	800
Sub Total				*2,406*	*24,058*
Western Precinct					
Residential (dwelling)	240 dwellings	0.5 movements per dwelling	5 movements per dwelling	120	1,200
Employment (Industrial)	36,000sqm (3.6ha)	0.56 movements per 100sqm	4.6 movements per 100sqm	202	1,656
School	750 students (6ha)	0.27 movements per student	1 movement per student	203	750
Indoor Recreation Facility	2,500sqm (0.67ha)	4.5 movements per 100sqm	30 movements per 100sqm	113	750
Sub Total				*637*	*4,356*
Eastern Precinct					
Large Format Retail	43,000sqm	1.31 movements per 100sqm	17 movements per 100sqm	563	7,310
Office	32,000sqm	1.2 movements per 100sqm	12 movements per 100sqm	384	3,840
Residential (apartment)	150 dwellings	0.25 movements per dwelling	2.5 movements per dwelling	38	375
Residential (townhouse)	200 dwellings	0.4 movements per dwelling	4.0 movements per dwelling	80	800
Sub Total				*1,065*	*12,325*
Sub Total (all three precincts)				**4,107**	**40,739**
Multi-Purpose Trip Discount (10%)				**410**	**4,074**
Total (including multi-purpose trip discount)				**3,696**	**36,665**

Table 6.3 indicates that having regard for a modest 10% multi-trip discount the study area could be expected to generate approximately 3,696 movements during the weekday PM peak hour and approximately 36,665 movements across a typical day.

6.5.7 Traffic Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

1. configuration of the future road network providing access to the study area
2. operation/performance of intersections used to access the study area
3. likely distribution of employee's residences in relation to the study area
4. configuration of access points to the study area.

Having consideration to the above, for the purposes of estimating vehicle movements, the overall directional distributions shown at Table 6.4 and Table 6.5 have been adopted. This is generally consistent with the directional distributions adopted in the MITM.

Table 6.4: Directional distributions - arrivals

Arrivals	Percentage Split
From the east via Hopkins Road	58%
From the west via Greigs Road	25%
From the south via Mt Atkinson Road	9.5%
From the south via Clara Avenue	2.5%
From the south via Strathbogie Road	5%

Table 6.5: Directional distributions - departures

Arrivals	Percentage Split
To the east via Hopkins Road	64%
To the west via Greigs Road	20%
To the south via Mt Atkinson Road	8.5%
To the south via Clara Avenue	2.5%
To the south via Strathbogie Road	5%

In addition to the directional distribution analysis presented above, the directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) for the various uses is summarised in Table 6.6. These directional splits are consistent with the 'traffic engineering rule of thumb' for each use and are considered appropriate for adoption.

Table 6.6: Directional split of traffic

Land Use	Inbound	Outbound
• **Retail** • **Large Format Retail** • **Employment (Industrial)** • **Indoor Recreation Facility** • **Community**	50%	50%
Office	10%	90%
Residential	60%	40%
School	45%	55%

Based on the traffic generation outlined in Section 6.5.6 and the traffic distribution outlined in Section 6.5.7, Figure 6.10 and Figure 6.11 have been prepared to show the site generated traffic along the Grand Boulevard corridor. A full network diagram which also includes the Town Centre's internal intersections is provided at Appendix D.

Figure 6.10: Site Generated Traffic Volumes – Grand Boulevard Corridor (1 of 2)

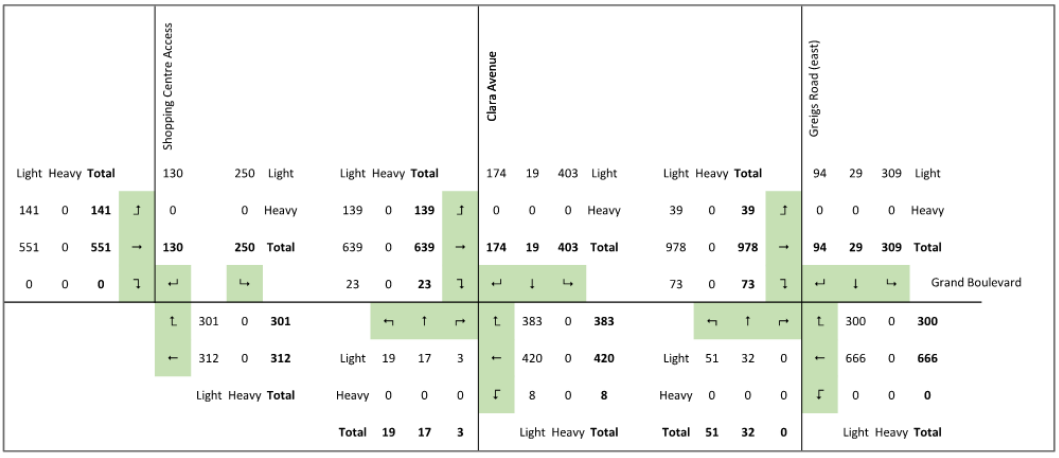
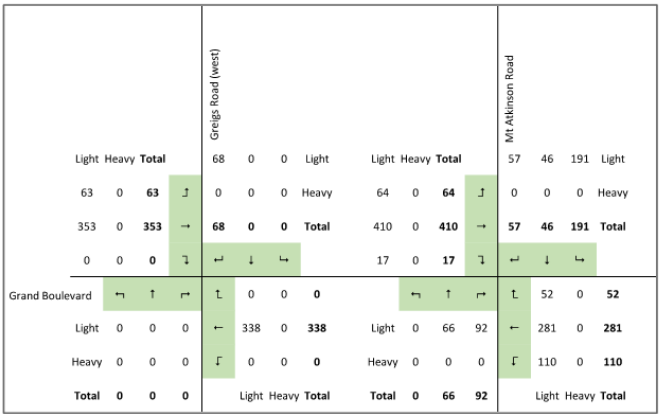


Figure 6.11: Site Generated Traffic Volumes – Grand Boulevard Corridor (1 of 2)



6.5.8 Other Considerations (Network Capacity Limitations)

The land use traffic generation rates relied upon have been documented at Section 6.5.6. These rates have generally been based on land use survey data for locations that reflect *"free-flow"* traffic and transport conditions.

The adoption of specific land use traffic generation rates is one of two primary component considerations in likely traffic outcomes in and around the subject land. The second relates to background traffic volumes as documented at Section 6.5.5.

In this regard, traffic networks, not unlike all movement-based networks, are subject to a finite transport capacity which is regulated by the number of trafficable lanes and metering of those lanes as competing demands arrive from all compass directions. On this occasion the main limitation on capacity in the area was observed to be the Hopkins Road interchange with the Western Freeway.

Noting the above, in practice, intersections which are at or near capacity experience subdued levels of land use traffic generation or have the resultant effect of re-distributing background traffic demands to alternate routes which offer a higher level of service. This was observed at Figure 6.7, where it was observed that a significant amount of traffic arriving from the Western Freeway to the west and heading to the north has redistributed to Grand Boulevard via the Leakes Road interchange, as Grand Boulevard offered a greater Level of Service (and improved travel times).

Having consideration to the above, once land use development is realised within the study area, Grand Boulevard will operate with a reduced Level of Service. As such, it is expected that there will be a re-distribution of some eastbound traffic movements on Grand Boulevard to alternate east-west routes, such as Riding Boundary Road.

Based on the above, it is considered reasonable to redistribute 276 vehicles eastbound Grand Boulevard traffic volumes (approximately equal to 25% of the Grand Boulevard Future Base eastbound demand) to alternate east-west routes that are outside of the intersections modelled.

6.5.9 2041 Post Development Traffic Volumes

Noting the commentary in the previous sub-section, Figure 6.12 and Figure 6.13 have been prepared to show the post development traffic along the Grand Boulevard corridor. A full network diagram which also includes the Mt Atkinson MTC's internal intersections is provided at Appendix D.

Figure 6.12: 2041 Post Development Traffic Volumes – Grand Boulevard Corridor (1 of 2)

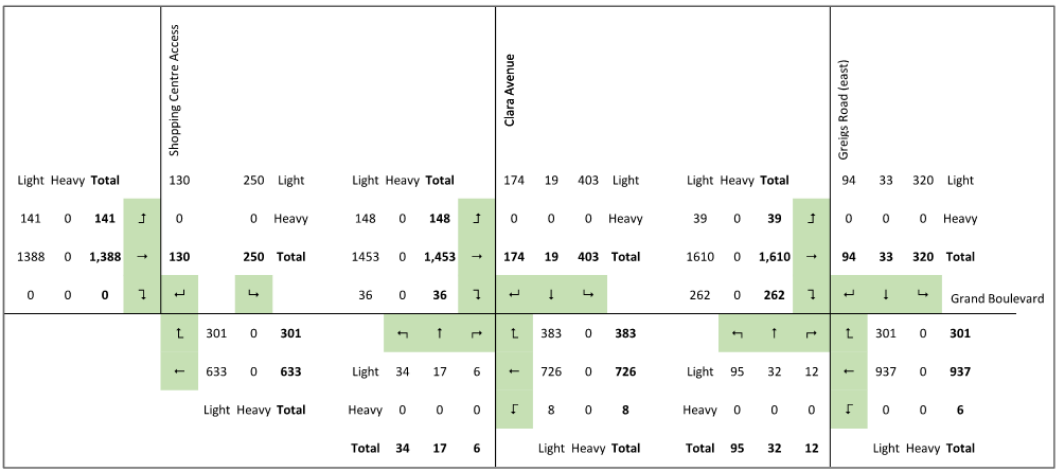
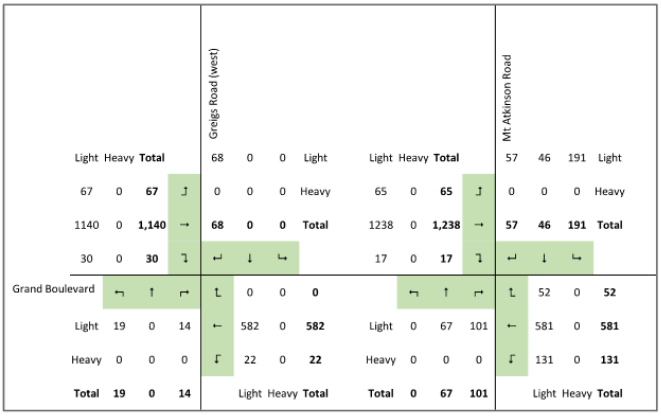


Figure 6.13: 2041 Post Development Traffic Volumes – Grand Boulevard Corridor (2 of 2)



6.5.10 2041 Post Development Traffic Volumes – With Mt Atkinson Train Station

Following the delivery of the Mt Atkinson Train Station, there is expected to be a mode shift away from private car towards alternate forms of transport. As shown at Figure 6.4, the delivery of the train station is likely to change private car mode share from approximately 94% to approximately 70% based on the 2041 land use scenario for the Mt Atkinson MTC. That is, a reduction in traffic generated by the site by approximately 25% (calculated as 70%/94%) for the same levels of development on the basis of improved accessibility by non-car modes is achieved with the implementation of the station.

Noting the above, this 2041 Post Development 'with Train Station' scenario has been prepared to demonstrate the road network performance following the delivery of the train station (i.e. any improvements compared to the without station option and the latent capacity in the network).

Figure 6.14 and Figure 6.15 have been prepared to show the 2041 post development traffic along the Grand Boulevard corridor following the delivery of the train station.

Figure 6.14: 2041 Post Development 'with Train Station' Traffic Volumes – Grand Boulevard Corridor (1 of 2)

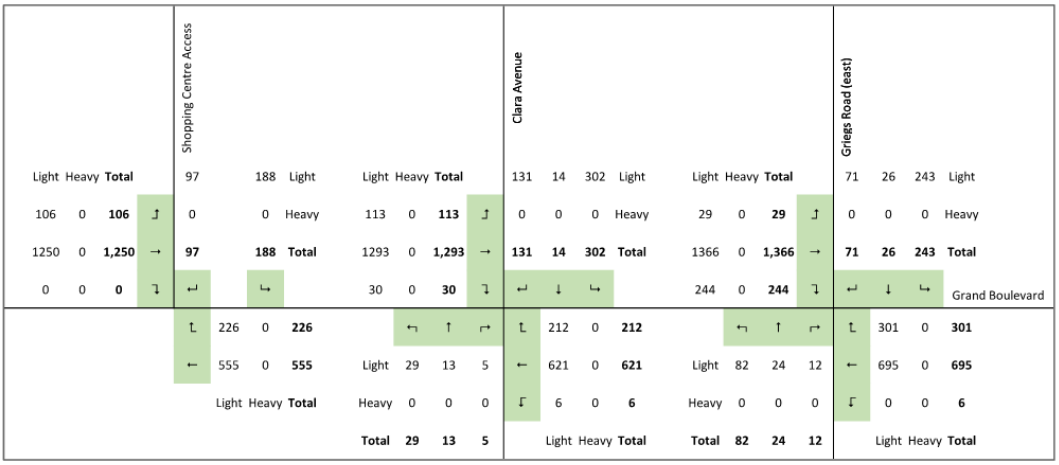
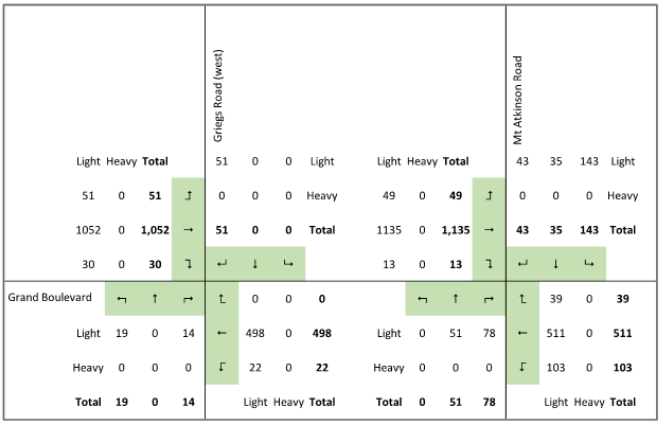


Figure 6.15: 2041 Post Development 'with Train Station' – Grand Boulevard Corridor (2 of 2)



6.5.11 Traffic Impact Assessment

An assessment of the study area traffic on the performance of the road network has been carried out using SIDRA INTERSECTION 9.0[10] (SIDRA) for the three scenarios, as follows:

- Scenario 1: Future Base
- Scenario 2: Post Development
- Scenario 3: Post Development with Mt Atkinson Train Station

Commentary on the modelling inputs and assumptions (including the specific intersection layouts that have been tested) adopted for the assessment are provided at Appendix B.

The performance of intersections assessed within the three modelled scenarios is presented at Table 6.7, with detailed analysis results presented at Appendix E.

The commonly used measure of intersection performance is referred to as the *Degree of Saturation* (*DOS*). The *DOS* represents the flow-to-capacity ratio for the most critical movement on each leg of the intersection. For signalised intersections, a DOS of around 0.95 has been typically considered the 'ideal' limit, beyond which queues and delays increase disproportionately[11].

[10] Program used under license from Akcelik & Associates Pty Ltd.
[11] SIDRA INTERSECTION adopts the following criteria for Level of Service assessment:

Table 6.7: Modelled Intersection Performance Results

Intersection	Weekday PM Peak Intersection Performance					
	2041 Future base		Post Development		Post Development – with Mt Atkinson Train Station	
	DOS	Average Queue	DOS	Average Queue	DOS	Average Queue
Grand Boulevard / Greigs Road / Strathbogie Drive (intersection #1)	0.63	81m	0.89	177m	0.85	91m
Grand Boulevard / Clara Avenue (intersection #2)	0.82	100m	0.88	138m	0.75	57m
Grand Boulevard / Shopping Centre Access (intersection #3)	-	-	0.83	94m	0.73	48m
Grand Boulevard / Mt Atkinson Road (intersection #4)	0.82	101m	0.72	132m	0.86	124m
Grand Boulevard / Greigs Road / Altezze Drive intersection (intersection #5)	0.74	85m	0.80	98m	0.74	83m
Clara Avenue / East-West Road (intersection #6)	-	-	0.71	45m	-	-
Greigs Road / East-West Road (intersection #7)	-	-	0.45	26m	-	-
Clara Avenue / Greigs Road (intersection #8)	-	-	0.13	4m	-	-
Greigs Road / Mt Atkinson Road (intersection #9)	-	-	0.10	2m	-	-
Mt Atkinson Road / Shared Street (intersection #10)	-	-	0.63	28m	-	-

Table 6.7 indicates that each of the assessed intersections are forecast to operate with a 'good' level of service or better, with manageable queues and delays on all approaches.

It is also noted that under Scenario 3 (i.e. 2041 Post Development with Mt Atkinson Train Station) there is additional capacity created at key intersections along the Grand Boulevard corridor. This outcome would suggest that additional land use intensification could be contemplated at the Mt Atkinson MTC following the delivery of the Mt Atkinson Train Station and the associated changes in travel behaviour. This is consistent with the three stages of urban development presented earlier at Section 6.2.

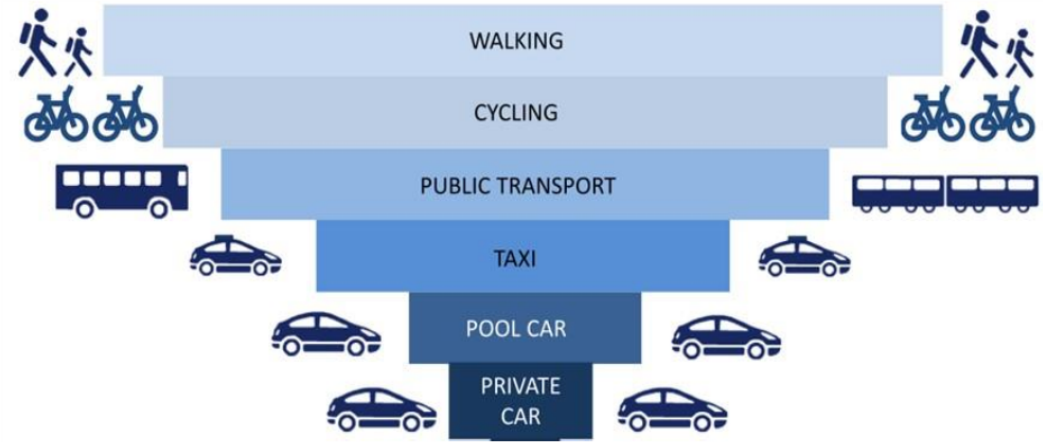
Level of Service		Intersection Degree of Saturation (DOS)		
		Unsignalised Intersection	Signalised Intersection	Roundabout
A	Excellent	<=0.60	<=0.60	<=0.60
B	Very Good	0.60-0.70	0.60-0.70	0.60-0.70
C	Good	0.70-0.80	0.70-0.90	0.70-0.85
D	Acceptable	0.80-0.90	0.90-0.95	0.85-0.95
E	Poor	0.90-1.00	0.95-1.00	0.95-1.00
F	Very Poor	>=1.0	>=1.0	>=1.0

7. Precinct Design & Cross-Sections

7.1 Planning Approach

The planning and design of the Mt Atkinson MTC has been based on a modal hierarchy that prioritises walking, cycling and public transport, with the lowest priority given to the private car. This modal hierarchy is shown at Figure 7.1. The adoption of this modal hierarchy is expected to assist in achieving a high amenity environment that supports the vibrancy and safety aspired for the Mt Atkinson MTC.

Figure 7.1: Mt Atkinson Major Town Centre Modal Hierarchy



As outlined earlier within this report, there is a large body of evidence which indicates that population and employment densities drive lower car mode shares and associated road space allocation. As densities increase, there is a need for more space efficient transport modes to be prioritised, as car only travel is not able to be provided within the available road corridor widths. As such, road links within a close proximity to the Mt Atkinson MTC, and especially within it, should have a higher level of space allocated to walking, cycling and public transport.

It is noted that the design of the Mt Atkinson MTC has been designed to consolidate access to car parking and minimise uncontrolled conflict points between motorists and users of active transport. This approach is considered consistent with the longer desired operation and function of a centre of this scale and density. Undermining this intent and allowing vehicle intrusion within the core area of the Mt Atkinson MTC would be expected to have safety, amenity and accessibility impacts.

7.2 Active Travel

7.2.1 Pedestrian Infrastructure

Principal Pedestrian Network

A Principal Pedestrian Network generally following the arterial road network is set out in the Moving Melton – Integrated Transport Strategy. It is expected that high quality pedestrian paths will be provided on the connector level roads and within the Mt Atkinson MTC, including those shown in the Public Transport and Path Network Plan in the Mt Atkinson and Tarneit Plains PSP.

Collectively these pedestrian facilities should be sufficient to service the Mt Atkinson & Tarneit Plains PSP. However, the delivery of high-quality pedestrian paths within a 2km local catchment of the Mt Atkinson MTC should also be prioritised in order to encourage walking as a mode of transport.

Mt Atkinson Major Town Centre

Within the Mt Atkinson MTC and along the pedestrian connections to key points of access (train station, bus stops, car parks, etc.), the road environment and pedestrian crossing arrangements are expected to prioritise pedestrian movements. This is expected to be delivered through the following design elements:

- Providing opportunities to deliver pedestrianised areas.
- Providing a low-speed environment through suitable surfacing and traffic calming measures, and/or shared spaces.
- Having clear footpath widths that support the likely high demand levels.
- Crossing facilities on each intersecting road that prioritises pedestrians, such as zebra or wombat crossings.
- Traffic signals that prioritise pedestrian crossing movements through short cycle times and all crossing phases.

7.2.2 Cycling Infrastructure

Principal Bicycle Network

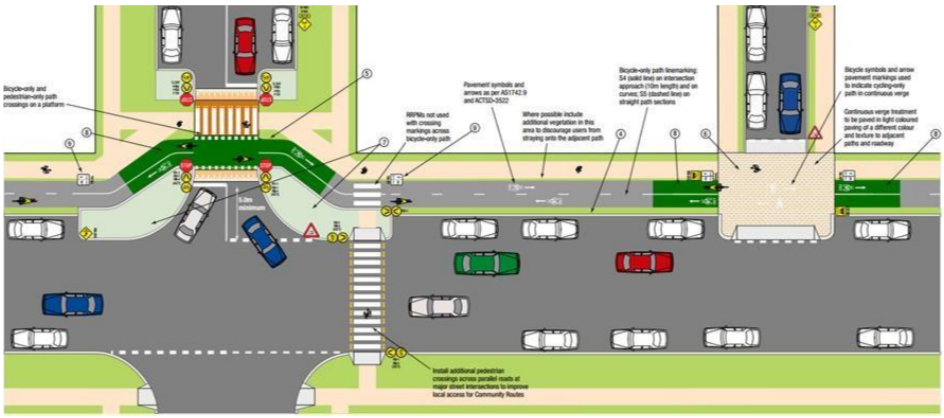
There is a Principal Bicycle Network that essentially follows the arterial road network set out in the Moving Melton – Integrated Transport Strategy. It is expected that high quality facilities will be provided on the connector level roads and within the key Mt Atkinson MTC, including those shown in the Public Transport and Path Network Plan in the Mt Atkinson and Tarneit Plains PSP.

Collectively these facilities, along with on-road facilities on lower order roads, will service the Mt Atkinson and Tarneit Plains PSP. However, the delivery of cycling infrastructure within a 5km local catchment of the Mt Atkinson MTC should also be prioritised in order to encourage cycling as a mode of transport.

Mt Atkinson Major Town Centre

Within the Mt Atkinson MTC, the road environment is expected to be low speed, enabling cyclists to mix with motorists. Alternatively, and at least on the connecting arterial and connector roads (within 5km of the Town Centre), the bicycle facilities should be provided through separated facilities, with crossing facilities that could be consistent with those shown at Figure 7.2 or as per other relevant local cycling design guidelines.

Figure 7.2: Separated Bicycle Crossing Facility for Access Lanes and Access Streets[12]



End-of-trip facilities will be required at key gateway and destination places to the Mt Atkinson MTC. These are recommended to be provided at least in part as public facilities and not solely relied on to be provided as part of private development.

7.3 Public Transport

7.3.1 Train Services

As mentioned above the delivery of the Mt Atkinson Train Station is key in unlocking the Mt Atkinson and Tarneit Plains PSP. The train station will significantly improve the transport accessibility of the Mt Atkinson MTC and accordingly facilitate increasing land use development.

[12] Source: http://activeinfrastructure.net.au/practitioner-tool/docs/id-b5tdhzn19ukmaemi/ACTSD-0505-DRAFT-170607.pdf

It will also unlock opportunities for further transport network improvements within the vicinity of the train station. These include the integration of bus routes, providing pick-up/drop-off areas, providing end of trip cycling and micro-mobility facilities and providing a high-quality pedestrian path network connecting with the station.

7.3.2 Bus Services

The area between Melton and Caroline Springs is currently serviced by only one bus route along the Western Freeway. Internal connections and coverage to the areas beyond the Western Freeway are currently non-existent. The delivery of the Mt Atkinson and Tarneit Plains PSP represents a major opportunity to deliver an improved public transport network to service the subject PSP and other surrounding PSP areas.

When the Mt Atkinson Train Station is delivered, part of its success will be based on the integration with bus services via a well-located transport hub. A bus interchange could be provided to provide a high level of service to users, help prioritise interchanges between bus and train and minimise vehicle conflicts.

Opportunities to integrate with the train station are expected to be considered further when the bus network is planned for the area by the Department of Transport and Planning. In this regard, the bus network prior to the delivery of the train station should provide a high level of coverage and frequent services, targeting (say) 95% of residents and jobs within 400m of a bus route. Providing such coverage should be achievable for the Mt Atkinson and Tarneit Plains PSP area, given the previous planning completed on public transport coverage and the principles adopted by the VPA in the development of the PSP.

7.3.3 Road Network

There is a broader arterial and connector road network being developed for the Western Growth Corridor, including the Mt Atkinson and Tarneit Plains PSP and adjacent PSP areas. Various transport modelling activities have and continue to be completed to ensure that a sufficient level of road capacity is available to support the anticipated level of private vehicle and freight movement.

One of the major future road projects is the Outer Metropolitan Ring (OMR) / E6 Transport Corridor, which will be located at the western end of the Mt Atkinson & Tarneit PSP. Moreover, there is a potential opportunity, through Greigs Road, to connect with it via active transport paths, bus services and private car traffic.

Relating specifically to the Mt Atkinson MTC, the Mt Atkinson and Tarneit Plains PSP road network modelling completed by Jacobs in 2016 indicated that sufficient capacity exists to cater for forecast population and employment on the planned internal road network.

More broadly, the Jacobs assessment indicated that the surrounding arterial network is expected to approach capacity by 2046 (the model year), particularly along Hopkins Road around the Western Ring Road and Boundary Road. To cope with the build out of the area, it would be beneficial for Hopkins Road and Greigs Road to be upgraded to four lane arterial roads by 2026.

To ensure that the Mt Atkinson MTC is predominantly focused around active and public transport, with as little conflict with motor vehicles as possible it is recommended that the design:

- Limits property and car park access through the core of the Mt Atkinson MTC (i.e. primary car access be directed around the centre via the surrounding arterial and connector roads).
- Integrates behaviour change initiatives with infrastructure projects to achieve an increased shift away from private car use (i.e. bicycle lanes where appropriate, proportionate walking infrastructure).
- On roads planned to be used as future bus routes, that these roads be designed such that they can accommodate bus movements.

7.4 Daily Traffic Demand

An assessment of the future midblock capacities of each of the key roads servicing the Town Centre is presented in Table 7.1. The road capacities have been determined from the Austroads Guide, the VPA Our Roads Connecting People document and 'traffic engineering rule of thumb'.

Table 7.1: Comparison of Post Development Daily Volumes to Daily Capacity

Location	No. of Lanes (capacity)	Daily Traffic Volumes (vpd)		
		Base	Additional	Post development
Grand Boulevard (between Hopkins Road and Greigs Road/Strathbogie Road)	4 Lanes (up to 40,000vpd)	9,330	22,350	31,680
Grand Boulevard (between Greigs Road/Strathbogie Road and Clara Avenue)	4 Lanes (up to 40,000vpd)	11,360	19,220	30,580
Grand Boulevard (between Clara Avenue and Shopping Centre Access)	4 Lanes (up to 40,000vpd)	11,580	13,990	25,570
Grand Boulevard (between Shopping Centre Access and Mt Atkinson Road)	4 Lanes (up to 40,000vpd)	11,580	11,200	22,780
Greigs Road (between Grand Boulevard and East-West Road)	2 Lanes (up to 14,000vpd)	160	8,020	8,180
Greigs Road (between Clara Avenue and Mt Atkinson Road)	2 Lanes (up to 14,000vpd)	-	4,610	4,610
East-West Road (between Greigs Road and Clara Avenue)	2 Lanes (up to 14,000vpd)	170	1,900	2,070
Clara Avenue (between Grand Boulevard and East-West Road)	2 Lanes (up to 14,000vpd)	-	12,040	12,040
Clara Avenue (between East-West Road and Greigs Road)	2 Lanes (up to 14,000vpd)	-	4,780	4,780
Mt Atkinson Road (between Grand Boulevard and Station Street)	2 Lanes (up to 14,000vpd)	70	4,510	4,580
Mt Atkinson Road (between Station Street and Greigs Road)	2 Lanes (up to 14,000vpd)	60	540	600

The above table provides a comparison of the post development daily volumes against the theoretical capacity of each road based on the road classification (i.e., connector and arterial roads). Based on the analysis, it can be concluded that post development daily volumes all are within the theoretical capacity of each road.

The above assessment indicates that Clara Avenue between Grand Boulevard and the East-West Road will operate satisfactorily with a 2-lane cross-section (single traffic lane in each direction). Notwithstanding, the UDF has been designed with increased building setbacks to Clara Avenue to cater for a potential duplication of the road link, should this be required beyond the 2041 planning horizon.

7.5 Adopted Town Centre Cross-Sections

Cross-sections of the Town Centre's road network have been designed to be in accordance with the requirements and objectives set out in Clause 56 of the Planning Scheme and the Mt Atkinson and Tarneit Plains PSP. This is considered appropriate.

Based on the traffic modelling presented at Section 6.5, the intersection layouts adopted within the modelling (refer Appendix B) were demonstrated to adequately cater for the expected demand for the Town Centre, Eastern Precinct and Western Precinct.

It is expected that detailed engineering plans for the Mt Atkinson MTC's road network cross-sections and intersection layouts will be prepared as part of future planning permit applications.

8. Conclusions

Based on the analysis and discussions presented within this report, the following conclusions are made:

- Melbourne's western corridor has been subject to rapid and sustained growth in the past few decades and is expected to continue well into the future. In support, new transport infrastructure investment and emerging transport network reform will contribute to significant improvements in accessibility across Melbourne's western region.
- The future Mt Atkinson Train Station will provide improved accessibility for the population and new jobs created by the uses within and around the Mt Atkinson MTC.
- Mt Atkinson currently sits within Stage 1 of the three stages of urban development. Mt Atkinson is expected to move to Stage 2 in 2041 and even Stage 3 ultimately.
- To facilitate a mode shift from private car use to other modes of transport, the UDF has been developed to harness the benefits of a range of PSP locational attributes by ensuring that the UDF design responds cohesively with the five "D's" including ensuring that the urban form delivers a pedestrian orientated design.
- Traffic modelling was completed to assess the impact of the indicative development traffic on the performance of intersections within the vicinity of the Town Centre. This assessment indicated that these intersections are forecast to operate with a 'good' level of service or better, with manageable queues and delays on all approaches.
- Following the delivery of the Mt Atkinson Train Station there will be additional capacity created at key intersections along the Grand Boulevard corridor. This outcome would suggest that additional land use intensification could be contemplated at the Town Centre following the delivery of the Mt Atkinson Train Station and the associated changes in travel behaviour.
- The planning and design of the Mt Atkinson MTC has been based on a modal hierarchy that prioritises walking, cycling and public transport, with the lowest priority given to the private car. The adoption of this modal hierarchy is expected to assist in achieving a high amenity environment that supports the vibrancy and safety of the Mt Atkinson MTC.
- An assessment of the daily midblock capacities of each of the key roads servicing the Mt Atkinson MTC has been completed for the 2041 design year. This assessment indicated that the forecast daily volumes all are within the theoretical capacity of each road, even before the delivery of the Mt Atkinson MTC.
- The daily midblock capacity assessment indicated that Clara Avenue between Grand Boulevard and the East-West Road will operate satisfactorily with a 2-lane cross-section (single traffic lane in each direction). Notwithstanding, the UDF has been designed with increased building setbacks to Clara Avenue to cater for a potential duplication of the road link, should this be required beyond the 2041 planning horizon.
- The cross-sections of the Mt Atkinson MTC's road network have been designed to be in accordance with the requirements and objectives set out in Clause 56 of the Planning Scheme and the Mt Atkinson and Tarneit Plains PSP, which is considered appropriate.

Appendix A. Stantec Review of Melton Integrated Transport Model (MITM)


Stantec
Melton Integrated Transport Model (MITM) – Model Review

Model Details

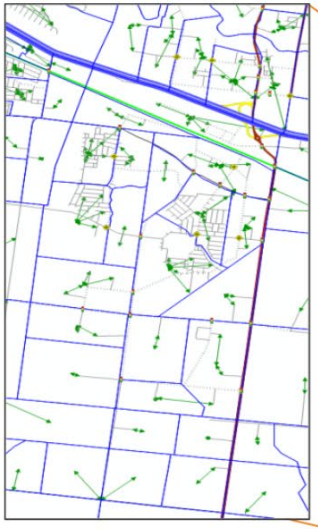
Software: PTV VISUM 21.01-10

Model Application:

- Simulation Based Assignment (SBA) Modelling
- Mesoscopic Dynamic Model – 15min profile
- Models signal control
- AM Peak: 6:30 to 9:00 (2hr +30 min warm up time)
- PM Peak Period 14:30 to 18:00 (3hr+ 30 min warm up time)



Zones & Connectors

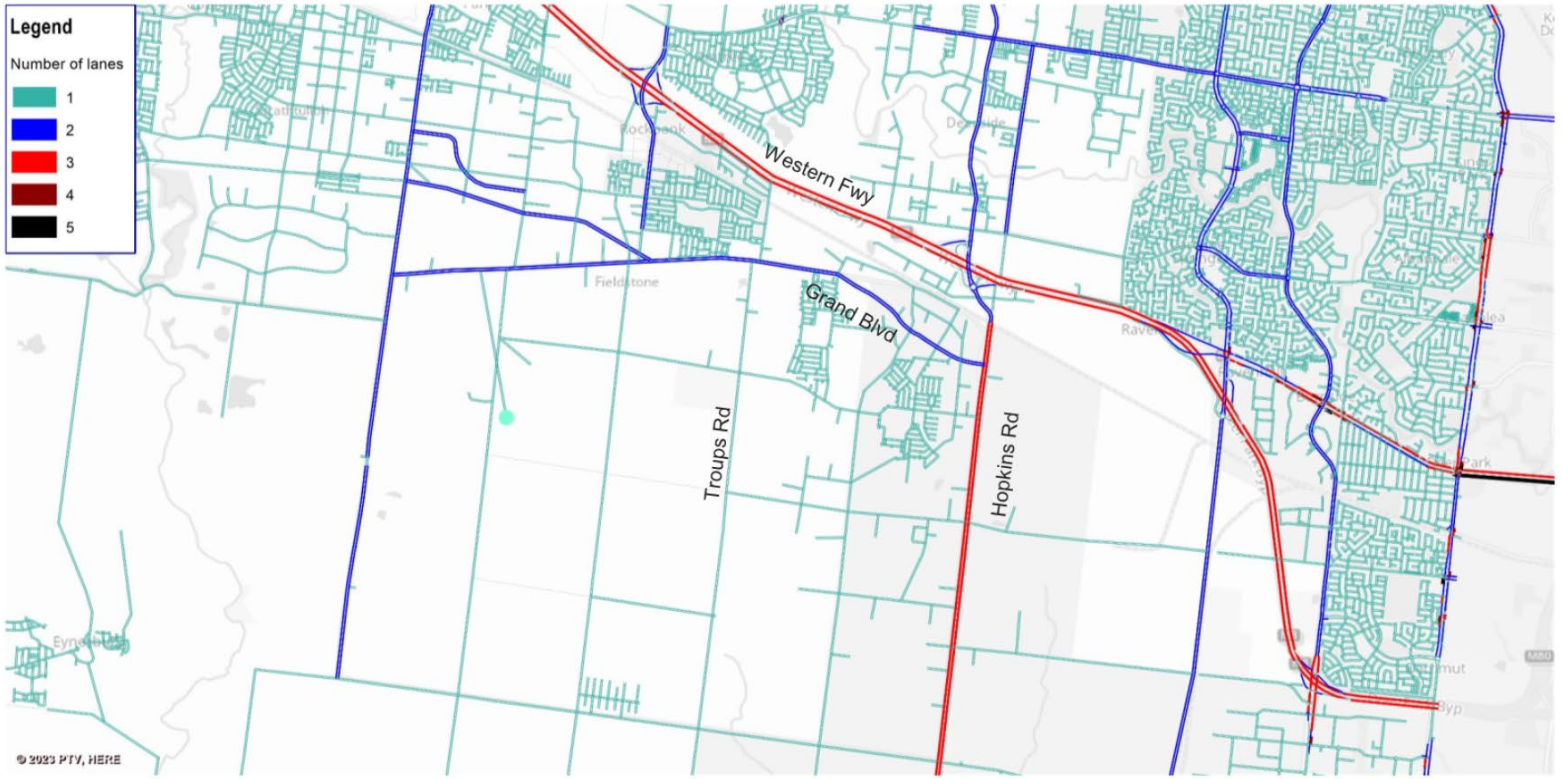


Zones are very detailed. Individual residential blocks are represented.



Network Inputs

Mt. Atkinson PSP: Overall



Number of Lanes

Mt. Atkinson PSP: Overall



Posted Speed

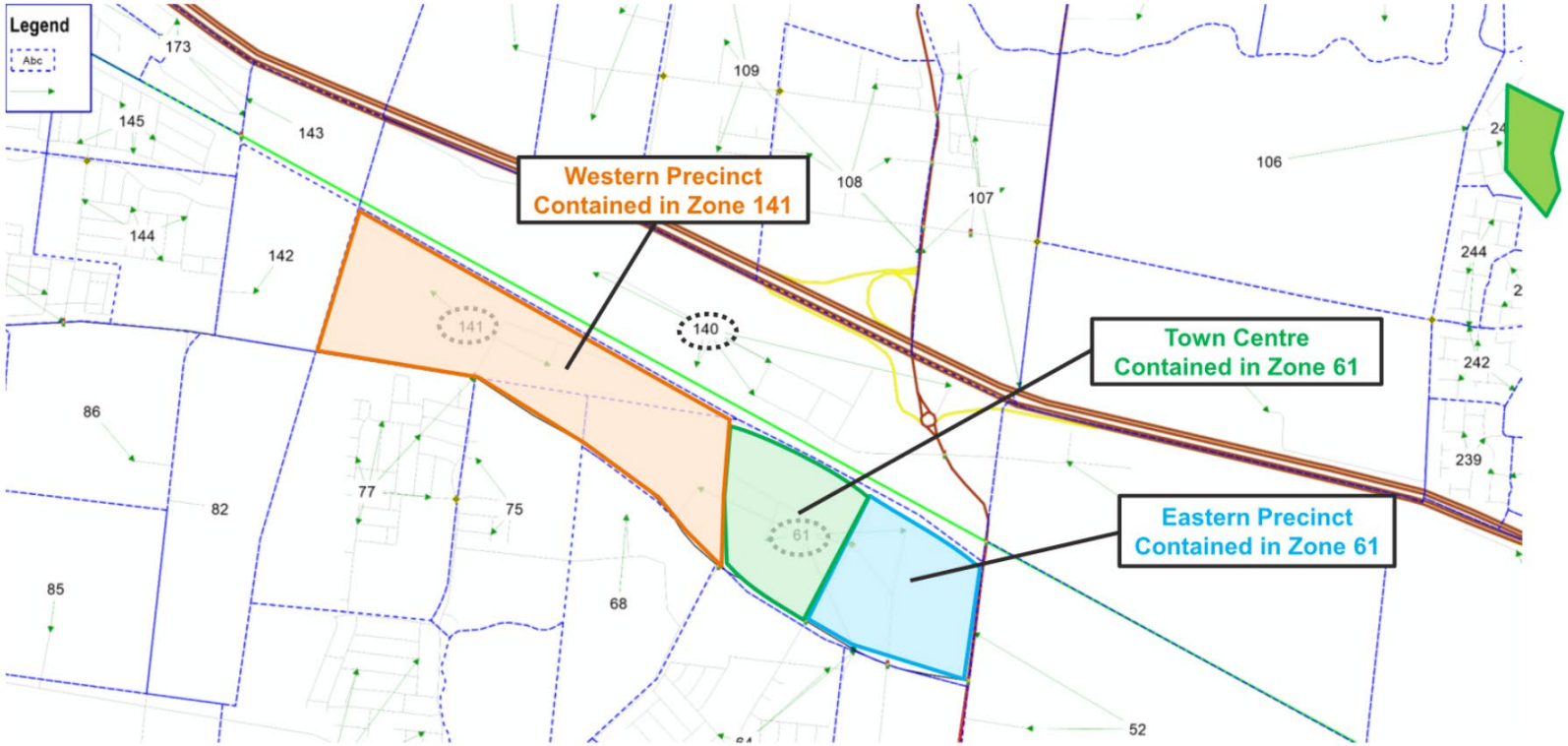
Number of Lanes: Zoomed in



Posted Speed: Zoomed In



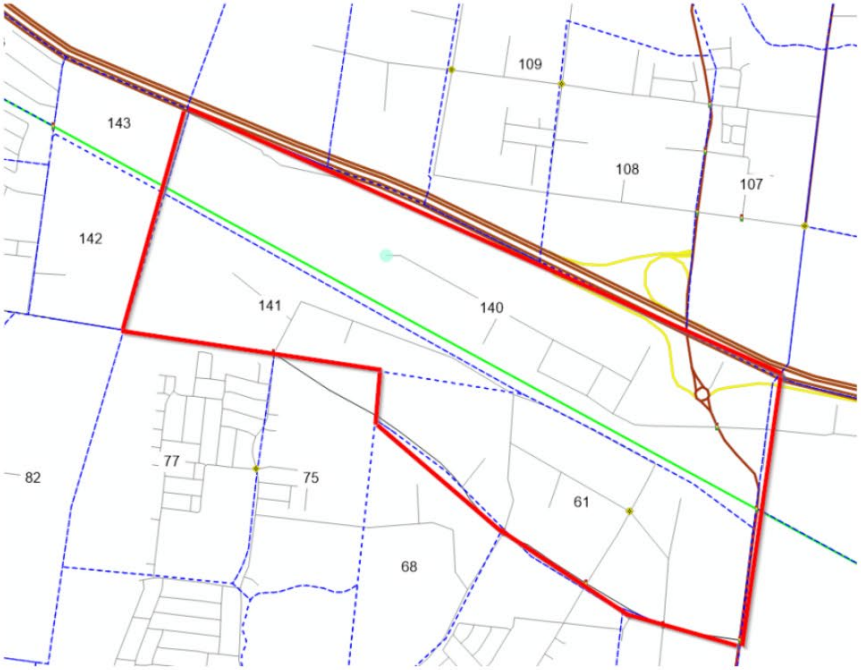
Zone Structure



Zones 140, 141 and 61 are of the interest

Land Use Inputs

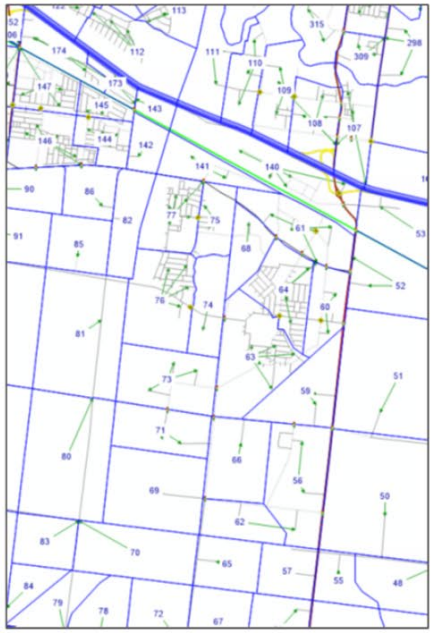
Demographics



TAZ	Population	Retail Employment	Total Employment	Primary Enrolments	Secondary Enrolments	Tertiary Enrolments
140	436	50	324	0	0	0
141	56	7	74	0	0	0
61	1,797	45	295	48	0	0
Total	2,289	102	692	48	0	0

Demographics: Mt Atkinson and Tarneit Plains PSP

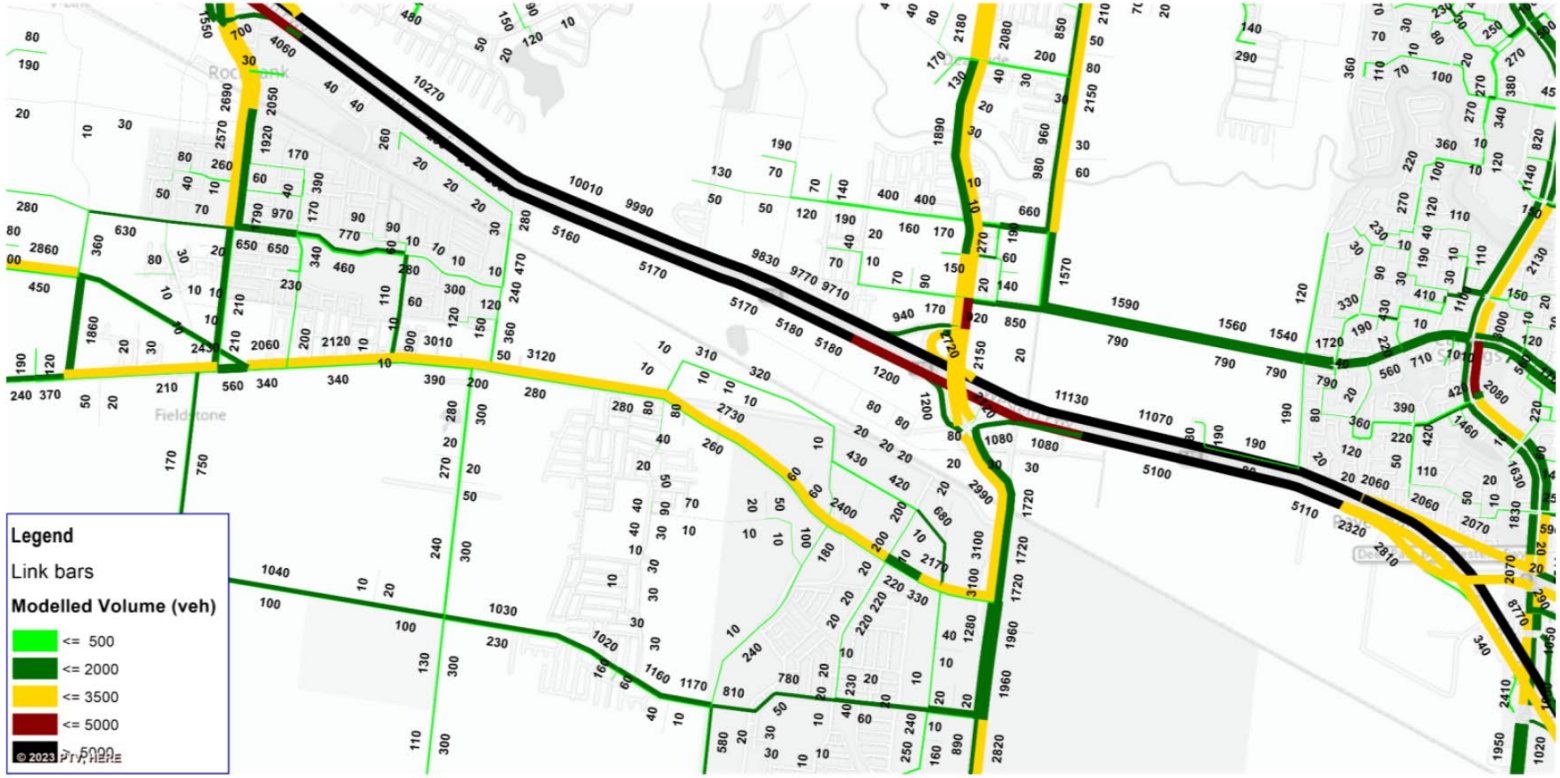
TAZ	Population	Retail Employment	Total Employment	Primary Enrolments	Secondary Enrolments	Tertiary Enrolments
Mt Atkinson						
61	1,797	45	295	48	0	0
59	0	4	73	0	0	0
60	1	36	269	0	0	0
63	1,647	1	39	187	0	0
64	1,211	3	71	0	125	0
68	327	0	4	0	0	0
73	0	4	81	0	0	0
74	223	0	3	0	0	0
75	648	4	27	0	0	0
76	1,172	1	14	0	0	0
77	772	0	55	330	0	0
140	436	50	324	0	0	0
141	56	7	74	0	0	0
Total	8,290	154	1,329	565	125	0
Tarneit Plains						
56	0	12	235	0	0	0
62	0	5	101	0	0	0
66	0	0	1	0	0	0
69	0	3	38	0	0	0
71	0	7	137	0	0	0
Total	0	26	512	0	0	0



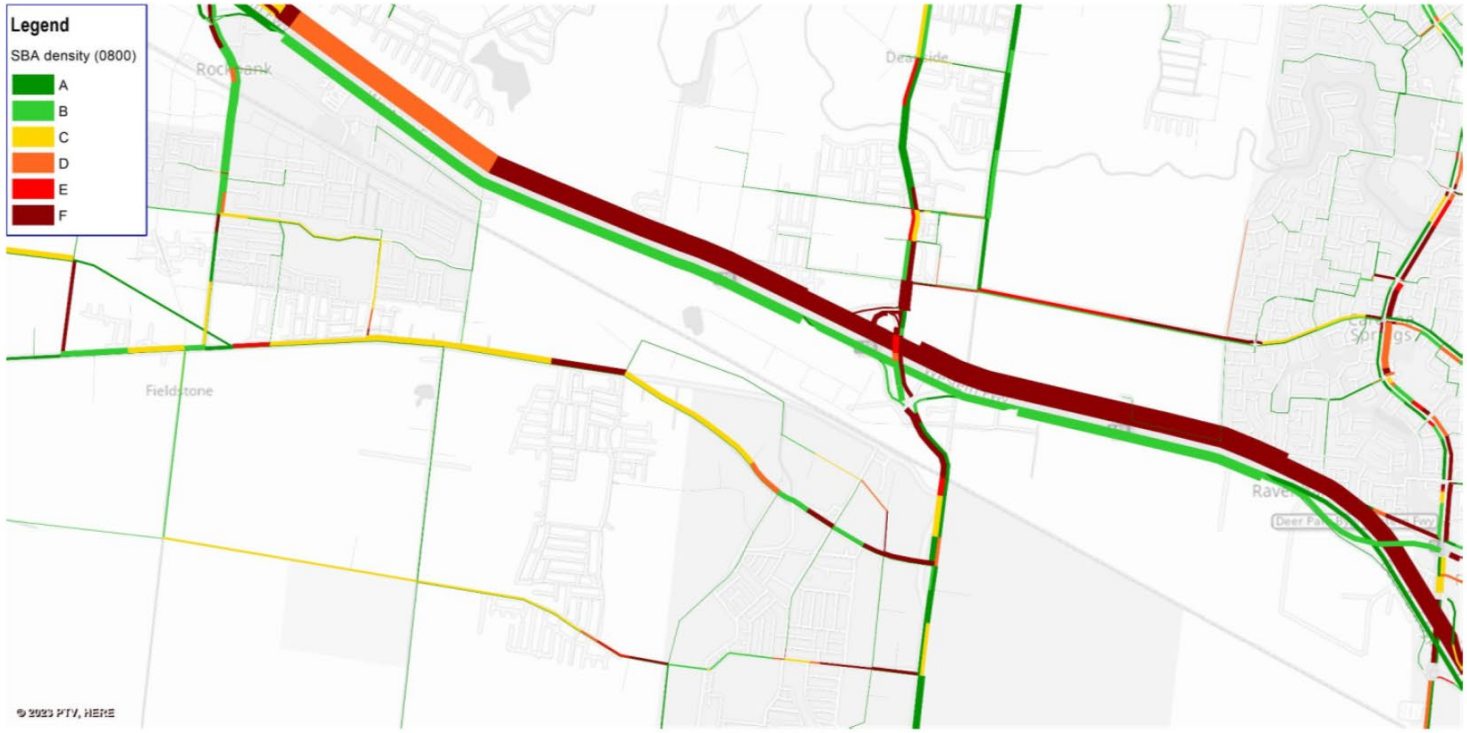


Model Outputs

AM Peak Volume (6:30 to 09:00 AM)



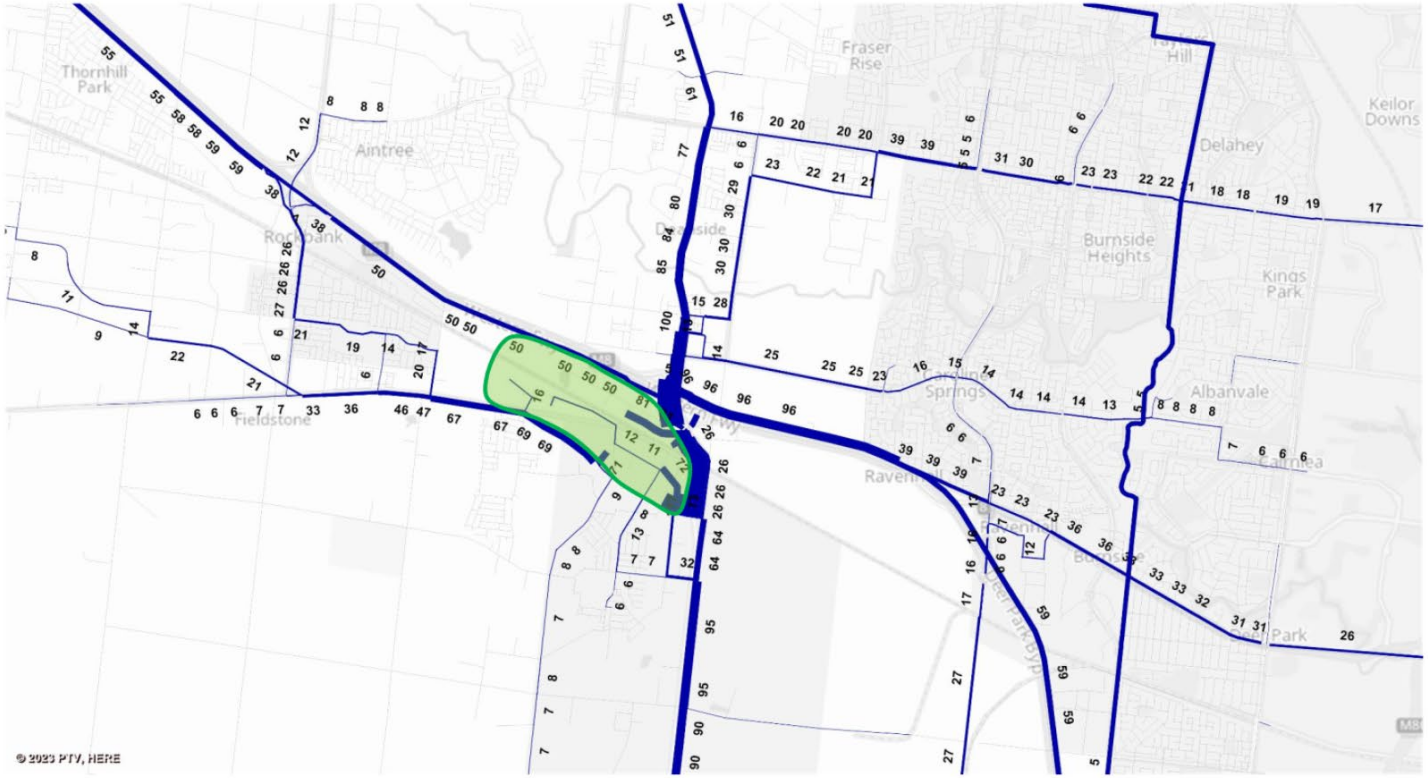
AM Peak Density (7:00 to 08:00 AM)



- Shows critical AM peak hour (7:00am-8:00am)
- In the 2041 AM, Western Highway is congested in the eastbound direction

Density is a measure of the number of vehicles per kilometer of a link. It is a good tool to measure the level of congestion on the network, and varies between LOS A to LOS F.

AM Peak (2.5 hr) Flow Bundle : Outbound Overall



Zones 140, 141 and 61 are of the interest

AM Peak (2.5 hr) Flow Bundle- Outbound



3% Internal Trips (within 3 zones)

AM Peak (2.5 hr) Flow Bundle - Inbound

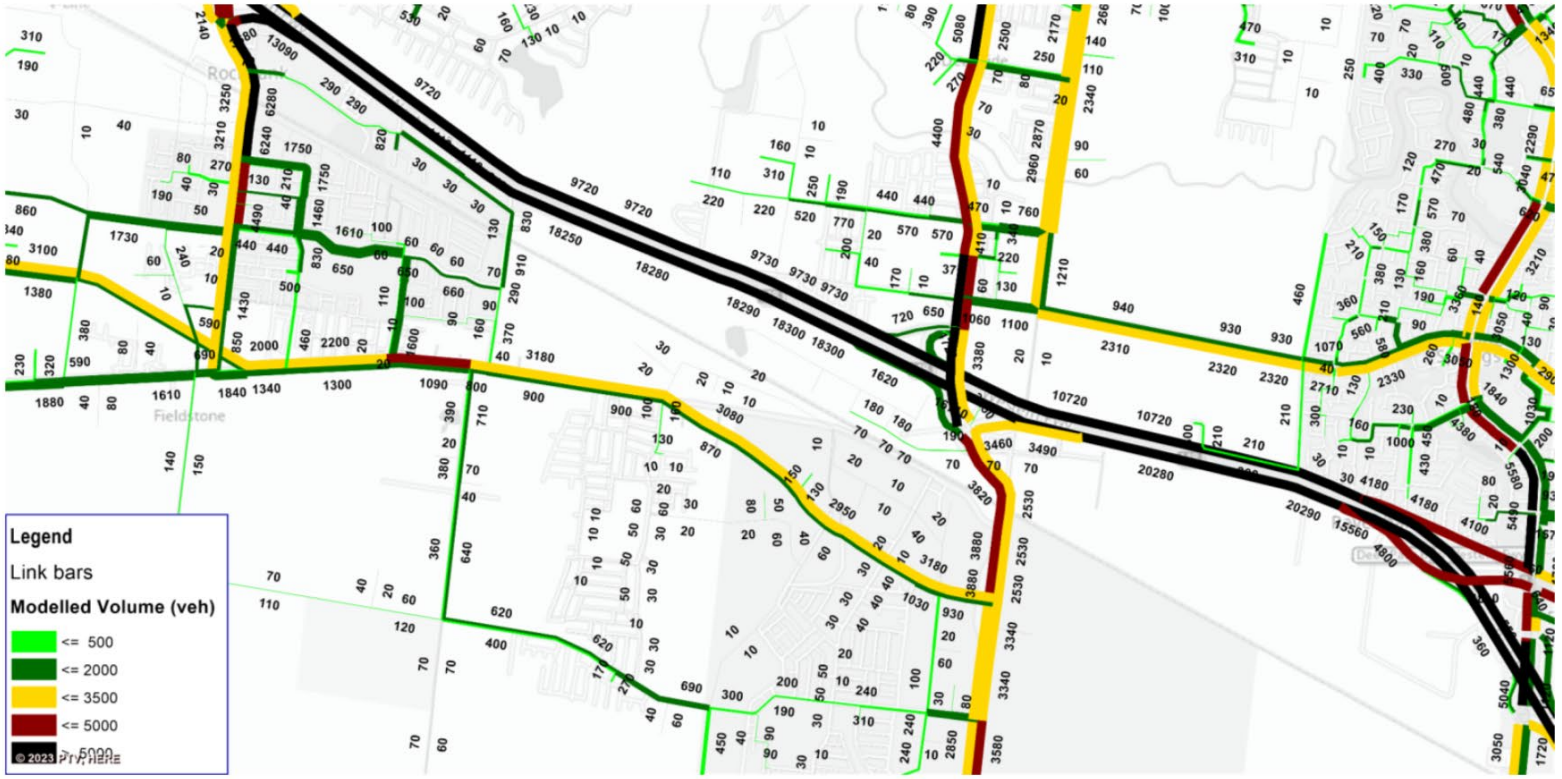


Zones 140, 141 and 61 are of the interest

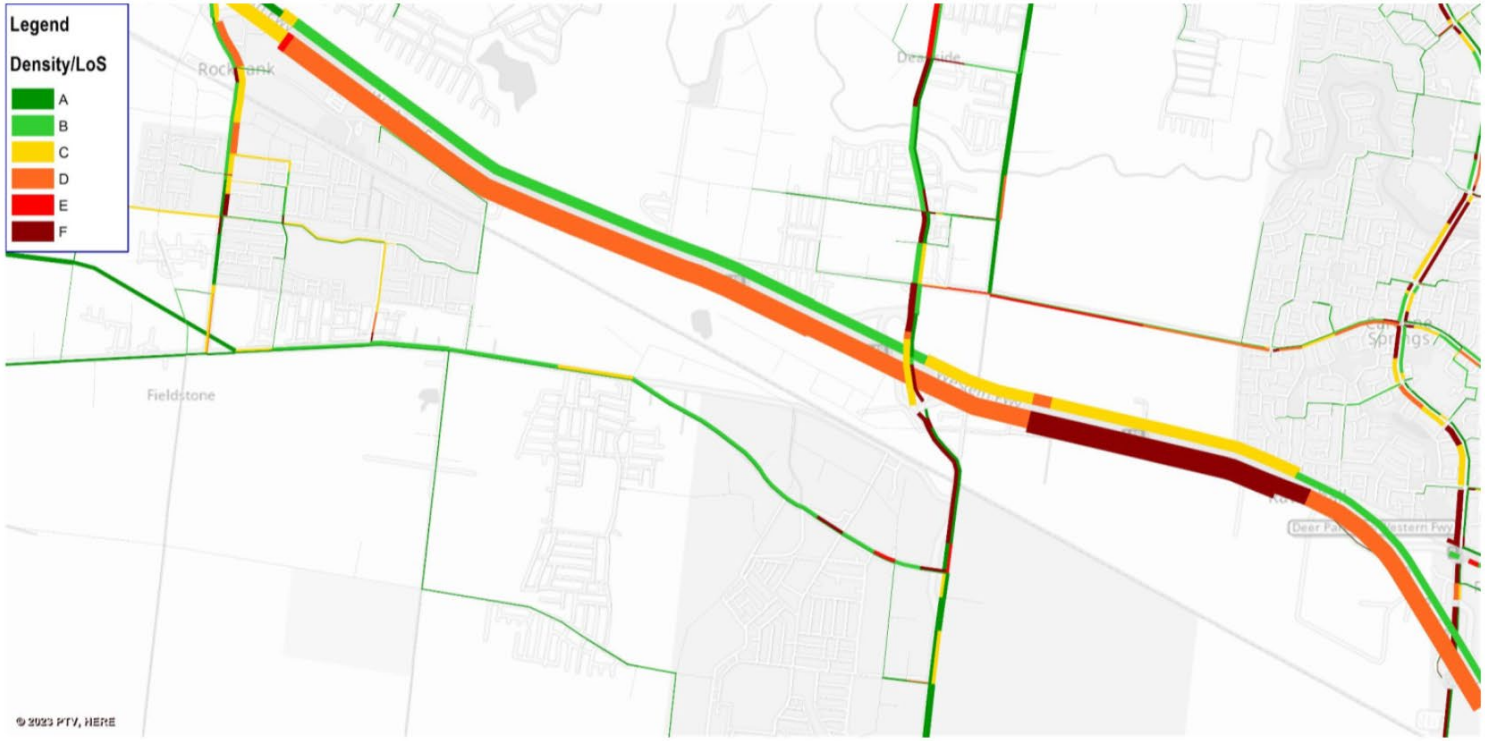
AM Peak (2.5 hr) Flow Bundle – Inbound



PM Peak Volume (14:30 to 18:00 PM)



PM Peak Density (16:00-17:00PM)



- Shows critical PM peak hour (16:00-17:00PM)
- In the 2041 AM, Western Highway is congested in the westbound direction
- Also, Hopkins Road is congested in Northbound direction

Density is a measure of the number of vehicles per kilometer of a link. It is a good tool to measure the level of congestion on the network, and varies between LOS A to LOS F.

PM Peak (3.5 hr) Flow Bundle- Outbound: Overall



Zones 140, 141 and 61 are of the interest

PM Peak (3.5 hr)Flow Bundle: Outbound



5% Internal Trips (within 3 zones)

PM Peak (3.5 hr) Flow Bundle : Inbound Overall



Zones 140, 141 and 61 are of the interest

PM Peak (3.5 hr) Flow Bundle :Inbound



5% Internal Trips (within 3 zones)

PT Outputs for Town Centre Zones

- Mt Atkinson Station is not active in the MITM for year 2041
- There are few PT Bus routes passing through the PSP.



Desc.	Zone	AM Peak (2.5hrs)			PM Peak (3.5hrs)		
		Origin	Destination	Total	Origin	Destination	Total
PrT [veh]	140	145	158	303	287	245	532
PuT [Pass]		0	0	0	0	0	0
PrT [veh]	141	28	28	57	52	37	89
PuT [Pass]		0	0	0	0	0	0
PrT [veh]	61	327	241	568	474	591	1065
PuT [Pass]		57	13	70	30	72	103
Total		558	440	998	842	946	1788
PT Share				7%			6%

The PT Share for combined zones is around 7% and 6% for AM and PM peaks when compared with PuT passenger's trips and PrT vehicular trips.


MELTON INTEGRATED TRANSPORT MODEL – MODEL REVIEW
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Appendix B. Traffic Impact Assessment

B.1 Modelling Approach

Stantec has assessed the impact of the development traffic on the performance of the road network during the weekday PM peak using the SIDRA INTERSECTION 9.0[13] (SIDRA) modelling program for following three 2041 design year scenarios:

- Scenario 1: Future Base
- Scenario 2: Post Development
- Scenario 3: Post Development with Mt Atkinson Train Station

SIDRA Intersection is a computer-based modelling package used to calculate intersection performance. The commonly used measure of intersection performance is referred to as the *Degree of Saturation (DOS)*. The DOS represents the flow-to-capacity ratio for the most critical movement on each leg of the intersection. For signalised intersections, DOS of around 0.95 are typically considered the 'ideal' limit of performance, whilst for unsignalized intersections, a DOS of 0.90 typically considered the 'ideal' limit of performance.[14]

A summary of the intersections modelled within each scenario is provided at Table B.1, while Figure B.1 shows the location of each intersection.

Table B.1: Summary of Intersections Modelled Within Each Scenario

Intersection	Scenario 1: Future Base	Scenario 2: Post Development	Scenario 3: Post Development with Mt Atkinson Train Station
Grand Boulevard / Greigs Road / Strathbogie Drive (intersection #1)	✓	✓	✓
Grand Boulevard / Clara Avenue (intersection #2)	✓	✓	✓
Grand Boulevard / Shopping Centre Access (intersection #3)	✓	✓	✓
Grand Boulevard / Mt Atkinson Road (intersection #4)	✓	✓	✓
Grand Boulevard / Greigs Road / Altezze Drive intersection (intersection #5),	✓	✓	✓
Clara Avenue / East-West Road (intersection #6)	×	✓	×
Greigs Road / East-West Road (intersection #7)	×	✓	×

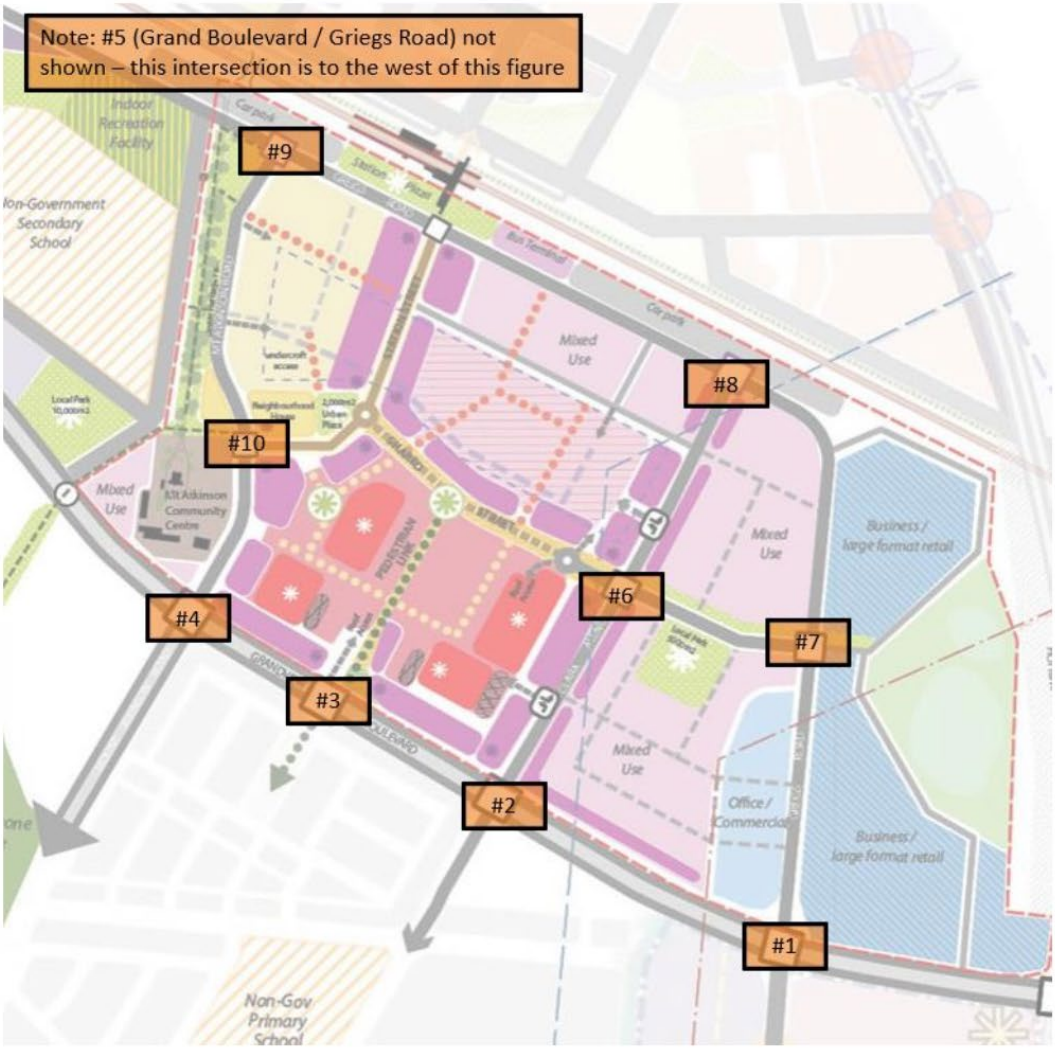
[13] Program used under license from Akcelik & Associates Pty Ltd. SIDRA Intersection is a computer-based modelling package used to calculate intersection performance.

[14] SIDRA INTERSECTION adopts the following criteria for Level of Service assessment:

Level of Service		Intersection Degree of Saturation (DOS)	
		Unsignalized intersection	Signalised intersection
A	Excellent	<=0.60	<=0.60
B	Very Good	0.60-0.70	0.60-0.70
C	Good	0.70-0.80	0.70-0.90
D	Acceptable	0.80-0.90	0.90-0.95
E	Poor	0.90-1.00	0.95-1.00
F	Very Poor	>= 1.0	>=1.0

Clara Avenue / Greigs Road (intersection #8)	×	✓	×
Greigs Road / Mt Atkinson Road (intersection #9)	×	✓	×
Mt Atkinson Road / Shared Street (intersection #10)	×	✓	×
Total	**5 intersections modelled**	**10 intersections modelled**	**5 intersections modelled**

Figure B.1: Intersections modelled using SIDRA



It is noted that the following intersections have been modelled as a 'Network' using SIDRA:

- Grand Boulevard / Greigs Road / Strathbogie Drive (intersection #1)
- Grand Boulevard / Clara Avenue (intersection #2)
- Grand Boulevard / Shopping Centre Access (intersection #3)
- Grand Boulevard / Mt Atkinson Road (intersection #4)

Given its distance from the other intersections in the Grand Boulevard corridor, the Grand Boulevard / Greigs Road / Altezze Drive intersection (intersection #5), located to the west of Grand Boulevard / Mt Atkinson Road intersection, has been assessed as an isolated intersection.

The following Town Centre internal intersections have also been modelled as isolated intersections:

- Clara Avenue / East-West Road (intersection #6)
- Greigs Road / East-West Road (intersection #7)
- Clara Avenue / Greigs Road (intersection #8)
- Greigs Road / Mt Atkinson Road (intersection #9)
- Mt Atkinson Road / Shared Street (intersection #10)

With the exception of intersections #8 and #9 (which are modelled as unsignalised intersections), all of the Town Centre's internal intersections have been modelled as signalised intersections.

B.2 Intersection Layout Assumptions

B.2.1 Scenario 1: 2041 Future Base

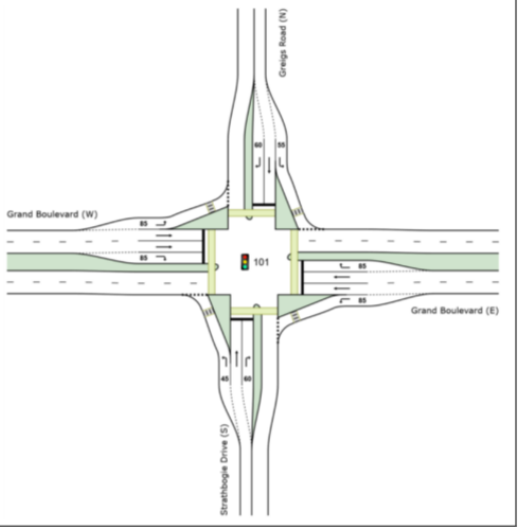
The intersections along the Grand Boulevard corridor (i.e. intersections #1, #2 and #4) have been modelled based on the approved Traffic Signal Plans prepared by Ratio Consultants. These plans are provided at Appendix C.

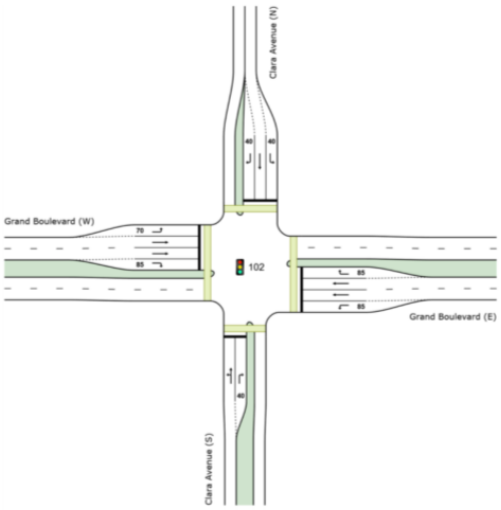
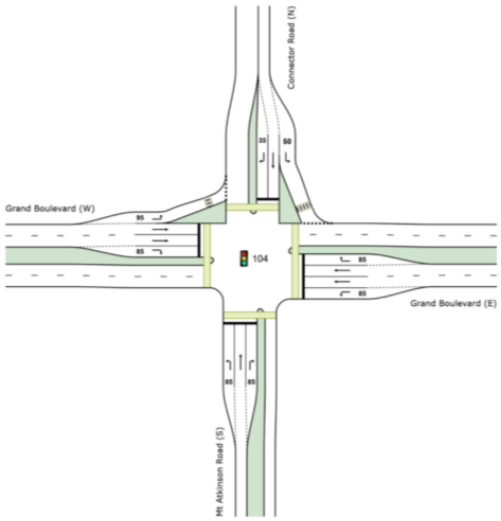
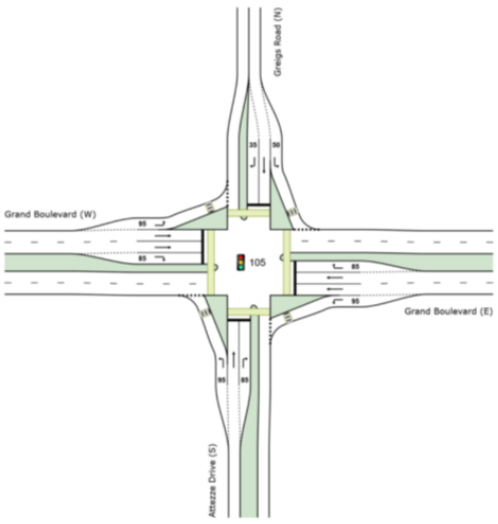
It is noted that these plans show Grand Boulevard configured with one lane in each direction at the Grand Boulevard / Mt Atkinson Road intersection. However, the entire Grand Boulevard corridor has been modelled with two through lanes in each direction, consistent with the MITM assumptions for this corridor. This is the case for all three scenarios.

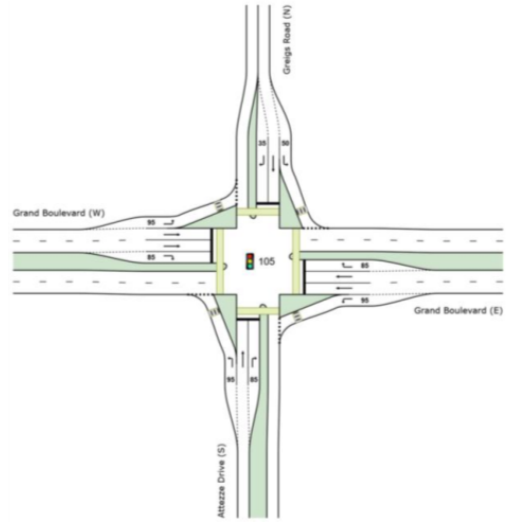
Approved plans were not available for the Grand Boulevard / Greigs Road / Altezze Drive intersection (intersection #5). As such, the geometric configuration of intersection #5 is based on intersection #4.

For this scenario, the geometric configurations adopted for the modelled intersections are outlined at Table B.2.

Table B.2: Changes Between Scenario 1 and Scenario 2 for Grand Boulevard Corridor Intersections

Intersection	Intersection Control	Intersection Layout
Grand Boulevard / Greigs Road / Strathbogie Drive (intersection #1)	Signalised	

Grand Boulevard / Clara Avenue (intersection #2)	Signalised	
Grand Boulevard / Shopping Centre Access (intersection #3)	Signalised	
Grand Boulevard / Mt Atkinson Road (intersection #4)	Signalised	

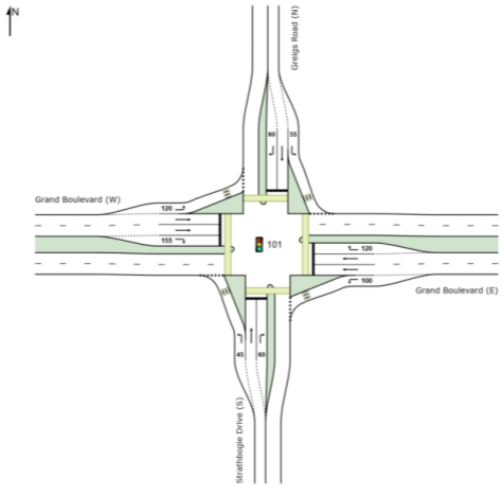
Grand Boulevard / Greigs Road / Altezze Drive intersection (intersection #5),	Signalised	

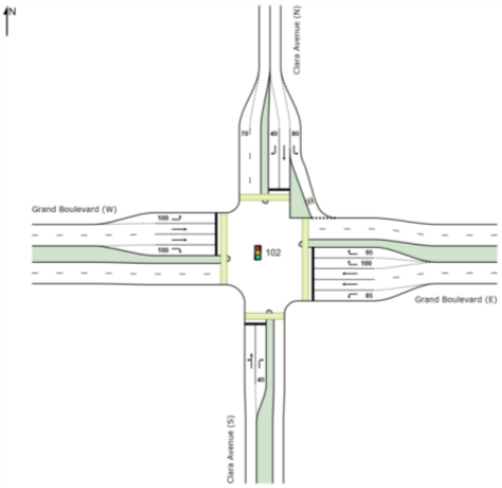
B.2.2 Scenario 2: 2041 Post Development

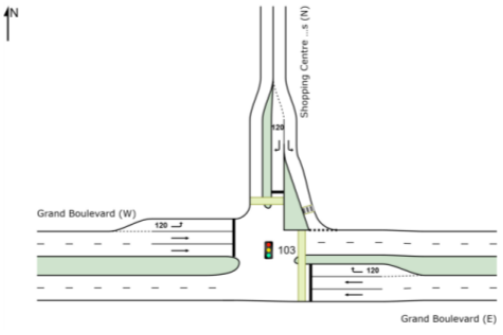
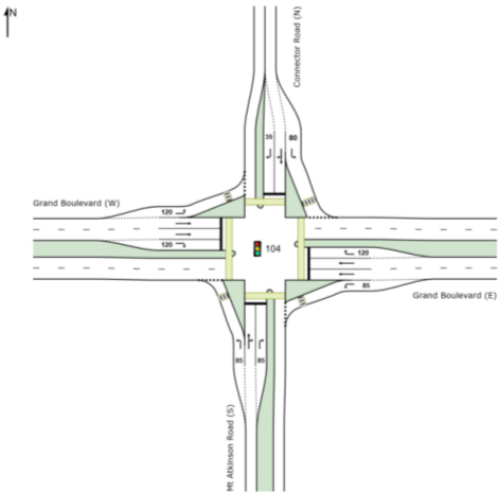
Grand Boulevard Corridor

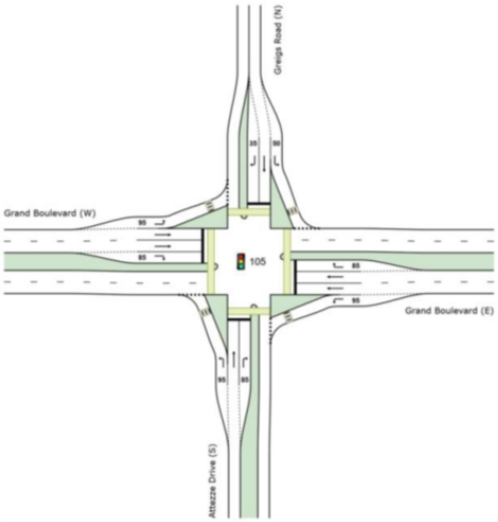
For this scenario, the geometric configurations of intersections along the Grand Boulevard corridor were changed compared to Scenario 1. The changes made for each intersection and the resultant intersection layouts are summarised at Table B.3.

Table B.3: Changes Between Scenario 1 and Scenario 2 for Grand Boulevard Corridor Intersections

Intersection	Changes Made	Intersection Layout
Grand Boulevard / Greigs Road / Strathbogie Drive (intersection #1)	The length of short and slip lanes on both east and west approaches were extended as follows: • West approach left turn slip lane: from 85m to 120m. • West approach right turn short lane: from 85m to 155m. • East approach left turn slip lane: from 85m to 100m. • East approach right turn short lane: from 85m to 120m.	

Grand Boulevard / Clara Avenue (intersection #2)	• Addition of double right turns on the east approach instead of the single right turn.
	• North approach left turn lane changed to a slip lane with a length of 80m.
	• Addition of a short departure lane on the north approach.
	• The length of short and slip lanes on both east and west approaches were extended as follows:
	  • West approach left turn short lane: from 70m to 100m.
	  • West approach right turn short lane: from 85m to 100m.
	  • East approach double right turn short lanes: from 85m to 95m and 100m.
		

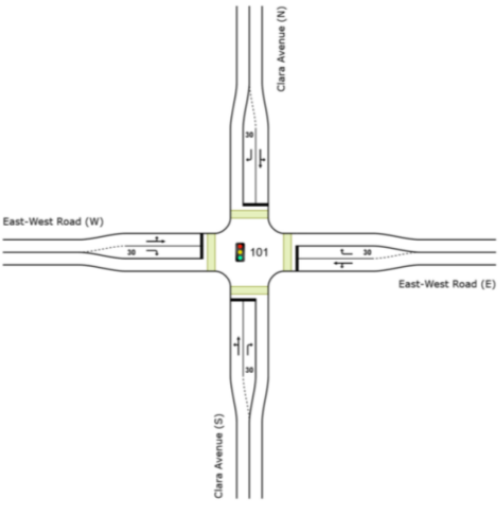
Grand Boulevard / Shopping Centre Access (intersection #3)	In this scenario the intersection of Grand Boulevard and the Shopping Centre Access was introduced to the Grand Boulevard corridor Network model.	
Grand Boulevard / Mt Atkinson Road (intersection #4)	• The addition of double right turns (shared with the through lane) on the south approach instead of a single right turn. • South approach left turn lane changed to a slip lane with the same length (i.e. 85m) • East approach left turn lane changed to a slip lane with the same length (i.e. 85m) • North approach left turn slip lane length extended from 50m to 80m. • The length of short and slip lanes on both east and west approaches were extended as follows: • West approach left turn slip lane: from 95m to 120m.	

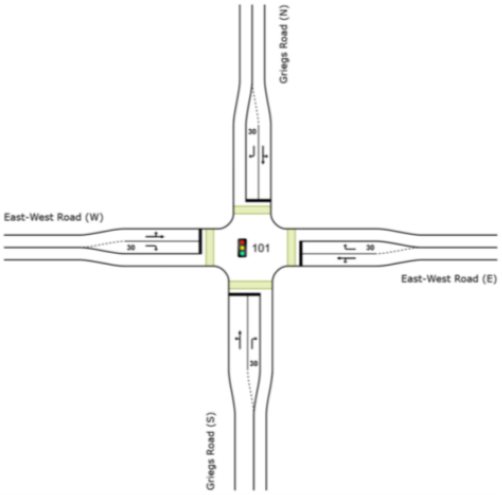
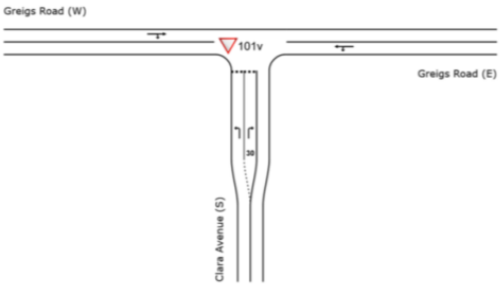
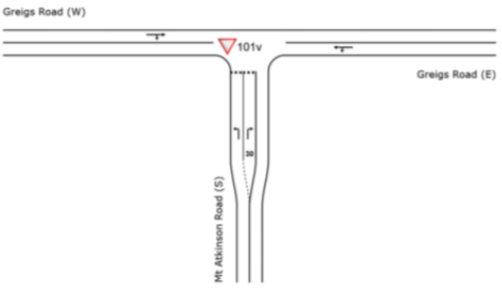
	• West approach right turn short lane: from 85m to 120m. • East approach right turn short lane: from 85m to 120m.	
Grand Boulevard / Greigs Road / Altezze Drive intersection (intersection #5),	No changes were made to the layout of this intersection between Scenarios 1 and 2.	

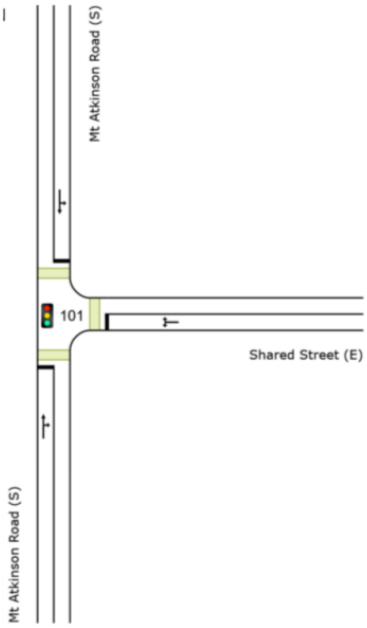
Town Centre Internal Intersections

The geometric configurations adopted for the Town Centre's internal intersections are outlined at Table B.4 below.

Table B.4: Intersection Layouts Adopted for Town Centre Internal Intersections

Intersection	Intersection Control	Intersection Layout
Clara Avenue / East-West Road (intersection #6)	Signalised	

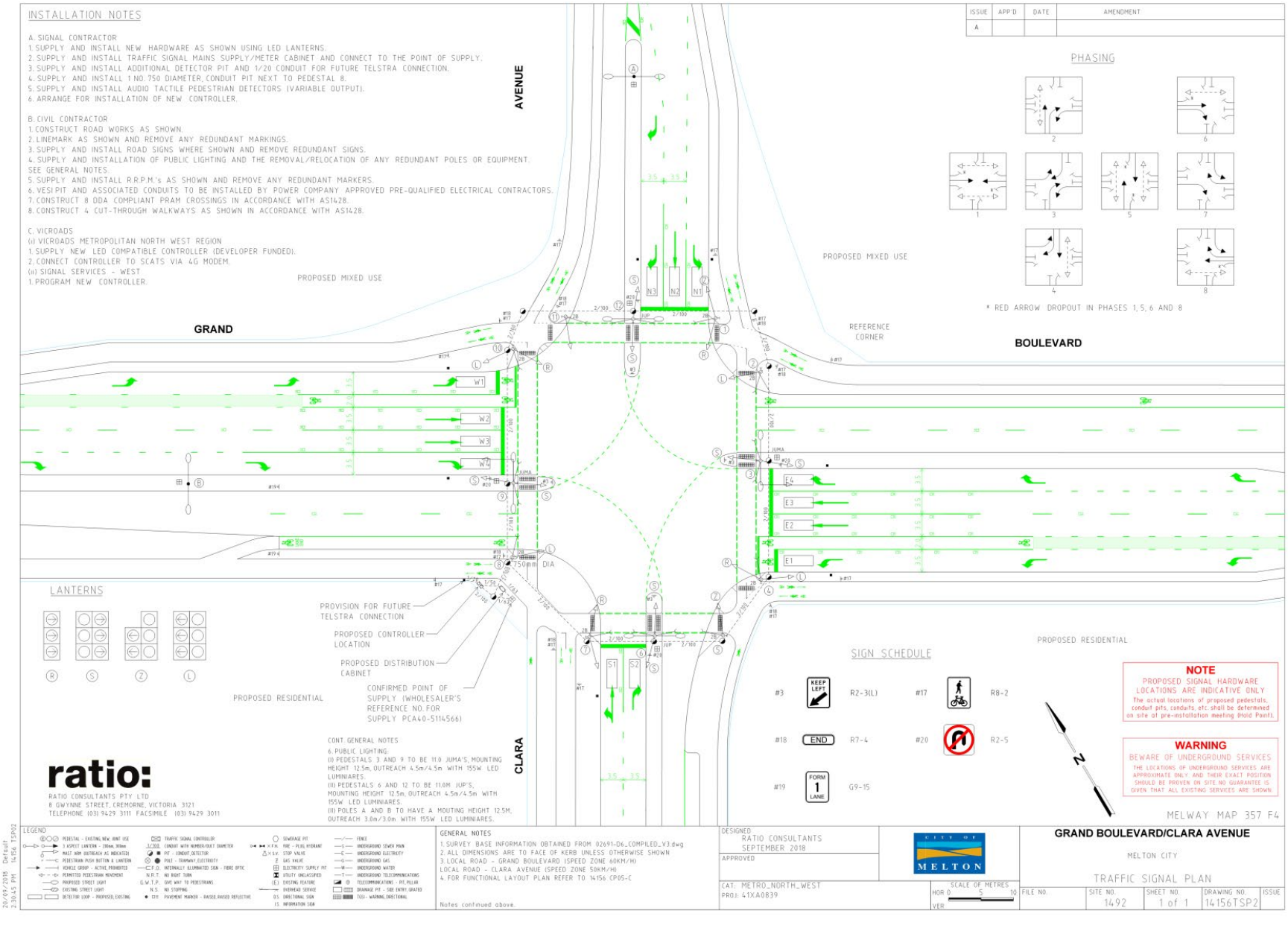
Greigs Road / East-West Road (intersection #7)	Signalised	
Clara Avenue / Greigs Road (intersection #8)	Priority controlled	
Greigs Road / Mt Atkinson Road (intersection #9)	Priority controlled	

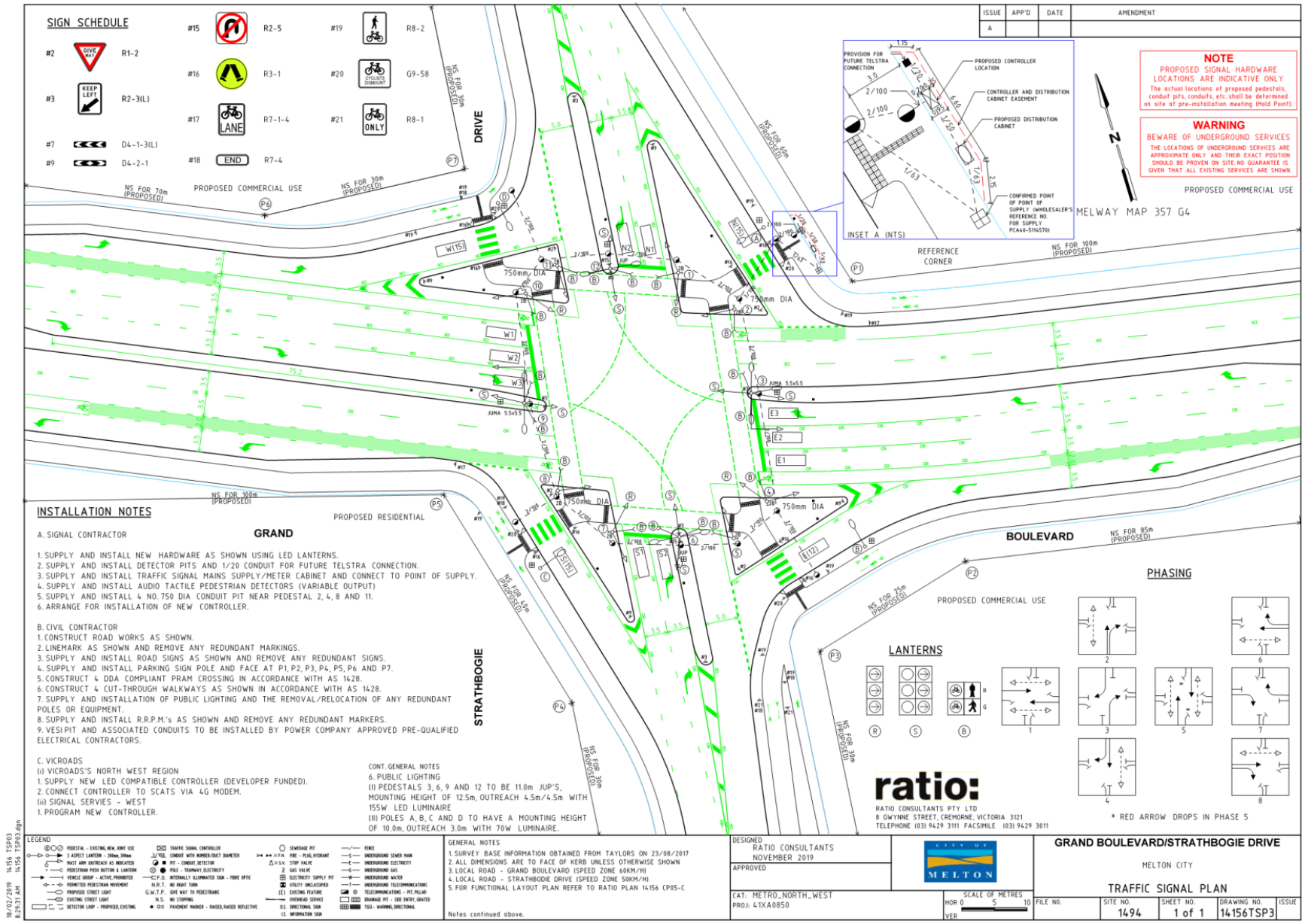
Mt Atkinson Road / Shared Street (intersection #10)	Signalised	

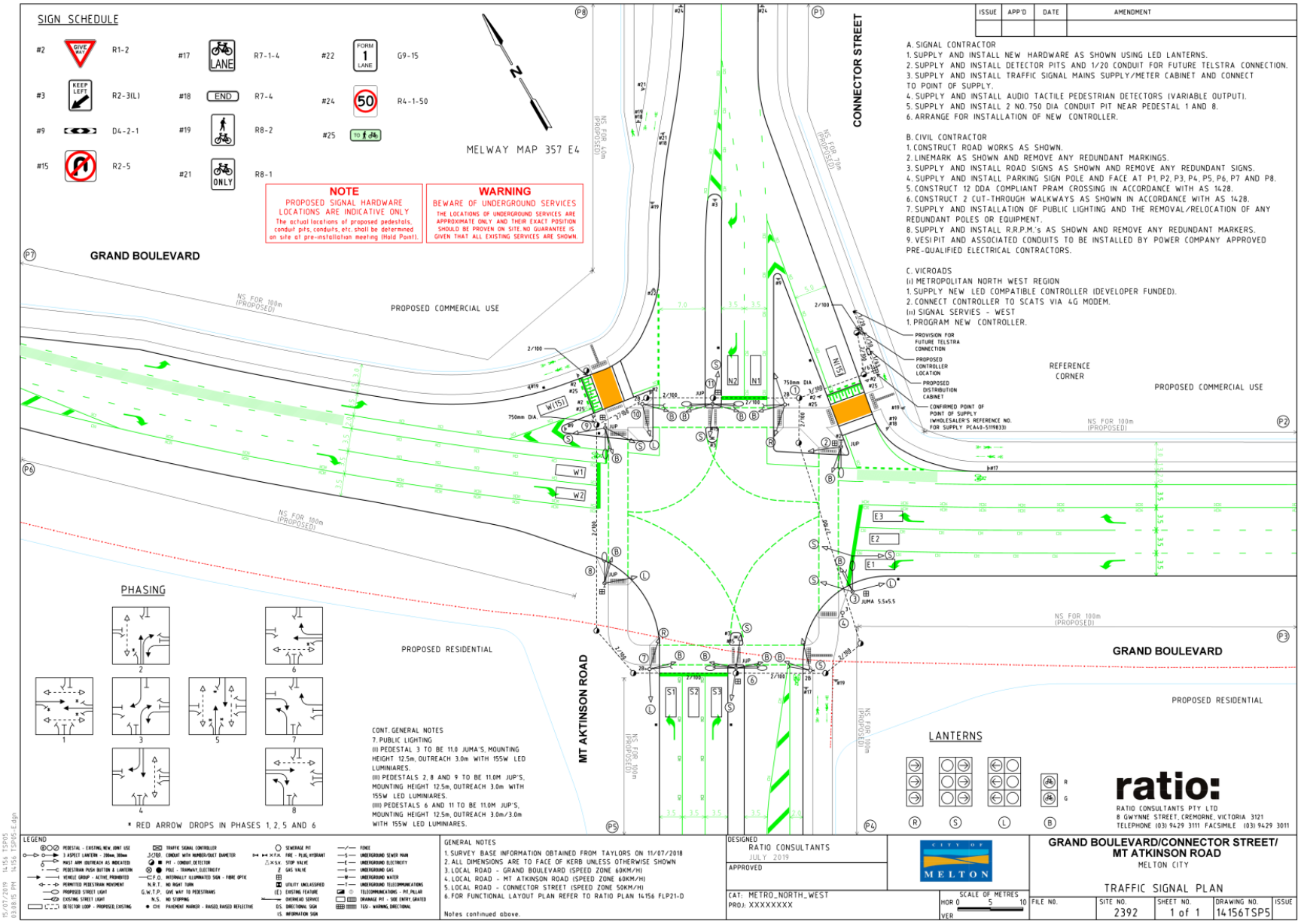
B.2.3 Scenario 3: 2041 Post Development – With Mt Atkinson Train Station

The intersection layouts used for this scenario were identical to the layouts used for Scenario 2.

Appendix C. Traffic Signal Layout Plans prepared by Ratio Consultants

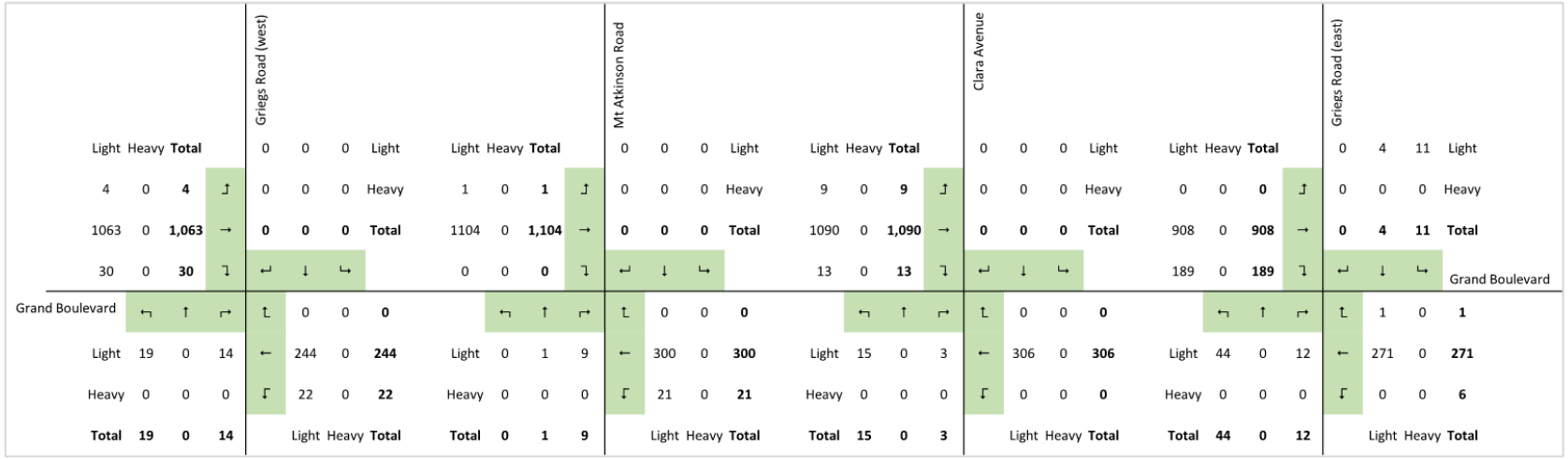

INSTALLATION NOTES
A. SIGNAL CONTRACTOR
1. SUPPLY AND INSTALL NEW HARDWARE AS SHOWN USING LED LANTERNS.
2. SUPPLY AND INSTALL TRAFFIC SIGNAL MAINS SUPPLY/METER CABINET AND CONNECT TO THE POINT OF SUPPLY.
3. SUPPLY AND INSTALL ADDITIONAL DETECTOR PIT AND 1/20 CONDUIT FOR FUTURE TELSTRA CONNECTION.
4. SUPPLY AND INSTALL 1 NO. 750 DIAMETER CONDUIT PIT NEXT TO PEDESTAL 8.
5. SUPPLY AND INSTALL AUDIO TACTILE PEDESTRIAN DETECTORS (VARIABLE OUTPUT).
6. ARRANGE FOR INSTALLATION OF NEW CONTROLLER.
B. CIVIL CONTRACTOR
1. CONSTRUCT ROAD WORKS AS SHOWN.
2. LINEMARK AS SHOWN AND REMOVE ANY REDUNDANT MARKINGS.
3. SUPPLY AND INSTALL ROAD SIGNS WHERE SHOWN AND REMOVE REDUNDANT SIGNS.
4. SUPPLY AND INSTALLATION OF PUBLIC LIGHTING AND THE REMOVAL/RELOCATION OF ANY REDUNDANT POLES OR EQUIPMENT. SEE GENERAL NOTES.
5. SUPPLY AND INSTALL R.R.P.M.'s AS SHOWN AND REMOVE ANY REDUNDANT MARKERS.
6. VESI PIT AND ASSOCIATED CONDUITS TO BE INSTALLED BY POWER COMPANY APPROVED PRE-QUALIFIED ELECTRICAL CONTRACTORS.
7. CONSTRUCT 8 DDA COMPLIANT PRAM CROSSINGS IN ACCORDANCE WITH AS1428.
8. CONSTRUCT 4 CUT-THROUGH WALKWAYS AS SHOWN IN ACCORDANCE WITH AS1428.
C. VICROADS
(i) VICROADS METROPOLITAN NORTH WEST REGION
1. SUPPLY NEW LED COMPATIBLE CONTROLLER (DEVELOPER FUNDED).
2. CONNECT CONTROLLER TO SCATS VIA 4G MODEM.
(ii) SIGNAL SERVICES - WEST
1. PROGRAM NEW CONTROLLER.
ISSUE APP'D DATE AMENDMENT
A
PHASING
* RED ARROW DROPOUT IN PHASES 1, 5, 6 AND 8
AVENUE
GRAND
BOULEVARD
CLARA
PROPOSED MIXED USE
PROPOSED RESIDENTIAL
REFERENCE CORNER
LANTERNS
PROVISION FOR FUTURE TELSTRA CONNECTION
PROPOSED CONTROLLER LOCATION
PROPOSED DISTRIBUTION CABINET
CONFIRMED POINT OF SUPPLY (WHOLESALER'S REFERENCE NO. FOR SUPPLY PCA40-5114566)
750mm DIA
SIGN SCHEDULE
#3 KEEP LEFT R2-3(L)
#17 R8-2
#18 END R7-4
#20 R2-5
#19 FORM 1 LANE G9-15
NOTE
PROPOSED SIGNAL HARDWARE LOCATIONS ARE INDICATIVE ONLY
The actual locations of proposed pedestals, conduit pits, conduits, etc. shall be determined on site at pre-installation meeting (Hold Point).
WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
MELWAY MAP 357 F4
ratio:
RATIO CONSULTANTS PTY LTD
8 GWYNNE STREET, CREMORNE, VICTORIA 3121
TELEPHONE (03) 9429 3111 FACSIMILE (03) 9429 3011
LEGEND
GENERAL NOTES
1. SURVEY BASE INFORMATION OBTAINED FROM 02691-D6_COMPILED_V3.dwg
2. ALL DIMENSIONS ARE TO FACE OF KERB UNLESS OTHERWISE SHOWN
3. LOCAL ROAD - GRAND BOULEVARD (SPEED ZONE 60KM/H)
LOCAL ROAD - CLARA AVENUE (SPEED ZONE 50KM/H)
4. FOR FUNCTIONAL LAYOUT PLAN REFER TO 14156 CP05-C
Notes continued above.
DESIGNED RATIO CONSULTANTS SEPTEMBER 2018
APPROVED
CAT. METRO_NORTH_WEST
PROJ: 41XA0839
SCALE OF METRES
HOR 0 5 10
VER
CITY OF MELTON
GRAND BOULEVARD/CLARA AVENUE
MELTON CITY
TRAFFIC SIGNAL PLAN
FILE NO.
SITE NO. 1492
SHEET NO. 1 of 1
DRAWING NO. 14156TSP2
ISSUE


SIGN SCHEDULE
#2 R1-2
#3 R2-3(L)
#7 D4-1-3(L)
#9 D4-2-1
#15 R2-5
#16 R3-1
#17 R7-1-4
#18 R7-4
#19 R8-2
#20 G9-58
#21 R8-1
DRIVE
PROPOSED COMMERCIAL USE
PROPOSED RESIDENTIAL
GRAND
STRATHBOGIE
BOULEVARD
PROPOSED CONTROLLER LOCATION
CONTROLLER AND DISTRIBUTION CABINET EASEMENT
PROPOSED DISTRIBUTION CABINET
CONFIRMED POINT OF POINT OF SUPPLY (WHOLESALER'S REFERENCE NO. FOR SUPPLY PCA40-5114570)
INSET A (NTS)
REFERENCE CORNER
MELWAY MAP 357 G4
NOTE
PROPOSED SIGNAL HARDWARE LOCATIONS ARE INDICATIVE ONLY
The actual locations of proposed pedestals, conduit pits, conduits, etc. shall be determined on site at pre-installation meeting (Hold Point).
WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
INSTALLATION NOTES
A. SIGNAL CONTRACTOR
1. SUPPLY AND INSTALL NEW HARDWARE AS SHOWN USING LED LANTERNS.
2. SUPPLY AND INSTALL DETECTOR PITS AND 1/20 CONDUIT FOR FUTURE TELSTRA CONNECTION.
3. SUPPLY AND INSTALL TRAFFIC SIGNAL MAINS SUPPLY/METER CABINET AND CONNECT TO POINT OF SUPPLY.
4. SUPPLY AND INSTALL AUDIO TACTILE PEDESTRIAN DETECTORS (VARIABLE OUTPUT)
5. SUPPLY AND INSTALL 4 NO. 750 DIA CONDUIT PIT NEAR PEDESTAL 2, 4, 8 AND 11.
6. ARRANGE FOR INSTALLATION OF NEW CONTROLLER.
B. CIVIL CONTRACTOR
1. CONSTRUCT ROAD WORKS AS SHOWN.
2. LINEMARK AS SHOWN AND REMOVE ANY REDUNDANT MARKINGS.
3. SUPPLY AND INSTALL ROAD SIGNS AS SHOWN AND REMOVE ANY REDUNDANT SIGNS.
4. SUPPLY AND INSTALL PARKING SIGN POLE AND FACE AT P1, P2, P3, P4, P5, P6 AND P7.
5. CONSTRUCT 4 DDA COMPLIANT PRAM CROSSING IN ACCORDANCE WITH AS 1428.
6. CONSTRUCT 4 CUT-THROUGH WALKWAYS AS SHOWN IN ACCORDANCE WITH AS 1428.
7. SUPPLY AND INSTALLATION OF PUBLIC LIGHTING AND THE REMOVAL/RELOCATION OF ANY REDUNDANT POLES OR EQUIPMENT.
8. SUPPLY AND INSTALL R.R.P.M.'s AS SHOWN AND REMOVE ANY REDUNDANT MARKERS.
9. VESIPIT AND ASSOCIATED CONDUITS TO BE INSTALLED BY POWER COMPANY APPROVED PRE-QUALIFIED ELECTRICAL CONTRACTORS.
C. VICROADS
(i) VICROADS'S NORTH WEST REGION
1. SUPPLY NEW LED COMPATIBLE CONTROLLER (DEVELOPER FUNDED).
2. CONNECT CONTROLLER TO SCATS VIA 4G MODEM.
(ii) SIGNAL SERVICES - WEST
1. PROGRAM NEW CONTROLLER.
CONT. GENERAL NOTES
6. PUBLIC LIGHTING
(I) PEDESTALS 3, 6, 9 AND 12 TO BE 11.0m JUP'S, MOUNTING HEIGHT OF 12.5m, OUTREACH 4.5m/4.5m WITH 155W LED LUMINAIRE
(II) POLES A, B, C AND D TO HAVE A MOUNTING HEIGHT OF 10.0m, OUTREACH 3.0m WITH 70W LUMINAIRE.
PHASING
LANTERNS
* RED ARROW DROPS IN PHASE 5
ratio:
RATIO CONSULTANTS PTY LTD
8 GWYNNE STREET, CREMORNE, VICTORIA 3121
TELEPHONE (03) 9429 3111 FACSIMILE (03) 9429 3011
LEGEND
GENERAL NOTES
1. SURVEY BASE INFORMATION OBTAINED FROM TAYLORS ON 23/08/2017
2. ALL DIMENSIONS ARE TO FACE OF KERB UNLESS OTHERWISE SHOWN
3. LOCAL ROAD - GRAND BOULEVARD (SPEED ZONE 60KM/H)
4. LOCAL ROAD - STRATHBODIE DRIVE (SPEED ZONE 50KM/H)
5. FOR FUNCTIONAL LAYOUT PLAN REFER TO RATIO PLAN 14156 CP05-C
Notes continued above.
DESIGNED RATIO CONSULTANTS NOVEMBER 2019
APPROVED
CAT: METRO_NORTH_WEST
PROJ: 41XA0850
SCALE OF METRES
GRAND BOULEVARD/STRATHBOGIE DRIVE
MELTON CITY
TRAFFIC SIGNAL PLAN
FILE NO.
SITE NO. 1494
SHEET NO. 1 of 1
DRAWING NO. 14156TSP3
ISSUE

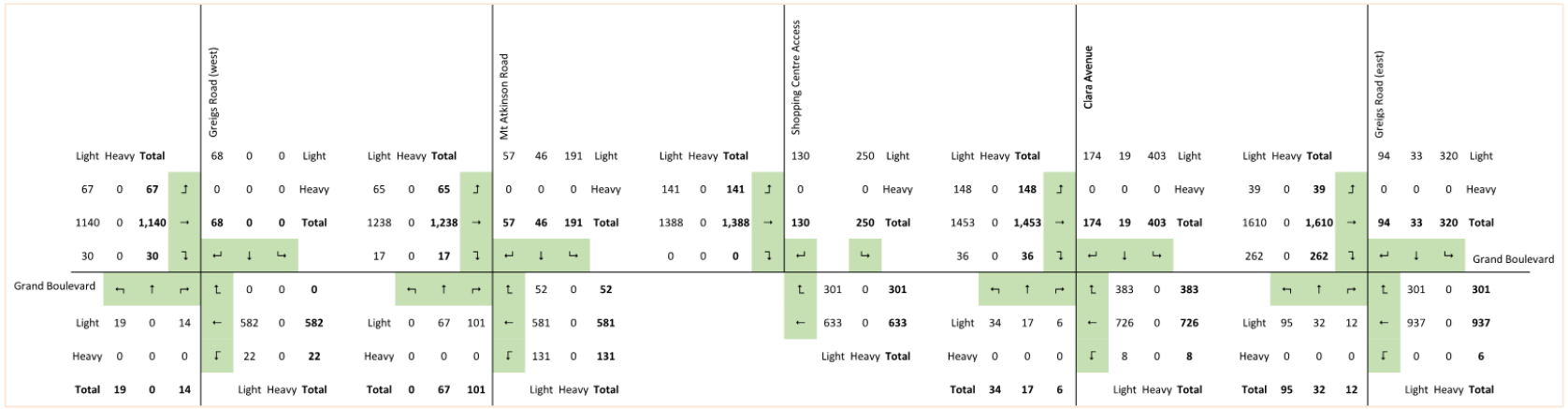

SIGN SCHEDULE
#2 R1-2
#3 R2-3(L)
#9 D4-2-1
#15 R2-5
#17 R7-1-4
#18 R7-4
#19 R8-2
#21 R8-1
#22 G9-15
#24 R4-1-50
#25
MELWAY MAP 357 E4
NOTE
PROPOSED SIGNAL HARDWARE LOCATIONS ARE INDICATIVE ONLY
The actual locations of proposed pedestals, conduit pits, conduits, etc. shall be determined on site at pre-installation meeting (Hold Point).
WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
GRAND BOULEVARD
CONNECTOR STREET
MT AKTINSON ROAD
PROPOSED COMMERCIAL USE
PROPOSED RESIDENTIAL
REFERENCE CORNER
PHASING
* RED ARROW DROPS IN PHASES 1, 2, 5 AND 6
LANTERNS
A. SIGNAL CONTRACTOR
1. SUPPLY AND INSTALL NEW HARDWARE AS SHOWN USING LED LANTERNS.
2. SUPPLY AND INSTALL DETECTOR PITS AND 1/20 CONDUIT FOR FUTURE TELSTRA CONNECTION.
3. SUPPLY AND INSTALL TRAFFIC SIGNAL MAINS SUPPLY/METER CABINET AND CONNECT TO POINT OF SUPPLY.
4. SUPPLY AND INSTALL AUDIO TACTILE PEDESTRIAN DETECTORS (VARIABLE OUTPUT).
5. SUPPLY AND INSTALL 2 NO. 750 DIA CONDUIT PIT NEAR PEDESTAL 1 AND 8.
6. ARRANGE FOR INSTALLATION OF NEW CONTROLLER.
B. CIVIL CONTRACTOR
1. CONSTRUCT ROAD WORKS AS SHOWN.
2. LINEMARK AS SHOWN AND REMOVE ANY REDUNDANT MARKINGS.
3. SUPPLY AND INSTALL ROAD SIGNS AS SHOWN AND REMOVE ANY REDUNDANT SIGNS.
4. SUPPLY AND INSTALL PARKING SIGN POLE AND FACE AT P1, P2, P3, P4, P5, P6, P7 AND P8.
5. CONSTRUCT 12 DDA COMPLIANT PRAM CROSSING IN ACCORDANCE WITH AS 1428.
6. CONSTRUCT 2 CUT-THROUGH WALKWAYS AS SHOWN IN ACCORDANCE WITH AS 1428.
7. SUPPLY AND INSTALLATION OF PUBLIC LIGHTING AND THE REMOVAL/RELOCATION OF ANY REDUNDANT POLES OR EQUIPMENT.
8. SUPPLY AND INSTALL R.R.P.M.'s AS SHOWN AND REMOVE ANY REDUNDANT MARKERS.
9. VESI PIT AND ASSOCIATED CONDUITS TO BE INSTALLED BY POWER COMPANY APPROVED PRE-QUALIFIED ELECTRICAL CONTRACTORS.
C. VICROADS
(i) METROPOLITAN NORTH WEST REGION
1. SUPPLY NEW LED COMPATIBLE CONTROLLER (DEVELOPER FUNDED).
2. CONNECT CONTROLLER TO SCATS VIA 4G MODEM.
(ii) SIGNAL SERVIES - WEST
1. PROGRAM NEW CONTROLLER.
PROVISION FOR FUTURE TELSTRA CONNECTION
PROPOSED CONTROLLER LOCATION
PROPOSED DISTRIBUTION CABINET
CONFIRMED POINT OF POINT OF SUPPLY (WHOLESALER'S REFERENCE NO. FOR SUPPLY PLA40-5119833)
CONT. GENERAL NOTES
7. PUBLIC LIGHTING
(i) PEDESTAL 3 TO BE 11.0 JUMA'S, MOUNTING HEIGHT 12.5m, OUTREACH 3.0m WITH 155W LED LUMINIARES.
(ii) PEDESTALS 2, 8 AND 9 TO BE 11.0M JUP'S, MOUNTING HEIGHT 12.5m, OUTREACH 3.0m WITH 155W LED LUMINIARES.
(iii) PEDESTALS 6 AND 11 TO BE 11.0M JUP'S, MOUNTING HEIGHT 12.5m, OUTREACH 3.0m/3.0m WITH 155W LED LUMINIARES.
LEGEND
GENERAL NOTES
1. SURVEY BASE INFORMATION OBTAINED FROM TAYLORS ON 11/07/2018
2. ALL DIMENSIONS ARE TO FACE OF KERB UNLESS OTHERWISE SHOWN
3. LOCAL ROAD - GRAND BOULEVARD (SPEED ZONE 60KM/H)
4. LOCAL ROAD - MT ATKINSON ROAD (SPEED ZONE 60KM/H)
5. LOCAL ROAD - CONNECTOR STREET (SPEED ZONE 50KM/H)
6. FOR FUNCTIONAL LAYOUT PLAN REFER TO RATIO PLAN 14156 FLP21-D
Notes continued above.
DESIGNED RATIO CONSULTANTS JULY 2019
APPROVED
CAT: METRO_NORTH_WEST
PROJ: XXXXXXXX
SCALE OF METRES
HOR 0 5 10
VER
CITY OF MELTON
GRAND BOULEVARD/CONNECTOR STREET/ MT ATKINSON ROAD
MELTON CITY
TRAFFIC SIGNAL PLAN
FILE NO.
SITE NO. 2392
SHEET NO. 1 of 1
DRAWING NO. 14156TSP5
ISSUE
ratio:
RATIO CONSULTANTS PTY LTD
8 GWYNNE STREET, CREMORNE, VICTORIA 3121
TELEPHONE (03) 9429 3111 FACSIMILE (03) 9429 3011

Appendix D. Traffic Movement Diagrams

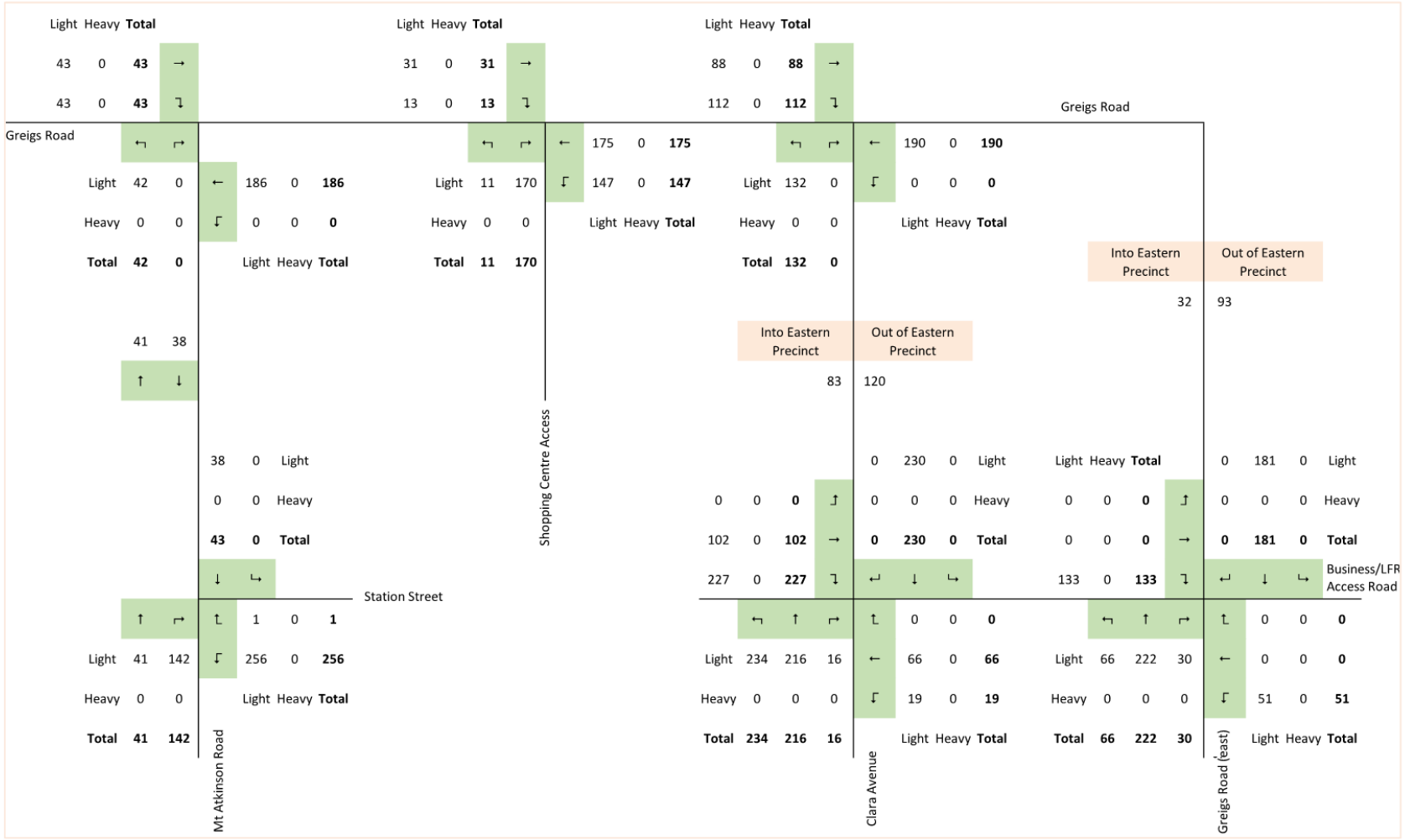
2041 Future Base (Grand Boulevard corridor)



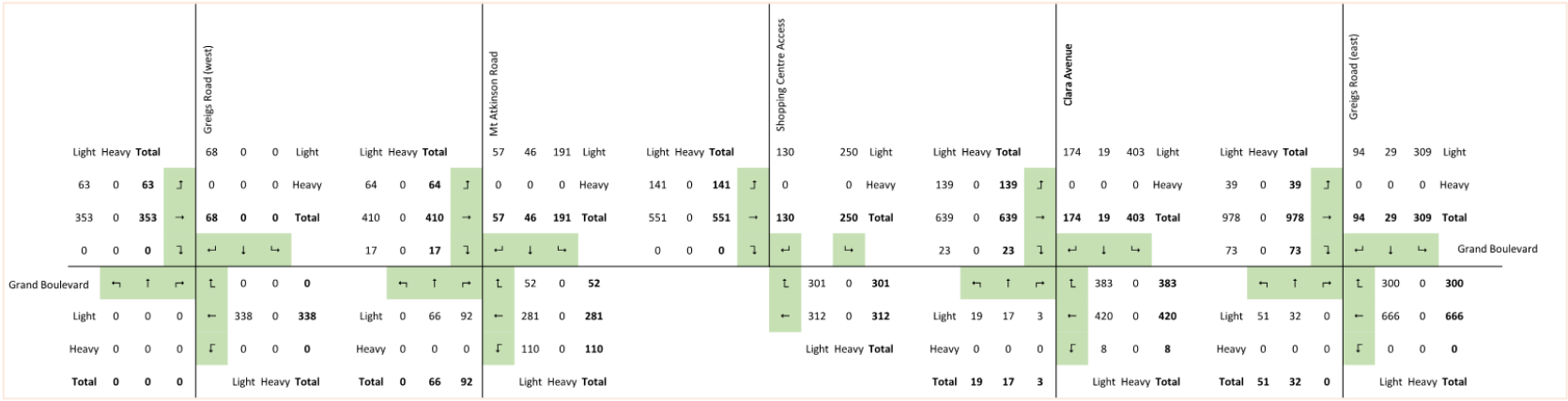
2041 Post Development (Grand Boulevard corridor)



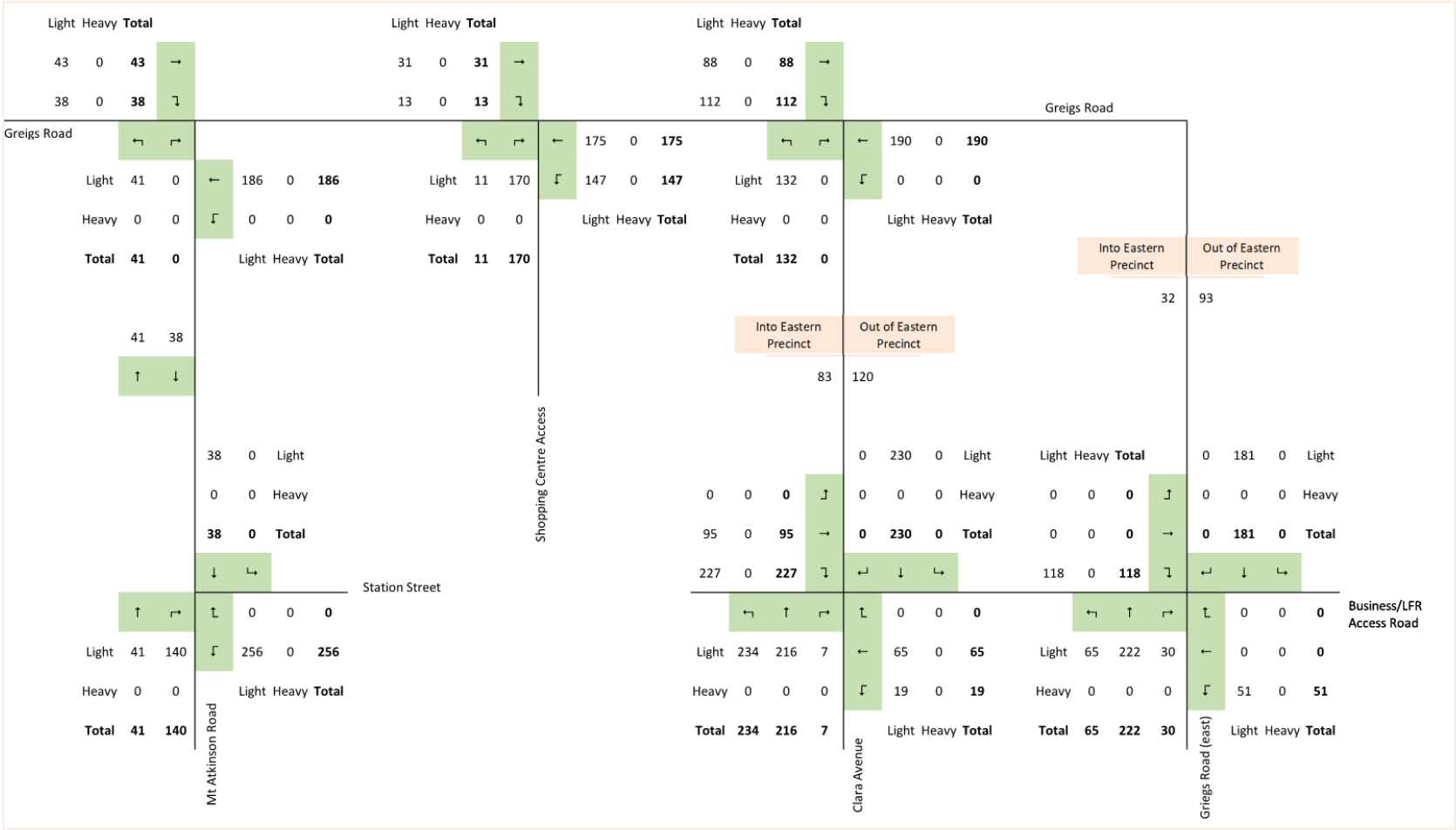
2041 Post Development (Internal Intersections)



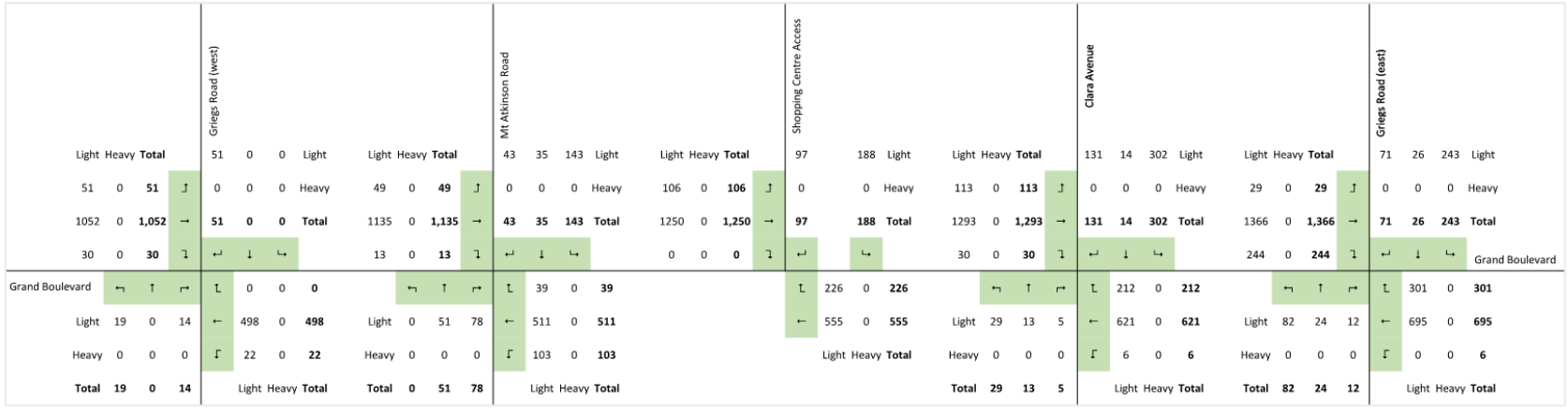
2041 Post Development – site generation only (Grand Boulevard corridor)



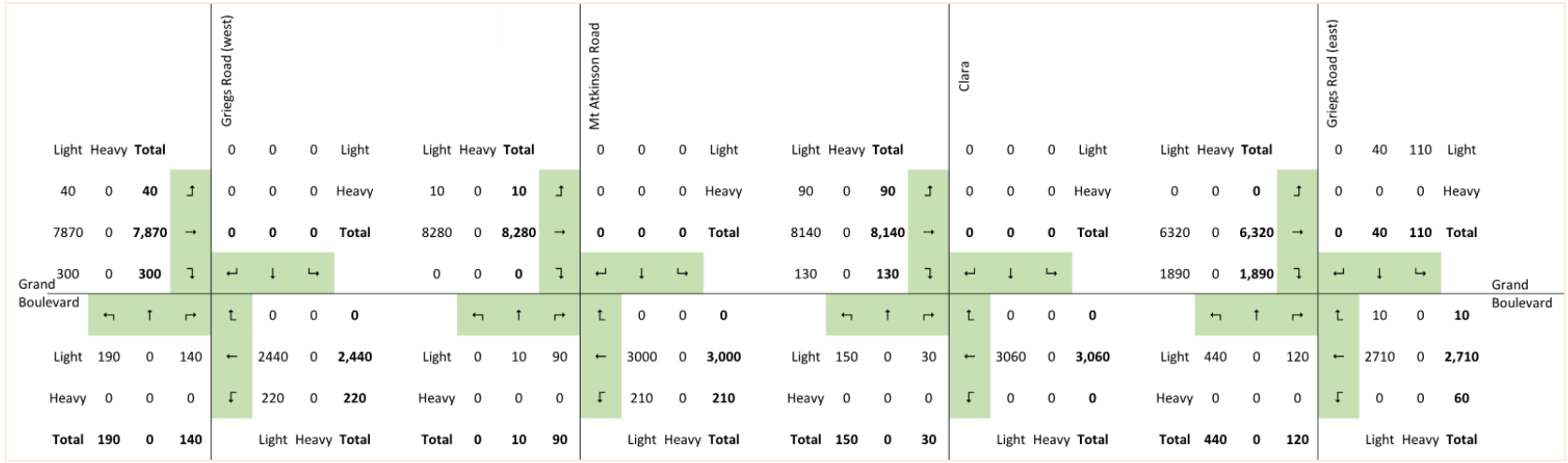
2041 Post Development – site generation only (Internal Intersections)



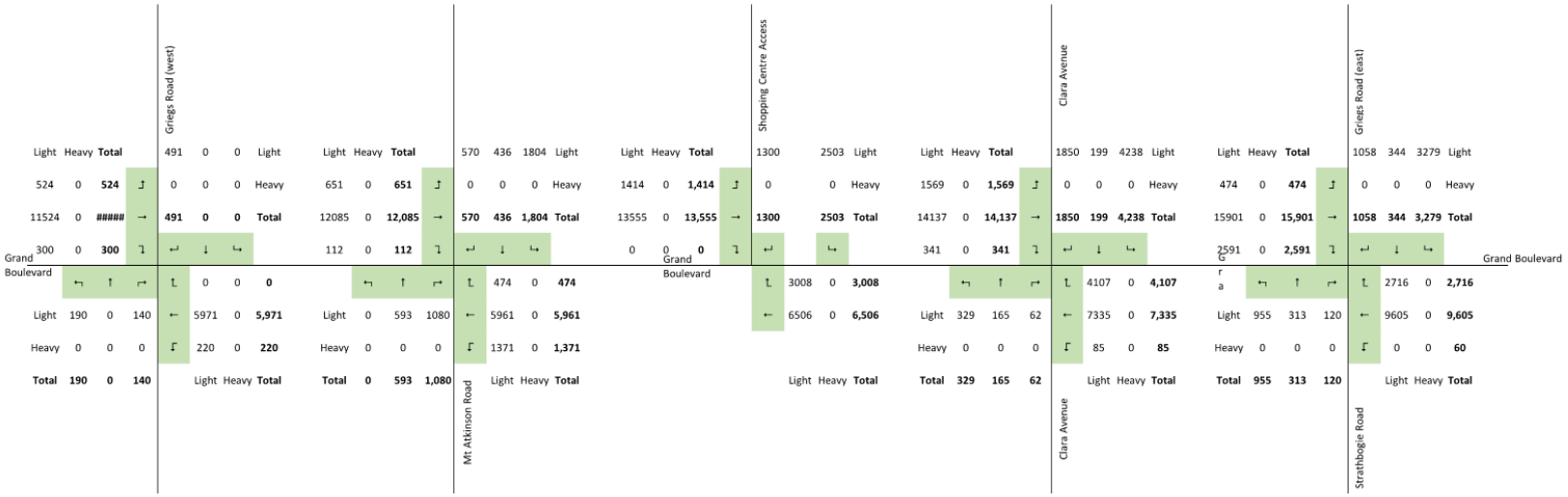
2041 Post Development – With Mt Atkinson Train Station (Grand Boulevard corridor)



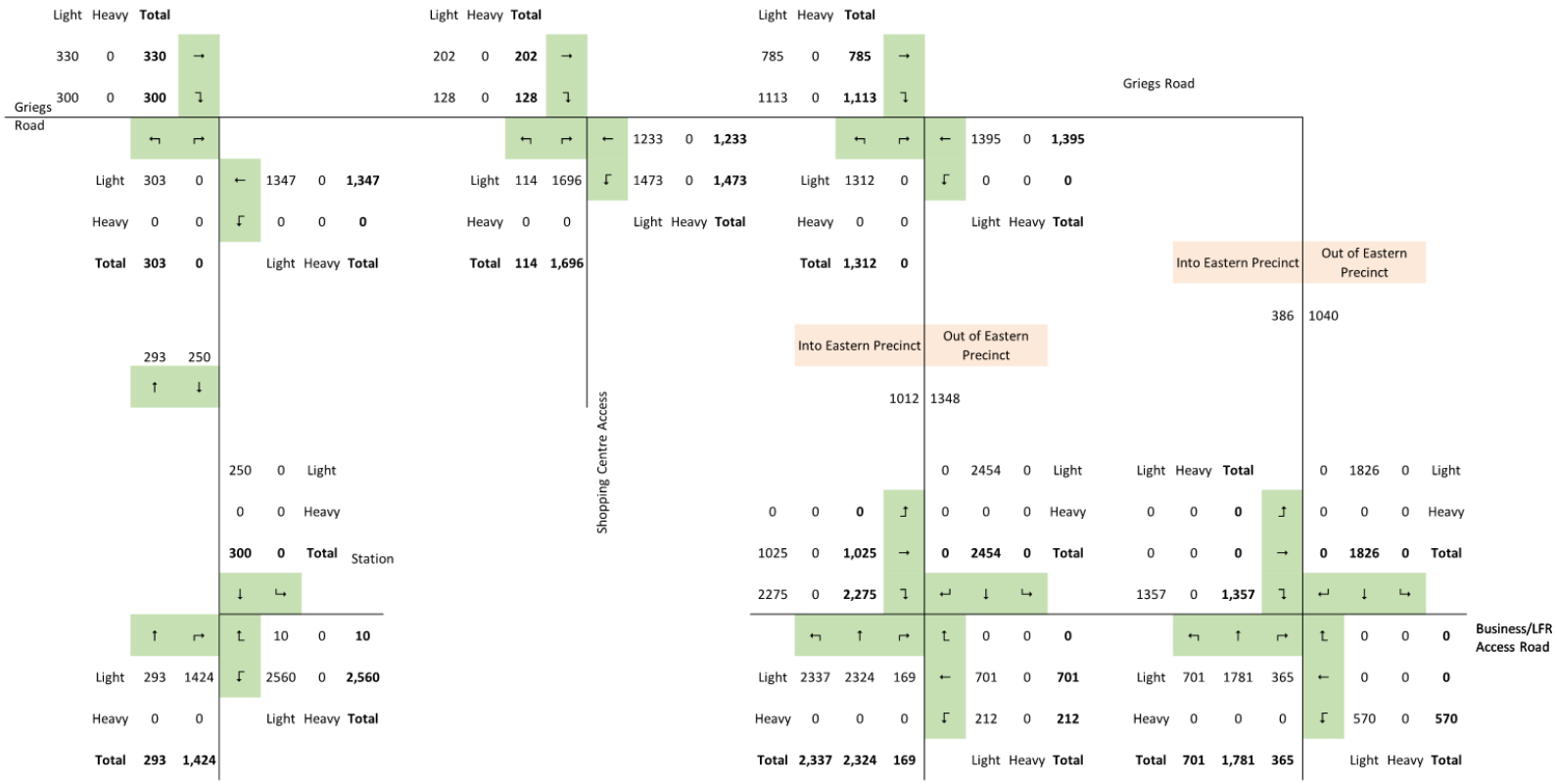
2041 Future Base – daily volumes (Grand Boulevard corridor)



2041 Post Development – daily volumes (Grand Boulevard corridor)



2041 Post Development – daily volumes (internal intersections)



Appendix E. Detailed SIDRA Modelling Results

USER REPORT FOR NETWORK

All Movement Classes

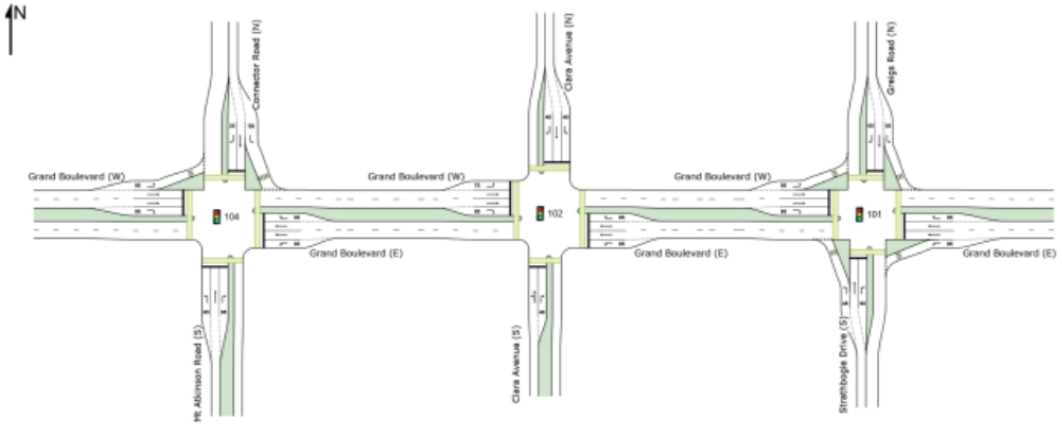
Project: 230918_mt_atkinson_final **Template: Network Report**

Network: N101 [FB PM - Int#1,2,4 Network (Network Folder: Future base 2041)]

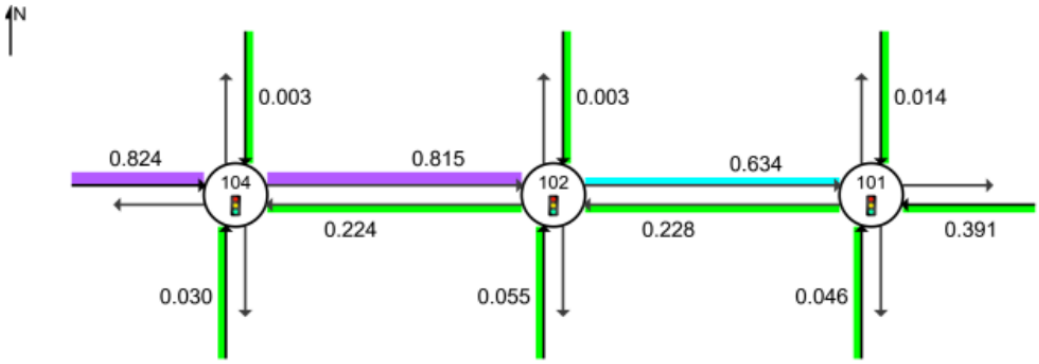
New Network
Network Category: (None)
Network Cycle Time = 80 seconds (Network Practical Cycle Time)
Critical Site / Common Control Group that determines the Network Cycle Time (for Coordinated Sites): 102 [02 FB PM - Grand Blvd / Clara Ave (Int#2)]

Network Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Degree of Saturation



Colour code based on Degree of Saturation

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

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Organisation: GTA CONSULTANTS | Licence: NETWORK / Enterprise | Created: Wednesday, 27 September 2023 12:41:58 PM
Project: U:\300304089\technical\modelling\sidra\230918_mt_atkinson_final.sip9

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 230918_mt_atkinson_final

Template: Layout, Lane & Phase Summary

Site: 101 [01 FB PM - Grand Blvd / Greigs Rd (east) / Strathbogie Drive (Int #1) (Site Folder: Future base 2041)]

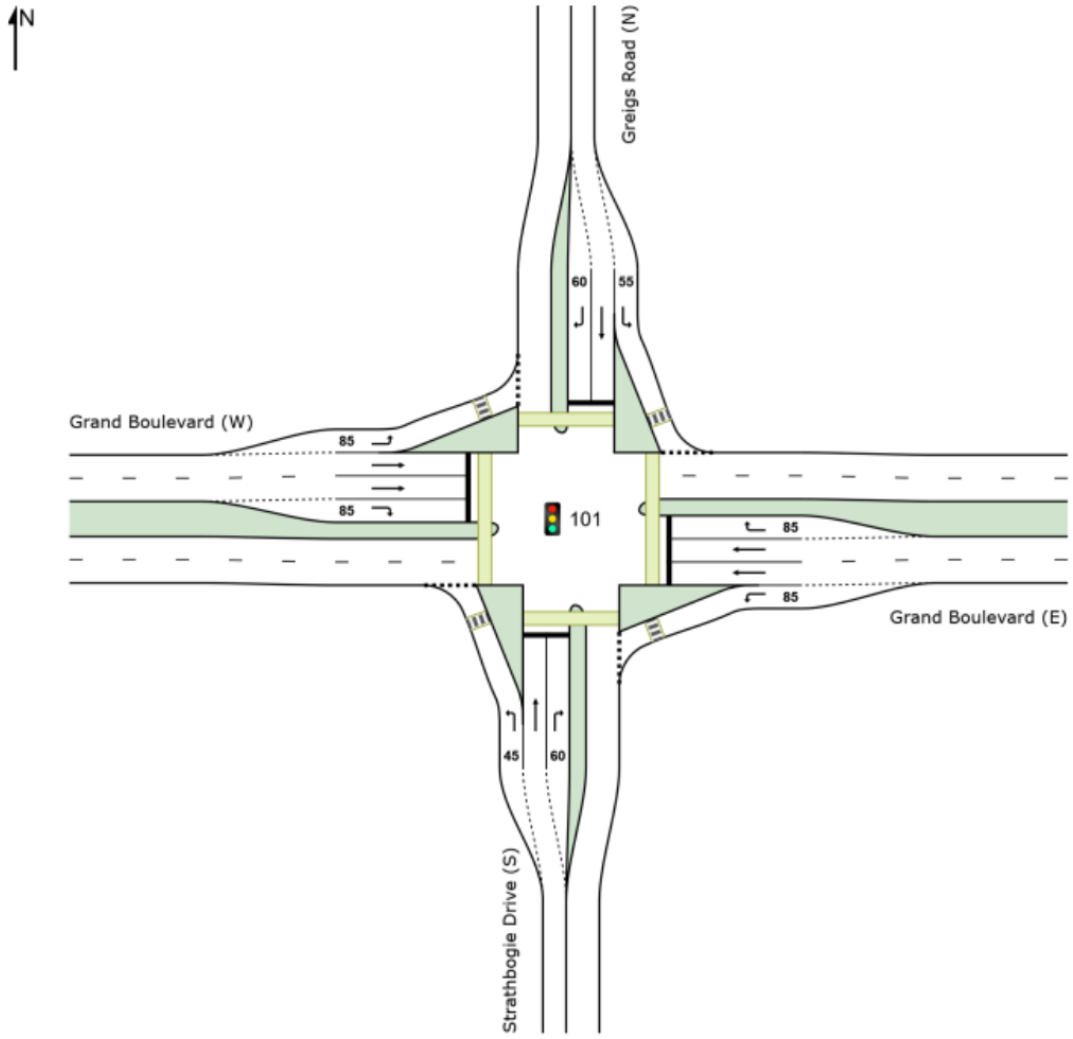
Network: 1 [FB PM - Int#1,2,4 Network (Network Folder: Future base 2041)]

Grand Boulevard / Greigs Road (east)
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing - Import - Import
Reference Phase: Phase A
Input Phase Sequence: A, B, B1*, B2*, C, D, D1*, D2*
Output Phase Sequence: A, B, C, D, D1*
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Strathbogie Drive (S)															
Lane 1	46	2.0	46	2.0	1315	0.035	100	5.7	LOS A	0.2	1.1	Short	45	0.0	NA
Lane 2	1	2.0	1	2.0	316	0.003	100	30.1	LOS C	0.0	0.1	Full	500	0.0	0.0
Lane 3	13	2.0	13	2.0	277	0.046	100	27.4	LOS C	0.2	1.6	Short	60	0.0	NA
Approach	60	2.0	60	2.0		0.046		10.7	LOS B	0.2	1.6				
East: Grand Boulevard (E)															
Lane 1	6	2.0	6	2.0	1314	0.005	100	8.2	LOS A	0.0	0.2	Short	85	0.0	NA
Lane 2	143	2.0	143	2.0	365	0.391	100	31.6	LOS C	3.1	21.9	Full	500	0.0	0.0
Lane 3	143	2.0	143	2.0	365	0.391	100	31.6	LOS C	3.1	21.9	Full	500	0.0	0.0
Lane 4	1	2.0	1	2.0	139	0.008	100	44.5	LOS D	0.0	0.2	Short	85	0.0	NA
Approach	293	2.0	293	2.0		0.391		31.1	LOS C	3.1	21.9				

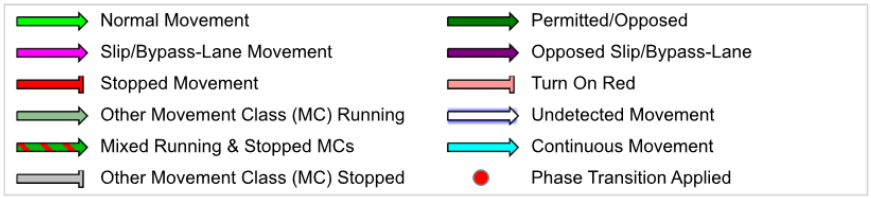
North: Greigs Road (N)															
Lane 1	12	2.0	12	2.0	808	0.014	100	11.6	LOS B	0.1	0.8	Short	55	0.0	NA
Lane 2	4	2.0	4	2.0	316	0.013	100	30.4	LOS C	0.1	0.6	Full	500	0.0	0.0
Lane 3	1	2.0	1	2.0	277	0.004	100	26.7	LOS C	0.0	0.1	Short	60	0.0	NA
Approach	17	2.0	17	2.0		0.014		17.2	LOS B	0.1	0.8				
West: Grand Boulevard (W)															
Lane 1	1	2.0	1	2.0	1397	0.001	100	7.2	LOS A	0.0	0.0	Short	85	0.0	NA
Lane 2	478	2.0	478	2.0	754	0.634	100	34.5	LOS C	11.4	81.4	Full	350	0.0	0.0
Lane 3	478	2.0	478	2.0	754	0.634	100	34.5	LOS C	11.4	81.4	Full	350	0.0	0.0
Lane 4	199	2.0	199	2.0	509	0.391	100	41.4	LOS D	4.8	34.1	Short	85	0.0	NA
Approach	1156	2.0	1156	2.0		0.634		35.7	LOS D	11.4	81.4				
Intersection	1525	2.0	1525	2.0		0.634		33.6	LOS C	11.4	81.4				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B	C	D	D1
Phase Change Time (sec)	0	21	33	52	64
Green Time (sec)	15	6	13	6	10
Phase Time (sec)	21	12	19	12	16
Phase Split	26%	15%	24%	15%	20%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Site: 102 [02 FB PM - Grand Blvd / Clara Ave (Int#2) (Site Folder: Future base 2041)]

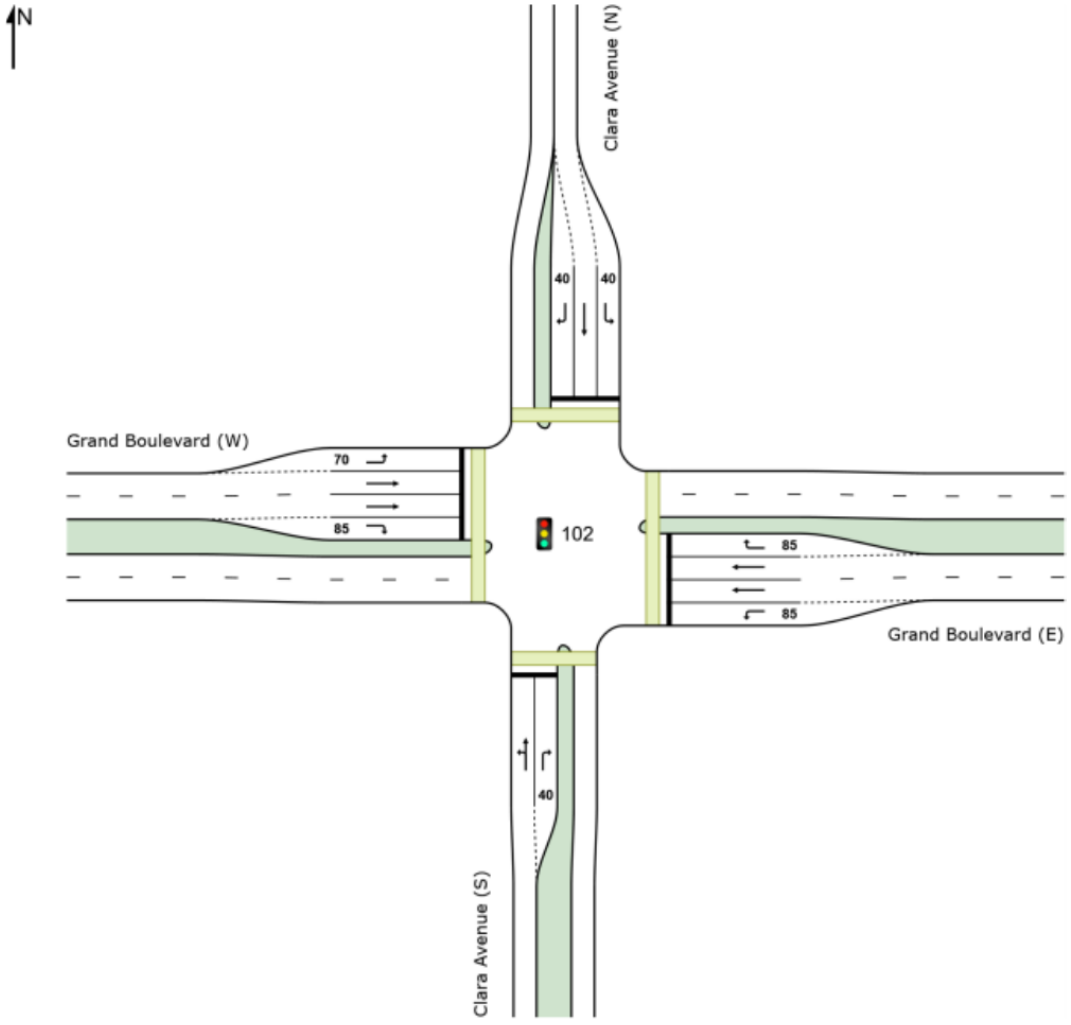
Network: 1 [FB PM - Int#1,2,4 Network (Network Folder: Future base 2041)]

Grand Boulevard / Mt Atkinson Road
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, B1*, B2*, C, D, D1*, D2*
Output Phase Sequence: A, B, C, D
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



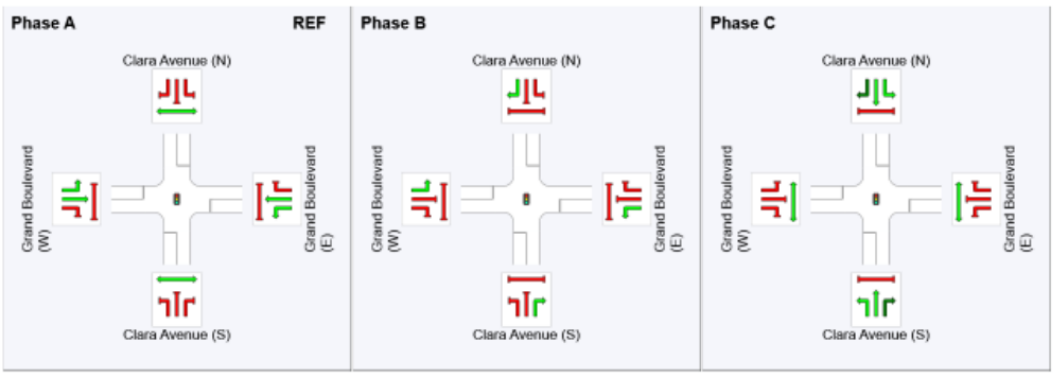
Lane Use and Performance

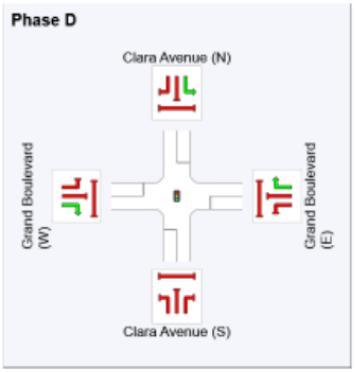
	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Clara Avenue (S)															
Lane 1	17	2.0	17	2.0	304	0.055	100	34.4	LOS C	0.3	2.4	Full	500	0.0	0.0
Lane 2	3	2.0	3	2.0	313	0.010	100	25.4	LOS C	0.1	0.4	Short	40	0.0	NA
Approach	20	2.0	20	2.0		0.055		33.0	LOS C	0.3	2.4				
East: Grand Boulevard (E)															
Lane 1	1	2.0	1	2.0	902	0.001	100	9.1	LOS A	0.0	0.0	Short	85	0.0	NA
Lane 2	161	2.0	161	2.0	705	0.228	100	6.7	LOS A	1.0	7.4	Full	350	0.0	0.0
Lane 3	161	2.0	161	2.0	705	0.228	100	3.0	LOS A	0.5	3.5	Full	350	0.0	0.0
Lane 4	1	2.0	1	2.0	139	0.008	100	46.7	LOS D	0.0	0.2	Short	85	0.0	NA
Approach	324	2.0	324	2.0		0.228		5.0	LOS A	1.0	7.4				
North: Clara Avenue (N)															
Lane 1	1	2.0	1	2.0	578	0.002	100	24.5	LOS C	0.0	0.1	Short	40	0.0	NA
Lane 2	1	2.0	1	2.0	365	0.003	100	28.2	LOS C	0.0	0.1	Full	500	0.0	0.0
Lane 3	1	2.0	1	2.0	312	0.003	100	25.2	LOS C	0.0	0.1	Short	40	0.0	NA
Approach	3	2.0	3	2.0		0.003		25.9	LOS C	0.0	0.1				
West: Grand Boulevard (W)															
Lane 1	9	2.0	9	2.0	902	0.011	100	13.6	LOS B	0.1	0.5	Short	70	0.0	NA
Lane 2	573	2.0	573	2.0	703[1]	0.815	100	29.6	LOS C	14.0	99.9	Full	400	0.0	0.0
Lane 3	575	2.0	575	2.0	705	0.815	100	29.8	LOS C	14.1	100.4	Full	400	0.0	0.0
Lane 4	14	2.0	14	2.0	139	0.099	100	48.0	LOS D	0.3	2.4	Short	85	0.0	NA
Approach	1171	2.0	1171	2.0		0.815		29.8	LOS C	14.1	100.4				
Intersection	1518	2.0	1518	2.0		0.815		24.5	LOS C	14.1	100.4				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	0	35	47	68
Green Time (sec)	29	6	15	6
Phase Time (sec)	35	12	21	12
Phase Split	44%	15%	26%	15%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Site: 104 [04 FB PM - Grand Blvd / Mt Atkinson Rd (Int#4) (Site Folder: Future base 2041)]

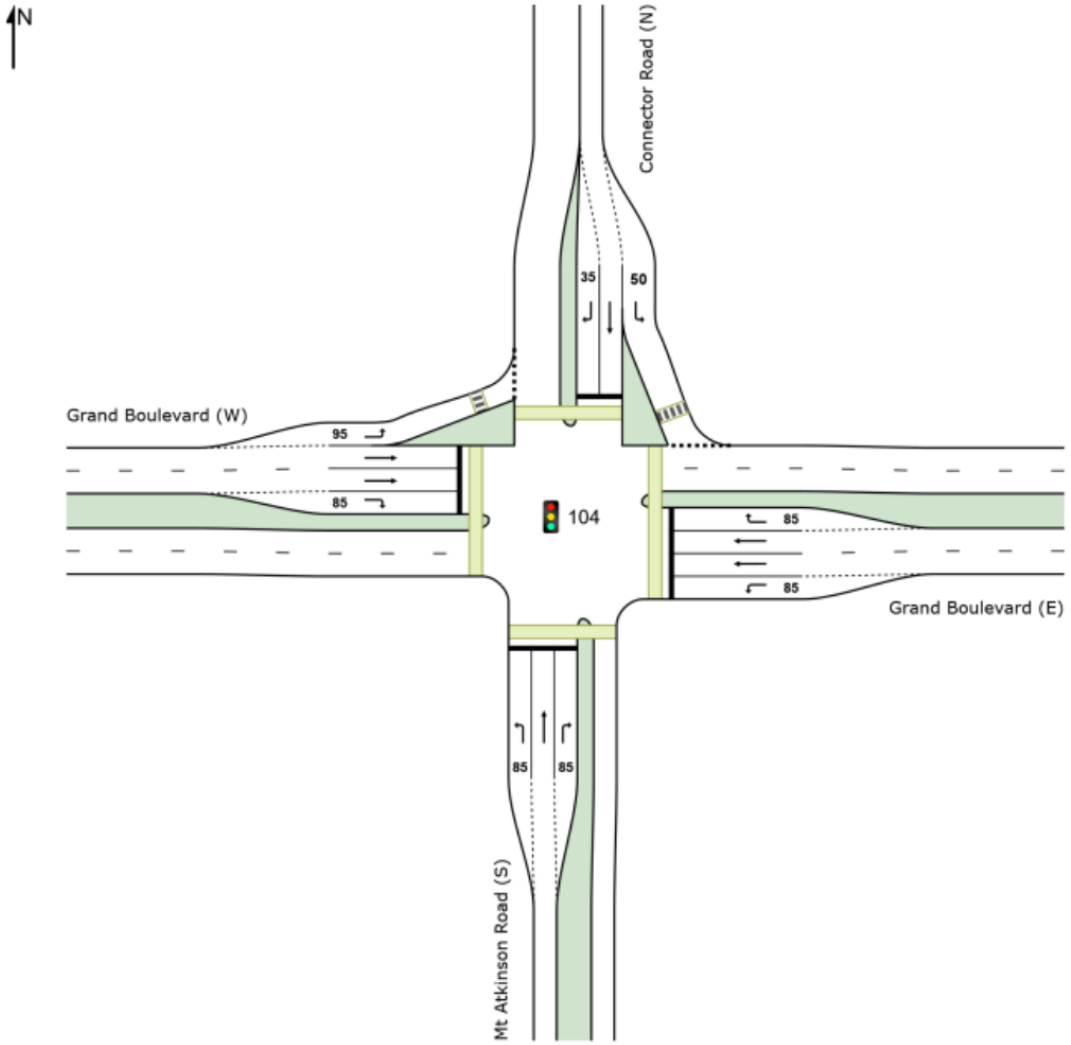
Network: 1 [FB PM - Int#1,2,4 Network (Network Folder: Future base 2041)]

Grand Boulevard / Mt Atkinson Road
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing - Import
Reference Phase: Phase A
Input Phase Sequence: A, B, B1*, B2*, C, D, D1*, D2*
Output Phase Sequence: A, B, C, D
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

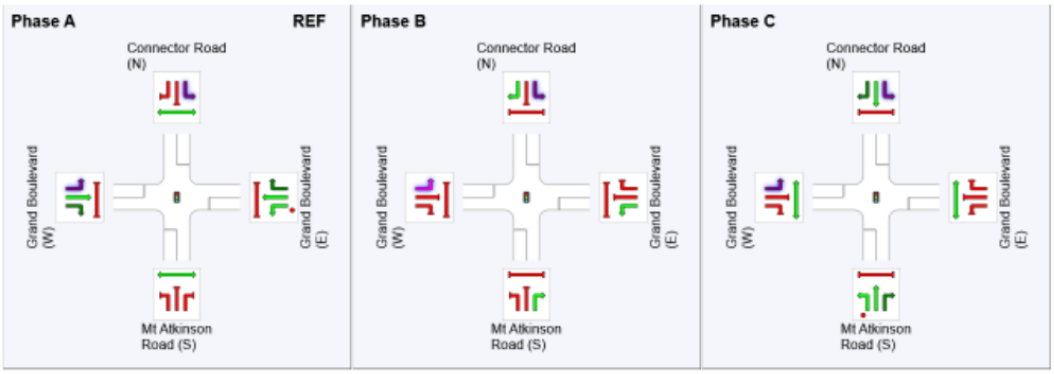


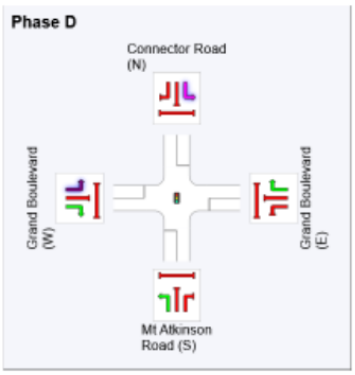
Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mt Atkinson Road (S)															
Lane 1	1	2.0	1	2.0	439	0.002	100	25.1	LOS C	0.0	0.1	Short	85	0.0	NA
Lane 2	1	2.0	1	2.0	365	0.003	100	28.2	LOS C	0.0	0.1	Full	500	0.0	0.0
Lane 3	9	2.0	9	2.0	313	0.030	100	25.8	LOS C	0.2	1.1	Short	85	0.0	NA
Approach	12	2.0	12	2.0		0.030		25.9	LOS C	0.2	1.1				
East: Grand Boulevard (E)															
Lane 1	22	2.0	22	2.0	763	0.029	100	20.5	LOS C	0.4	2.5	Short	85	0.0	NA
Lane 2	158	2.0	158	2.0	705	0.224	100	21.6	LOS C	3.1	22.0	Full	400	0.0	0.0
Lane 3	158	2.0	158	2.0	705	0.224	100	26.7	LOS C	3.5	24.6	Full	400	0.0	0.0
Lane 4	1	2.0	1	2.0	254	0.004	100	25.2	LOS C	0.0	0.1	Short	85	0.0	NA
Approach	339	2.0	339	2.0		0.224		23.9	LOS C	3.5	24.6				
North: Connector Road (N)															
Lane 1	1	2.0	1	2.0	953	0.001	100	9.8	LOS A	0.0	0.1	Short	50	0.0	NA
Lane 2	1	2.0	1	2.0	365	0.003	100	28.2	LOS C	0.0	0.1	Full	500	0.0	0.0
Lane 3	1	2.0	1	2.0	313	0.003	100	25.1	LOS C	0.0	0.1	Short	35	0.0	NA
Approach	3	2.0	3	2.0		0.003		21.0	LOS C	0.0	0.1				
West: Grand Boulevard (W)															
Lane 1	1	2.0	1	2.0	1488	0.001	100	7.2	LOS A	0.0	0.0	Short	95	0.0	NA
Lane 2	581	2.0	581	2.0	705	0.824	100	30.0	LOS C	14.2	101.0	Full	500	0.0	0.0
Lane 3	581	2.0	581	2.0	705	0.824	100	30.0	LOS C	14.2	101.0	Full	500	0.0	0.0
Lane 4	1	2.0	1	2.0	466	0.002	100	18.2	LOS B	0.0	0.1	Short	85	0.0	NA
Approach	1164	2.0	1164	2.0		0.824		30.0	LOS C	14.2	101.0				
Intersection	1518	2.0	1518	2.0		0.824		28.6	LOS C	14.2	101.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence





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VAR: Variable Phase

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See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

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Project: U:\300304089\technical\modelling\sidra\230918_mt_atkinson_final.sip9

USER REPORT FOR SITE

All Movement Classes

Project: 230918_mt_atkinson_final

Template: Layout, Lane & Phase Summary

Site: 105 [05 FB PM - Grand Blvd / Greigs Road (west) / Attezze Drive (Int#5) (Site Folder: Future base 2041)]

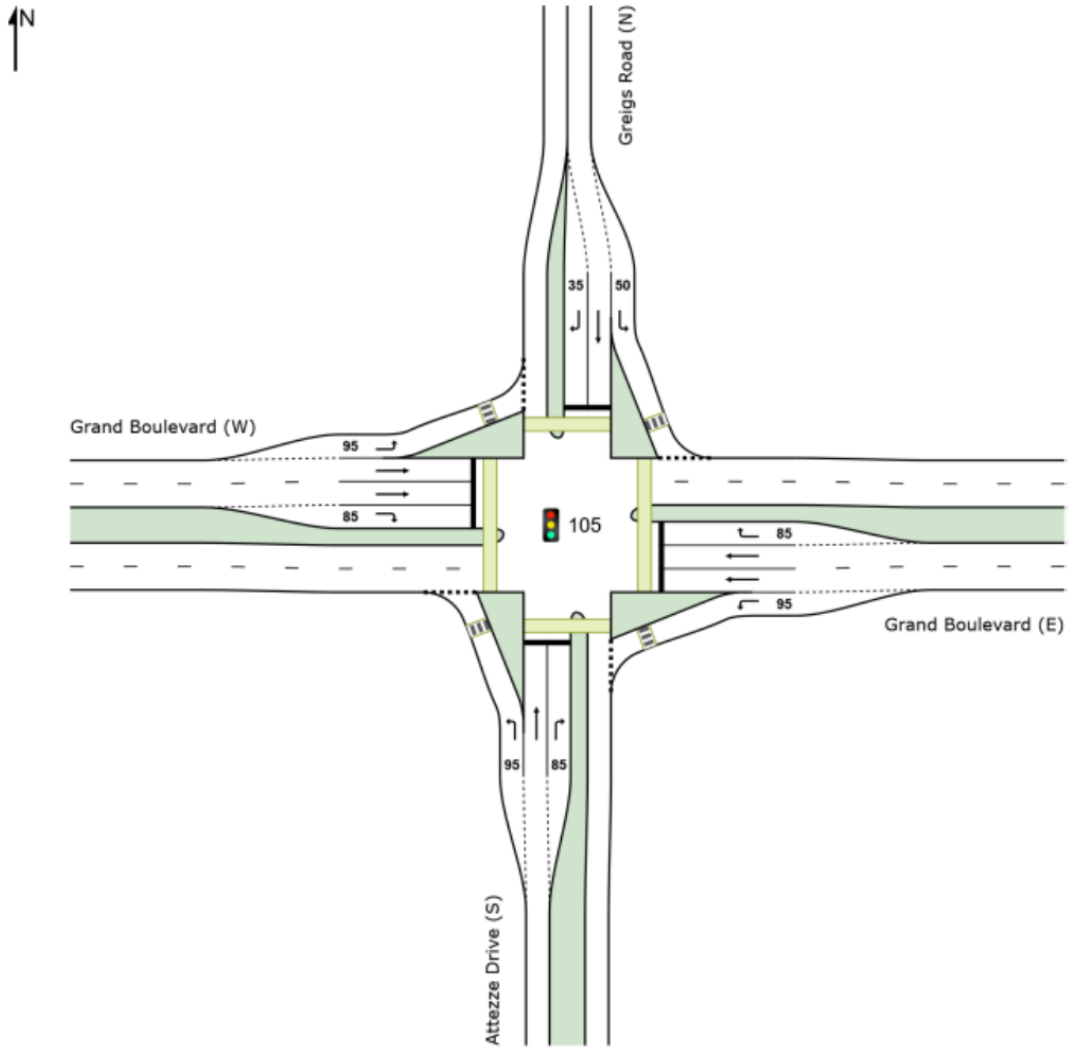
Note that the design for this intersection is not available and has been based on Int#4

Site Category: -
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, B1*, B2*, C, D, D1*, D2*
Output Phase Sequence: A, B, C, D
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



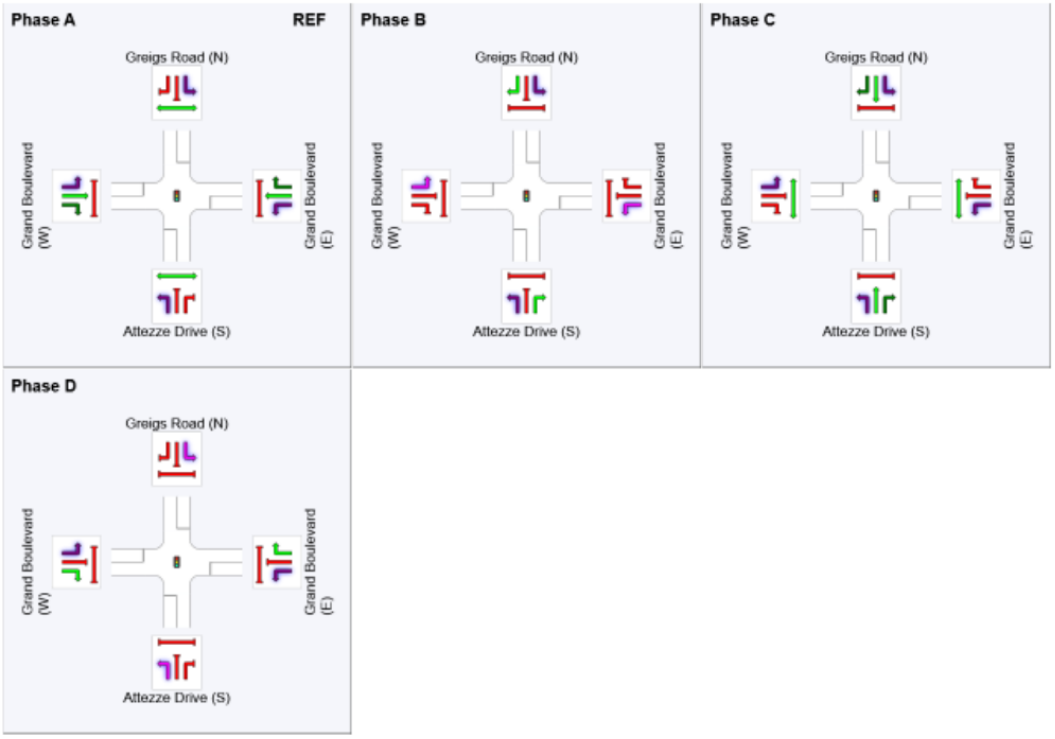
Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Attezze Drive (S)													
Lane 1	20	2.0	1316	0.015	100	5.4	LOS A	0.1	0.4	Short	95	0.0	NA
Lane 2	1	2.0	316	0.003	100	30.1	LOS C	0.0	0.1	Full	500	0.0	0.0
Lane 3	15	2.0	277	0.053	100	27.5	LOS C	0.3	1.8	Short	85	0.0	NA
Approach	36	2.0		0.053		15.2	LOS B	0.3	1.8				
East: Grand Boulevard (E)													
Lane 1	23	2.0	1398	0.017	100	7.2	LOS A	0.0	0.3	Short	95	0.0	NA
Lane 2	128	2.0	754	0.170	100	17.3	LOS B	2.0	14.3	Full	500	0.0	0.0
Lane 3	128	2.0	754	0.170	100	17.3	LOS B	2.0	14.3	Full	500	0.0	0.0
Lane 4	1	2.0	272	0.004	100	20.4	LOS C	0.0	0.1	Short	85	0.0	NA
Approach	281	2.0		0.170		16.4	LOS B	2.0	14.3				

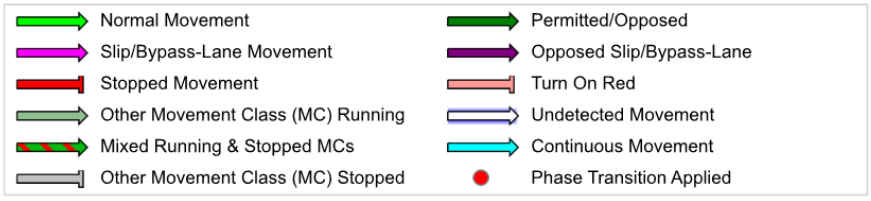
North: Greigs Road (N)													
Lane 1	1	2.0	920	0.001	100	9.4	LOS A	0.0	0.1	Short	50	0.0	NA
Lane 2	1	2.0	316	0.003	100	30.1	LOS C	0.0	0.1	Full	500	0.0	0.0
Lane 3	1	2.0	277	0.004	100	26.7	LOS C	0.0	0.1	Short	35	0.0	NA
Approach	3	2.0		0.004		22.0	LOS C	0.0	0.1				
West: Grand Boulevard (W)													
Lane 1	4	2.0	1479	0.003	100	7.2	LOS A	0.0	0.1	Short	95	0.0	NA
Lane 2	559	2.0	754	0.742	100	23.8	LOS C	11.9	84.8	Full	500	0.0	0.0
Lane 3	559	2.0	754	0.742	100	23.8	LOS C	11.9	84.8	Full	500	0.0	0.0
Lane 4	32	2.0	513	0.062	100	17.7	LOS B	0.4	2.7	Short	85	0.0	NA
Approach	1155	2.0		0.742		23.6	LOS C	11.9	84.8				
Intersection	1475	2.0		0.742		22.0	LOS C	11.9	84.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	0	37	49	68
Green Time (sec)	31	6	13	6
Phase Time (sec)	37	12	19	12
Phase Split	46%	15%	24%	15%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

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USER REPORT FOR NETWORK

All Movement Classes

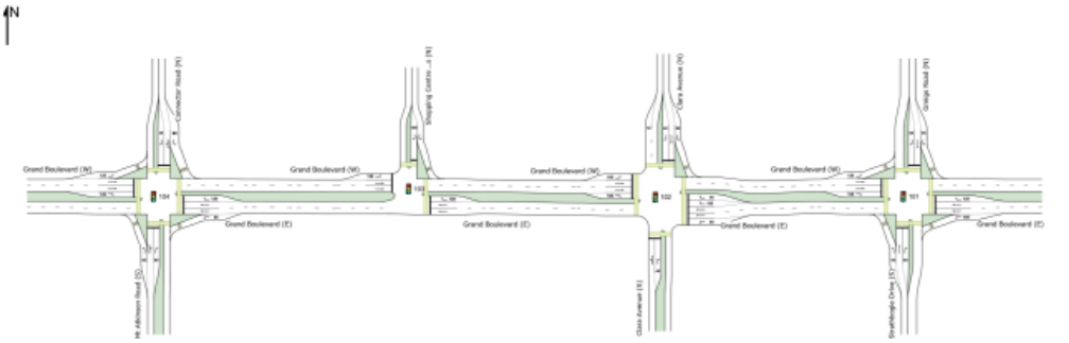
Project: 230918_mt_atkinson_final **Template: Network Report**

Network: N101 [FPD PM - Int#1,2,3,4 Network - eastbound re-route (Network Folder: Future Post Development - 25% discount to eastbound flow)]

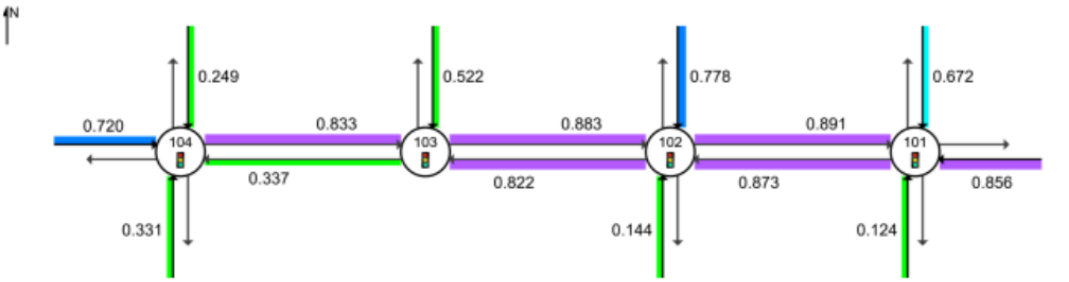
New Network
Network Category: (None)
Network Cycle Time = 120 seconds (Network Practical Cycle Time)
Critical Site / Common Control Group that determines the Network Cycle Time (for Coordinated Sites): 101 [01 FPD PM - Grand Blvd / Greigs Rd (east) / Strathbogie Drive (Int #1) - eastbound re-route]

Network Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Degree of Saturation



Colour code based on Degree of Saturation

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

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USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 230918_mt_atkinson_final

Template: Layout, Lane & Phase Summary

Site: 101 [01 FPD PM - Grand Blvd / Greigs Rd (east) / Strathbogie Drive (Int #1) - eastbound re-route (Site Folder: Future Post Development - 25% discount to eastbound flow)]

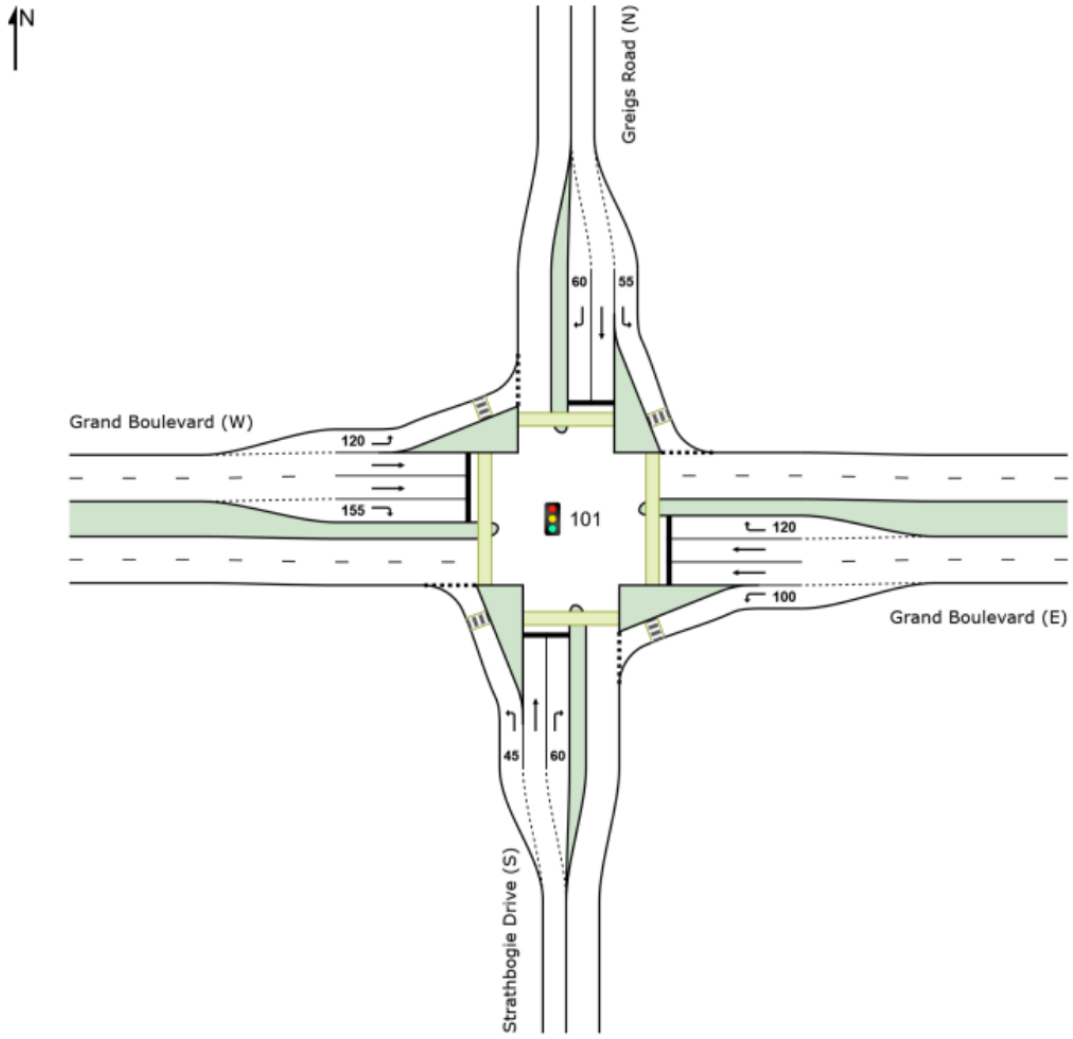
Network: 2 [FPD PM - Int#1,2,3,4 Network - eastbound re-route (Network Folder: Future Post Development - 25% discount to eastbound flow)]

Grand Boulevard / Greigs Road (east)
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing - No B
Reference Phase: Phase A
Input Phase Sequence: A, C, D, D1*, D2*
Output Phase Sequence: A, C, D
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance

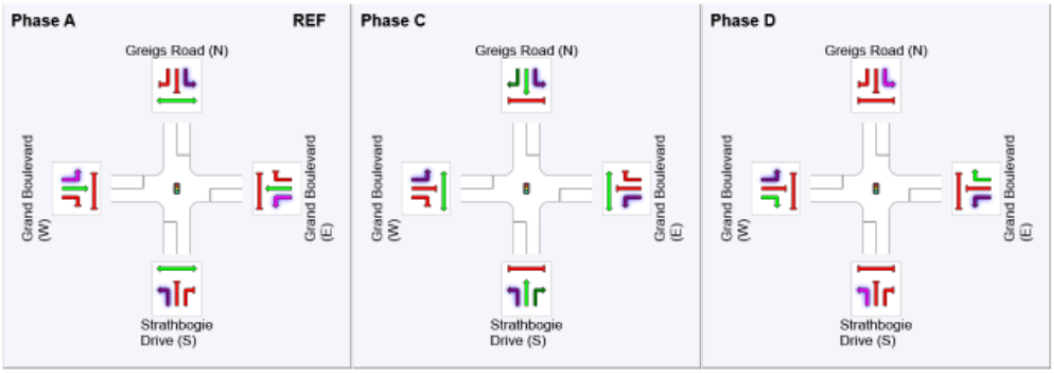
	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Strathbogie Drive (S)															
Lane 1	100	2.0	100	2.0	806	0.124	100	9.1	LOS A	0.9	6.7	Short	45	0.0	NA
Lane 2	34	2.0	34	2.0	308	0.109	100	46.9	LOS D	1.0	7.4	Full	500	0.0	0.0
Lane 3	13	2.0	13	2.0	147	0.086	100	60.0	LOS E	0.4	3.1	Short	60	0.0	NA
Approach	146	2.0	146	2.0		0.124		22.2	LOS C	1.0	7.4				
East: Grand Boulevard (E)															
Lane 1	6	2.0	6	2.0	1341	0.005	100	9.6	LOS A	0.0	0.3	Short	100	0.0	NA
Lane 2	493	2.0	493	2.0	956	0.516	100	22.1	LOS C	11.9	84.6	Full	500	0.0	0.0
Lane 3	493	2.0	493	2.0	956	0.516	100	22.1	LOS C	11.9	84.6	Full	500	0.0	0.0
Lane 4	317	2.0	317	2.0	370	0.856	100	65.0	LOS E	12.3	87.6	Short	120	0.0	NA
Approach	1309	2.0	1309	2.0		0.856		32.4	LOS C	12.3	87.6				

North: Greigs Road (N)															
Lane 1	337	2.0	337	2.0	752	0.448	100	25.9	LOS C	7.4	52.4	Short	55	0.0	NA
Lane 2	35	2.0	35	2.0	308	0.113	100	46.9	LOS D	1.1	7.7	Full	300	0.0	0.0
Lane 3	99	2.0	99	2.0	147	0.672	100	65.5	LOS E	3.7	26.2	Short	60	0.0	NA
Approach	471	2.0	471	2.0		0.672		35.7	LOS D	7.4	52.4				
West: Grand Boulevard (W)															
Lane 1	41	2.0	41	2.0	1320	0.031	100	9.4	LOS A	0.2	1.6	Short	120	0.0	NA
Lane 2	843	2.0	843	2.0	946[1]	0.891	100	23.0	LOS C	24.9	177.0	Full	350	0.0	0.0
Lane 3	852	2.0	852	2.0	956	0.891	100	10.4	LOS B	17.1	121.5	Full	350	0.0	0.0
Lane 4	276	2.0	276	2.0	370	0.745	100	67.5	LOS E	10.1	72.0	Short	155	0.0	NA
Approach	2012	2.0	2012	2.0		0.891		23.5	LOS C	24.9	177.0				
Intersection	3938	2.0	3938	2.0		0.891		27.9	LOS C	24.9	177.0				

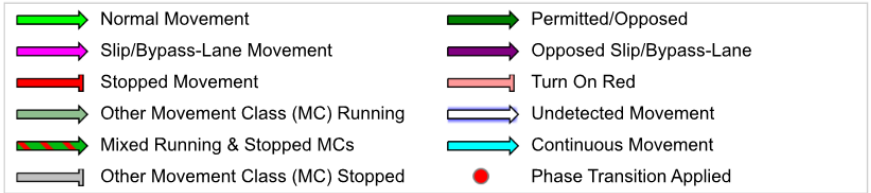
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	C	D
Phase Change Time (sec)	0	65	90
Green Time (sec)	59	19	24

Phase Time (sec)	65	25	30
Phase Split	54%	21%	25%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Site: 102 [02 FPD PM - Grand Blvd / Clara Ave (Int#2) - eastbound re-route (Site Folder: Future Post Development - 25% discount to eastbound flow)]

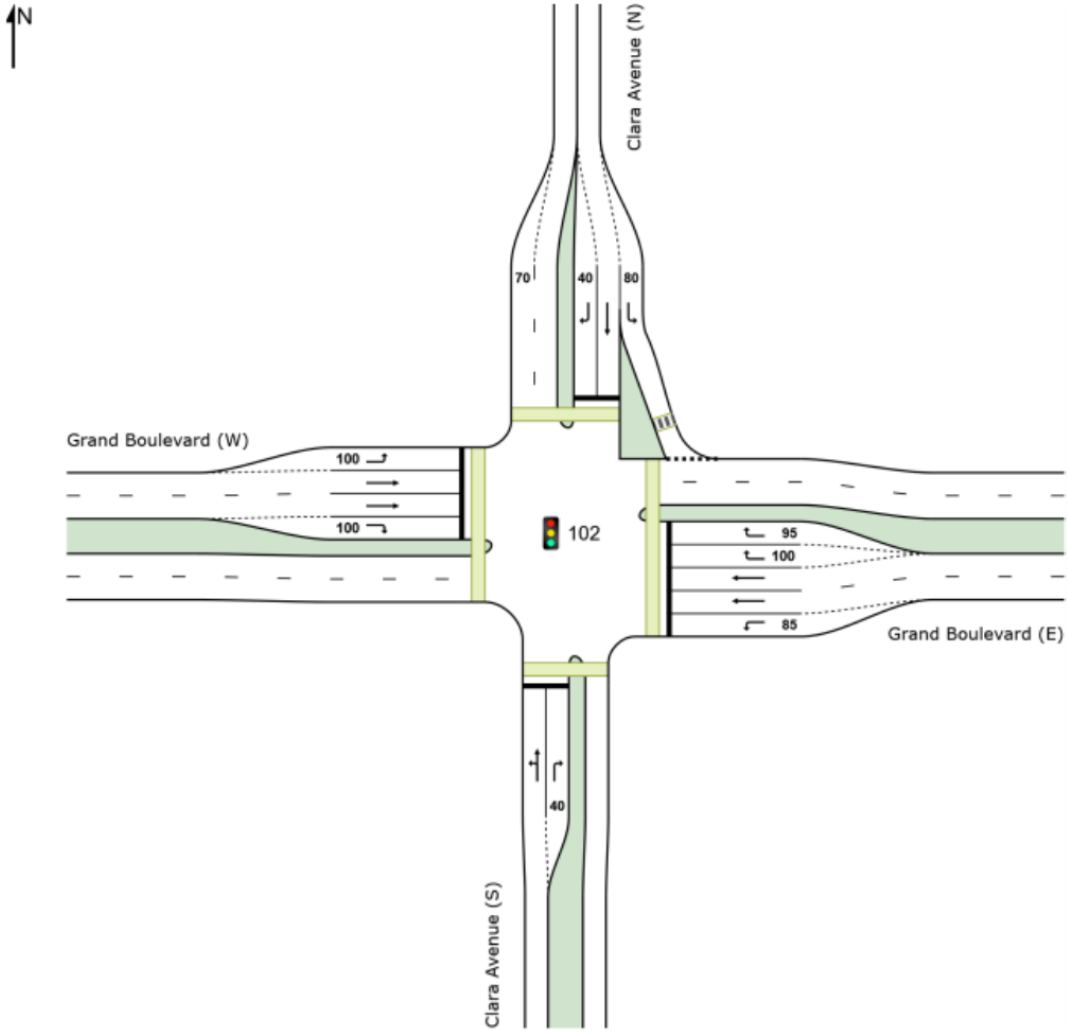
Network: 2 [FPD PM - Int#1,2,3,4 Network - eastbound re-route (Network Folder: Future Post Development - 25% discount to eastbound flow)]

Grand Boulevard / Mt Atkinson Road
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing - No B
Reference Phase: Phase A
Input Phase Sequence: A, C, D, D1*, D2*
Output Phase Sequence: A, C, D
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



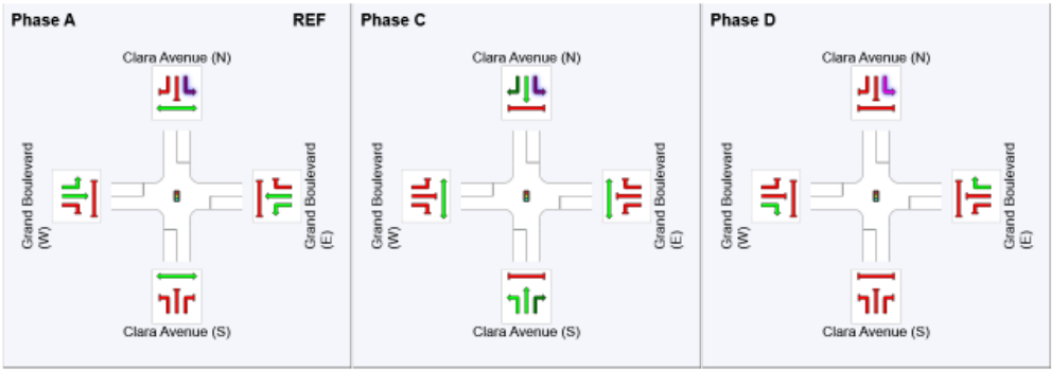
Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Clara Avenue (S)															
Lane 1	54	2.0	54	2.0	373	0.144	100	45.9	LOS D	1.6	11.3	Full	500	0.0	0.0
Lane 2	6	2.0	6	2.0	229	0.028	100	51.7	LOS D	0.2	1.4	Short	40	0.0	NA
Approach	60	2.0	60	2.0		0.144		46.5	LOS D	1.6	11.3				
East: Grand Boulevard (E)															
Lane 1	8	2.0	8	2.0	802	0.011	100	26.6	LOS C	0.1	1.0	Short	85	0.0	NA
Lane 2	382	2.0	382	2.0	891	0.429	100	23.3	LOS C	8.5	60.6	Full	350	0.0	0.0
Lane 3	382	2.0	382	2.0	891	0.429	100	22.7	LOS C	9.0	63.7	Full	350	0.0	0.0
Lane 4	121	2.0	121	2.0	324	0.372	43[6]	54.8	LOS D	4.1	28.9	Short	100	0.0	NA
Lane 5	283	2.0	283	2.0	324	0.873	100	66.7	LOS E	11.1	79.0	Short	95	0.0	NA
Approach	1176	2.0	1176	2.0		0.873		36.8	LOS D	11.1	79.0				
North: Clara Avenue (N)															
Lane 1	424	2.0	424	2.0	828	0.512	100	22.2	LOS C	8.6	61.3	Short	80	0.0	NA
Lane 2	20	2.0	20	2.0	421	0.047	100	39.7	LOS D	0.6	4.0	Full	260	0.0	0.0
Lane 3	183	2.0	183	2.0	235[1]	0.778	100	62.3	LOS E	6.9	48.9	Short	40	0.0	NA
Approach	627	2.0	627	2.0		0.778		34.5	LOS C	8.6	61.3				
West: Grand Boulevard (W)															
Lane 1	156	2.0	156	2.0	802	0.194	100	16.7	LOS B	1.6	11.3	Short	100	0.0	NA
Lane 2	763	2.0	763	2.0	864[1]	0.883	100	16.6	LOS B	19.3	137.7	Full	200	0.0	15.6
Lane 3	767	2.0	767	2.0	869[1]	0.883	100	12.8	LOS B	16.6	118.5	Full	200	0.0	2.0
Lane 4	38	2.0	38	2.0	324	0.117	100	59.2	LOS E	1.3	9.4	Short	100	0.0	NA
Approach	1723	2.0	1723	2.0		0.883		15.9	LOS B	19.3	137.7				
Intersection	3586	2.0	3586	2.0		0.883		26.5	LOS C	19.3	137.7				

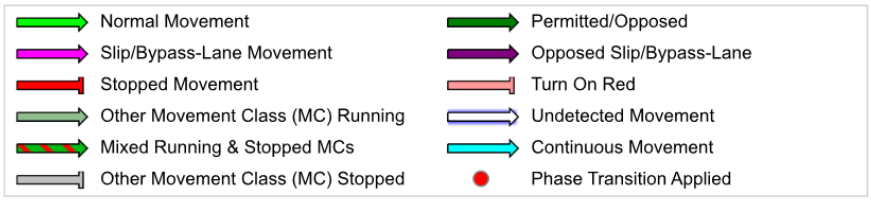
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
6 Lane under-utilisation due to downstream effects

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	C	D
Phase Change Time (sec)	103	44	76
Green Time (sec)	55	26	21
Phase Time (sec)	61	32	27
Phase Split	51%	27%	23%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Site: 103 [03 FPD PM - Grand Blvd / TC Access (Int#3) - eastbound re-route (Site Folder: Future Post Development - 25% discount to eastbound flow)]

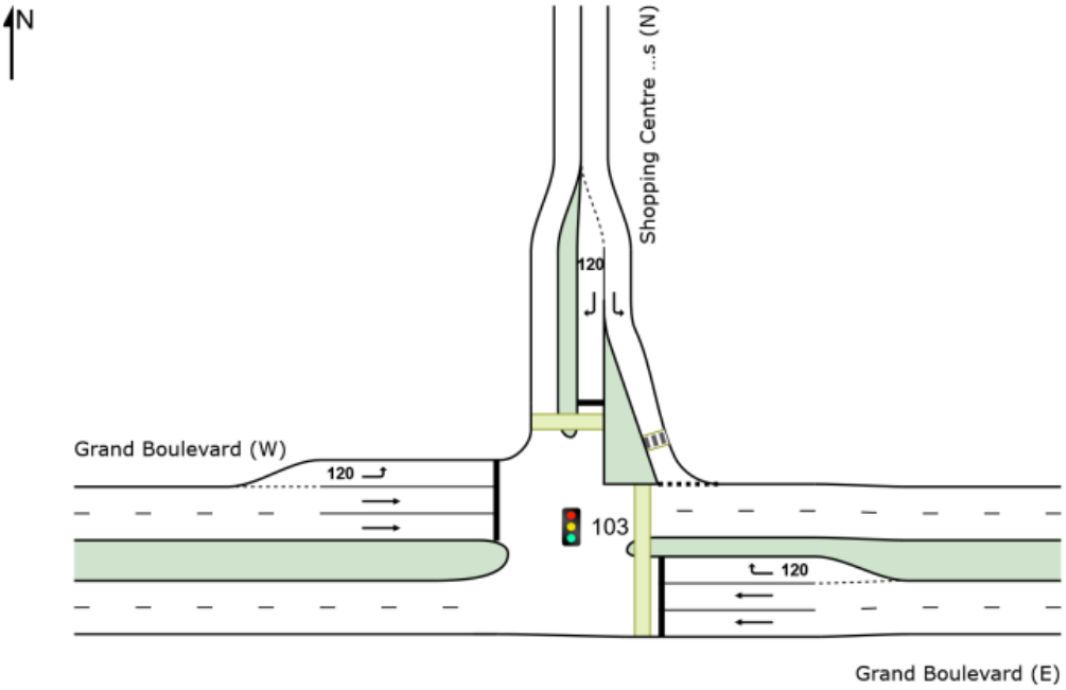
Network: 2 [FPD PM - Int#1,2,3,4 Network - eastbound re-route (Network Folder: Future Post Development - 25% discount to eastbound flow)]

Grand Boulevard / Mt Atkinson Road
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: T intersection three phase - Import - Import
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Grand Boulevard (E)															
Lane 1	333	2.0	333	2.0	1475	0.226	100	4.1	LOS A	3.1	22.3	Full	200	0.0	0.0
Lane 2	333	2.0	333	2.0	1475	0.226	100	4.1	LOS A	3.1	22.4	Full	200	0.0	0.0
Lane 3	317	2.0	317	2.0	385	0.822	100	51.5	LOS D	11.0	78.1	Short	120	0.0	NA
Approach	983	2.0	983	2.0		0.822		19.4	LOS B	11.0	78.1				

North: Shopping Centre Access (N)															
Lane 1	263	2.0	263	2.0	638	0.412	100	5.9	LOS A	3.5	24.6	Full	500	-16.3 N3	0.0
Lane 2	137	2.0	137	2.0	262	0.522	100	52.7	LOS D	4.7	33.2	Short	120	0.0	NA
Approach	400	2.0	400	2.0		0.522		21.9	LOS C	4.7	33.2				
West: Grand Boulevard (W)															
Lane 1	148	2.0	148	2.0	879	0.169	100	10.3	LOS B	0.5	3.4	Short	120	0.0	NA
Lane 2	678	2.0	678	2.0	814	0.833	100	5.4	LOS A	7.4	52.7	Full	200	-16.3 N3	0.0
Lane 3	783	2.0	783	2.0	940	0.833	100	8.0	LOS A	13.2	94.0	Full	200	-3.4 N3	0.0
Approach	1609	2.0	1609	2.0		0.833		7.1	LOS A	13.2	94.0				
Intersection	2993	2.0	2993	2.0		0.833		13.1	LOS B	13.2	94.0				

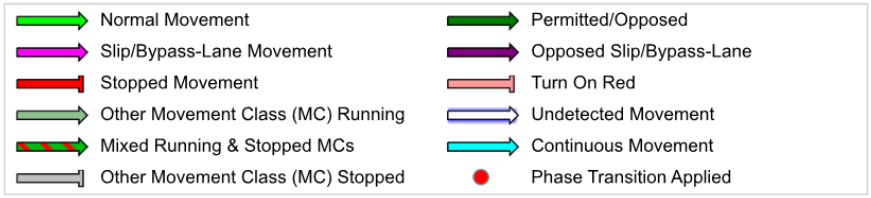
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N3 Capacity Adjustment due to downstream lane blockage determined by the program.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	85	31	62
Green Time (sec)	60	25	17
Phase Time (sec)	66	31	23
Phase Split	55%	26%	19%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time,

Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Site: 104 [04 FPD PM - Grand Blvd / Mt Atkinson Rd (Int#4) - eastbound re-route (Site Folder: Future Post Development - 25% discount to eastbound flow)]

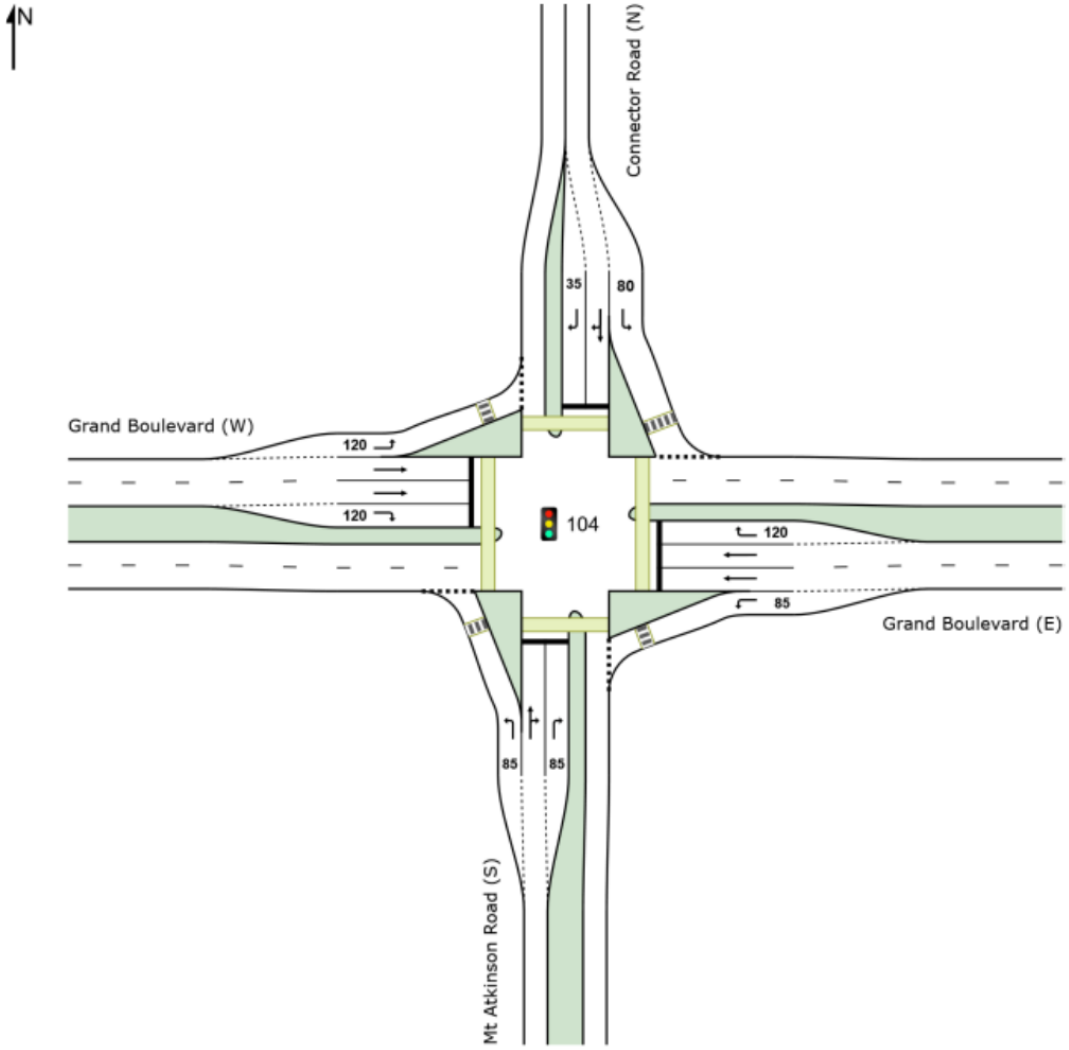
Network: 2 [FPD PM - Int#1,2,3,4 Network - eastbound re-route (Network Folder: Future Post Development - 25% discount to eastbound flow)]

Grand Boulevard / Mt Atkinson Road
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing - Copy (2)
Reference Phase: Phase A
Input Phase Sequence: A, B, B2, D, D1*, D2*
Output Phase Sequence: A, B, B2, D
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



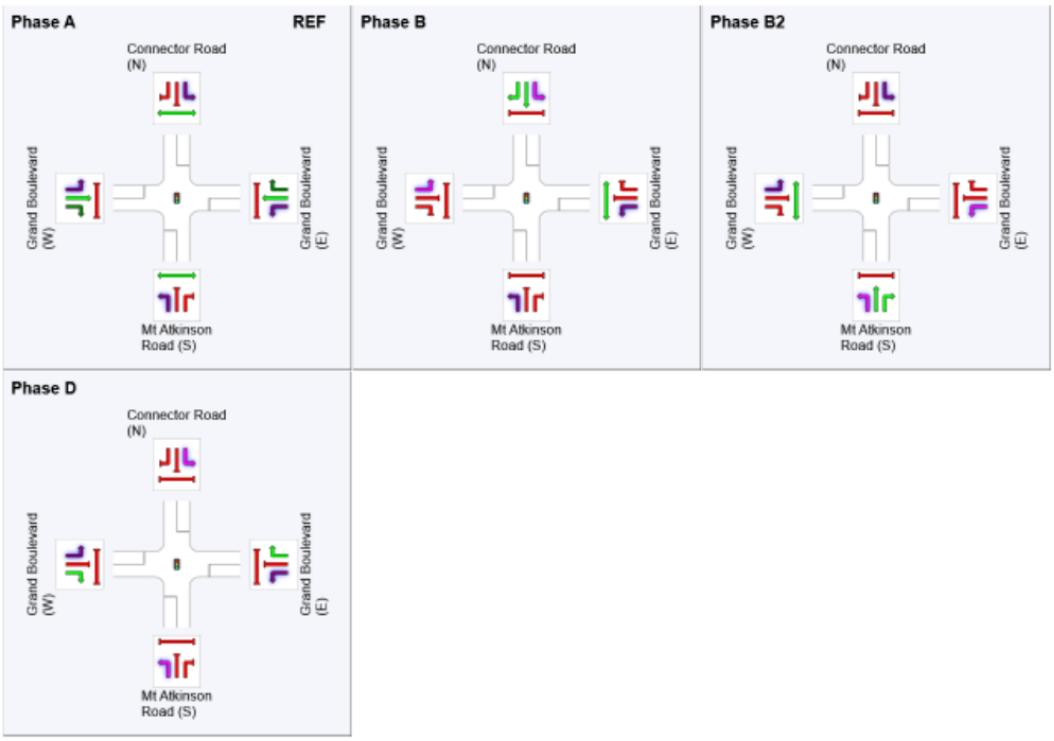
Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mt Atkinson Road (S)															
Lane 1	1	2.0	1	2.0	1272	0.001	100	6.2	LOS A	0.0	0.0	Short	85	0.0	NA
Lane 2	90	2.0	90	2.0	272	0.331	100	51.9	LOS D	3.0	21.1	Full	500	0.0	0.0
Lane 3	87	2.0	87	2.0	262	0.331	100	55.5	LOS E	2.9	20.4	Short	85	0.0	NA
Approach	178	2.0	178	2.0		0.331		53.4	LOS D	3.0	21.1				
East: Grand Boulevard (E)															
Lane 1	138	2.0	138	2.0	1470	0.094	100	6.8	LOS A	0.1	0.9	Short	85	0.0	NA
Lane 2	306	2.0	306	2.0	908	0.337	100	17.5	LOS B	5.2	36.8	Full	200	0.0	0.0
Lane 3	306	2.0	306	2.0	908	0.337	100	15.6	LOS B	4.7	33.5	Full	200	0.0	0.0
Lane 4	55	2.0	55	2.0	201	0.272	100	27.8	LOS C	0.9	6.5	Short	120	0.0	NA
Approach	804	2.0	804	2.0		0.337		15.7	LOS B	5.2	36.8				
North: Connector Road (N)															
Lane 1	201	2.0	201	2.0	808	0.249	100	14.8	LOS B	3.1	22.0	Short	80	0.0	NA
Lane 2	55	2.0	55	2.0	274	0.202	100	50.3	LOS D	1.8	12.7	Full	165	0.0	0.0
Lane 3	53	2.0	53	2.0	262	0.202	100	54.4	LOS D	1.7	12.2	Short	35	0.0	NA
Approach	309	2.0	309	2.0		0.249		28.0	LOS C	3.1	22.0				
West: Grand Boulevard (W)															
Lane 1	68	2.0	68	2.0	1392	0.049	100	7.7	LOS A	0.2	1.7	Short	120	0.0	NA
Lane 2	651	2.0	651	2.0	904[1]	0.720	100	27.3	LOS C	18.5	132.0	Full	500	0.0	0.0
Lane 3	652	2.0	652	2.0	905[1]	0.720	100	27.3	LOS C	18.6	132.2	Full	500	0.0	0.0
Lane 4	18	2.0	18	2.0	420	0.043	100	20.6	LOS C	0.3	2.1	Short	120	0.0	NA
Approach	1389	2.0	1389	2.0		0.720		26.3	LOS C	18.6	132.2				
Intersection	2681	2.0	2681	2.0		0.720		25.1	LOS C	18.6	132.2				

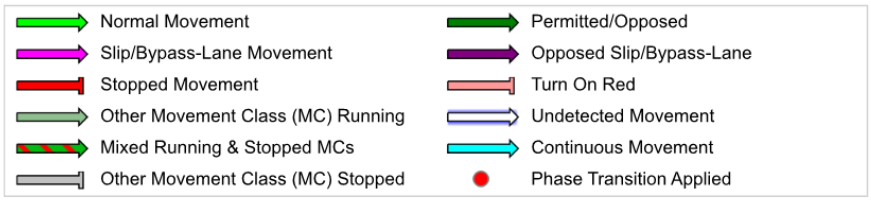
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B	B2	D
Phase Change Time (sec)	76	18	41	64
Green Time (sec)	56	17	17	6
Phase Time (sec)	62	23	23	12
Phase Split	52%	19%	19%	10%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

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Organisation: GTA CONSULTANTS | Licence: NETWORK / Enterprise | Created: Wednesday, 27 September 2023 12:43:05 PM
Project: U:\300304089\technical\modelling\sidra\230918_mt_atkinson_final.sip9

USER REPORT FOR SITE

All Movement Classes

Project: 230918_mt_atkinson_final

Template: Layout, Lane & Phase Summary

Site: 105 [05 FPD PM - Grand Blvd / Greigs Road (west) / Attezze Drive (Int#5) - eastbound re-route (Site Folder: Future Post Development - 25% discount to eastbound flow)]

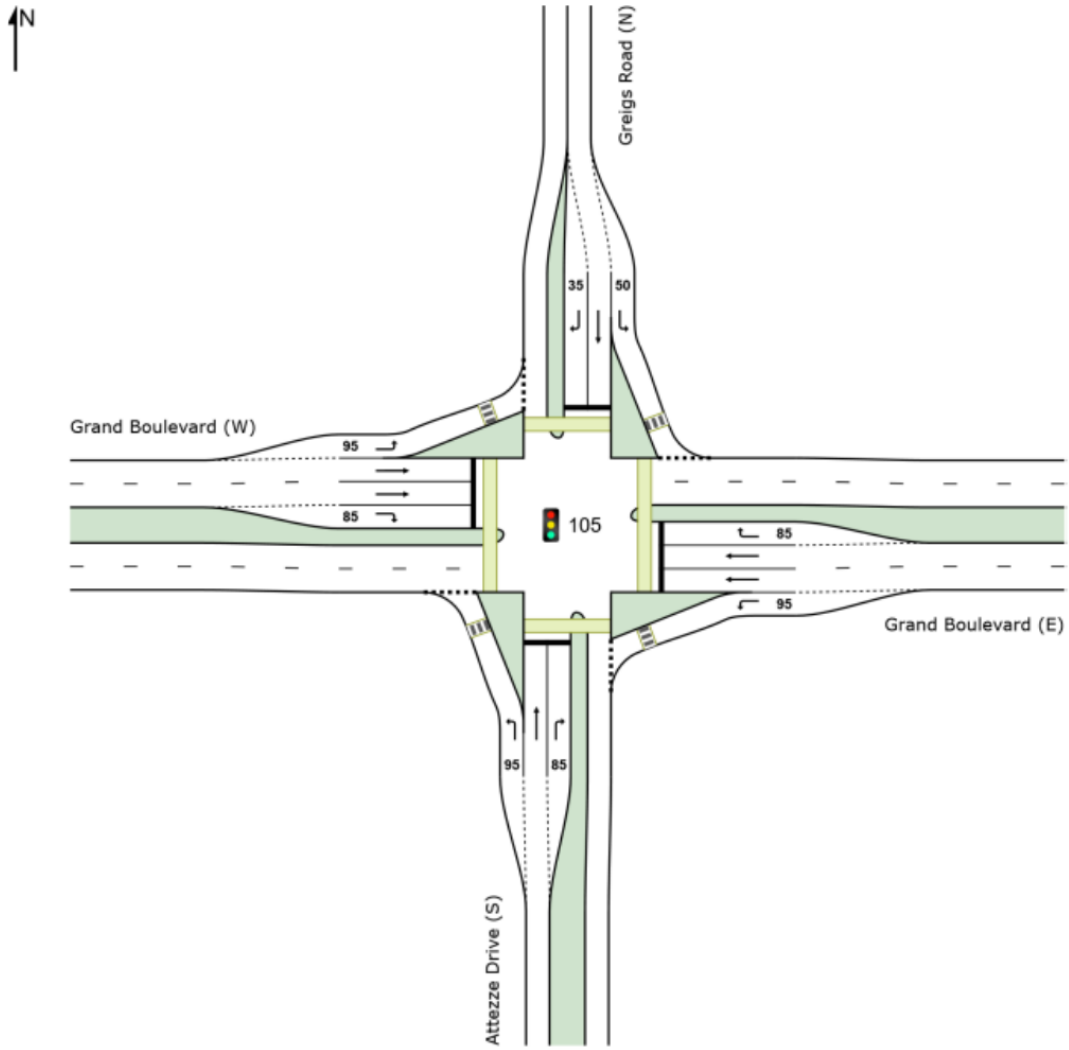
Note that the design for this intersection is not available and has been based on Int#4

Site Category: -
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, B1*, B2*, C, D, D1*, D2*
Output Phase Sequence: A, B, C, D
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



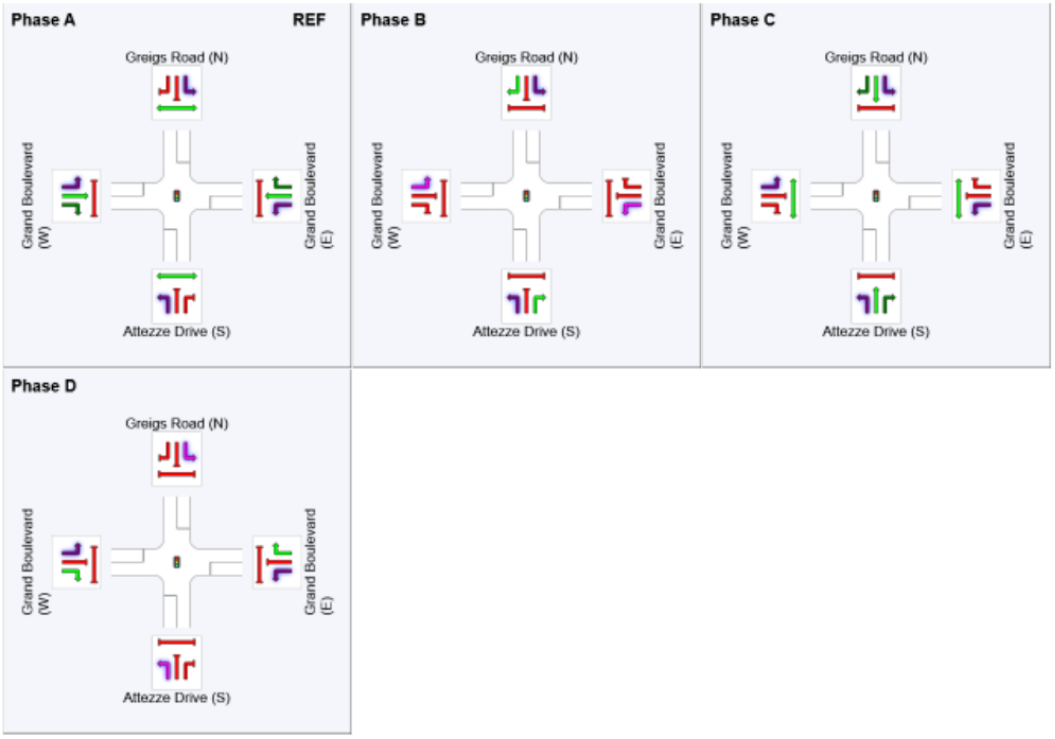
Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Attezze Drive (S)													
Lane 1	20	2.0	1110	0.018	100	6.8	LOS A	0.1	0.7	Short	95	0.0	NA
Lane 2	1	2.0	316	0.003	100	30.1	LOS C	0.0	0.1	Full	500	0.0	0.0
Lane 3	15	2.0	277	0.053	100	27.5	LOS C	0.3	1.8	Short	85	0.0	NA
Approach	36	2.0		0.053		16.0	LOS B	0.3	1.8				
East: Grand Boulevard (E)													
Lane 1	23	2.0	1404	0.016	100	7.2	LOS A	0.0	0.3	Short	95	0.0	NA
Lane 2	306	2.0	754	0.406	100	19.3	LOS B	5.4	38.1	Full	500	0.0	0.0
Lane 3	306	2.0	754	0.406	100	19.3	LOS B	5.4	38.1	Full	500	0.0	0.0
Lane 4	1	2.0	260	0.004	100	21.1	LOS C	0.0	0.1	Short	85	0.0	NA
Approach	637	2.0		0.406		18.8	LOS B	5.4	38.1				

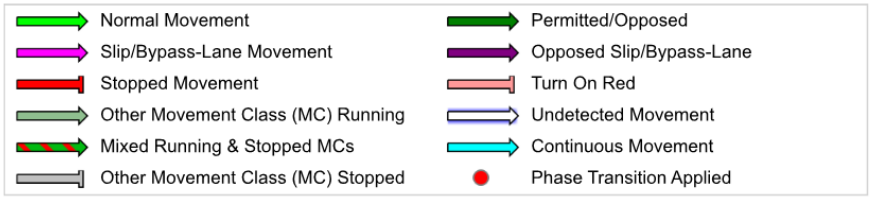
North: Greigs Road (N)													
Lane 1	1	2.0	901	0.001	100	10.1	LOS B	0.0	0.1	Short	50	0.0	NA
Lane 2	1	2.0	316	0.003	100	30.1	LOS C	0.0	0.1	Full	500	0.0	0.0
Lane 3	72	2.0	277	0.259	100	28.7	LOS C	1.3	9.4	Short	35	0.0	NA
Approach	74	2.0		0.259		28.5	LOS C	1.3	9.4				
West: Grand Boulevard (W)													
Lane 1	71	2.0	1488	0.047	100	7.2	LOS A	0.1	0.9	Short	95	0.0	NA
Lane 2	600	2.0	754	0.796	100	26.6	LOS C	13.8	98.2	Full	500	0.0	0.0
Lane 3	600	2.0	754	0.796	100	26.6	LOS C	13.8	98.2	Full	500	0.0	0.0
Lane 4	32	2.0	405	0.078	100	18.2	LOS B	0.4	2.7	Short	85	0.0	NA
Approach	1302	2.0		0.796		25.3	LOS C	13.8	98.2				
Intersection	2048	2.0		0.796		23.3	LOS C	13.8	98.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	0	37	49	68
Green Time (sec)	31	6	13	6
Phase Time (sec)	37	12	19	12
Phase Split	46%	15%	24%	15%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

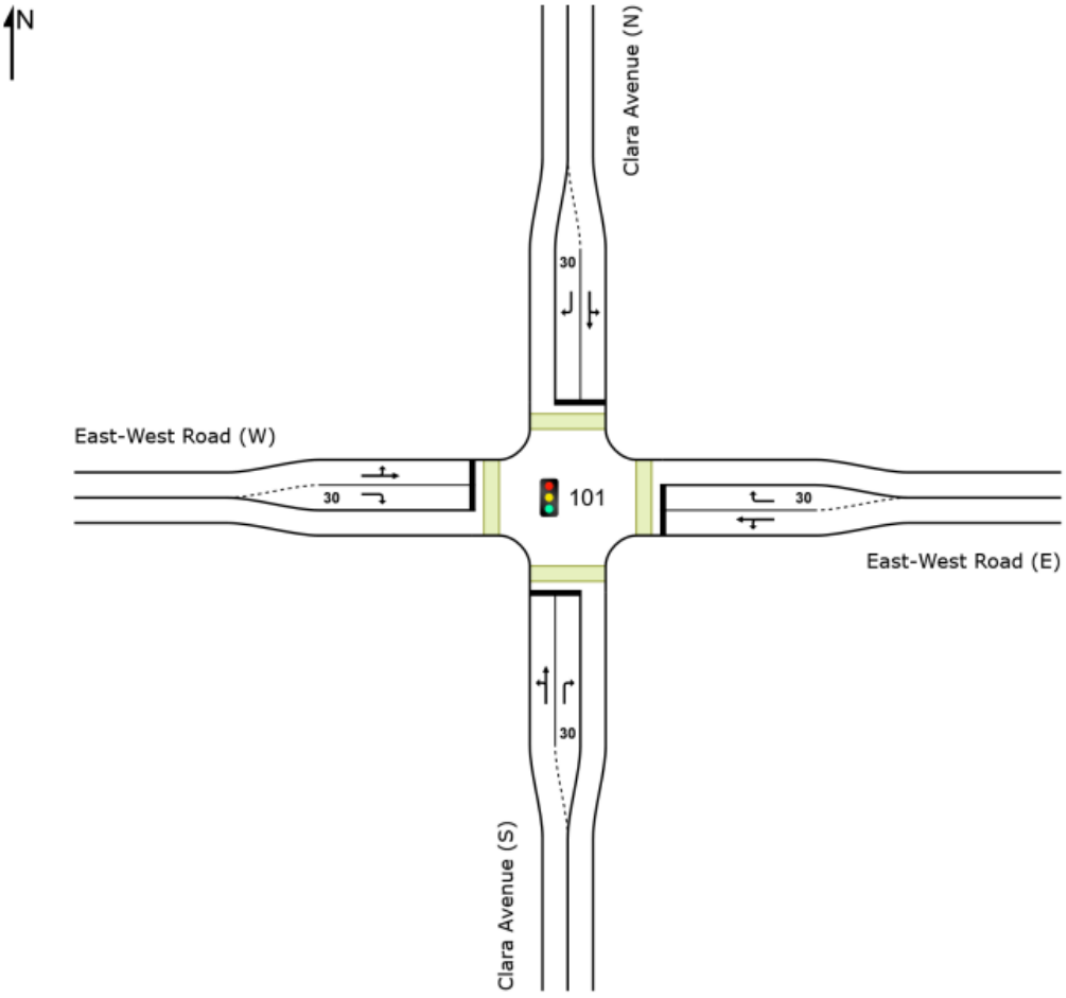
Site: 101 [06 FPD PM - Clara Ave / East-West Rd (Int #6) (Site Folder: Future Post Development - 25% discount to eastbound flow)]

Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



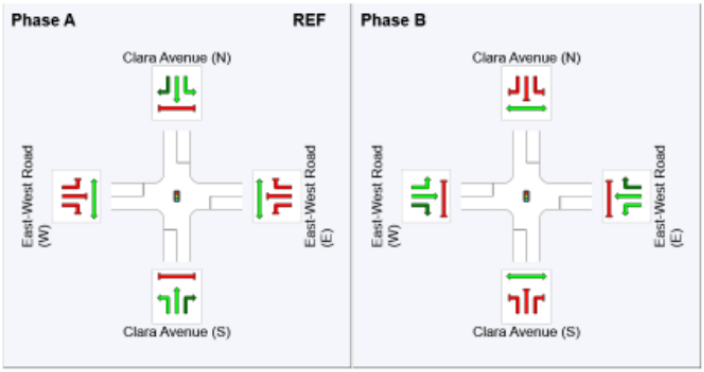
Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %

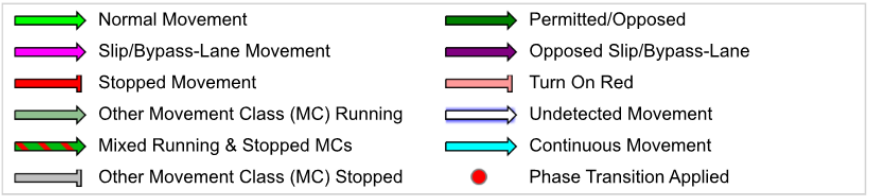
South: Clara Avenue (S)													
Lane 1	474	2.0	723	0.655	100	11.4	LOS B	6.3	44.6	Full	260	0.0	0.0
Lane 2	17	2.0	491	0.034	100	12.2	LOS B	0.2	1.2	Short	30	0.0	NA
Approach	491	2.0		0.655		11.4	LOS B	6.3	44.6				
East: East-West Road (E)													
Lane 1	89	2.0	370	0.242	100	12.8	LOS B	1.2	8.5	Full	230	0.0	0.0
Lane 2	1	2.0	327	0.003	100	16.2	LOS B	0.0	0.1	Short	30	0.0	NA
Approach	91	2.0		0.242		12.8	LOS B	1.2	8.5				
North: Clara Avenue (N)													
Lane 1	243	2.0	770	0.316	100	7.0	LOS A	2.6	18.2	Full	300	0.0	0.0
Lane 2	1	2.0	332	0.003	100	15.3	LOS B	0.0	0.1	Short	30	0.0	NA
Approach	244	2.0		0.316		7.0	LOS A	2.6	18.2				
West: East-West Road (W)													
Lane 1	108	2.0	384	0.282	100	11.9	LOS B	1.5	10.4	Full	500	0.0	0.0
Lane 2	239	2.0	337	0.709	100	19.8	LOS B	3.9	27.5	Short	30	0.0	NA
Approach	347	2.0		0.709		17.3	LOS B	3.9	27.5				
Intersection	1173	2.0		0.709		12.4	LOS B	6.3	44.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B
Phase Change Time (sec)	0	18
Green Time (sec)	12	6
Phase Time (sec)	18	12
Phase Split	60%	40%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

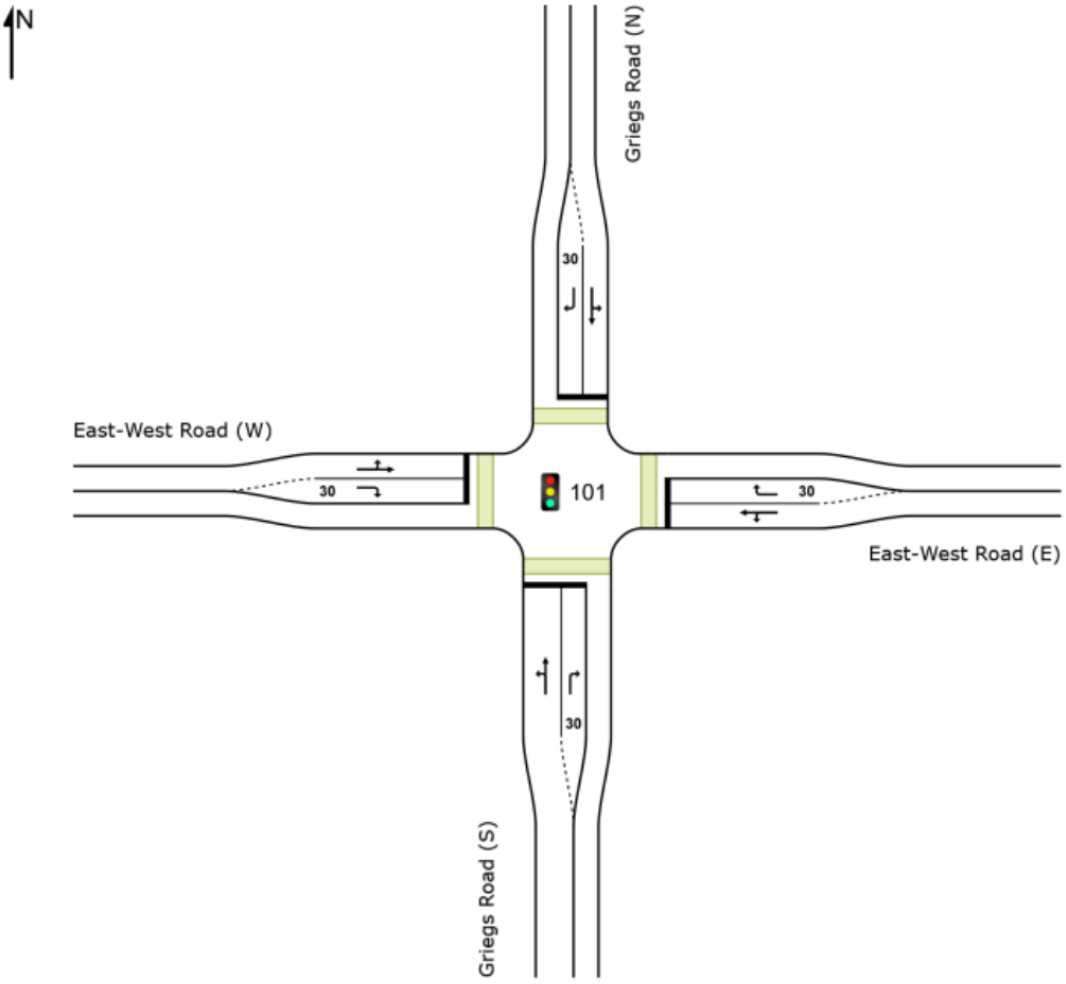
Site: 101 [07 FPD PM - Greigs Rd / East-West Rd (Int #7) (Site Folder: Future Post Development - 25% discount to eastbound flow)]

Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



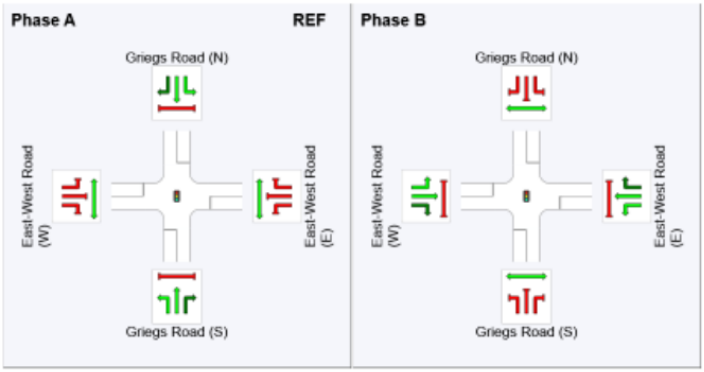
Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %

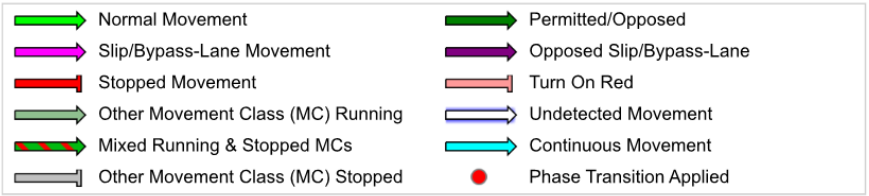
South: Griegs Road (S)													
Lane 1	303	2.0	678	0.447	100	10.0	LOS A	3.7	26.2	Full	300	0.0	0.0
Lane 2	32	2.0	443	0.071	100	14.0	LOS B	0.4	2.6	Short	30	0.0	NA
Approach	335	2.0		0.447		10.3	LOS B	3.7	26.2				
East: East-West Road (E)													
Lane 1	55	2.0	430	0.127	100	14.1	LOS B	0.7	4.6	Full	500	0.0	0.0
Lane 2	1	2.0	428	0.002	100	14.3	LOS B	0.0	0.1	Short	30	0.0	NA
Approach	56	2.0		0.127		14.1	LOS B	0.7	4.6				
North: Griegs Road (N)													
Lane 1	192	2.0	641	0.299	100	8.4	LOS A	2.2	15.6	Full	500	0.0	0.0
Lane 2	1	2.0	379	0.003	100	14.4	LOS B	0.0	0.1	Short	30	0.0	NA
Approach	193	2.0		0.299		8.5	LOS A	2.2	15.6				
West: East-West Road (W)													
Lane 1	2	2.0	475	0.004	100	11.2	LOS B	0.0	0.2	Full	230	0.0	0.0
Lane 2	140	2.0	390	0.359	100	15.9	LOS B	1.9	13.3	Short	30	0.0	NA
Approach	142	2.0		0.359		15.8	LOS B	1.9	13.3				
Intersection	725	2.0		0.447		11.2	LOS B	3.7	26.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B
Phase Change Time (sec)	0	16
Green Time (sec)	10	8
Phase Time (sec)	16	14
Phase Split	53%	47%

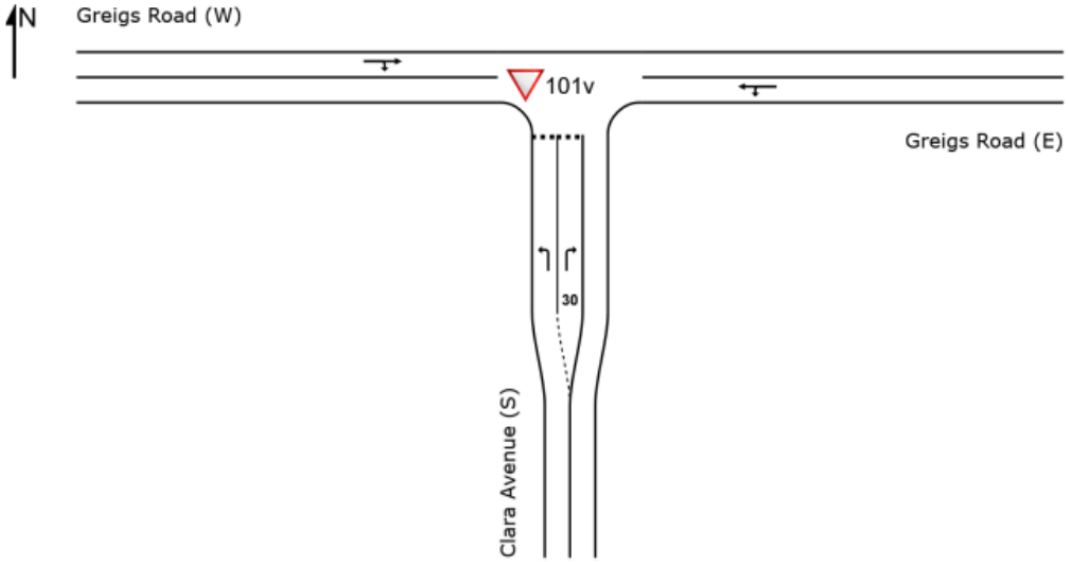
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Site: 101v [08 FPD PM - Clara Ave / Greigs Rd (Int #8) - Priority controlled (Site Folder: Future Post Development - 25% discount to eastbound flow)]

Site Category: Base Year
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Clara Avenue (S)													
Lane 1	139	2.0	1357	0.102	100	5.3	LOS A	0.4	3.0	Full	300	0.0	0.0
Lane 2	1	2.0	871	0.001	100	6.1	LOS A	0.0	0.0	Short	30	0.0	NA
Approach	140	2.0		0.102		5.3	LOS A	0.4	3.0				
East: Greigs Road (E)													
Lane 1	201	2.0	1924	0.104	100	0.1	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	201	2.0		0.104		0.1	NA	0.0	0.0				
West: Greigs Road (W)													
Lane 1	211	2.0	1631	0.129	100	3.2	LOS A	0.6	4.4	Full	350	0.0	0.0
Approach	211	2.0		0.129		3.2	NA	0.6	4.4				
Intersection	552	2.0		0.129		2.6	NA	0.6	4.4				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).

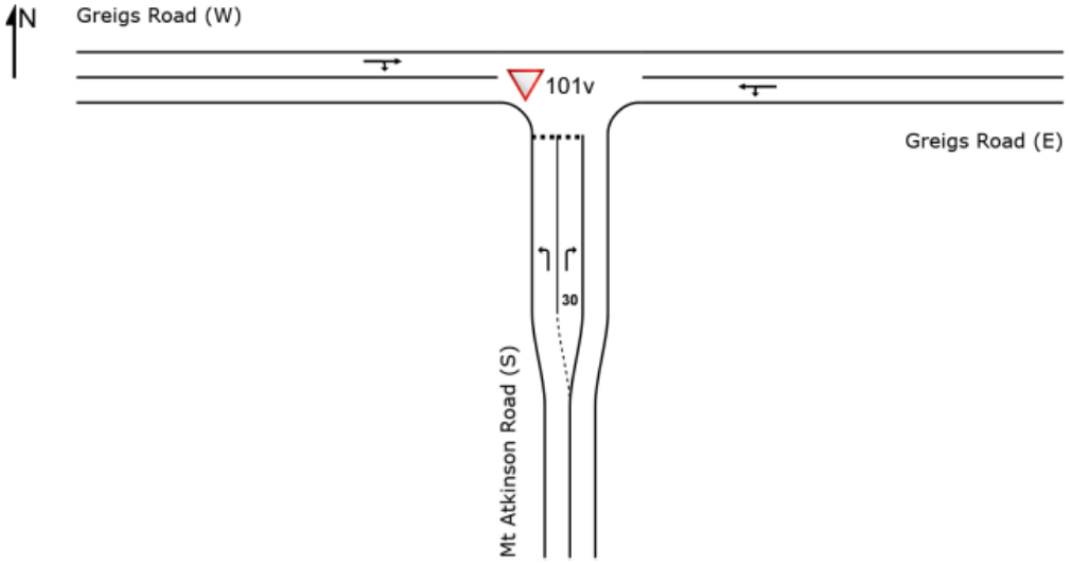
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: 101v [09 FPD PM - Greigs Rd / Mt Atkinson Rd (Int #9) - Priority controlled (Site Folder: Future Post Development - 25% discount to eastbound flow)]

Site Category: -
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mt Atkinson Road (S)													
Lane 1	44	2.0	1362	0.032	100	5.2	LOS A	0.1	0.9	Full	430	0.0	0.0
Lane 2	1	2.0	983	0.001	100	5.6	LOS A	0.0	0.0	Short	30	0.0	NA
Approach	45	2.0		0.032		5.2	LOS A	0.1	0.9				
East: Greigs Road (E)													
Lane 1	197	2.0	1924	0.102	100	0.0	LOS A	0.0	0.0	Full	250	0.0	0.0
Approach	197	2.0		0.102		0.0	NA	0.0	0.0				
West: Greigs Road (W)													
Lane 1	91	2.0	1660	0.055	100	2.8	LOS A	0.2	1.7	Full	500	0.0	0.0
Approach	91	2.0		0.055		2.8	NA	0.2	1.7				
Intersection	333	2.0		0.102		1.5	NA	0.2	1.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

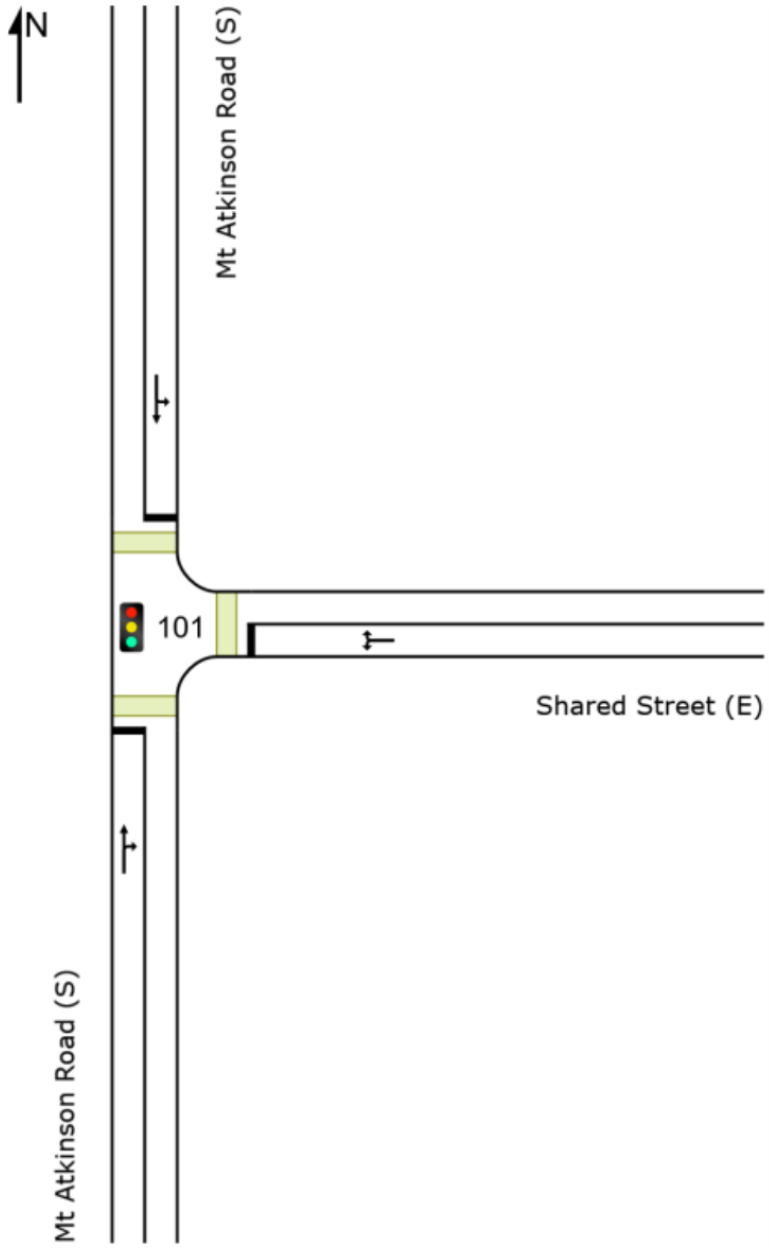
Site: 101 [10 FPD PM - Mt Atkinson Rd / Shared St (Int #10) (Site Folder: Future Post Development - 25% discount to eastbound flow)]

Site Category: -
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: T intersection three phase - Import
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



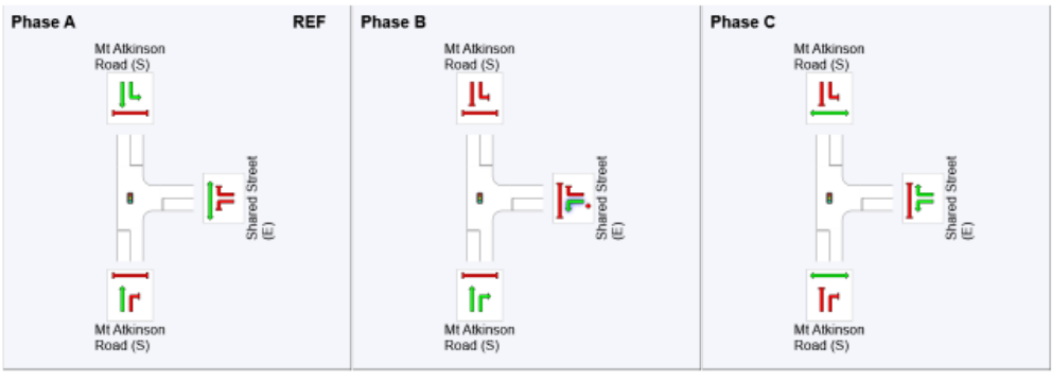
Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mt Atkinson Road (S)													
Lane 1	193	2.0	304	0.634	100	22.2	LOS C	3.9	27.8	Full	165	0.0	0.0
Approach	193	2.0		0.634		22.2	LOS C	3.9	27.8				
East: Shared Street (E)													

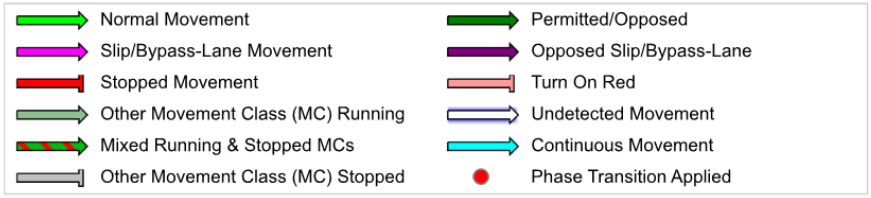
Lane 1	271	2.0	730	0.371	100	9.6	LOS A	3.1	21.7	Full	500	0.0	0.0
Approach	271	2.0		0.371		9.6	LOS A	3.1	21.7				
North: Mt Atkinson Road (S)													
Lane 1	46	2.0	288	0.161	100	17.2	LOS B	0.8	6.0	Full	430	0.0	0.0
Approach	46	2.0		0.161		17.2	LOS B	0.8	6.0				
Intersection	509	2.0		0.634		15.1	LOS B	3.9	27.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	12	24
Green Time (sec)	6	6	10
Phase Time (sec)	12	12	16
Phase Split	30%	30%	40%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

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Project: U:\300304089\technical\modelling\sidra\230918_mt_atkinson_final.sip9

USER REPORT FOR NETWORK

All Movement Classes

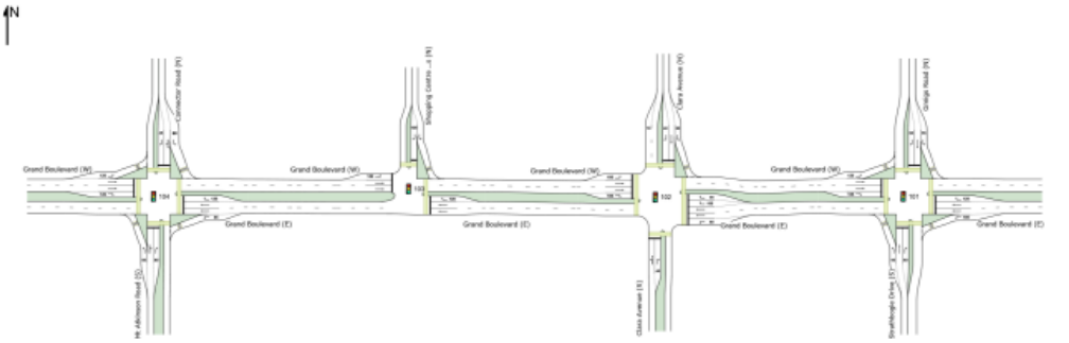
Project: 230918_mt_atkinson_final **Template: Network Report**

Network: N101 [FPD PM - Int#1,2,3,4 Network - w station (Network Folder: Future Post Development - w station)]

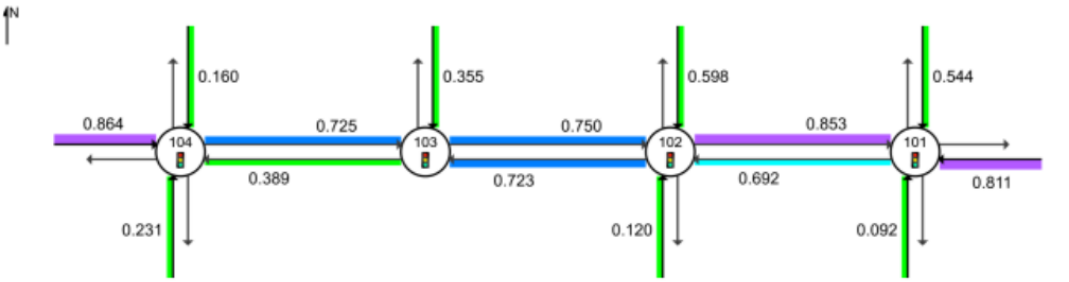
New Network
Network Category: (None)
Network Cycle Time = 90 seconds (Network Practical Cycle Time)
Critical Site / Common Control Group that determines the Network Cycle Time (for Coordinated Sites): 104 [04 FPD PM - Grand Blvd / Mt Atkinson Rd (Int#4) - w station]

Network Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Degree of Saturation



Colour code based on Degree of Saturation

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

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Project: U:\300304089\technical\modelling\sidra\230918_mt_atkinson_final.sip9

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 230918_mt_atkinson_final

Template: Layout, Lane & Phase Summary

Site: 101 [01 FPD PM - Grand Blvd / Greigs Rd (east) / Strathbogie Drive (Int #1) - w station (Site Folder: Future Post Development - w station)]

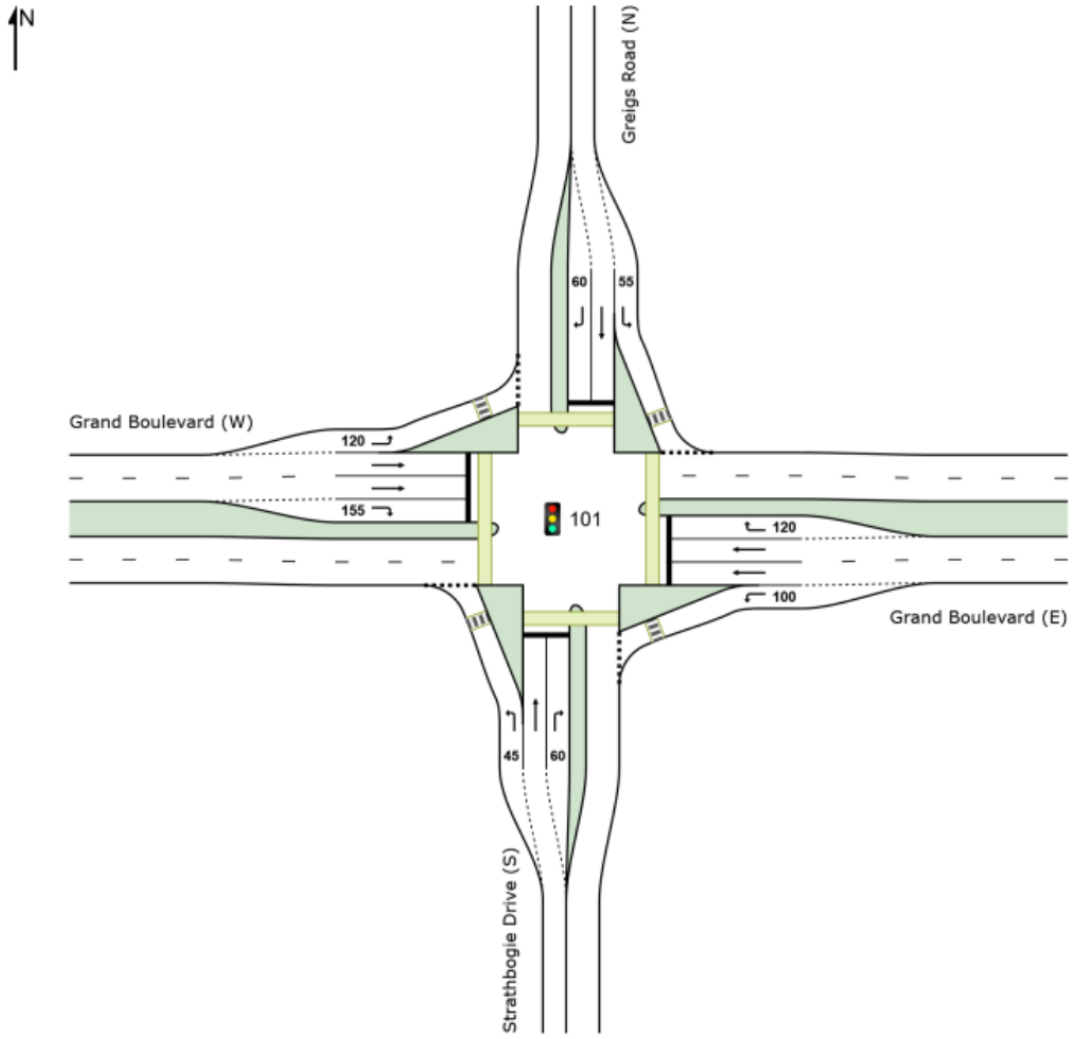
Network: 3 [FPD PM - Int#1,2,3,4 Network - w station (Network Folder: Future Post Development - w station)]

Grand Boulevard / Greigs Road (east)
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing - No B
Reference Phase: Phase A
Input Phase Sequence: A, C, D, D1*, D2*
Output Phase Sequence: A, C, D, D1*
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Strathbogie Drive (S)															
Lane 1	86	2.0	86	2.0	992	0.087	100	7.6	LOS A	0.6	4.0	Short	45	0.0	NA
Lane 2	25	2.0	25	2.0	303	0.083	100	35.6	LOS D	0.6	4.2	Full	500	0.0	0.0
Lane 3	13	2.0	13	2.0	137	0.092	100	48.2	LOS D	0.3	2.4	Short	60	0.0	NA
Approach	124	2.0	124	2.0		0.092		17.4	LOS B	0.6	4.2				
East: Grand Boulevard (E)															
Lane 1	6	2.0	6	2.0	1281	0.005	100	8.8	LOS A	0.0	0.2	Short	100	0.0	NA
Lane 2	366	2.0	366	2.0	713	0.513	100	24.0	LOS C	7.7	54.9	Full	500	0.0	0.0
Lane 3	366	2.0	366	2.0	713	0.513	100	24.0	LOS C	7.7	54.9	Full	500	0.0	0.0
Lane 4	317	2.0	317	2.0	391	0.811	100	48.4	LOS D	9.0	64.2	Short	120	0.0	NA
Approach	1055	2.0	1055	2.0		0.811		31.3	LOS C	9.0	64.2				

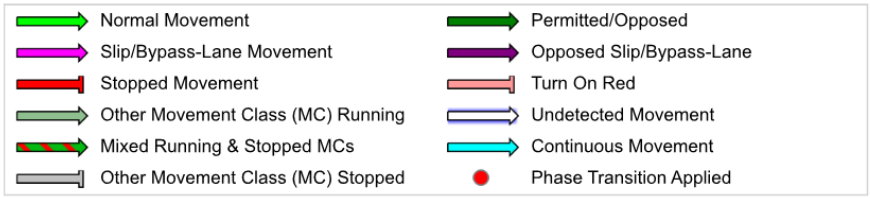
North: Greigs Road (N)															
Lane 1	256	2.0	256	2.0	856	0.299	100	11.6	LOS B	3.4	24.5	Short	55	0.0	NA
Lane 2	27	2.0	27	2.0	303	0.090	100	35.6	LOS D	0.6	4.6	Full	300	0.0	0.0
Lane 3	75	2.0	75	2.0	137	0.544	100	50.9	LOS D	2.1	14.9	Short	60	0.0	NA
Approach	358	2.0	358	2.0		0.544		21.7	LOS C	3.4	24.5				
West: Grand Boulevard (W)															
Lane 1	31	2.0	31	2.0	1134	0.027	100	8.0	LOS A	0.1	0.5	Short	120	0.0	NA
Lane 2	719	2.0	719	2.0	843	0.853	100	11.2	LOS B	12.8	91.3	Full	350	0.0	0.0
Lane 3	719	2.0	719	2.0	843	0.853	100	9.0	LOS A	11.0	78.1	Full	350	0.0	0.0
Lane 4	257	2.0	257	2.0	514	0.500	100	42.6	LOS D	6.5	46.6	Short	155	0.0	NA
Approach	1725	2.0	1725	2.0		0.853		14.9	LOS B	12.8	91.3				
Intersection	3262	2.0	3262	2.0		0.853		21.0	LOS C	12.8	91.3				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	C	D	D1
Phase Change Time (sec)	0	39	59	84
Green Time (sec)	33	14	19	***
Phase Time (sec)	39	20	25	6
Phase Split	43%	22%	28%	7%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

*** No green time has been calculated for this phase because the next phase starts during its intergreen time. This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified. If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

Site: 102 [02 FPD PM - Grand Blvd / Clara Ave (Int#2) - w station (Site Folder: Future Post Development - w station)]

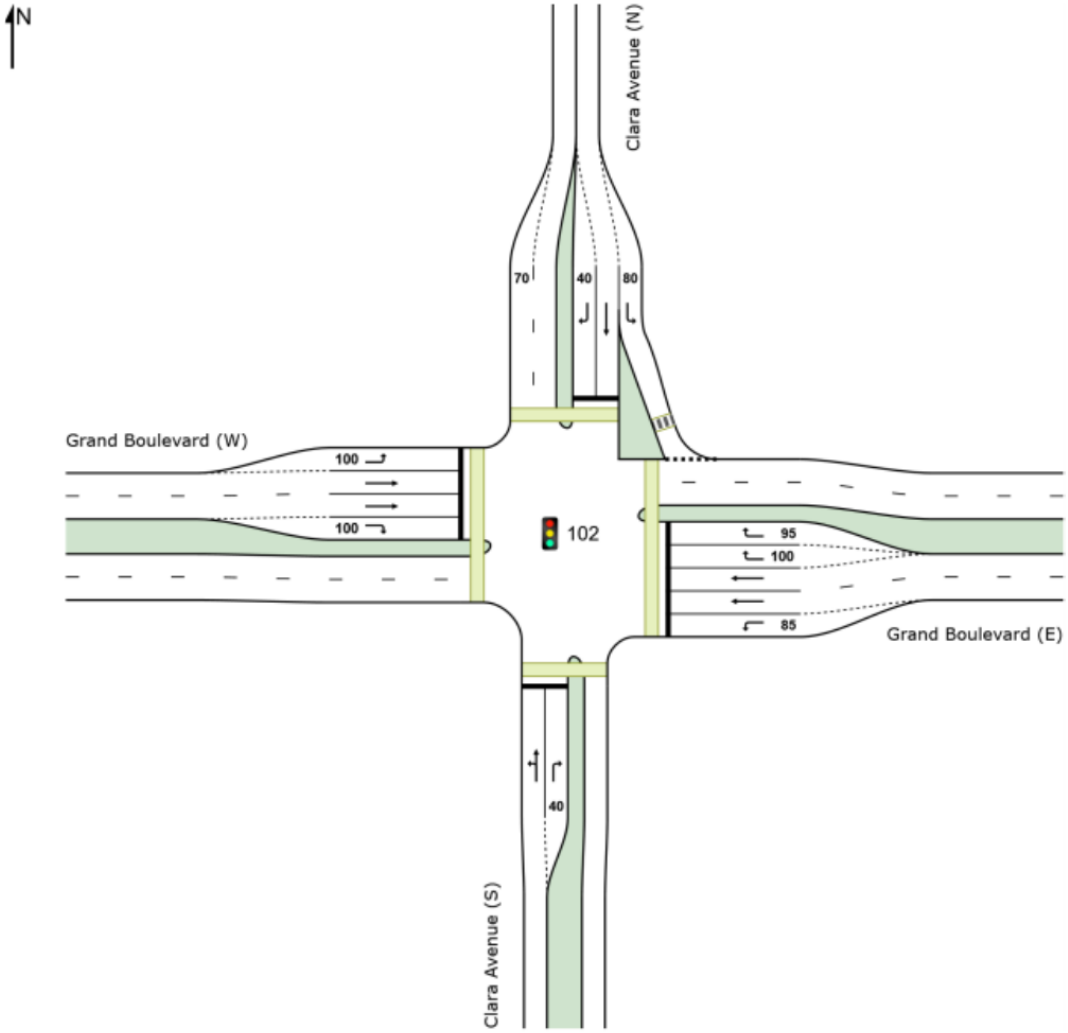
Network: 3 [FPD PM - Int#1,2,3,4 Network - w station (Network Folder: Future Post Development - w station)]

Grand Boulevard / Mt Atkinson Road
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing - No B
Reference Phase: Phase A
Input Phase Sequence: A, C, D, D1*, D2*
Output Phase Sequence: A, C, D, D2*
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



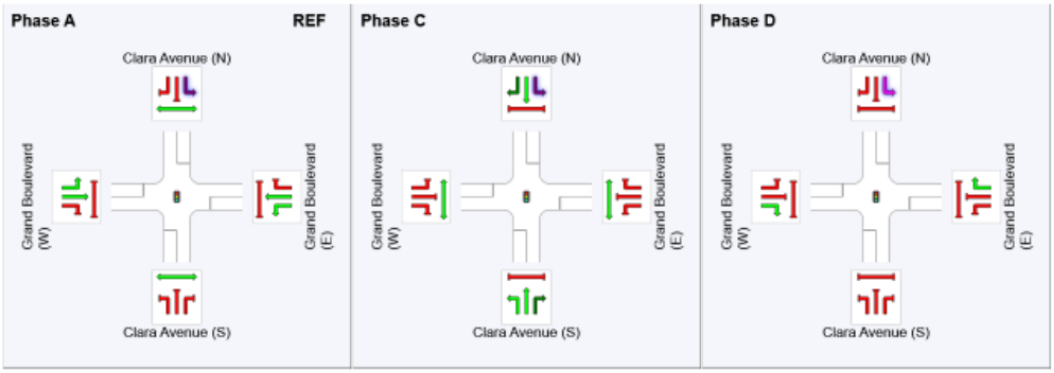
Lane Use and Performance

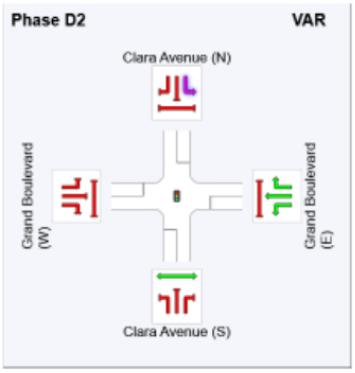
	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Clara Avenue (S)															
Lane 1	44	2.0	44	2.0	368	0.120	100	35.4	LOS D	1.0	7.0	Full	500	0.0	0.0
Lane 2	5	2.0	5	2.0	217	0.024	100	41.7	LOS D	0.1	0.9	Short	40	0.0	NA
Approach	49	2.0	49	2.0		0.120		36.1	LOS D	1.0	7.0				
East: Grand Boulevard (E)															
Lane 1	6	2.0	6	2.0	925	0.007	100	27.0	LOS C	0.1	1.0	Short	85	0.0	NA
Lane 2	327	2.0	327	2.0	1016	0.322	100	24.1	LOS C	7.9	56.5	Full	350	0.0	0.0
Lane 3	327	2.0	327	2.0	1016	0.322	100	22.7	LOS C	7.6	54.2	Full	350	0.0	0.0
Lane 4	67	2.0	67	2.0	226	0.295	43[6]	47.1	LOS D	1.7	12.4	Short	100	0.0	NA
Lane 5	156	2.0	156	2.0	226	0.692	100	50.2	LOS D	4.4	31.0	Short	95	0.0	NA
Approach	883	2.0	883	2.0		0.692		30.0	LOS C	7.9	56.5				
North: Clara Avenue (N)															
Lane 1	318	2.0	318	2.0	856	0.371	100	9.7	LOS A	4.2	29.9	Short	80	0.0	NA
Lane 2	15	2.0	15	2.0	411	0.036	100	30.4	LOS C	0.3	2.2	Full	260	0.0	0.0
Lane 3	138	2.0	138	2.0	231	0.598	100	45.5	LOS D	3.7	26.1	Short	40	0.0	NA
Approach	471	2.0	471	2.0		0.598		20.8	LOS C	4.2	29.9				
West: Grand Boulevard (W)															
Lane 1	119	2.0	119	2.0	822	0.145	100	11.0	LOS B	0.5	3.9	Short	100	0.0	NA
Lane 2	681	2.0	681	2.0	908	0.750	100	5.4	LOS A	7.1	50.5	Full	200	0.0	0.0
Lane 3	681	2.0	681	2.0	908	0.750	100	2.6	LOS A	4.0	28.4	Full	200	0.0	0.0
Lane 4	32	2.0	32	2.0	123	0.256	100	54.6	LOS D	0.9	6.4	Short	100	0.0	NA
Approach	1512	2.0	1512	2.0		0.750		5.6	LOS A	7.1	50.5				
Intersection	2915	2.0	2915	2.0		0.750		16.0	LOS B	7.9	56.5				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

6 Lane under-utilisation due to downstream effects

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

Phase Timing Summary

Phase	A	C	D	D2
Phase Change Time (sec)	60	18	43	55
Green Time (sec)	42	19	6	***
Phase Time (sec)	48	25	12	5
Phase Split	53%	28%	13%	6%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

*** No green time has been calculated for this phase because the next phase starts during its intergreen time. This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified. If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

Site: 103 [03 FPD PM - Grand Blvd / TC Access (Int#3) - w station (Site Folder: Future Post Development - w station)]

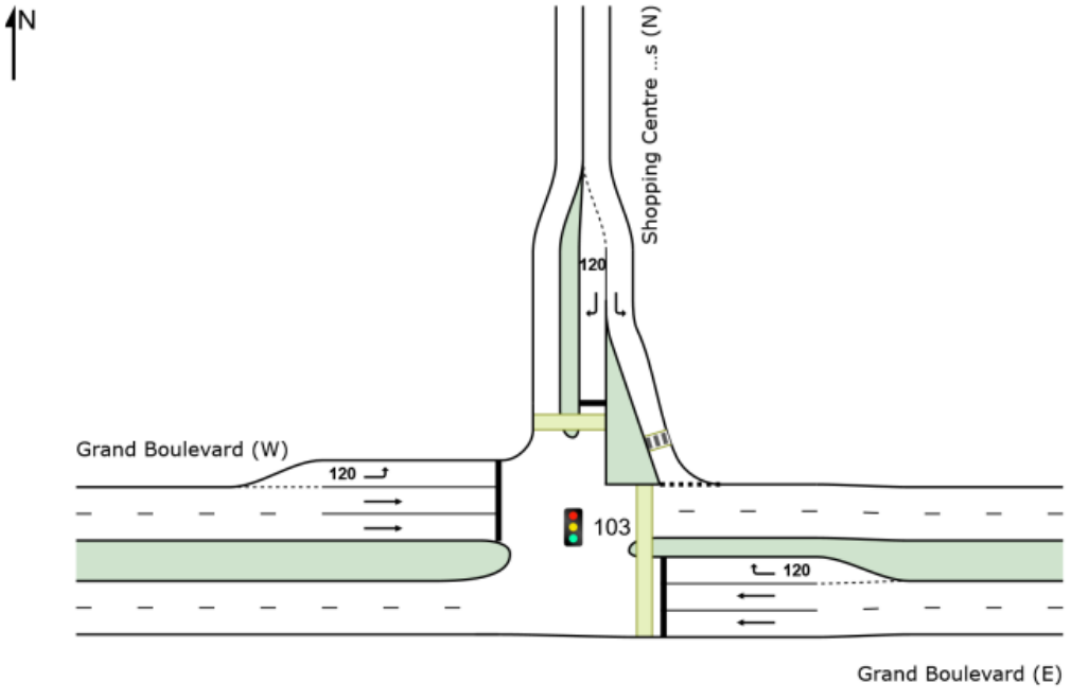
Network: 3 [FPD PM - Int#1,2,3,4 Network - w station (Network Folder: Future Post Development - w station)]

Grand Boulevard / Mt Atkinson Road
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: T intersection three phase - Import - Import
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Grand Boulevard (E)															
Lane 1	292	2.0	292	2.0	1383	0.211	100	3.9	LOS A	1.9	13.7	Full	200	0.0	0.0
Lane 2	292	2.0	292	2.0	1383	0.211	100	3.7	LOS A	1.8	13.2	Full	200	0.0	0.0
Lane 3	238	2.0	238	2.0	329	0.723	100	54.8	LOS D	6.7	47.6	Short	120	0.0	NA
Approach	822	2.0	822	2.0		0.723		18.5	LOS B	6.7	47.6				
North: Shopping Centre Access (N)															

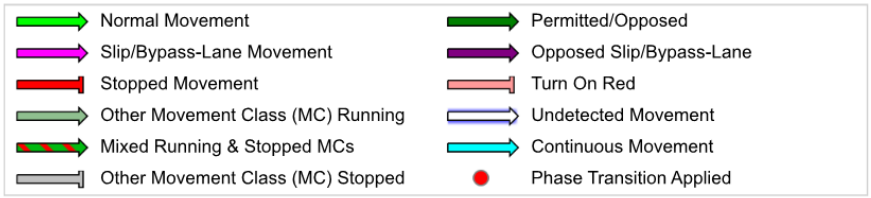
Lane 1	198	2.0	198	2.0	837	0.237	100	2.1	LOS A	1.2	8.2	Full	500	0.0	0.0
Lane 2	102	2.0	102	2.0	288	0.355	100	37.8	LOS D	2.5	18.1	Short	120	0.0	NA
Approach	300	2.0	300	2.0		0.355		14.2	LOS B	2.5	18.1				
West: Grand Boulevard (W)															
Lane 1	112	2.0	112	2.0	822	0.136	100	8.9	LOS A	0.2	1.2	Short	120	0.0	NA
Lane 2	658	2.0	658	2.0	908	0.725	100	1.9	LOS A	2.8	19.8	Full	200	0.0	0.0
Lane 3	658	2.0	658	2.0	908	0.725	100	4.1	LOS A	5.3	37.9	Full	200	0.0	0.0
Approach	1427	2.0	1427	2.0		0.725		3.5	LOS A	5.3	37.9				
Intersection	2549	2.0	2549	2.0		0.725		9.6	LOS A	6.7	47.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	47	5	27
Green Time (sec)	42	16	14
Phase Time (sec)	48	22	20
Phase Split	53%	24%	22%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Site: 104 [04 FPD PM - Grand Blvd / Mt Atkinson Rd (Int#4) - w station (Site Folder: Future Post Development - w station)]

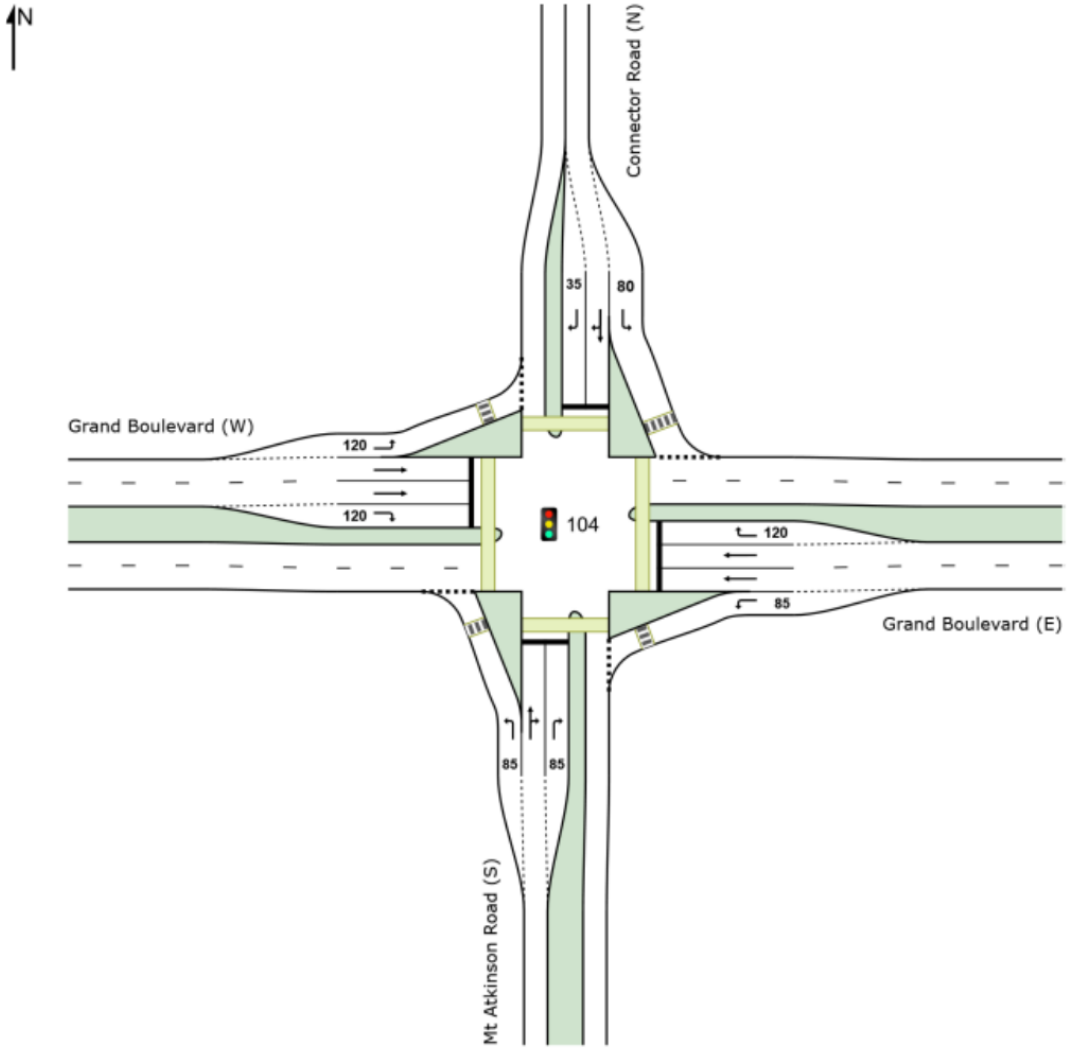
Network: 3 [FPD PM - Int#1,2,3,4 Network - w station (Network Folder: Future Post Development - w station)]

Grand Boulevard / Mt Atkinson Road
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Variable Phasing - Copy (2)
Reference Phase: Phase A
Input Phase Sequence: A, B, B2, D, D1*, D2*
Output Phase Sequence: A, B, B2, D
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

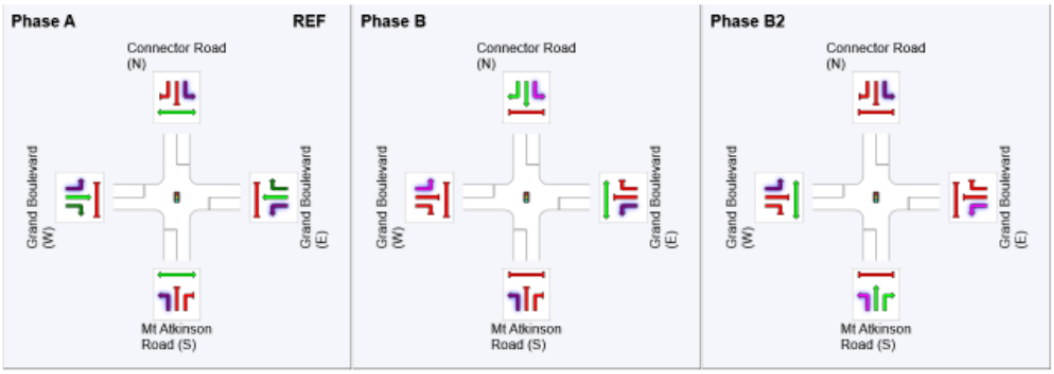


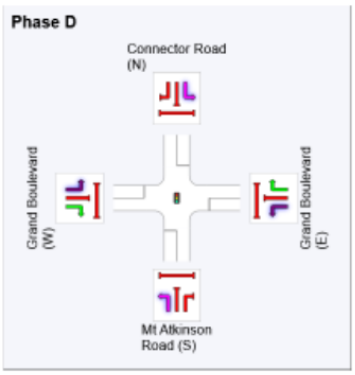
Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mt Atkinson Road (S)															
Lane 1	1	2.0	1	2.0	1198	0.001	100	6.7	LOS A	0.0	0.0	Short	85	0.0	NA
Lane 2	69	2.0	69	2.0	299	0.231	100	37.8	LOS D	1.7	11.9	Full	500	0.0	0.0
Lane 3	67	2.0	67	2.0	288	0.231	100	41.4	LOS D	1.6	11.5	Short	85	0.0	NA
Approach	137	2.0	137	2.0		0.231		39.3	LOS D	1.7	11.9				
East: Grand Boulevard (E)															
Lane 1	108	2.0	108	2.0	1486	0.073	100	7.5	LOS A	0.4	2.8	Short	85	0.0	NA
Lane 2	269	2.0	269	2.0	692	0.389	100	26.8	LOS C	6.3	44.6	Full	200	0.0	0.0
Lane 3	269	2.0	269	2.0	692	0.389	100	27.7	LOS C	6.4	45.6	Full	200	0.0	0.0
Lane 4	41	2.0	41	2.0	222	0.185	100	29.9	LOS C	0.7	4.9	Short	120	0.0	NA
Approach	687	2.0	687	2.0		0.389		24.3	LOS C	6.4	45.6				
North: Connector Road (N)															
Lane 1	151	2.0	151	2.0	940	0.160	100	12.6	LOS B	1.7	12.0	Short	80	0.0	NA
Lane 2	42	2.0	42	2.0	301	0.140	100	36.6	LOS D	1.0	7.1	Full	165	0.0	0.0
Lane 3	40	2.0	40	2.0	288	0.140	100	40.7	LOS D	1.0	6.8	Short	35	0.0	NA
Approach	233	2.0	233	2.0		0.160		21.8	LOS C	1.7	12.0				
West: Grand Boulevard (W)															
Lane 1	52	2.0	52	2.0	1426	0.036	100	7.5	LOS A	0.1	1.0	Short	120	0.0	NA
Lane 2	597	2.0	597	2.0	692	0.864	100	37.3	LOS D	17.4	123.7	Full	500	0.0	0.0
Lane 3	597	2.0	597	2.0	692	0.864	100	37.3	LOS D	17.4	123.7	Full	500	0.0	0.0
Lane 4	14	2.0	14	2.0	369	0.037	100	21.6	LOS C	0.2	1.4	Short	120	0.0	NA
Approach	1260	2.0	1260	2.0		0.864		35.9	LOS D	17.4	123.7				
Intersection	2317	2.0	2317	2.0		0.864		31.3	LOS C	17.4	123.7				

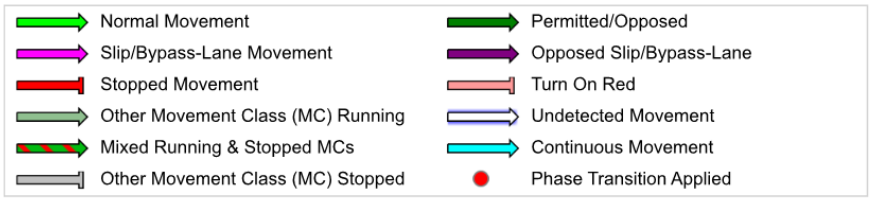
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B	B2	D
Phase Change Time (sec)	44	82	12	32
Green Time (sec)	32	14	14	6
Phase Time (sec)	38	20	20	12
Phase Split	42%	22%	22%	13%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

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Project: U:\300304089\technical\modelling\sidra\230918_mt_atkinson_final.sip9

USER REPORT FOR SITE

All Movement Classes

Project: 230918_mt_atkinson_final

Template: Layout, Lane & Phase Summary

Site: 105 [05 FPD PM - Grand Blvd / Greigs Road (west) / Attezze Drive (Int#5) - w station (Site Folder: Future Post Development - w station)]

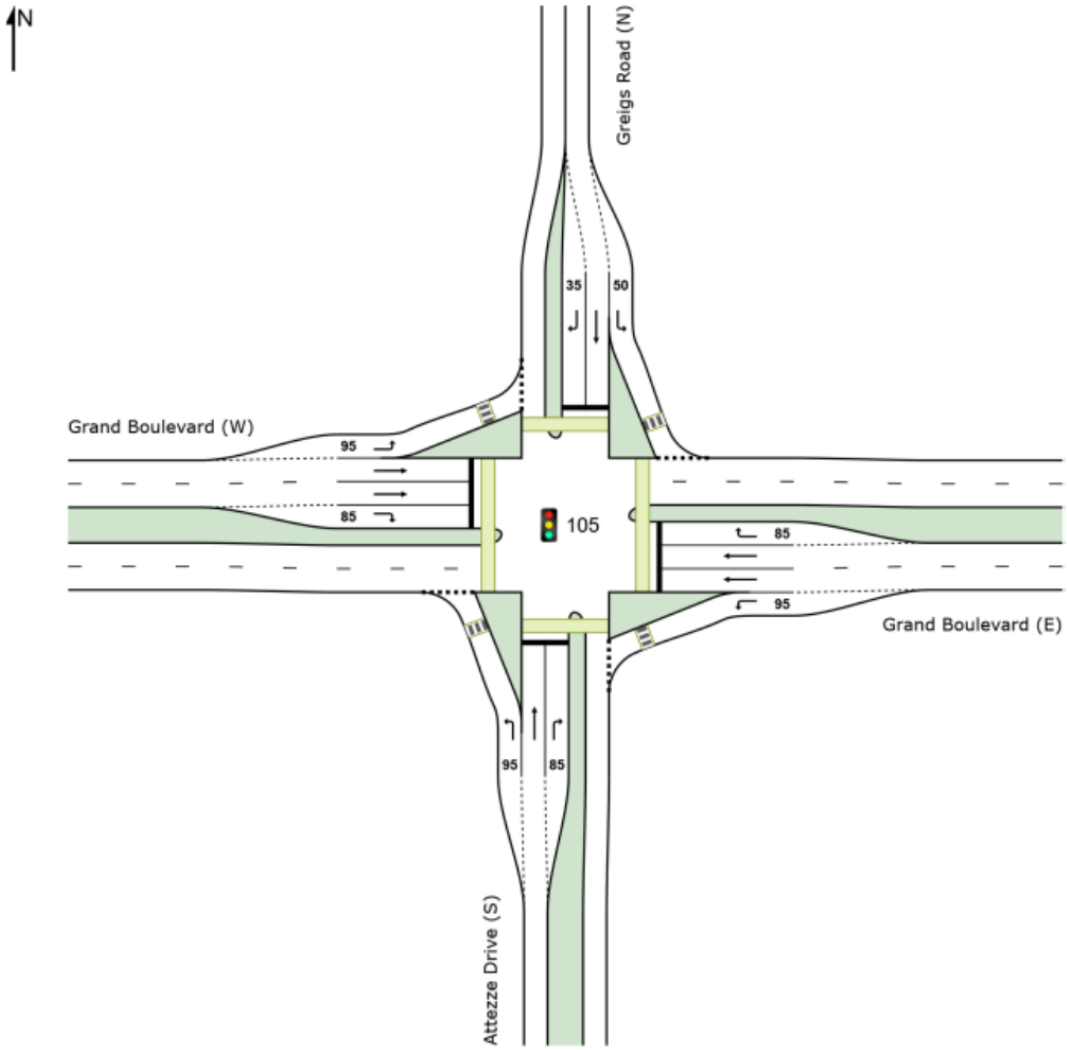
Note that the design for this intersection is not available and has been based on Int#4

Site Category: -
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, B1*, B2*, C, D, D1*, D2*
Output Phase Sequence: A, B, C, D
(* Variable Phase)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



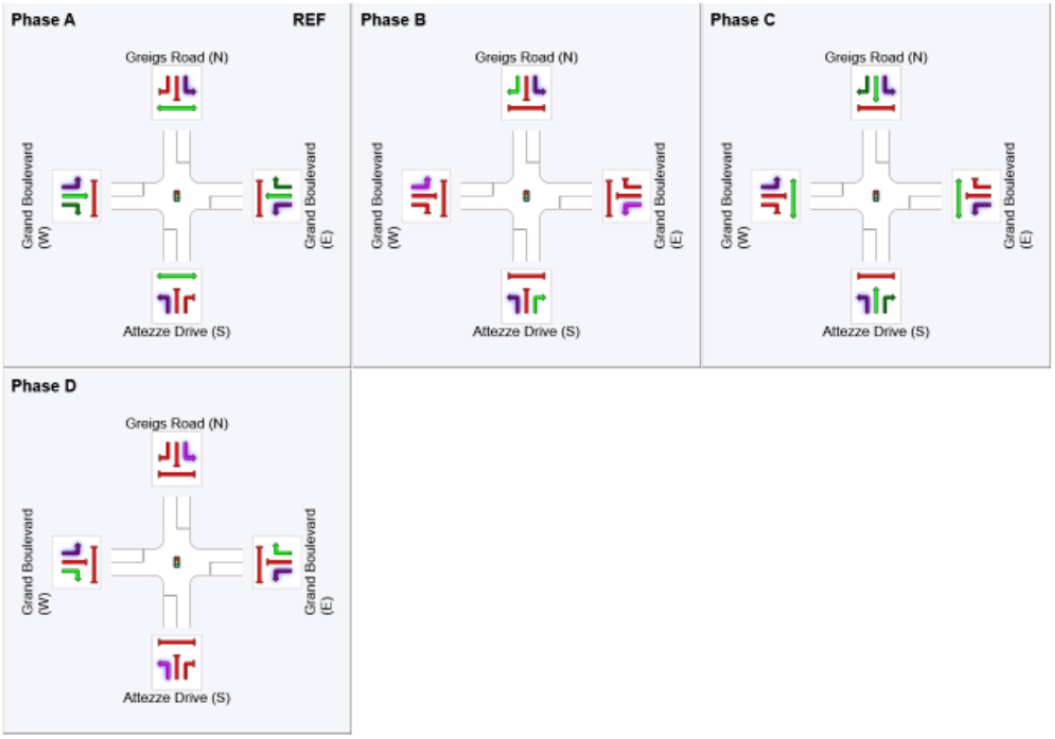
Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Attezze Drive (S)													
Lane 1	20	2.0	1160	0.017	100	6.4	LOS A	0.1	0.6	Short	95	0.0	NA
Lane 2	1	2.0	316	0.003	100	30.1	LOS C	0.0	0.1	Full	500	0.0	0.0
Lane 3	15	2.0	277	0.053	100	27.5	LOS C	0.3	1.8	Short	85	0.0	NA
Approach	36	2.0		0.053		15.8	LOS B	0.3	1.8				
East: Grand Boulevard (E)													
Lane 1	23	2.0	1396	0.017	100	7.2	LOS A	0.0	0.3	Short	95	0.0	NA
Lane 2	262	2.0	754	0.348	100	18.7	LOS B	4.5	31.7	Full	500	0.0	0.0
Lane 3	262	2.0	754	0.348	100	18.7	LOS B	4.5	31.7	Full	500	0.0	0.0
Lane 4	1	2.0	274	0.004	100	20.4	LOS C	0.0	0.1	Short	85	0.0	NA
Approach	548	2.0		0.348		18.2	LOS B	4.5	31.7				

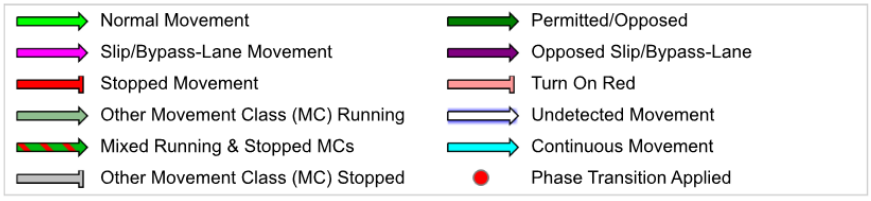
North: Greigs Road (N)													
Lane 1	1	2.0	923	0.001	100	9.0	LOS A	0.0	0.1	Short	50	0.0	NA
Lane 2	1	2.0	316	0.003	100	30.1	LOS C	0.0	0.1	Full	500	0.0	0.0
Lane 3	54	2.0	277	0.194	100	28.4	LOS C	1.0	7.0	Short	35	0.0	NA
Approach	56	2.0		0.194		28.1	LOS C	1.0	7.0				
West: Grand Boulevard (W)													
Lane 1	54	2.0	1479	0.036	100	7.2	LOS A	0.1	0.7	Short	95	0.0	NA
Lane 2	554	2.0	754	0.735	100	23.5	LOS C	11.7	83.2	Full	500	0.0	0.0
Lane 3	554	2.0	754	0.735	100	23.5	LOS C	11.7	83.2	Full	500	0.0	0.0
Lane 4	32	2.0	439	0.072	100	17.8	LOS B	0.4	2.7	Short	85	0.0	NA
Approach	1193	2.0		0.735		22.6	LOS C	11.7	83.2				
Intersection	1833	2.0		0.735		21.4	LOS C	11.7	83.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	0	37	49	68
Green Time (sec)	31	6	13	6
Phase Time (sec)	37	12	19	12
Phase Split	46%	15%	24%	15%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

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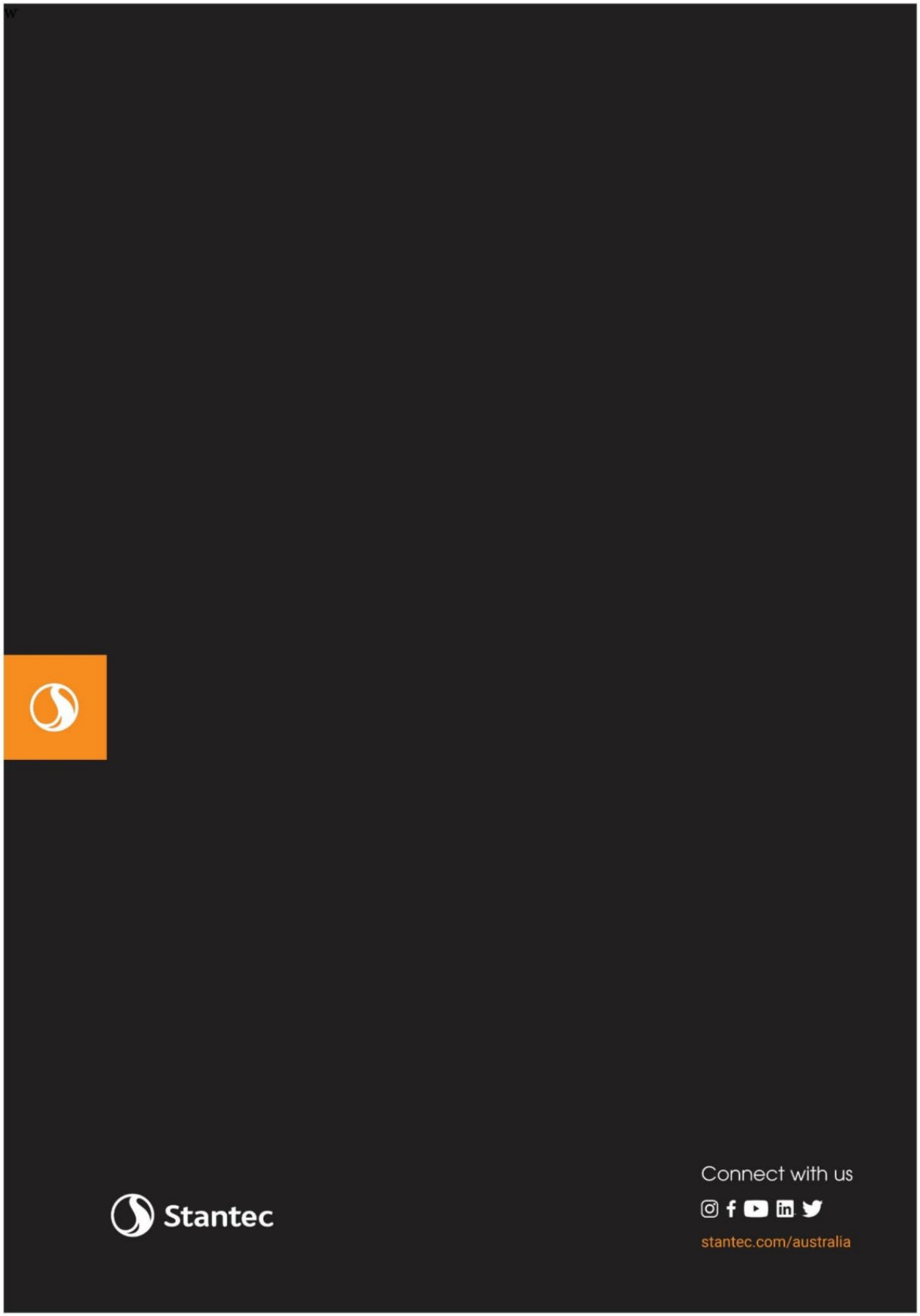
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Infrastructure Report
Mt Atkinson Major Town Centre
100 Greigs Road, Truganina

November 2024
DCE Ref: 20102.2
For

MT.ATKINSON

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Revision No:
A
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November 2024
Description:
Mt Atkinson Major Town Centre
Prepared:
James Cappellari AN: 1241487
Approved:
Theo Liakopolous AN: 889234

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Executive Summary

This infrastructure report outlines the servicing requirements for the proposed Mt Atkinson Major Town (MTC) Centre at 100 Greigs Rd, Truganina. This Infrastructure Report focuses solely on the Mt Atkinson MTC development and provides a high-level servicing strategy for the proposed works.
It takes into consideration both the existing and proposed services which will be required to service the site.

The site falls under the Mount Atkinson & Tarneit Plains Precinct Structure Plan (PSP) which was amended in January 2020. The Mt Atkinson MTC will deliver a vibrant mixed use town centre including retail, employment, residential alongside supporting community and open space uses.

Primary access will be via Grand Boulevard and a series of signalised intersections which are being delivered as part of a staged construction. The low-speed shared street through the Mt Atkinson MTC will enable pedestrians to traverse the road in a safe manner. In addition to local access and connector roads, connectivity to the site will also be provided through the construction of proposed shared paths as well as a future bus routes and a future Mt Atkinson train station (by others).

The site is part of the Melbourne Water Deanside Drive Development Service Scheme (DSS) (Scheme number 4169) and Neale Road DSS (Scheme number 4144). In the interim condition, temporary assets may be built alongside the development, where required. Council have confirmed that all developed flows must be retained to pre-existing conditions in the absence of the ultimate drainage outfalls.

In the ultimate scenario provision has been made for the site to outfall at a location in the site's north-western corner (Deanside Drive DSS) and north-eastern corner (Neale Road DSS). All ultimate flow mitigation and stormwater quality treatment will be provided by the respective DSS. Scheme contribution rates will apply to the development and as such an agreement with Melbourne Water will be required to facilitate payment of these drainage contributions.

The responsible authority for sewerage facilities is Greater Western Water (GWW). There is a DN300mm dia. sewer which is currently under construction along Greigs Rd, this is referred to as the Grandview Branch Sewer. These works are anticipated to be handed over to GWW in 2024. This sewer is located approximately 200m west of the Lot 2 boundary. The sewer network will need to be extended to the site boundary in order to service the site. A works offer has already been issued by GWW to Mt Atkinson Holdings to deliver additional Works along Greigs Rd.

A proposed pump station shall be constructed to the west of the site which will pump sewer to the existing Hopkins Road branch sewer. The Mt Atkinson MTC will outfall via a gravity main which will

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ultimately connect to the abovementioned pump station. These sewer pump station works are being delivered by Stockland and estimated to be completed in 2024.

The responsible authority for water facilities is Greater Western Water (GWW). There is an existing 450mm dia. transfer water main on the southern side of Grand Boulevard and an existing 225mm dia. main tee on Clara Avenue. It is assumed that the existing 225mm dia. watermain will be further extended to supply the site.

Powercor is the responsible authority for electrical supply to the site. Preliminary information has revealed there are existing underground High Voltage (HV) and Low Voltage (LV) electrical assets within the vicinity of the site. It is assumed that this electrical network will be extended along the local street network in order to service Lot 1 & 2 of the proposed Mt Atkinson MTC development. It is assumed that a series of electrical substation will be required within the Mt Atkinson MTC site to cater for the electrical demand. The number and location of each substation shall be determined during detailed design by a suitably qualified electrical consultant.

The responsible authority for Telecommunication facilities is Opticom. Opticom assets exist for the residential development on the south side of Grand Boulevard as well as along the existing Clara Avenue which is located adjacent to the proposed Mt Atkinson MTC Site. It is assumed that these assets will be extended within Lot 1 & 2 of the Mt Atkinson MTC to service the proposed lots.

AusNet is the service provider of gas reticulation services to the site. There is an existing 180mm dia. gas main located along Grand Boulevard. It is assumed that this asset will have adequate supply to service the Mt Atkinson MTC should it be deemed required.

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Introduction

The Mt Atkinson MTC Urban Design Framework (UDF) site is located at 100 Greigs Road, Truganina. The site is approximately 57.8 hectares in size. The development is bound to the south by Grand Boulevard, Hopkins Road to the east, Greigs Road to the north and undeveloped land to the west. The site generally falls to the north towards the existing Greigs Road. Refer to Appendix A for a Site Masterplan.

This Infrastructure Report focuses on the development of the Mt Atkinson MTC, providing a high-level servicing strategy.



Figure 1: Existing Site Context Plan

The site falls under the Mount Atkinson & Tarneit Plains Precinct Structure Plan (PSP) which was amended in January 2020. The amended document has been approved and gazetted by the VPA and Melton City Council.

As noted within the PSP, the Mt Atkinson MTC will deliver a vibrant mixed use town centre including retail, employment, residential alongside supporting community and open space uses. It will be connected through the provision of a potential future train station, bus route, shared paths and the local road network.

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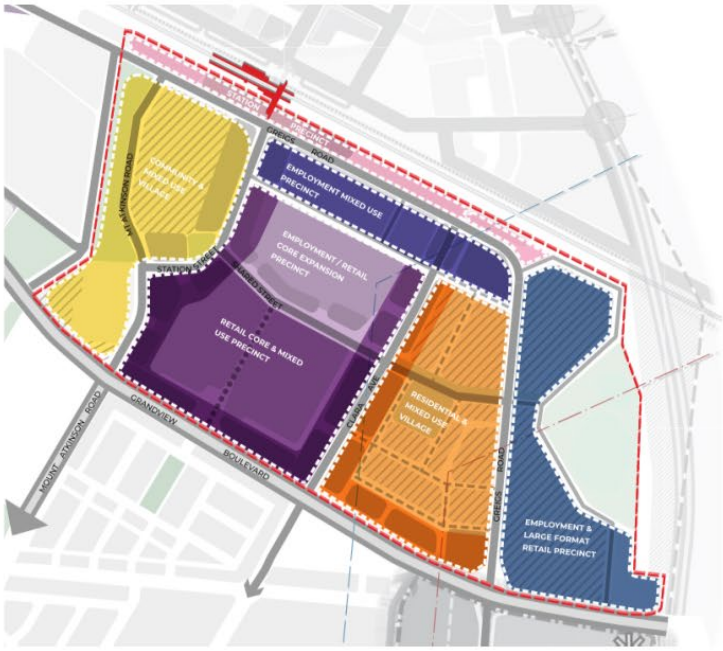

Figure 2: Mt Atkinson MTC Urban Design Framework Plan
Source: Mt Atkinson MTC Draft UDF

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1. *Roads*

As part of the Mt Atkinson MTC development, main access will be via Grand Boulevard and a series of signalised intersections which exist at the intersection of Clara Avenue/Grand Boulevard and Mt Atkinson Road/Grand Boulevard.

Grand Boulevard from Hopkins Road to Greigs Road has now been constructed with the final section of works completed in 2024. This road is now fully operational and open to the public.

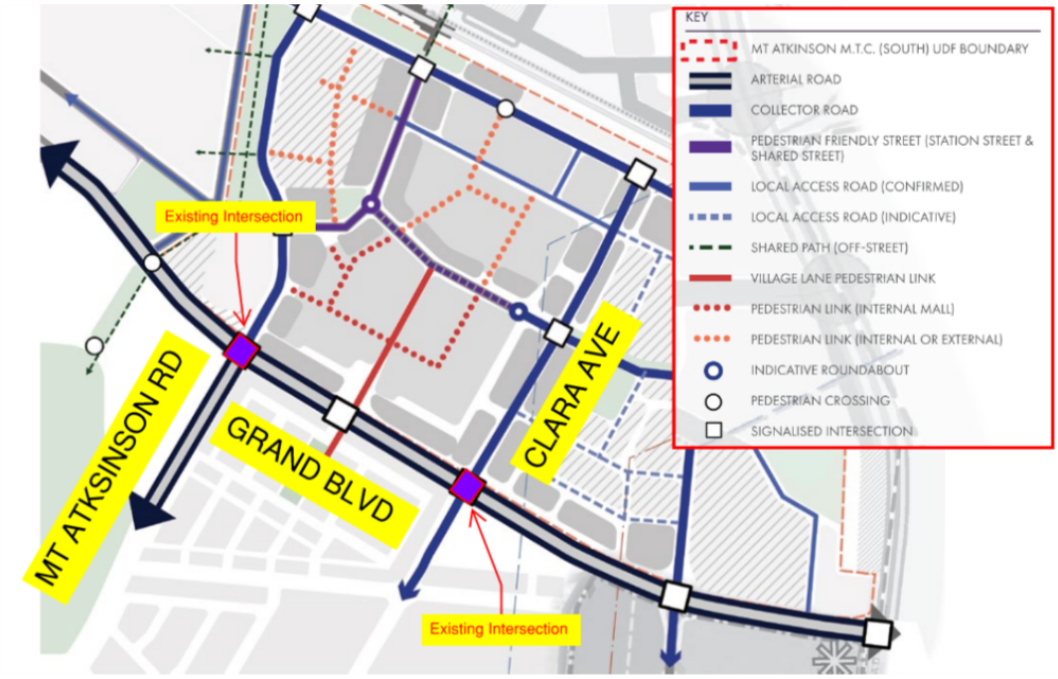

Figure 3: Road Network Plan

2.1. Grand Boulevard

Grand Boulevard is a 4-lane carriageway with a 34m wide road reserve. It will be used as a Principal Public Transport Network (PPTN) road with a shared footpath on each side of the road and on-road bike lanes. Grand Boulevard shall extend from Hopkins Rd through to Troups Road and beyond. As noted above, Grand Boulevard has been delivered between Hopkins Road to Greigs Road, however the section of works between Clara Avenue and Greigs Road has been delivered in the interim form.

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There is provision for the duplication of Grand Boulevard between Clara Avenue and Greigs Road, the trigger for the duplication works is subject to review by a traffic engineer.

Direct access to properties from Grand Boulevard is not permitted, as such any lots fronting the road shall require access via the rear of the lot or a service road. Noting that Clara Avenue is currently delivered to an interim state comprising of a two lane carriageway. The UDF anticipates upgrading of this street to deliver two-lanes of traffic, cycling lanes and improved footpaths as the Mt Atkinson MTC is developed. At latter stages, beyond 2041, Clara Avenue may be duplicated to four lanes subject to traffic demand and review by traffic engineers.

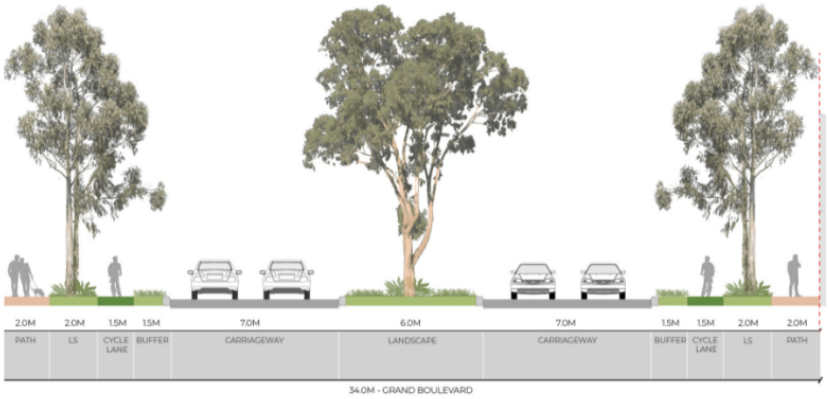

Figure 4: Ultimate Grand Boulevard Cross Section

The Shared Street through the Town Centre shall be designed for a low-speed environment of 30km/h or less in order for vehicles and cyclists to share the carriageway. This will also enable pedestrians to traverse the road in a safe manner. Safe and easy access for pedestrian and cycle trips is a key element to the Mt Atkinson MTC.

2.2. Intersection Works

As noted previously, access to the site will be via two key signalised intersections, that being the intersection of Clara Avenue/Grand Boulevard and the intersection of Mt Atkinson Road/Grand Boulevard.
As noted in Figure 3, the UDF proposes a number of additional signalised intersections, these shall be gradually delivered through the development of the Mt Atkinson MTC. The timing of each intersection will be dictated by traffic modelling.

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The intersection works at Clara Avenue/Grand Boulevard is complete however it is expected that minor modification works will be required following the upgrade of Clara Avenue which is currently only constructed to its interim form. This will be determined during detailed design.

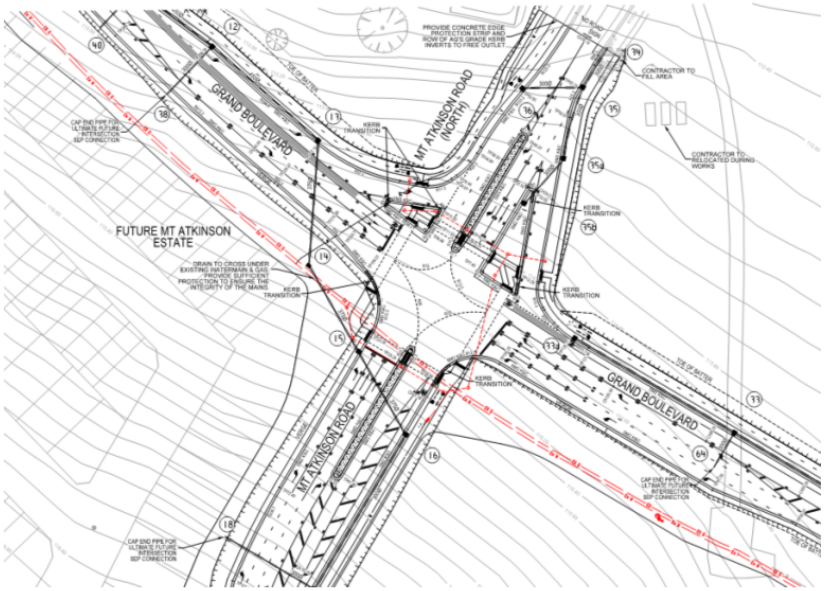

Figure 5: *Mt Atkinson Road/Grand Boulevard* Intersection

2.3. Existing Clara Avenue

Clara Avenue was delivered in its interim form to act as a key access route for the early stages of the Mt Atkinson development. Whilst serving its initial purpose, it is likely that as a condition of the Town Centre Development Permit, that Clara Avenue will be upgraded. This would likely include the addition of kerb and channel, formalisation of drainage infrastructure and delivery of key services such as gas, water, sewerage and electrical.

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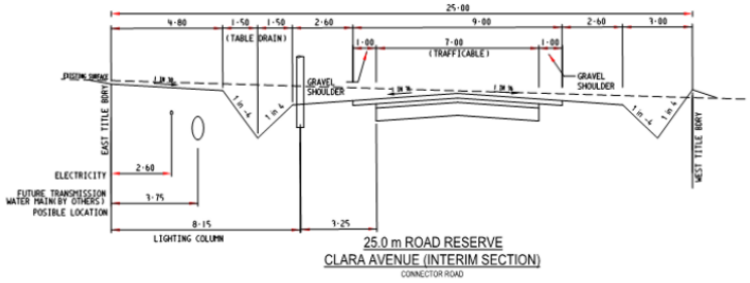
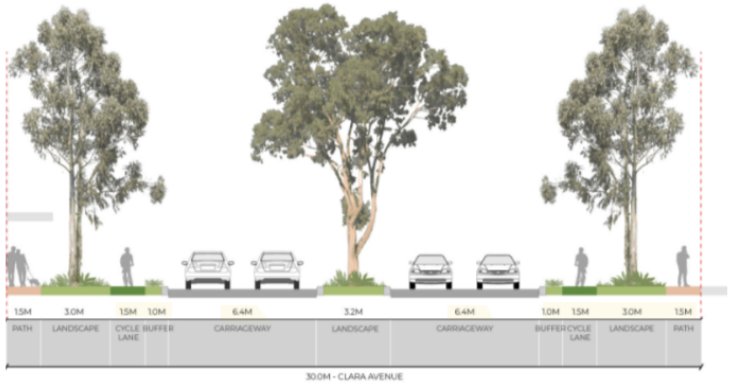


Figure 6: Clara Avenue Interim Cross Section



Change the carriageway width to 7m consistent with the PSP

Figure 7: Clara Avenue Ultimate Cross Section

Note that the UDF provides flexibility for the section of Clara Avenue between Grand Boulevard and the Shared Street to be duplicate to four lanes of traffic. This duplication will be dependent on future growth beyond 2041.

2.4. Council Roads

The Council roads surrounding and within the Mt Atkinson MTC site will consist of a series of Connector Roads and Access Streets of varying road reserve widths. These roads shall be constructed in accordance with Melton City Council design standards. Examples of these typical cross sections can be seen below.

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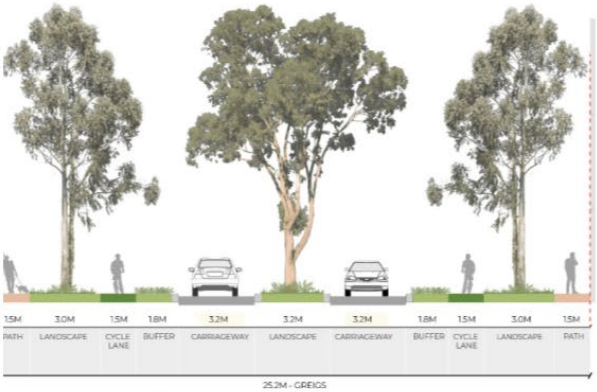

Check this cross section - should be 3.5m wide carriageway

Figure 8: 25.2m Greigs Road

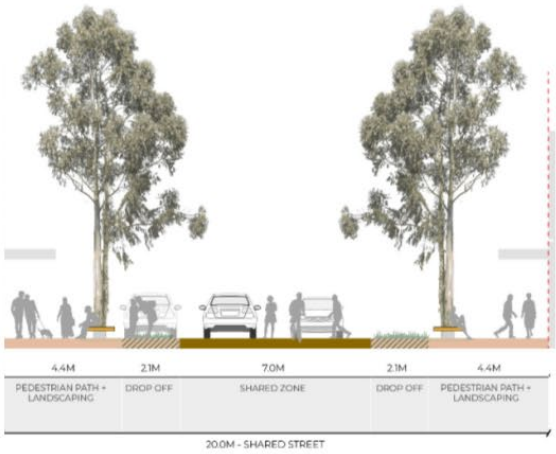

Figure 9: 20m Shared Street

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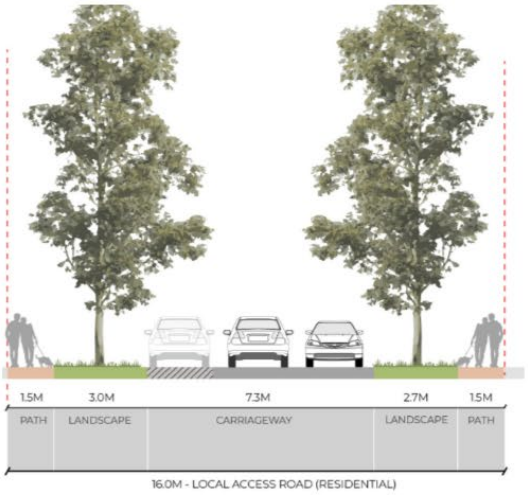

Figure 10: 16m Local Access Road

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2. *Storm Water Drainage*

The subject site, situated within the Melton City Council, will be developed such that the Melton City Council and Melbourne Water stormwater requirements are achieved. Melbourne Water has nominated a connection to the Deanside Drive Development Services Scheme (DSS) and Neale Road DSS. Flows from the entire proposed development will be discharged to the respective DSS via provided scheme drainage outlets at the downstream property boundary.

Underground drainage at the subject site will be designed to convey minor event flows up to and including the 10% Annual Exceedance Probability (AEP) event.

At the time of this report, all downstream DSS infrastructure is yet to be constructed. Consequently, an interim development condition may be considered utilising temporary assets for stormwater retardation and quality treatment. This is in line with S173 for the subject site which was executed in 2018.

Council have confirmed that in the absence of the ultimate drainage outfall, all developed flows must be retained to pre-existing conditions. An estimated 2000 m^3 of storage volume will be required to reduce the developed peak flow to pre-developed flow rates for the eastern catchment with an estimate 4,900 m^3 required for the western catchment of the Mt Atkinson MTC. There are a multitude of options for the location of the temporary retention with each option requiring a varying level of design and earthworks while providing flexibility for development of the Mt Atkinson MTC.

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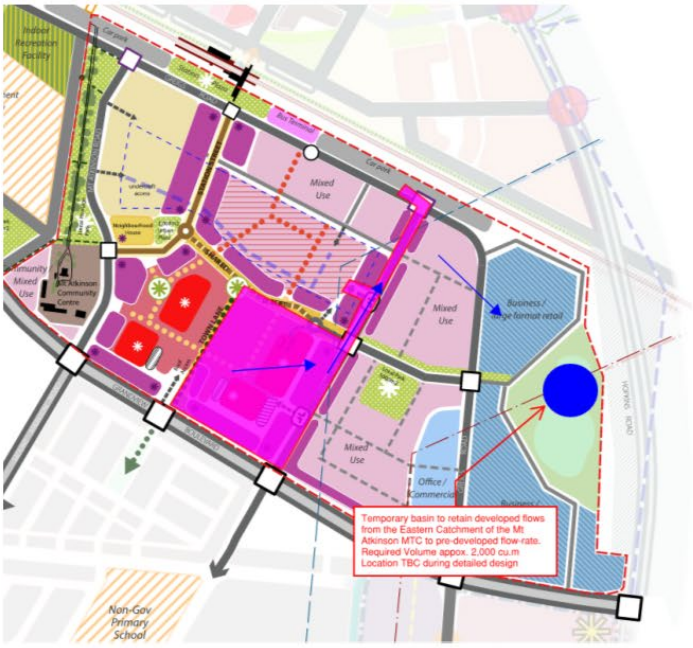

Figure 11: Proposed Eastern Catchment

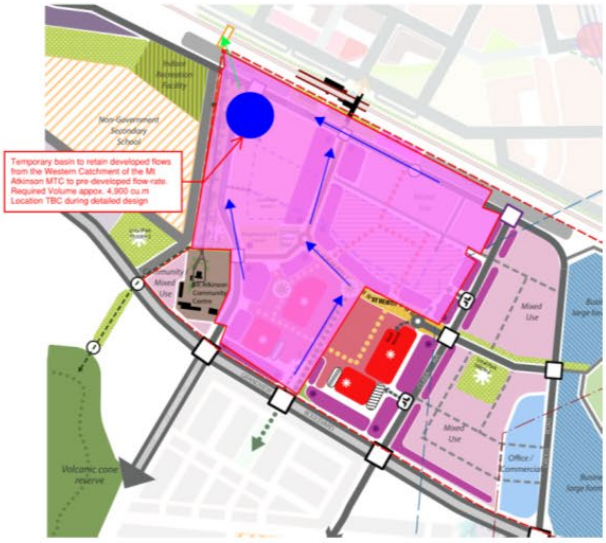

Figure 12: Proposed Western Catchment

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It should be noted that the temporary outfall solution is subject to Council and Melbourne Water approval of a detailed design. Based on initial conversations with the respective Authorities, the temporary solution is likely to be accepted until the ultimate assets are constructed. Through the delivery of the interim retention basin, it is likely that the delivery of the ultimate Melbourne Water infrastructure can be deferred. The trigger for the delivery of the ultimate infrastructure is to be confirmed with Melbourne Water.

In addition to the proposed construction of the temporary retention basin, in accordance with Melbourne Water's preliminary development advice the following scheme assets, shown in Table 1, are required to be delivered (refer to Figure 9 and Appendix F for further details). It is likely that these assets will form part of the development of future stage works and not as part of Stage 1 works. This is to be confirmed by Melbourne Water.

Table 1 Melbourne Water Scheme Assets

Node Ref:	Approx. Size	Ownership/Comments
M1-M2	200m @ 1200mm dia.	Q10 Council Pipeline
M2-M3	25m @ 1350mm dia.	Q10 Council Pipeline
M3-M5	205m @ 1800mm dia.	Q100 Council Pipeline

These assets form part of the ultimate drainage outfall and are considered reimbursable by Melbourne Water.

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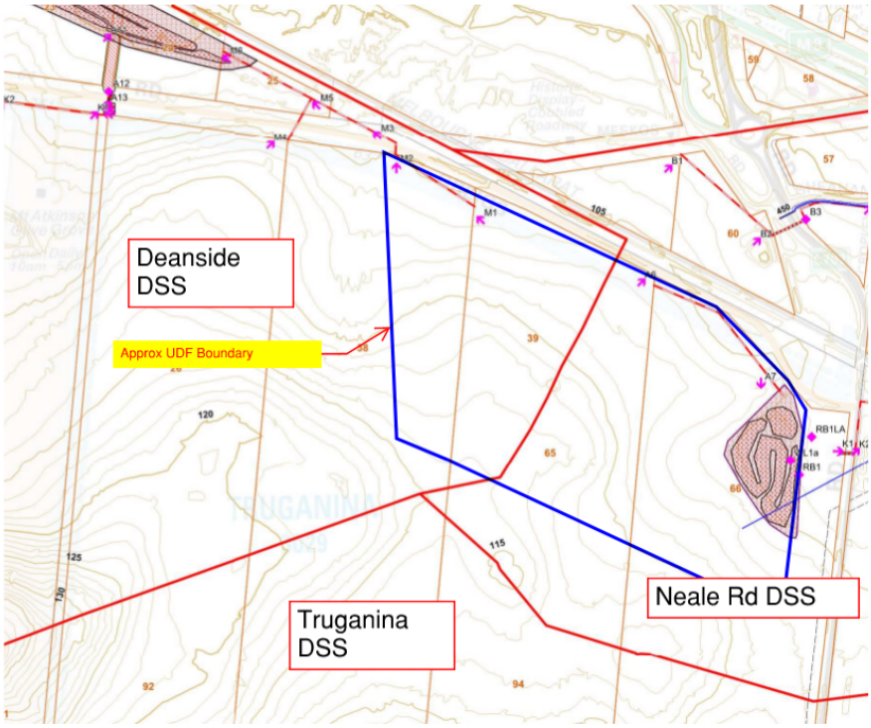

Figure 13: Melbourne Water Drainage Scheme

For major events, defined as flows greater than the 10% AEP event and up to and including the 1% AEP event, safe overland flow paths will be provided through the development's internal roads. Major flows from the subject site will be conveyed through the road network of the future development before discharging to adjacent Council Road networks and Melbourne Water scheme infrastructure.
It is expected that retention of major flows will be provided by each DSS. This ensures that developed flows do not exceed the pre-developed 1% AEP event flow before discharging to downstream waterways. The 1% AEP event overland flow paths within the subject site will be sized during detailed design, ensuring appropriate protection is provided to any finished floor levels within the development.
In the ultimate scenario, the western portion of the subject site will drain to DSS infrastructure at scheme node M2 within Greigs Road and ultimately to the Deanside Drive RBWL1. The eastern portion of the property will drain to scheme node A6 before being conveyed to the Neale Road RBWL1. It is expected stormwater quality treatment will be provided by each DSS, and contributions will be paid to the DSS respective of development density in accordance with Melbourne Water requirements.

As part of the Deanside Drive DSS and the Neale Road DSS the developer will need to enter into an agreement with Melbourne Water to facilitate the payment of drainage contributions.

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The current rates as of the 18/9/2024 for each Drainage Scheme based on commercial development are as follows:

- Deanside Drive DSS $200,127/ha (Hydraulic) and $74,195/ha (Water Quality).
- Neale Road DSS $195,768/ha (Hydraulic) and $45,518/ha (Water Quality).

Please refer to the DCE Storm Water Management Strategy dated October 2024 for further details.

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3. *Sewer Reticulation*

The responsible authority for sewerage facilities is Greater Western Water (GWW).

As part of the Grandview Development to the west and Mt Atkinson Residential development a GWW sewer pump station, rising main and gravity main are currently under construction and expected to be completed in 2024. These works are critical to unlocking the Mt Atkinson MTC. The 300mm dia. gravity sewer which is currently under construction will terminate along Greigs Road.

As part of the Mt Atkinson MTC development a gravity main will be constructed to outfall towards the pump station (PS1) to service the Town Centre. The site will be serviced via an internal sewer main located within the Mt Atkinson MTC road network. An extension to the gravity sewer network will be required as the Mt Atkinson MTC will need to ultimately connect to the gravity infrastructure.

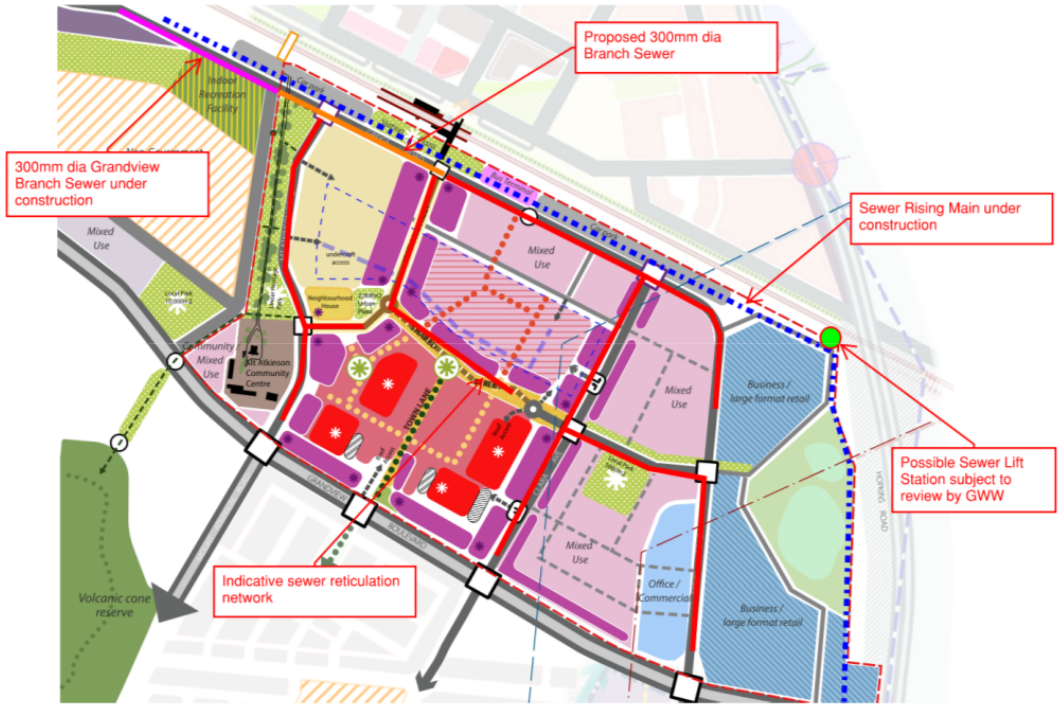

Figure 14: Existing and Proposed Sewer

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4. *Water Reticulation*

The responsible authority for water facilities is Greater Western Water (GWW).

There is an existing 450mm dia. transfer water main on the southern side of Grand Boulevard. A 225mm dia. watermain tee has been provided at the intersection of Clara Avenue and Grand Boulevard.

It is assumed that the local road network within the Mt Atkinson MTC shall consist of a series of water mains which will supply the future lots. These mains will ultimately connect to the existing 450mm dia. main. Please refer to Figure 17 below for a concept plan showing the proposed watermain alignment. The proposed alignment is subject to review and approval from GWW. See Figure 11 below.

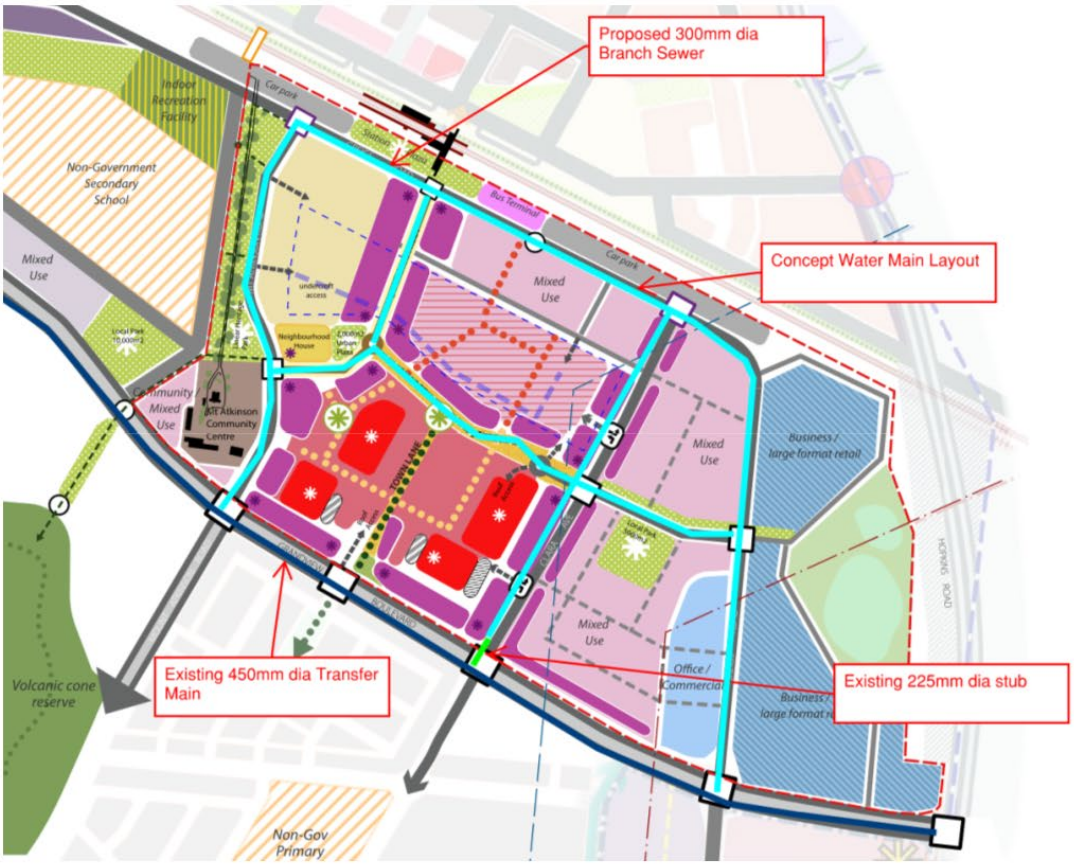

Figure 15: Water Infrastructure

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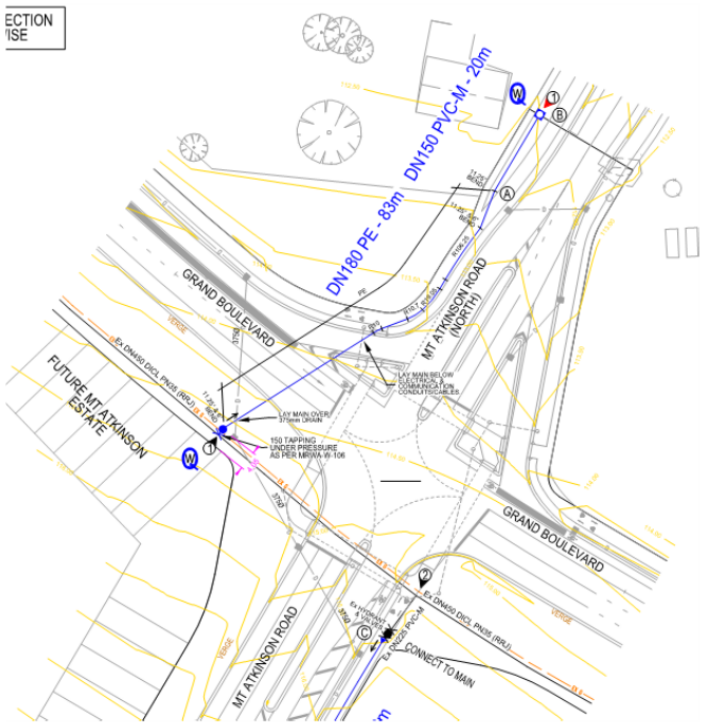

Figure 16: Proposed Watermain

Based on design plans from Breese Pit Dixon, there is a proposed watermain to be constructed at the intersection of Mt Atkinson Road and Grand Boulevard. DCE are awaiting confirmation on its status.

In order to service the initial stage of the Mt Atkinson MTC, an assessment on the demand will be required. It is assumed that the existing 225mm dia. main along Clara Avenue will have adequate capacity. In order to connect to this asset, a plumbing application will need to be made by the builder to GWW.

It should be noted that GWW or Fire Rescue Victoria (FRV) may request that a dual water supply is provided to ensure network security. In the event this is required, an additional section of watermain may be required to connect back to the existing transfer main along Grand Boulevard. This is to be confirmed by GWW.

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5. *Electricity*

The responsible authority for Electrical supply facilities is Powercor. A Dial Before You Dig revealed there are existing underground High Voltage (HV) and Low Voltage (LV) electrical assets within the vicinity of the site. It is assumed that this electrical network will be extended along the local street network in order to service the proposed Mt Atkinson MTC.

It is assumed that a series of electrical substation will be required within the Mt Atkinson MTC site to cater for the electrical demand. The number and location of each substation shall be determined during detailed design by a suitably qualified electrical consultant.

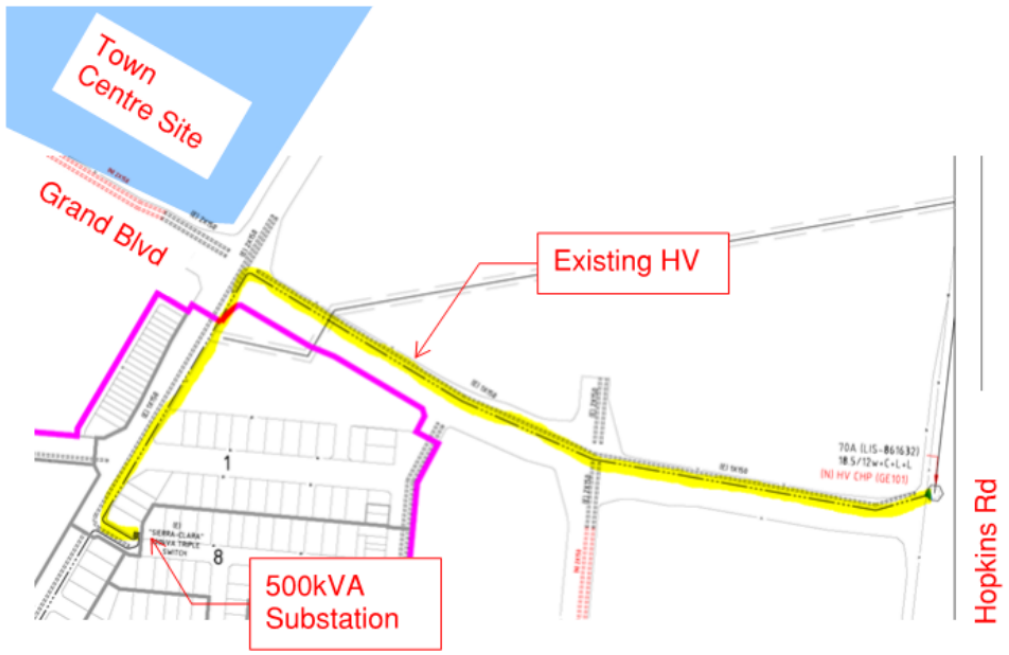

Figure 17: Existing High Voltage Power

Based on the existing Grand Boulevard electrical design plan, there is an existing HV cable along Grand Boulevard from Hopkins Roads down into Clara Avenue (as shown in Figure 18 above). In addition to the existing electrical HV and LV within Grand Boulevard, there are multiple spare HV conduits which will allow for the extension of the electrical network within the Mt Atkinson MTC.

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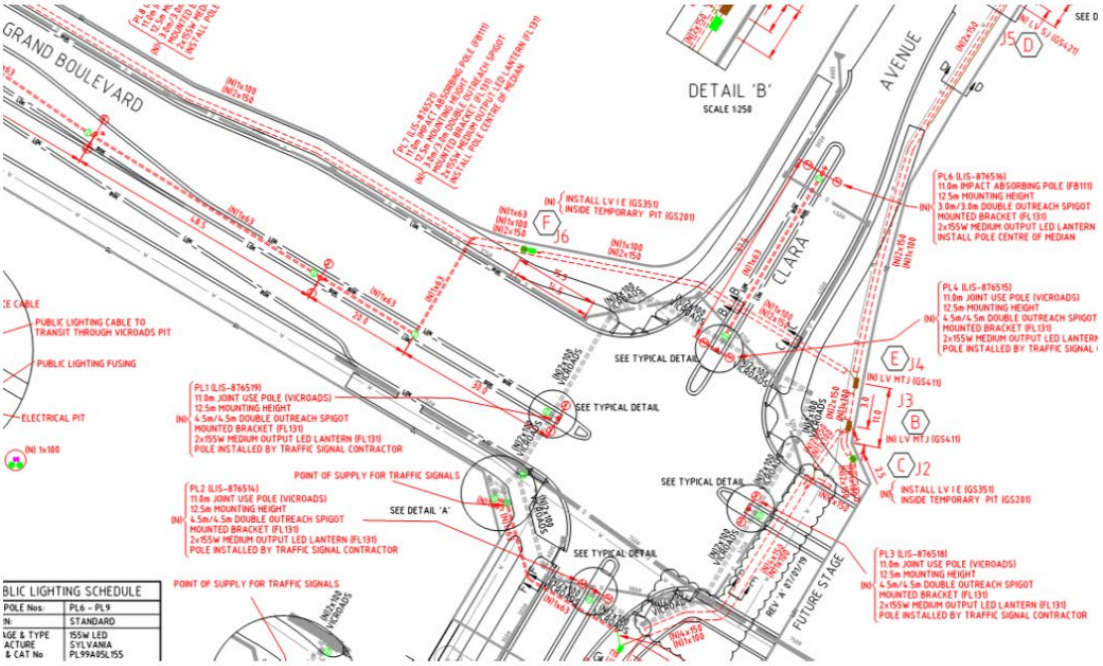

Figure 18: Clara Avenue/Grand Boulevard Intersection Electrical Assets (Refer to Appendix J)

In regards to the extension of Grand Boulevard West, the electrical plans are not yet available however it is assumed that provision will be made to extend the HV and LV network.

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6. *Telecommunication Facilities*

The responsible authority for Telecommunication facilities is Opticom and NBN.

Opticom assets exist for the residential development on the south side of Grand Boulevard as well as along the existing Clara Avenue which is located adjacent to the proposed Mt Atkinson MTC. It is assumed that these assets will be extended within Lot 1 & 2 of the Mt Atkinson MTC to service the proposed lots.

Opticom will need to be engaged for both the design and construction of these assets.

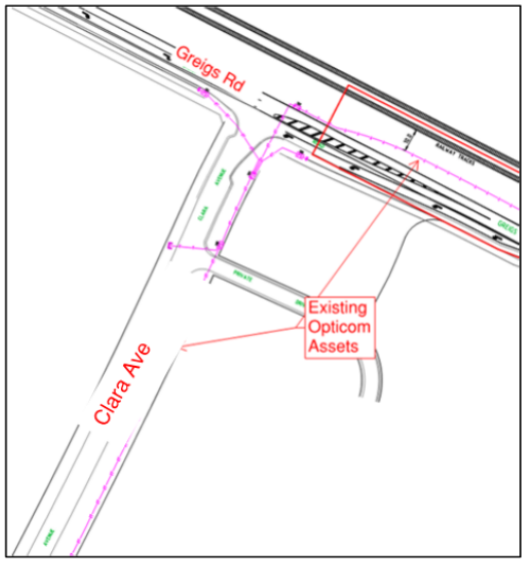

Figure 19: Existing Opticom Assets Clara Avenue (refer to Appendix K for further details)

Based on the NBN network plan, NBN is available in the area and as such it may be possible to deliver NBN to the Mt Atkinson MTC. Should NBN be the preferred carrier, supply can be provided for the development through an application being made directly to NBN.

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Gas Facilities

The responsible authority for gas supply facilities is AusNet.

The provision for gas is not generally considered an essential service for non-residential developments and therefore may not be a mandatory requirement for this development. The provision of gas services is usually determined by an end user.

There is an existing 180mm dia. gas main located along Grand Boulevard. It is assumed that this asset will have adequate supply to service the Mt Atkinson MTC should it be deemed required.

Supply can be provided for the development through an application being made directly to AusNet.



Figure 20: Existing Gas Assets

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Appendix A – Plan of Subdivision

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PLAN OF SUBDIVISION

EDITION 1 | PS803029Y

LOCATION OF LAND

PARISH: DERRIMUT
TOWNSHIP: .....
SECTION: 25
CROWN ALLOTMENT: .....
CROWN PORTION: 3 (PART)
TITLE REFERENCE: Vol. Fol.

LAST PLAN REFERENCE: Lot C on PS813267A

POSTAL ADDRESS: (at time of subdivision) 61 - 119 Greigs Road TRUGANINA 3029

MGA 94 CO-ORDINATES: (of approx centre of land in plan) E: 297 030 ZONE: 55 N: 5819 220

COUNCIL NAME: MELTON CITY COUNCIL

VESTING OF ROADS AND/OR RESERVES

IDENTIFIER	COUNCIL/BODY/PERSON
NIL	NIL

NOTATIONS

DEPTH LIMITATION: Does Not Apply

SURVEY:
This plan is based on survey.

STAGING:
This is not a staged subdivision.
Planning Permit No. 2018/6056

MT. ATKINSON - NL3 -Town Centre 1
Area of Release: 16.78ha
No. of Lots: Superlots 1 and 2.

NOTATIONS

EASEMENT INFORMATION

LEGEND: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)

Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of
E-1	Carriageway	See Diag.	PS813267A	Melton City Council
A-1	Carriageway	See Diag.	PS813267A	Land in This Plan

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SURVEYORS FILE REF: Ref. 02691-S-1

ORIGINAL SHEET SIZE: A3

SHEET 1 OF 2

Licensed Surveyor:
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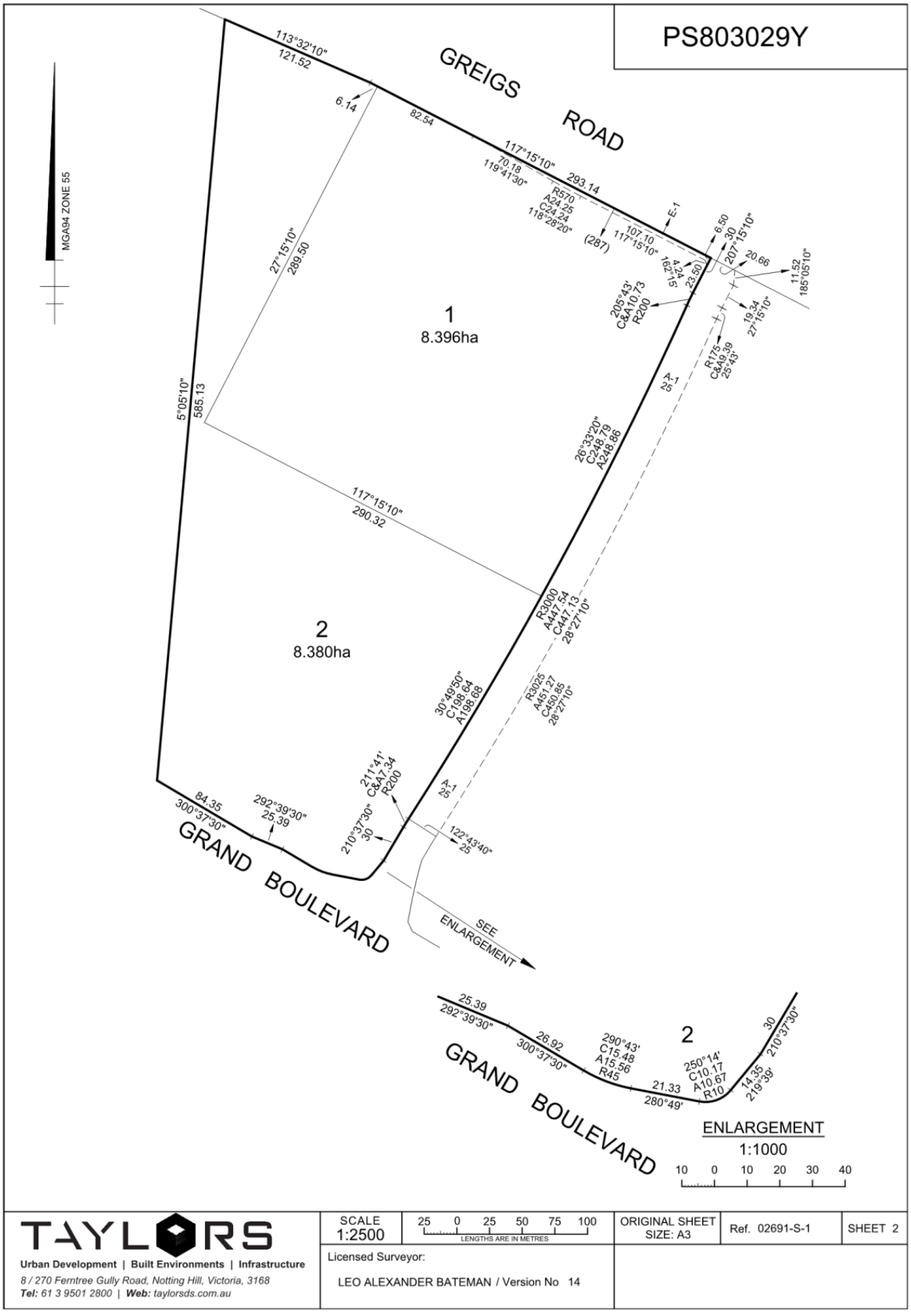
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GRAND BOULEVARD
GRAND BOULEVARD
MGA94 ZONE 55
1
8.396ha
2
8.380ha
2
113°32'10"
121.52
6.14
82.54
117°15'10"
293.14
70.18
119°41'30"
R570
A24.25
C24.24
118°28'20"
(287)
107.10
117°15'10"
E-1
6.50
30
207°15'10"
20.66
11.52
185°05'10"
19.34
27°15'10"
R175
C&A9.39
25°43'
27°15'10"
289.50
5°05'10"
585.13
205°43'
C&A10.73
R200
A-1
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C248.79
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R3025
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C&A7.34
R200
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30
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25
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Ref. 02691-S-1
SHEET 2
Licensed Surveyor:
LEO ALEXANDER BATEMAN / Version No 14

PLAN OF SUBDIVISION

EDITION 1 | PS805562T

LOCATION OF LAND

PARISH: DERRIMUT
TOWNSHIP: .....
SECTION: 25
CROWN ALLOTMENT: .....
CROWN PORTION: 2 (PART)
TITLE REFERENCE: Vol. Fol.

LAST PLAN REFERENCE: Lot E on PS813277W

POSTAL ADDRESS: 181 - 235 Greigs Road
(at time of subdivision) TRUGANINA 3029

MGA 94 CO-ORDINATES: E: 296 580 ZONE: 55
(of approx centre of land in plan) N: 5819 450

COUNCIL NAME: MELTON CITY COUNCIL

VESTING OF ROADS AND/OR RESERVES

IDENTIFIER	COUNCIL/BODY/PERSON
NIL	NIL

NOTATIONS

DEPTH LIMITATION: Does Not Apply

SURVEY:
This plan is based on survey.

STAGING:
This is not a staged subdivision.
Planning Permit No.

MT. ATKINSON - NL2 - Town Centre 3
Area of Release: 11.53ha
No. of Lots: 1 Superlot and Balance Lot G

NOTATIONS

EASEMENT INFORMATION

LEGEND: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)

Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of
E-1	Carriageway	5.20	PS803040M	Lot 1 on PS803040M
E-2	Carriageway	10	PS813261N	Lot BB on PS813261N
E-3	Septic Sewerage System Effluent Field	See Diagram	Inst.	Lot 1 on PS803040M

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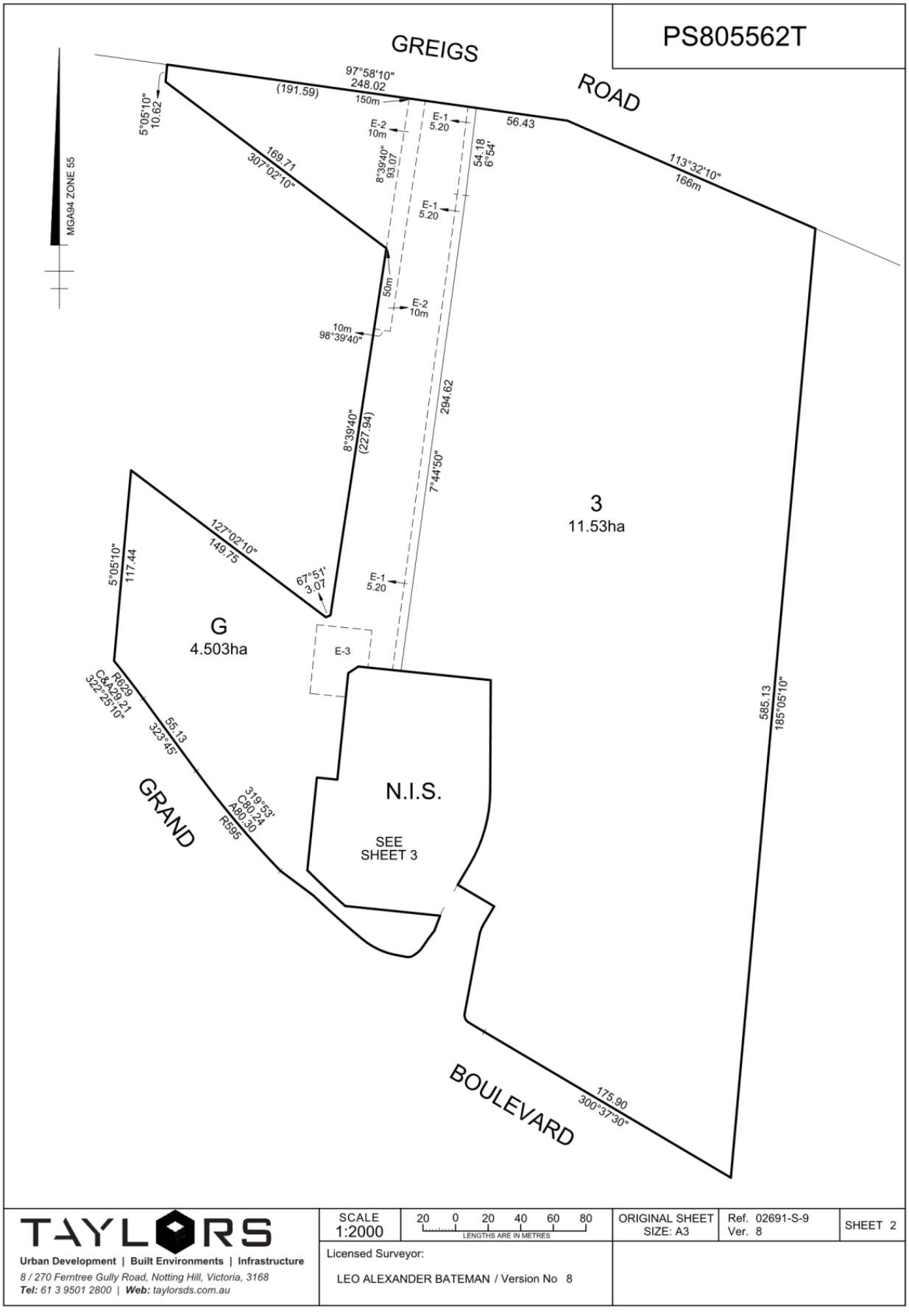
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(191.59)
150m
5°05'10"
10.62
E-2
10m
E-1
5.20
56.43
54.18
6°54'
8°39'40"
93.07
169.71
307°02'10"
113°32'10"
166m
MGA94 ZONE 55
50m
10m
98°39'40"
294.62
8°39'40"
(227.94)
7°44'50"
3
11.53ha
127°02'10"
149.75
5°05'10"
117.44
67°51'
3.07
G
4.503ha
E-3
R629
C&A29.21
322°25'10"
55.13
323°45'
319°53'
C60.24
A60.30
R595
GRAND
N.I.S.
SEE
SHEET 3
585.13
185°05'10"
BOULEVARD
175.90
300°37'30"
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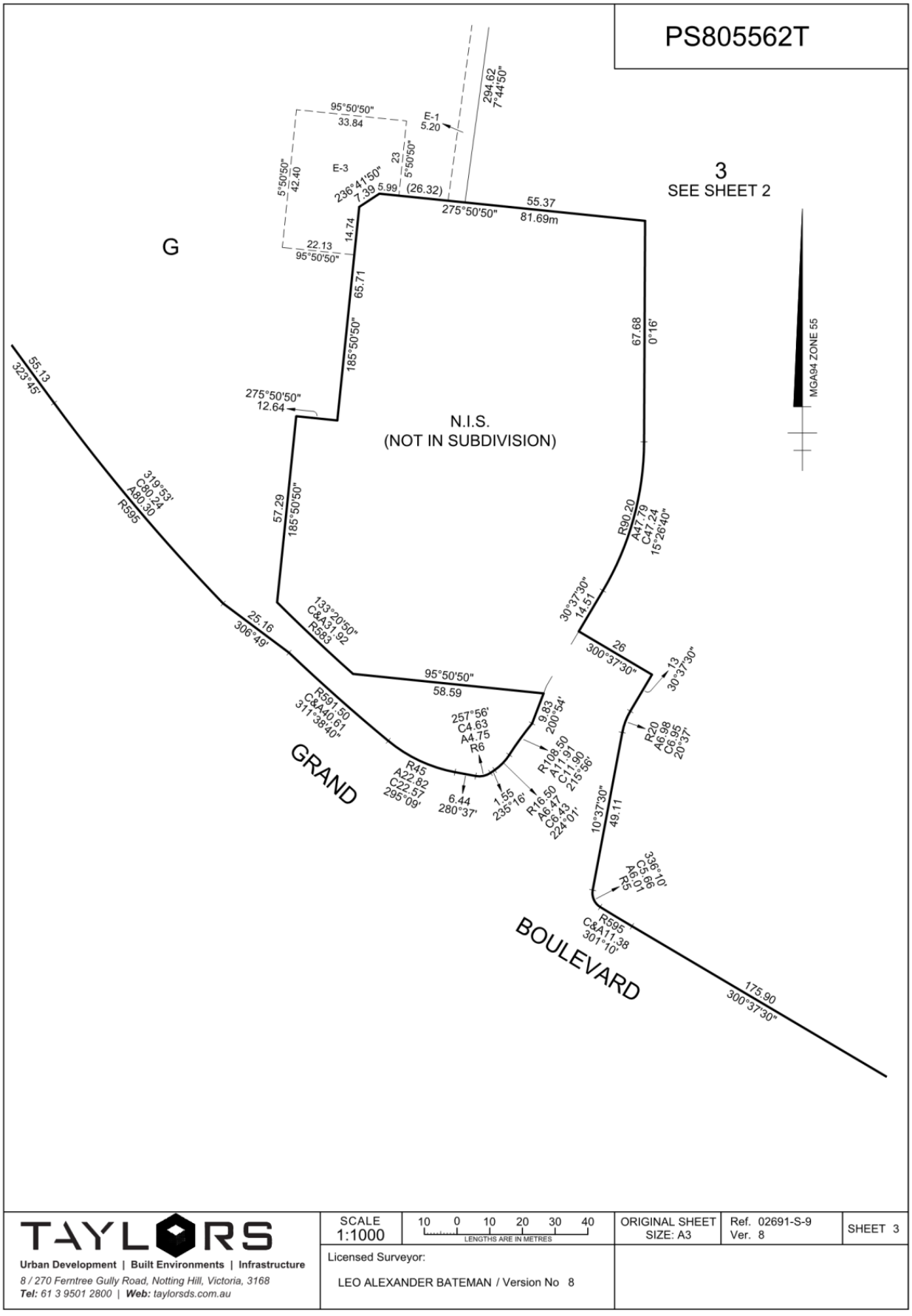

TAYLORS Urban Development | Built Environments | Infrastructure 8 / 270 Ferntree Gully Road, Notting Hill, Victoria, 3168 Tel: 61 3 9501 2800 | Web: taylorsds.com.au	SCALE 1:1000 10 0 10 20 30 40 LENGTHS ARE IN METRES	ORIGINAL SHEET SIZE: A3	Ref. 02691-S-9 Ver. 8	SHEET 3
	Licensed Surveyor: LEO ALEXANDER BATEMAN / Version No 8			

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Appendix B – UDF Extract

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Urban Structure

THE FRAMEWORK PLAN

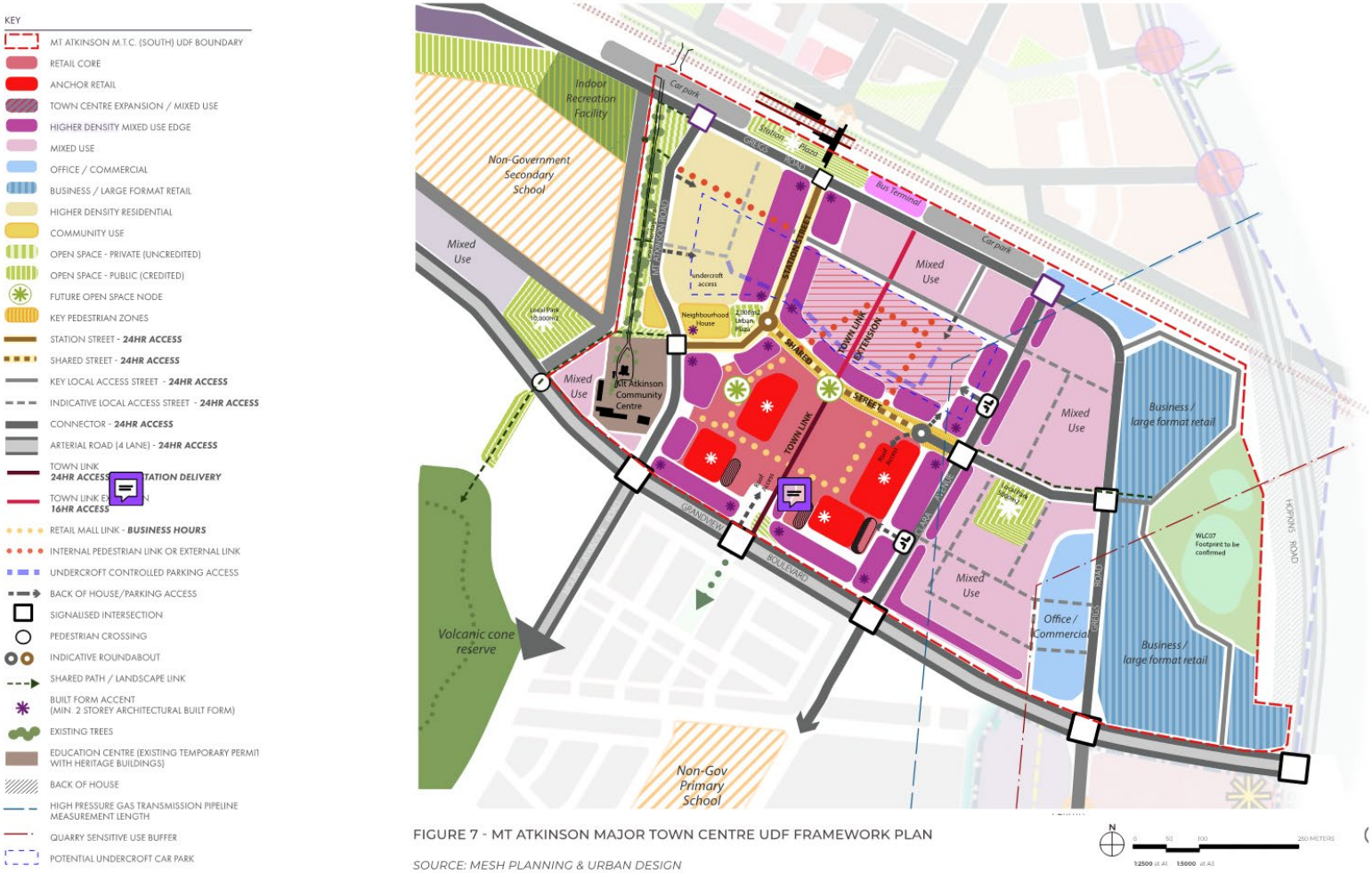

FIGURE 7 - MT ATKINSON MAJOR TOWN CENTRE UDF FRAMEWORK PLAN

SOURCE: MESH PLANNING & URBAN DESIGN

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Appendix C – Drainage Scheme Plans & MW Advice

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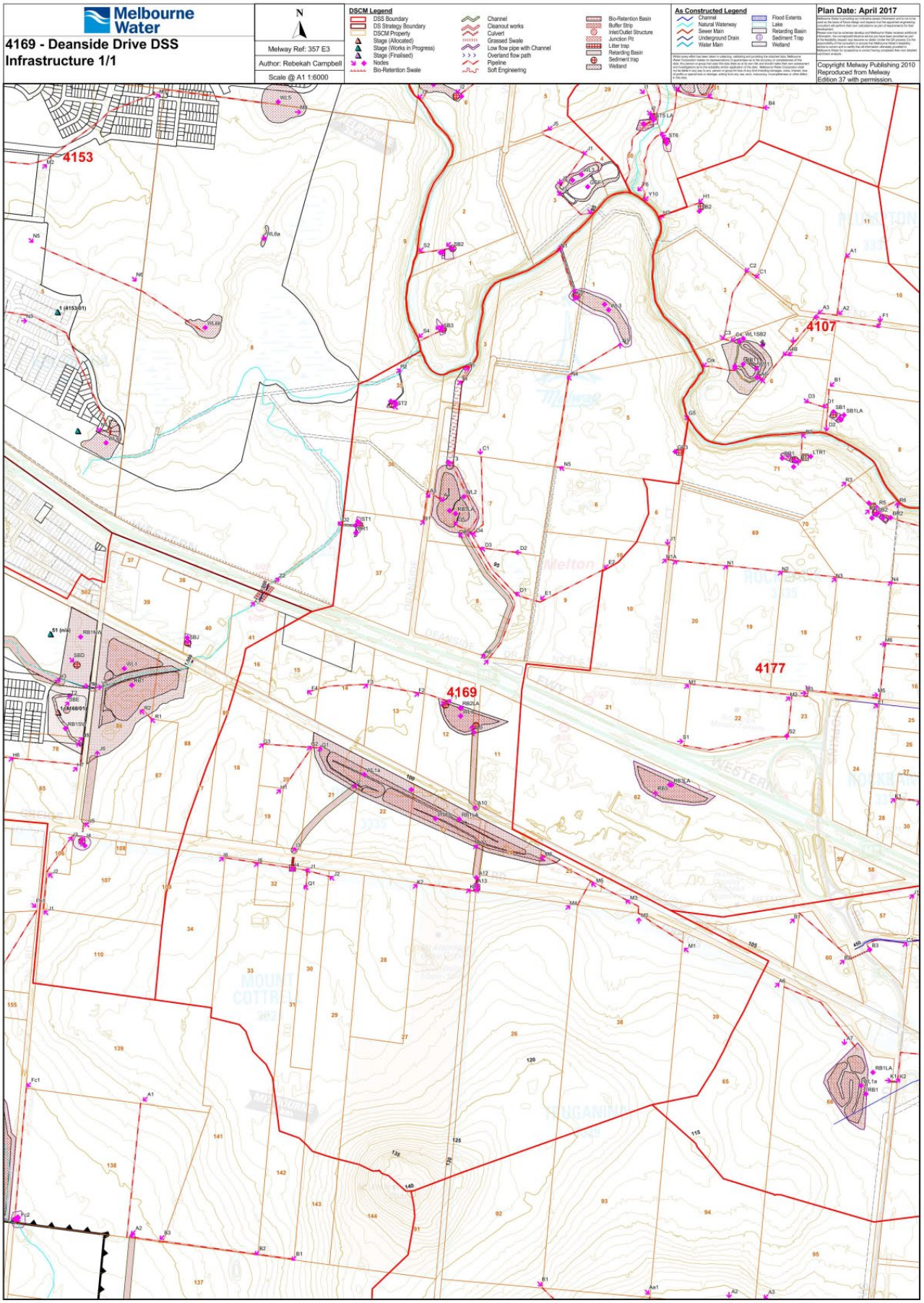
Melbourne Water
4169 - Deanside Drive DSS
Infrastructure 1/1
Melway Ref: 357 E3
Author: Rebekah Campbell
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DSCM Legend
DSS Boundary
DS Strategy Boundary
DSCM Property
Stage (Allocated)
Stage (Works in Progress)
Stage (Finalised)
Nodes
Bio-Retention Swale
Channel
Cleanout works
Culvert
Grassed Swale
Low flow pipe with Channel
Overland flow path
Pipeline
Soft Engineering
Bio-Retention Basin
Buffer Strip
Inlet/Outlet Structure
Junction Pit
Litter trap
Retarding Basin
Sediment trap
Wetland
As Constructed Legend
Channel
Natural Waterway
Sewer Main
Underground Drain
Water Main
Flood Extents
Lake
Retarding Basin
Sediment Trap
Wetland
Plan Date: April 2017
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4153
4107
4177
4169

Maddocks

Date 27 / 02 / 2019

Agreement under Section 173 of the Planning and Environment Act 1987

Subject Land: Mt Atkinson Estate, Truganina

Purpose of Agreement: Deferral of Infrastructure Levy and Drainage Contributions

Melton City Council

and

Melbourne Water Corporation

and

The Owners referred to in Schedule 1

[7686188: 23289692_1]

Maddocks

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Agreement under Section 173 of the Planning and Environment Act 1987

Dated 27 / 02 / 2019

Parties

Name	**Melton City Council**
Address	Municipal Offices, High Street, Melton, Victoria
Short name	**Council**

Name	**Melbourne Water Corporation**
Address	990 La Trobe Street, Docklands, Victoria
Short name	**Melbourne Water**

Name	**The Owners referred to in Schedule 1**
Address	all of Level 10, 60 Albert Road, South Melbourne, Victoria
Short name	**Owner**

Background

A. Council is the responsible authority for the Planning Scheme.

B. Council is also the Collecting Agency under the Infrastructure Contributions Plan.

C. Council enters into this Agreement in its capacity as the responsible authority and the Collecting Agency.

D. The Infrastructure Contributions Plan applies to the Subject Land. It specifies the contributions required to fund the infrastructure necessary as a result of the development of the area for urban purposes.

E. The Owner is required to pay the Infrastructure Levy in respect of the subdivision of the Subject Land pursuant to the Permit.

F. The Owner has requested that Council, in its capacity as Collecting Agency, agree to defer the obligation for the Owner to pay the Infrastructure Levy for the subdivision of the Subject Land.

G. Council has agreed to the request to defer the payment of the Infrastructure Levy on the terms set out in this Agreement.

H. Pursuant to Part 10 of the *Water Act 1989* (Vic), Melbourne Water is responsible for the management of waterways, drainage and floodplains within its waterway management district, which includes the Subject Land.

I. The Owner is or is entitled to be the registered proprietor of the Subject Land.

J. Melbourne Water established the Development Services Scheme in order to manage the planning and provision of drainage infrastructure, including within development zones.

K. The Deanside Drive Development Services Scheme applies to part of the Subject Land, and outlines the contributions expected from individual landholders within the area covered by the Deanside Drive Development Services Scheme to fund all drainage infrastructure required for the development of the area.

L. The Neale Road Development Services Scheme applies to part of the Subject Land, and outlines the contributions expected from individual landholders within the area covered by the Neale Road Development Services Scheme to fund all drainage infrastructure required for the development of the area.

M. The Owner has asked Melbourne Water for permission to defer payment of the Drainage Contributions.

N. Melbourne Water has consented to the deferral of the Drainage Contributions subject to the Owner entering into this Agreement to ensure that the Drainage Contributions are paid at an appropriate time.

O. As at the date of this Agreement, the Subject Land is subject to a Caveat in favour of the Caveators. The Caveators consent to the recording of this Agreement on the certificates of title to the Subject Land.

THE PARTIES AGREE

1. Definitions

In this Agreement the words and expressions set out in this clause have the following meanings unless the context admits otherwise:

Act means the *Planning and Environment Act* 1987.

Agreement means this Deed.

Building Permit means a building permit or building approval issued under the *Building Act 1993 (Vic).*

Drainage Contribution means the hydraulic and stormwater quality contributions which are payable in respect of the Subject Land pursuant to the Development Services Scheme, calculated using the industrial/commercial Drainage Contribution Rate under the applicable Development Services Scheme. The letters dated 14 August 2018 and 21 August 2018 respectively at Annexure "A" to this Agreement set out the Drainage Contributions as calculated in August 2018. BR

Drainage Contribution Rate means hydraulic and stormwater quality contribution rate applicable at the time of payment, or as otherwise agreed in writing by Melbourne Water.

Development Services Scheme means the development services scheme adopted by Melbourne Water from time to time in respect of the Subject Land, including the Deanside Drive DSS and the Neale Road DSS. The applicable Development Services Scheme and

corresponding area will be determined by Melbourne Water on the review and acceptance of relevant stormwater management strategy(s) for the Subject Land.

Deanside Drive DSS means the Deanside Drive Drainage Services Scheme being drainage services scheme number 4169 prepared by Melbourne Water pursuant to the *Water Act 1989* (Vic) and which applies to part of the Subject Land.

Neale Road DSS means the Neale Road Drainage Services Scheme being drainage services scheme number 4144 prepared by Melbourne Water pursuant to the *Water Act 1989* (Vic) and which applies to part of the Subject Land.

Infrastructure Contributions Plan means the Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan being an incorporated document in the Planning Scheme and any other infrastructure contributions plan that applies to the Subject Land from time to time.

Infrastructure Levy means the infrastructure levy that is required to be paid upon development of the Subject Land in accordance with the Planning Permit calculated and adjusted in accordance with the Infrastructure Contributions Plan.

Lot means a lot comprising part of the Subject Land.

Lot 1 means the portion of the Subject Land shown as lot 1 on plan of subdivision number PS803029Y, being 8.396 hectares in area.

Lot 2 means the portion of the Subject Land shown as lot 2 on plan of subdivision number PS803029Y, being 8.380 hectares in area.

Lot 3 means the portion of the Subject Land shown as lot 3 on plan of subdivision number PS813277W, being 11.53 hectares in area.

Owner means the person or a person registered or entitled from time to time to be registered by the Registrar of Titles as proprietor or proprietors of an estate in fee simple of the Subject Land or any part of it and includes a Mortgagee-in-possession.

Party or parties means the parties to this Agreement.

Planning Permit means Planning Permit No.s PA2018/6055 and PA2018/6065 issued by the responsible authority under the Planning Scheme.

Planning Scheme means the Melton Planning Scheme and any other planning scheme that applies to the Subject Land.

Schedule means a schedule to this Agreement.

Section 35 Plan means a plan processed pursuant to section 35 of the *Subdivision Act 1988*.

Stage of Subdivision means a stage of subdivision of the Subject Land allowed under a planning permit applying to the Subject Land.

Statement of Compliance means a statement of compliance under the *Subdivision Act 1988* but does not include a statement of compliance which:

- provides for the creation of Lots 1, 2 and 3 in the subdivision authorised under the Planning Permit; or
- provides for the creation of a road reserve through a Lot and does not otherwise create any additional Lots.

Subject Land means that part of the land described in Schedule 1 and any reference to the Subject Land in this Agreement includes any lot created by the subdivision of the Subject Land or any part of it.

2. Interpretation

In this Agreement unless the context admits otherwise:

2.1 the singular includes the plural and vice versa;

2.2 a reference to a gender includes all genders;

2.3 a reference to a person includes a reference to a firm, corporation or other corporate body and that person's successors in law;

2.4 any agreement, representation, warranty or indemnity by 2 or more persons (including where 2 or more persons are included in the same defined term) binds them jointly and severally;

2.5 a term used has its ordinary meaning unless that term is defined in this Agreement. If a term is not defined in this Agreement and it is defined in the Act, it has the meaning as defined in the Act;

2.6 a reference to an Act, regulation or the Planning Scheme includes any Act, regulation or amendment amending, consolidating or replacing the Act, regulation or Planning Scheme;

2.7 the Background forms part of this Agreement;

2.8 the Owner's obligations take effect as separate and several covenants which are annexed to and run at law and equity with the Subject Land; and

2.9 any reference to a clause, page, condition, attachment or term is a reference to a clause, page, condition, attachment or term of this Agreement.

3. Purposes of Agreement

The Parties acknowledge and agree that the purposes of this Agreement are to:

3.1 record the terms and conditions on which Council as the Collecting Agency under the Infrastructure Contributions Plan has agreed to the deferral of payment of the Infrastructure Levy; and

3.2 record the terms and conditions on which Melbourne Water has agreed to the deferral of payment of the Drainage Contributions; and

3.3 achieve and advance the objectives of planning in Victoria and the objectives of the Planning Scheme in respect of the Subject Land.

4. Reasons for Agreement

The Owner acknowledges and agrees that neither Council nor Melbourne Water would have agreed to defer the payment of the Infrastructure Levy and the Drainage Contributions in

respect of the urban development of the Subject Land but for the agreement of the Owner to perform the Owner's covenants in accordance with the terms of this Agreement.

5. Agreement required

The Parties agree that this Agreement will continue to be required unless Council and Melbourne Water confirm in writing that it is no longer required.

6. Owner's specific obligations – Infrastructure Levy

6.1 Payment of Infrastructure Levy

The Owner covenants and agrees that unless Council agrees to any works in kind agreement for the satisfaction of the Owner's liability under the Infrastructure Contributions Plan, the Owner must pay the Infrastructure Levy in respect of any Lot to Council before the issue of a Statement of Compliance in respect of that Lot.

7. Owner's specific obligations – Drainage Contributions

7.1 Payment of Drainage Contributions

7.1.1 The Owner acknowledges and agrees that it will pay the Drainage Contribution to Melbourne Water in respect of Lot 1:

(a) prior to a Statement of Compliance being issued for further subdivision of Lot 1; or

(b) within 90 days of a planning permit or Building Permit being issued for any development on Lot 1; or

(c) prior to certification of a Section 35 Plan for the creation of a road reserve or other utility reserve through Lot 1and that does not otherwise create any additional lots,

whichever of these events occurs first.

7.1.2 The Owner acknowledges and agrees that it will pay the Drainage Contribution to Melbourne Water in respect of Lot 2:

(a) prior to a Statement of Compliance being issued for further subdivision of Lot 2; or

(b) within 90 days of a planning permit or Building Permit being issued for any development on Lot 2; or

(c) prior to certification of a Section 35 Plan for the creation of a road reserve or other utility reserve through Lot 2 and that does not otherwise create any additional lots,

whichever of these events occurs first.

7.1.3 The Owner acknowledges and agrees that it will pay the Drainage Contribution to Melbourne Water in respect of Lot 3:

(a) prior to a Statement of Compliance being issued for further subdivision of Lot 3; or

(b) within 90 days of a planning permit or Building Permit being issued for any development on Lot 3; or

(c) prior to certification of a Section 35 Plan for the creation of a road reserve or other utility reserve through Lot 3 and that does not otherwise create any additional lots,

whichever of these events occurs first.

7.2 Drainage Contribution Trigger Notification

The Owner acknowledges and agrees that the Owner will notify Melbourne Water:

7.2.1 immediately upon a planning permit or Building Permit being issued for any development on the Subject Land; and

7.2.2 prior to:

(a) a Statement of Compliance being issued for further subdivision of Lots 1, 2 or 3; or

(b) certification of a Section 35 Plan for the creation of a road reserve or other utility reserve through a Lot and that does not otherwise create any additional Lots.

8. Contributions may be paid in accordance with Agreement

8.1 Council agrees that the Infrastructure Levy may be paid in accordance with this Agreement.

8.2 Melbourne Water agrees that the Drainage Contributions may be paid in accordance with this Agreement.

9. Owner's further obligations

9.1 Notice and registration

The Owner must bring this Agreement to the attention of all prospective occupiers, purchasers, lessees, licensees, mortgagees, chargees, transferees and assigns.

9.2 Further actions

The Owner:

9.2.1 must do all things necessary to give effect to this Agreement;

9.2.2 consents to Council and or Melbourne Water applying to the Registrar of Titles to record this Agreement on the certificate of title of the Subject Land in accordance with section 181 of the Act; and

9.2.3 agrees to do all things necessary to enable Council and or Melbourne Water to do so, including:

(a) sign any further agreement, acknowledgment or document; and

(b) obtain all necessary consents to enable the recording to be made.

9.3 Costs to be paid

The Owner must pay to Council and to Melbourne Water within 14 days after a written request for payment, Council and Melbourne Water's costs and expenses (including reasonable legal expenses) relating to this Agreement, including:

9.3.1 preparing, drafting, finalising, signing, recording and enforcing this Agreement;

9.3.2 preparing, drafting, finalising and recording any amendment to this Agreement; and

9.3.3 preparing, drafting, finalising and recording any document to give effect to the ending of this Agreement.

10. Agreement under section 173 of the Act

Without limiting or restricting the respective powers to enter into this Agreement, and insofar as it can be so treated, this Agreement is made as a deed in accordance with section 173 of the Act.

11. Owner's warranties

Without limiting the operation or effect which this Agreement has, the Owner warrants to Council and to Melbourne Water that apart from the Owner and any other person who has consented in writing to this Agreement, no other person has any interest, either legal or equitable, in the Subject Land which may be affected by this Agreement.

12. Successors in title

Until such time as a memorandum of this Agreement is recorded on the certificate of title of the Subject Land, the Owner must require successors in title to:

12.1 give effect to this Agreement; and

12.2 enter into a deed agreeing to be bound by the terms of this Agreement.

13. General matters

13.1 Delivery of Notices

13.1.1 A notice or other communication required or permitted to be given to a party under this Agreement must be in writing and may be delivered:

(a) personally to the party;

(b) by leaving it at the party's address;

(c) by posting it by priority prepaid post, registered post, priority registered post or express post addressed to the party at the party's address; or

(d) by facsimile to the party's facsimile number;

in each case, as specified in the notice details of that party.

13.1.2 If the person to be served is a company, the notice or other communication may be served on it at the company's registered office.

13.2 Particulars for delivery

13.2.1 The notice details of each party are set out on page 1 of this Agreement under the heading 'Parties' (or as notified by a party to the other parties in accordance with this clause).

13.2.2 Any party may change its notice details by giving notice to the other parties.

13.3 Time of service

A notice or other communication is deemed delivered:

13.3.1 if delivered personally or left at the person's address, upon delivery;

13.3.2 if posted within Australia to an Australian address:

(a) using registered post, 6 Business Days after posting;

(b) using priority prepaid post or priority registered post, 4 Business Days after posting; and

(c) using express post, 2 Business Days after posting;

13.3.3 if delivered by facsimile, subject to clause 13.3.4, at the time indicated on the transmission report produced by the sender's facsimile machine indicating that the facsimile was sent in its entirety to the recipient's facsimile; and

13.3.4 if received after 5.00pm in the place it is received, or on a day which is not a business day in the place it is received, at 9.00am on the next business day.

13.4 No waiver

Any time or other indulgence granted by Council or Melbourne Water to the Owner or any variation of this Agreement or any judgment or order obtained by Council or Melbourne Water against the Owner does not amount to a waiver of any of Council or Melbourne Water's rights or remedies under this Agreement.

13.5 Severability

If a court, arbitrator, tribunal or other competent authority determines that any part of this Agreement is unenforceable, illegal or void then that part is severed with the other provisions of this Agreement remaining operative.

13.6 No fettering of Council and Melbourne Water's powers

This Agreement does not fetter or restrict Council or Melbourne Water's power or discretion to make decisions or impose requirements or conditions in connection with the grant of

planning approvals or certification of plans subdividing the Subject Land or relating to use or development of the Subject Land.

13.7 Governing law

This Agreement is governed by and is to be construed in accordance with the laws of Victoria.

13.8 Interest for overdue money

The Owner agrees that:

13.8.1 the Owner must pay to Council or Melbourne Water as the case may be interest in accordance with the rate which is 2% above the rate specified or prescribed in the *Penalty Interest Rates Act 1983 (Vic)* on any amount due under this Agreement that is not paid by the due date.

13.8.2 if interest is owing, Council or Melbourne Water as the case may be will apply any payment made first towards interest and then any balance of the payment will be applied to the principal amount.

14. GST

14.1 In this clause words that are defined in *A New Tax System (Goods and Services Tax) Act* 1999 have the same meaning as their definition in that Act.

14.2 Except as otherwise provided by this clause, all consideration payable under this Agreement in relation to any supply is exclusive of GST.

14.3 If GST is payable in respect of any supply made by a supplier under this Agreement, subject to clause 14.4 the recipient will pay to the supplier an amount equal to the GST payable on the supply at the same time and in the same manner as the consideration for the supply is to be provided under this Agreement.

14.4 The supplier must provide a tax invoice to the recipient before the supplier will be entitled to payment of the GST payable under clause 14.3.

15. Commencement of Agreement

Unless otherwise provided in this Agreement, this Agreement commences from the date that this Agreement is executed by each of the parties.

16. Amendment of Agreement

16.1 This Agreement may be amended in accordance with the Act.

16.2 If notice of a proposal to amend this Agreement is required pursuant to section 178C of the Act, the parties agree that only Council, Melbourne Water and the Owner of the Subject Land or that part of the Subject Land that is the subject of the proposal to amend this Agreement are required to be notified of the proposal.

17. Ending of Agreement

17.1 This Agreement ends when the Owner has complied with all of its obligations under this Agreement.

17.2 If notice of a proposal to end this Agreement is required pursuant to section 178C of the Act, the parties agree that only Council, Melbourne Water and the Owner of the Subject Land or that part of the Subject Land that is the subject of the proposal to end this Agreement are required to be notified of the proposal.

17.3 On completion of all the Owner's obligations in accordance with this Agreement, Council must as soon as practicable following the ending of this Agreement and at the request and at the cost of the Owner, execute all documents necessary to make application to the Registrar of Titles under section 183 of the Act to cancel the recording of this Agreement on the register, and use its reasonable endeavours to obtain Council's execution of all such documents if required.

Schedule 1

Subject Land

Volume 12043 Folio 259
Volume 12037 Folio 111

Owner

Mt Atkinson NL2 Investments Pty Ltd ACN 162431736 as manager for the Mt Atkinson Northern Lot 2 Syndicate;

Mt Atkinson NL3 Investments Pty Ltd ACN 162436286 as manager for the Mt Atkinson Northern Lot 3 Syndicate;

Maddocks

Signing Page

EXECUTED BY THE PARTIES

Signed sealed and delivered as a deed by the Parties

Date: 27.02.2019

SIGNED on behalf of **MELTON CITY COUNCIL by ROBERT BAGGIO, MANAGER PLANNING SERVICES** pursuant to an instrument of delegation authorised by a Council resolution dated 26 June 2017 in the presence of:	..... Signature of delegate
..... Witness	
..... Print name Steven Finlay	

Maddocks

Signing Page

Signed, sealed and delivered as a deed by the Parties.

The Common Seal of the **Melton City Council** was hereunto affixed in the presence of:)
)
)

..... Councillor

..... Chief Executive Officer

Executed by the **Melbourne Water Corporation** by its duly appointed Attorney in the presence of:)
)
)

..... Witness (sign)

Rohan Hopsley
Name of Witness (Print)

B Doyle
..... Attorney (sign)

BERNADETTE ROSA DOYLE
Name of Attorney (Print)
Date of Power of Attorney: 26.2.2016

14

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Maddocks

Executed by Mt Atkinson NL2 Investments Pty Ltd)
ACN 162431736 in accordance with s 127(1) of the)
Corporations Act 2001:

.....	.....
Signature of Director	Signature of Director/Company Secretary
ANTHONY CALGIURI	DAVID SCALZO
Print full name	Print full name

Executed by Mt Atkinson NL3 Investments Pty Ltd)
ACN 162436286 in accordance with s 127(1) of the)
Corporations Act 2001:

.....	.....
Signature of Director	Signature of Director/Company Secretary
ANTHONY CALGIURI	DAVID SCALZO
Print full name	Print full name

Maddocks

Caveator's Consent

Mensch Investments No. 1 Pty Ltd as caveator under instrument no. AN959287S and AN959388L consents to recording of this Agreement on certificate of title to the Subject Land.

.....

ANTHONY CALLIGURY DAVID SLAK

Maddocks

Annexure "A"

Melbourne Water

14 August 2018

John Mathios
DPM Consulting Group

Proposal: Offer of conditions non-works
Site location: Mt.Atkinson - Town Centre - Super-Lot 3, 181-235 Greigs Road Truganina
Melbourne Water reference: MWA-1069532
SPEAR reference: S120776S
Date referred: 13/08/2018
Plan number: PS813277W **Version:** 7
Estate Name and Stage Number: Mt.Atkinson - Town Centre - Super-Lot 3

Before the Council can issue a Statement of Compliance, it is necessary for you to enter into an Agreement with Melbourne Water. Melbourne Water's conditions for the agreement are outlined below.

To protect our waterways and bays, new development is required to meet best practice standards for stormwater quality. Water quality treatment works should generally be provided onsite, however, where developers are unable to meet best practice objectives onsite; they may be able to contribute an offset towards works elsewhere in the catchment. Where available, the applicable stormwater quality contributions are outlined below.

This agreement including the information shown below concerning contributions constitutes a 'notice' pursuant to sections 196 and 268(1) of the Water Act 1989.

Drainage Contributions

Scheme: Deanside Drive DS
Rate type: Residential

Hydraulic

11.526 ha at $ 105,218.00 /ha	$ 1,212,743.00

Scheme stormwater quality

11.526 ha at $ 39,008.00 /ha	$ 449,606.00

Total

Total Amount	$ 1,662,349.00
Processing Charge	$ 0.00
Total excluding GST	$ 1,662,349.00
GST	$ 0.00

VICTORIA State Government

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

Total amount payable $ 1,662,349.00

Developer Contributions and associated processing fees have been exempted from GST (Exempt Taxes, Fees and Charges, Determination 2000 (No.2)).

Conditions

1. Prior to the issue of a Statement of Compliance for any of the super-lots relevant to this application, Melbourne Water requires the submission of an appropriate Storm-water Management Strategy (inclusive of modelling) for this catchment. This strategy should align with previous advice from Melbourne Water and generally be in accordance with the relevant Precinct Structure Plan, it must also demonstrate the proposed alignments of drainage infrastructure, relevant flow path directions for the 1 in 10 year ARI and 1 in 100 year flood events. The drainage strategy also must include a free draining outfall arrangement for within the subdivision and details relating to any proposed major drainage assets passing through the site. If the development it to proceed out of sequence, Melbourne Water will require additional information relating to any temporary works proposed (retardation and sediment control).

2. Pollution and sediment laden runoff shall not be discharged directly or indirectly into Melbourne Water's drains or waterways. Prior to the commencement of works, a council approved Site Management Plan detailing pollution and sediment control measures is to be submitted to Melbourne Water for our records.

3. Prior to the issue of a Statement of Compliance for any of the super-lots relevant to this application, Melbourne Water requires evidence demonstrating that appropriate interim drainage solutions (retardation and sediment control) have been implemented to mitigate the risk to downstream landowners. Council acceptance of any temporary drainage infrastructure should be forwarded to Melbourne Water; and for any works proposed around our mains, drains and waterways, a separate application must be made direct to Melbourne Water's Asset Services team.

4. Prior to the issue of a Statement of Compliance for any of the super-lots relevant to this application, a free draining outfall is to be arranged to the satisfaction of Melbourne Water, Council and the affected downstream property owner(s). Written acceptance from downstream landowner(s) and Council is to be forwarded to Melbourne Water for our records. Any temporary outfall is to be arranged to the satisfaction of Melbourne Water, Council and the affected downstream property owner(s).

5. Prior to the commencement of works, a separate application direct to Melbourne Water's Asset Services team, must be made for any works around our mains, drains and waterways. Applications shall be made online via the Melbourne Water website. Prior to the issue of a Statement of Compliance, copies of all relevant Asset Services signed practical completion forms must be submitted.

6. Prior to the issue of a Statement of Compliance for any of the super-lots relevant to this application, council approved engineering plans of the subdivision (in electronic format) are to be submitted to Melbourne Water for our records. These plans must show road and drainage details and any overland flow paths for the 100 year ARI storm event. A Certified Survey Plan (CSP) may be required following our comments on the engineering plans.

7. All new lots are to be filled to a minimum of either; 300mm above the 1% Annual Exceedance Probability AEP flood level associated with an existing or proposed Melbourne Water asset or 600mm above the 1% AEP flood level associated with an existing or proposed Melbourne Water waterway, wetland or retarding basin, whichever is the greater.

8. Prior to the issue of a Statement of Compliance for any of the super-lots relevant to this application, a certified survey plan (CSP) prepared by or under the supervision of a licensed land surveyor, showing finished lot levels reduced to the Australian Height Datum, must be submitted to Melbourne Water for our records. The CSP must show the 1% AEP flood levels associated with an existing or proposed major drainage or stormwater quality assets.

9. Any land reimbursements within this development/site will be based on the broad acres (in-globo) value of the land.

10. Stormwater runoff from the subdivision must achieve State Environmental Protection Policy (Waters of Victoria) objectives for environmental management of stormwater as set out in the 'Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO) 1999'.

11. If this offer is accepted but payment is not made within three months from the date of this letter, contributions will be calculated at the rate/s applicable at the time of payment. This offer shall remain open for three months from the date of this letter. If acceptance of the offer has not been received by that date, the offer will lapse. If construction is not completed and a Statement of Compliance has not been issued within 18 months of acceptance of the offer, this agreement is considered terminated and a new offer will be required. The new offer will require the developer to meet additional contributions if the contribution rate increases.

Acceptance Conditions

To accept this offer, please sign the attached acceptance/remittance form and send a scanned copy to DevConnect@melbournewater.com.au and include your reference number MWA-1069532 in the subject line.

If this offer is accepted but payment is not made within three months from the date of this letter, contributions will be calculated at the rate/s applicable at the time of payment. As contribution rates are subject to periodical review, future rate/s may be higher than the current rate/s. For registered users, two months' notice of any change in rates will be provided on Melbourne Water's Planning and Building page at www.melbournewater.com.au.

Statement of Compliance

Compliance with the above conditions and payment of the full contribution amount requested will enable Melbourne Water to consent to Council issuing a Statement of Compliance.

Apply for Melbourne Water's consent to 'Statement of Compliance' using the 'Apply Online' section of the Melbourne Water website. Please use MWA-1069532 when prompted for a previous reference number and submit all documentation requested, including a separate statement briefly describing how conditions in the offer have been met.

Expiry of Offer

This offer shall remain open for three months from the date of this letter. If acceptance of the offer has not been received by that date, the offer will lapse.

If construction is not completed and a Statement of Compliance has not been issued within 18 months of acceptance of the offer, the agreement may be terminated and a new offer will be required. The new offer will require the developer to meet additional contributions if the contribution rate increases.

Advice

The subdivision is to make provision for overland flows from the upstream catchment utilising roads and/or reserves. Alignment of roads and reserves with any adjoining estates must ensure continuity and provide uninterrupted conveyance of overland flows.

Local drainage must be to the satisfaction of Council.

All new lots must achieve appropriate freeboard in relation to local overland flow paths to Council's satisfaction.

Any road or access way intended to act as a stormwater overland flow path must be designed and constructed to comply with the floodway safety criteria outlined within Melbourne Water's Planning and Building website.

For general development enquiries contact our Customer Service Centre on (03)96797887.

Regards,

Laurence Newcome
Urban Growth Services

Acceptance/Remittance Form
(This is a GST exempt supply)

Melbourne Water

Property:	Mt.Atkinson - Town Centre - Super-Lot 3, 181-235 Greigs Road Truganina	**Offer No(Ref):**	MWA-1069532
Council:	Melton City Council	**Date of Offer:**	14 August 2018
Estate Name and Estate Stage number:	Mt.Atkinson - Town Centre - Super-Lot 3	**Amount payable:**	$ 1,662,349.00

As owner/s of the above property, I/we agree to the conditions under which Melbourne Water will advise Council that it consents to the issuing of a Statement of Compliance for the subdivision. The conditions include payment of the above drainage contribution amount.

Name of owner/s:---------- Phone:----------

Signature of owner/s:---------- Date: ----------

Postal address of owner/s: ----------
If signing on behalf of a company, please print your name and position:

Privacy collection notice: Your information is being collected to enable processing of your application for conditions of agreement. If you choose to pay by credit card online, your payment information is not held by Melbourne Water and is only used by Westpac in order to process your payment.

Please select one of the following payment options:

☐ **ONLINE PAYMENT (credit or debit card) up to $10,000**

Visit **http://www.melbournewater.com.au/aboutus/onlinepayments/** to pay with VISA or MasterCard. An online payment is deemed to be an acceptance of the conditions of agreement.

Please quote the Melbourne Water Reference No: MWA-1069532 as the invoice or reference number in the payment portal.

☐ **EFT**

Bank Name: WESTPAC
Bank Account Name: MELBOURNE WATER CORPORATION DRAWINGS ACCOUNT
BSB No: 033-000
Account No: 295655

Note: When depositing funds **you must include the following information**:
Melbourne Water Reference No: MWA-1069532 and Company Name

An EFT payment is deemed to be an acceptance of the conditions of agreement.

☐ **CHEQUE**

Make your cheque payable to Melbourne Water. **A copy of this completed Remittance Form**, which contains your Melbourne Water Reference No: MWA-1069532 **must be attached** with all cheque payments sent via post to: **Melbourne Water, PO Box 4342, Melbourne VIC 3001.** A cheque payment is deemed to be an acceptance of the conditions of agreement.

Note: cheques should be crossed "Not Negotiable".

OFFICE USE ONLY: Laurence Newcome (Offer No/Ref: MWA-1069532)

CENTRE	ACCOUNT	AMOUNT
DS4169	5414	1,662,349.00

CENTRE	ACCOUNT	AMOUNT
D20095	5414	0.00

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia

Melbourne Water

21 August 2018

John Mathios
DPM Consulting Group

Proposal: Offer of conditions non-works
Site location: Mt.Atkinson - Town Centre - Super-Lot 1 & 2, 61-119 Greigs Road Truganina
Melbourne Water reference: MWA-1069529
SPEAR reference: S120742E
Date referred: 13/08/2018
Plan number: PS803029Y **Version:** 13

Before the Council can issue a Statement of Compliance, it is necessary for you to enter into an Agreement with Melbourne Water. Melbourne Water's conditions for the agreement are outlined below.

To protect our waterways and bays, new development is required to meet best practice standards for stormwater quality. Water quality treatment works should generally be provided onsite, however, where developers are unable to meet best practice objectives onsite; they may be able to contribute an offset towards works elsewhere in the catchment. Where available, the applicable stormwater quality contributions are outlined below.

This agreement including the information shown below concerning contributions constitutes a 'notice' pursuant to sections 196 and 268(1) of the Water Act 1989.

Drainage Contributions

Scheme: Neale Road DS
Rate type: Industrial / Commercial

Hydraulic

4.386 ha at $ 92,244.00 /ha	$	525,957.00

Scheme stormwater quality

4.386 ha at $ 28,638.00 /ha	$	163,288.00

Scheme: Deanside Drive DS
Rate type: Industrial / Commercial

Hydraulic

12.39 ha at $ 105,218.00 /ha	$	1,694,746.00

VICTORIA State Government

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

Scheme stormwater quality

12.39 ha at $ 39,008.00 /ha	$	628,302.00
Total		
Total Amount	$	689,245.00
Processing Charge	$	0.00
Total excluding GST	$	689,245.00
GST	$	0.00
Total		
Total Amount	$	2,323,048.00
Processing Charge	$	0.00
Total excluding GST	$	2,323,048.00
GST	$	0.00
Total amount payable	$	3,012,293.00

Developer Contributions and associated processing fees have been exempted from GST (Exempt Taxes, Fees and Charges, Determination 2000 (No.2)).

Conditions

1. Prior to the issue of a Statement of Compliance for any of the super-lots relevant to this application, Melbourne Water requires the submission of an appropriate Storm-water Management Strategy (inclusive of modelling) for this catchment. This strategy should align with previous advice from Melbourne Water and generally be in accordance with the relevant Precinct Structure Plan, it must also demonstrate the proposed alignments of drainage infrastructure, relevant flow path directions for the 1 in 10 year ARI and 1 in 100 year flood events. The drainage strategy also must include a free draining outfall arrangement for within the subdivision and details relating to any proposed major drainage assets passing through the site. If the development it to proceed out of sequence, Melbourne Water will require additional information relating to any temporary works proposed (retardation and sediment control).

2. Pollution and sediment laden runoff shall not be discharged directly or indirectly into Melbourne Water's drains or waterways. Prior to the commencement of works, a council approved Site Management Plan detailing pollution and sediment control measures is to be submitted to Melbourne Water for our records.

3. Prior to the issue of a Statement of Compliance for any of the super-lots relevant to this application, Melbourne Water requires evidence demonstrating that appropriate interim drainage solutions (retardation and sediment control) have been implemented to mitigate the risk to downstream landowners. Council acceptance of any temporary drainage infrastructure should be forwarded to Melbourne Water; and for any works proposed around our mains, drains and waterways, a separate application must be made direct to Melbourne Water's Asset Services team.

4. Prior to the issue of a Statement of Compliance for any of the super-lots relevant to this application, a free draining outfall is to be arranged to the satisfaction of Melbourne Water, Council and the affected downstream property owner(s). Written acceptance from downstream landowner(s) and Council is to be forwarded to Melbourne Water for our records. Any temporary outfall is to be arranged to the satisfaction of Melbourne Water, Council and the affected downstream property owner(s).

5. Prior to the commencement of works, a separate application direct to Melbourne Water's Asset Services team, must be made for any works around our mains, drains and waterways. Applications shall be made online via the Melbourne Water website. Prior to the issue of a Statement of Compliance, copies of all relevant Asset Services signed practical completion forms must be submitted.

6. Prior to the issue of a Statement of Compliance for any of the super-lots relevant to this application, council approved engineering plans of the subdivision (in electronic format) are to be submitted to Melbourne Water for our records. These plans must show road and drainage details and any overland flow paths for the 100 year ARI storm event. A Certified Survey Plan (CSP) may be required following our comments on the engineering plans.

7. All new lots are to be filled to a minimum of either; 300mm above the 1% Annual Exceedance Probability AEP flood level associated with an existing or proposed Melbourne Water asset or 600mm above the 1% AEP flood level associated with an existing or proposed Melbourne Water waterway, wetland or retarding basin, whichever is the greater.

8. Prior to the issue of a Statement of Compliance for any of the super-lots relevant to this application, a certified survey plan (CSP) prepared by or under the supervision of a licensed land surveyor, showing finished lot levels reduced to the Australian Height Datum, must be submitted to Melbourne Water for our records. The CSP must show the 1% AEP flood levels associated with an existing or proposed major drainage or stormwater quality assets.

9. Any land reimbursements within this development/site will be based on the broad acres (in-globo) value of the land.

10. Stormwater runoff from the subdivision must achieve State Environmental Protection Policy (Waters of Victoria) objectives for environmental management of stormwater as set out in the 'Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO) 1999'.

11. If this offer is accepted but payment is not made within three months from the date of this letter, contributions will be calculated at the rate/s applicable at the time of payment. This offer shall remain open for three months from the date of this letter. If acceptance of the offer has not been received by that date, the offer will lapse. If construction is not completed and a Statement of Compliance has not been issued within 18 months of acceptance of the offer, this agreement is considered terminated and a new offer will be required. The new offer will require the developer to meet additional contributions if the contribution rate increases.

Acceptance Conditions

To accept this offer, please sign the attached acceptance/remittance form and send a scanned copy to DevConnect@melbournewater.com.au and include your reference number MWA-1069529 in the subject line.

If this offer is accepted but payment is not made within three months from the date of this letter, contributions will be calculated at the rate/s applicable at the time of payment. As contribution rates are subject to periodical review, future rate/s may be higher than the current rate/s. For registered users, two months' notice of any change in rates will be provided on Melbourne Water's Planning and Building page at www.melbournewater.com.au.

Statement of Compliance

Compliance with the above conditions and payment of the full contribution amount requested will enable Melbourne Water to consent to Council issuing a Statement of Compliance.

Apply for Melbourne Water's consent to 'Statement of Compliance' using the 'Apply Online' section of the Melbourne Water website. Please use MWA-1069529 when prompted for a previous reference number and submit all documentation requested, including a separate statement briefly describing how conditions in the offer have been met.

Expiry of Offer

This offer shall remain open for three months from the date of this letter. If acceptance of the offer has not been received by that date, the offer will lapse.

If construction is not completed and a Statement of Compliance has not been issued within 18 months of acceptance of the offer, the agreement may be terminated and a new offer will be required. The new offer will require the developer to meet additional contributions if the contribution rate increases.

Advice

The subdivision is to make provision for overland flows from the upstream catchment utilising roads and/or reserves. Alignment of roads and reserves with any adjoining estates must ensure continuity and provide uninterrupted conveyance of overland flows.

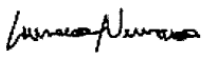
Local drainage must be to the satisfaction of Council.

All new lots must achieve appropriate freeboard in relation to local overland flow paths to Council's satisfaction.

Any road or access way intended to act as a stormwater overland flow path must be designed and constructed to comply with the floodway safety criteria outlined within Melbourne Water's Planning and Building website.

For general development enquiries contact our Customer Service Centre on (03)96797887.

Regards,



Laurence Newcome
Urban Growth Services

Acceptance/Remittance Form
(This is a GST exempt supply)

Melbourne Water

Property:	Mt.Atkinson - Town Centre - Super-Lot 1 & 2, 61-119 Greigs Road Truganina	**Offer No(Ref):**	MWA-1069529
Council:	Melton City Council	**Date of Offer:**	21 August 2018
Estate Name and Estate Stage number:	Mt.Atkinson - Town Centre - Super-Lot 1 & 2	**Amount payable:**	$ 3,012,293.00

As owner/s of the above property, I/we agree to the conditions under which Melbourne Water will advise Council that it consents to the issuing of a Statement of Compliance for the subdivision. The conditions include payment of the above drainage contribution amount.

Name of owner/s:---------- Phone:----------

Signature of owner/s:---------- Date: ----------

Postal address of owner/s: ----------
If signing on behalf of a company, please print your name and position:

Privacy collection notice: Your information is being collected to enable processing of your application for conditions of agreement. If you choose to pay by credit card online, your payment information is not held by Melbourne Water and is only used by Westpac in order to process your payment.

Please select one of the following payment options:

☐ **ONLINE PAYMENT (credit or debit card) up to $10,000**

Visit **http://www.melbournewater.com.au/aboutus/onlinepayments/** to pay with VISA or MasterCard. An online payment is deemed to be an acceptance of the conditions of agreement.

Please quote the Melbourne Water Reference No: MWA-1069529 as the invoice or reference number in the payment portal.

☐ **EFT**

Bank Name: WESTPAC
Bank Account Name: MELBOURNE WATER CORPORATION DRAWINGS ACCOUNT
BSB No: 033-000
Account No: 295655

Note: When depositing funds **you must include the following information**:
Melbourne Water Reference No: MWA-1069529 and Company Name

An EFT payment is deemed to be an acceptance of the conditions of agreement.

☐ **CHEQUE**

Make your cheque payable to Melbourne Water. **A copy of this completed Remittance Form**, which contains your Melbourne Water Reference No: MWA-1069529 **must be attached** with all cheque payments sent via post to: **Melbourne Water, PO Box 4342, Melbourne VIC 3001.** A cheque payment is deemed to be an acceptance of the conditions of agreement.

Note: cheques should be crossed "Not Negotiable".

OFFICE USE ONLY: Laurence Newcome (Offer No/Ref: MWA-1069529)

CENTRE	ACCOUNT	AMOUNT
DS4144	5414	689,245.00
DS4169	5414	2,323,048.00

CENTRE	ACCOUNT	AMOUNT
D20095	5414	0.00

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia

MT.ATKINSON

DALTON CONSULTING ENGINEERS

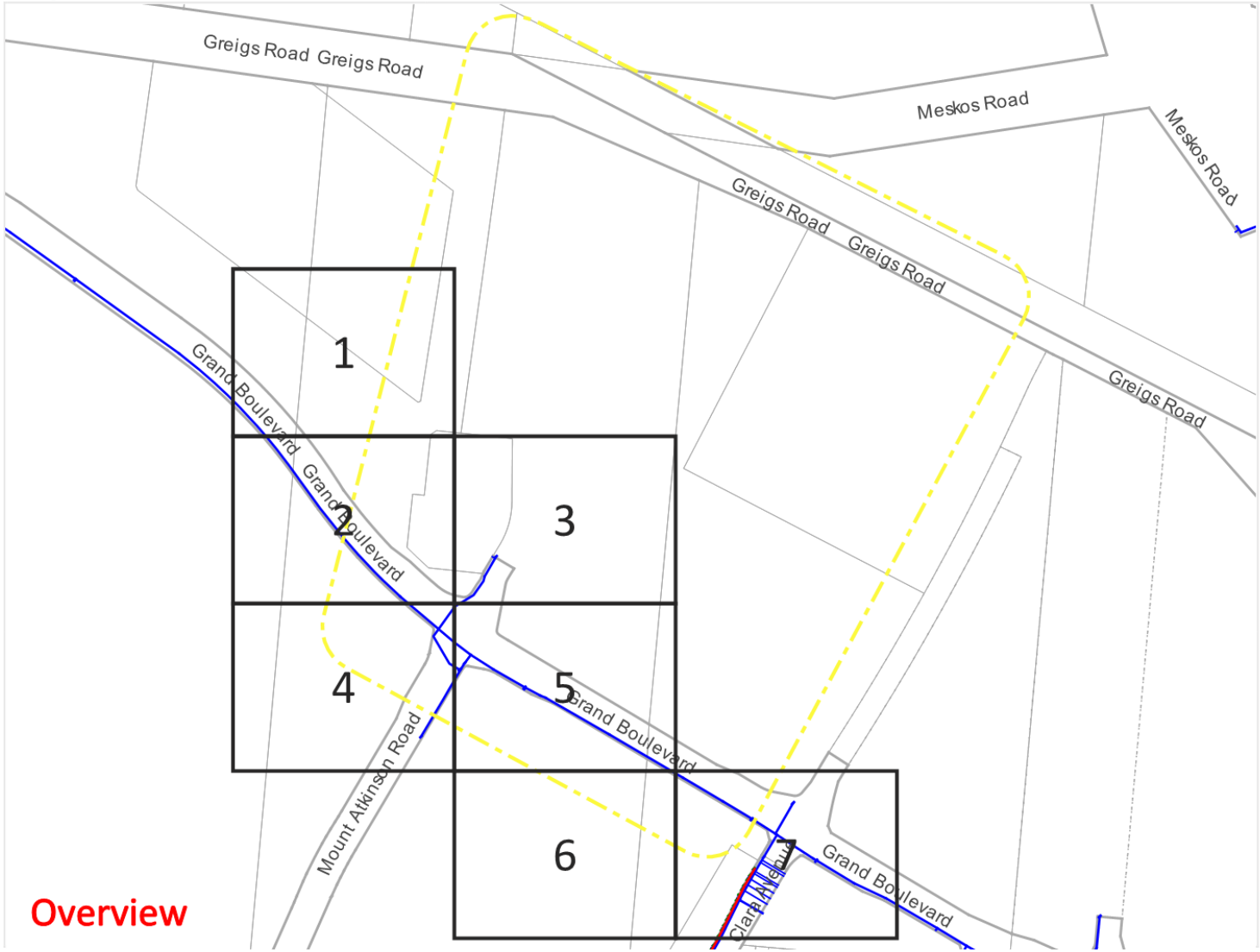
Appendix D – Greater Western Water Servicing Plans

© Dalton Consulting Engineers Pty Ltd

Greater Western Water

Sequence No: 246433607
Job No: 37886718
Location: 121d Greigs Road, Truganina, VIC 3029

DIAL BEFORE YOU DIG www.1100.com.au The Essential First Step.



Legend

- Water Potable
- Water Recycled
- Water Raw
- Water Service Potable
- Water Service Recycled
- Sewer
- Sewer Service
- 10.25 Sewer Invert Level
- Abandoned Pipes
- Surface Fitting/Manhole
- <1.2> Estimated Offset

NOTE: Assets labelled "AC" may contain asbestos material and therefore any works near these assets must be undertaken in accordance with OHS (Asbestos) Regulations 2017.

Due to the placement of Potable and Recycled pipes in the same trench, it may be difficult to distinguish the two asset types where they have been superimposed on the plans.
PLANS MUST BE PRINTED IN COLOUR

N

Scale: 1:5650
Expires: 20 Nov 2024

DISCLAIMER: Greater Western Water and PelicanCorp do not guarantee or make any representation as to the accuracy of the information in this plan response which is provided in good faith as the best information available at the time. Greater Western Water and PelicanCorp do not accept any liability for any loss, damage, injury, cost or expense arising from the use of or reliance on this plan response or the information contained in it.

Plans generated 23 Oct 2024 by Pelicancorp TicketAccess Software | www.pelicancorp.com

AU.GWW (VIC) - Response Plan.docx (25 Jun 2021)

Greater Western Water

Sequence No: 246433607
Job No: 37886718
Location: 121d Greigs Road, Truganina, VIC 3029

DIAL BEFORE YOU DIG www.1100.com.au The Essential First Step.



Legend

- Water Potable
- Water Recycled
- Water Raw
- Water Service Potable
- Water Service Recycled
- Sewer
- Sewer Service
- 10.25 Sewer Invert Level
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N

Scale: 1:1000
Expires: 20 Nov 2024

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Greater Western Water

Sequence No: 246433607
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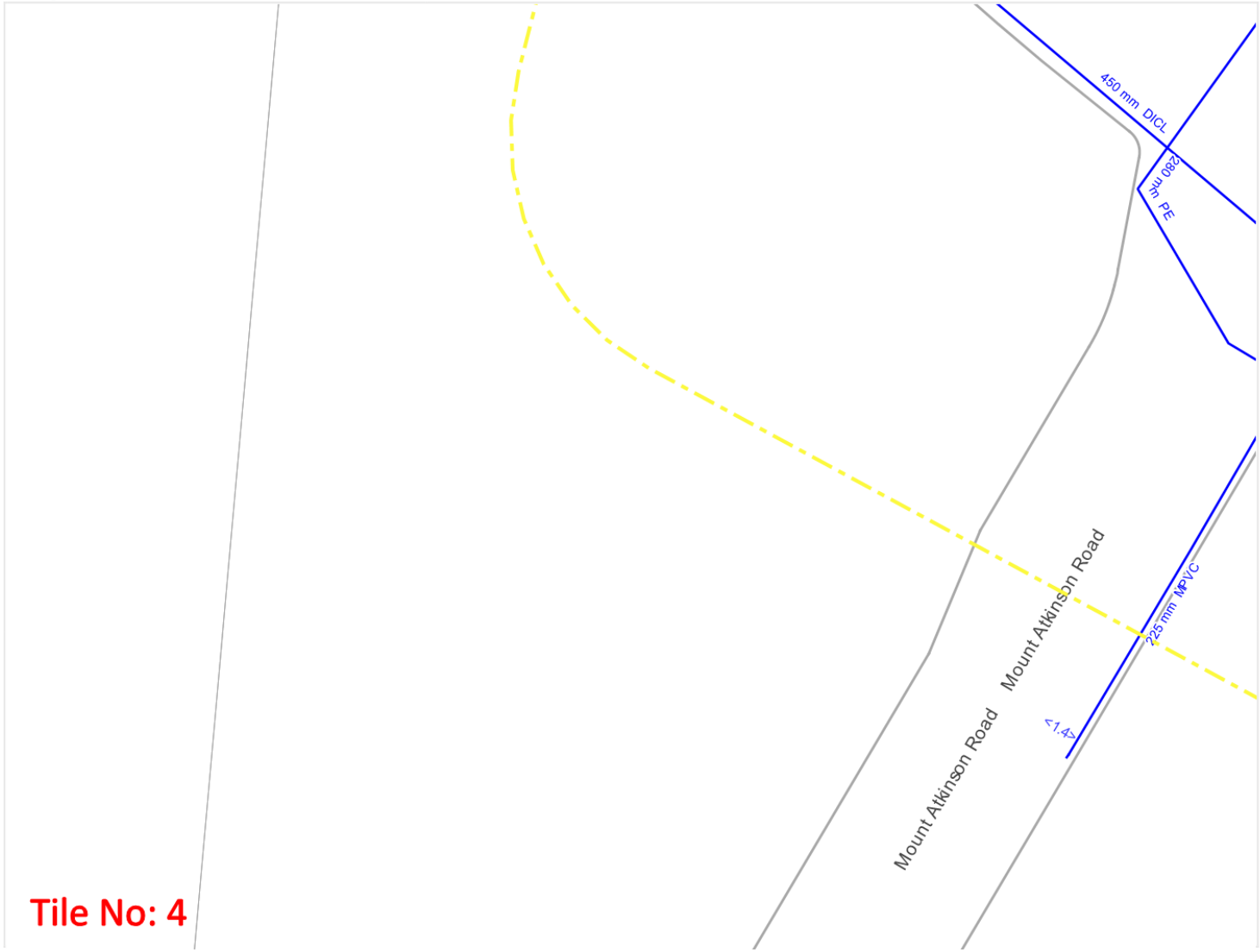

Legend

- Water Potable
- Water Recycled
- Water Raw
- Water Service Potable
- Water Service Recycled
- Sewer
- Sewer Service
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- Abandoned Pipes
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Tile No: 4

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AU.GWW (VIC) - Response Plan.docx (25 Jun 2021)

Greater Western Water

Sequence No: 246433607
Job No: 37886718
Location: 121d Greigs Road, Truganina, VIC 3029

DIAL BEFORE YOU DIG www.1100.com.au The Essential First Step.



Legend

- Water Potable
- Water Recycled
- Water Raw
- Water Service Potable
- Water Service Recycled
- Sewer
- Sewer Service
- 10.25 Sewer Invert Level
- Abandoned Pipes
- Surface Fitting/Manhole
- <1.2> Estimated Offset

NOTE: Assets labelled "AC" may contain asbestos material and therefore any works near these assets must be undertaken in accordance with OHS (Asbestos) Regulations 2017.

Due to the placement of Potable and Recycled pipes in the same trench, it may be difficult to distinguish the two asset types where they have been superimposed on the plans.
PLANS MUST BE PRINTED IN COLOUR

N

Scale: 1:1000
Expires: 20 Nov 2024

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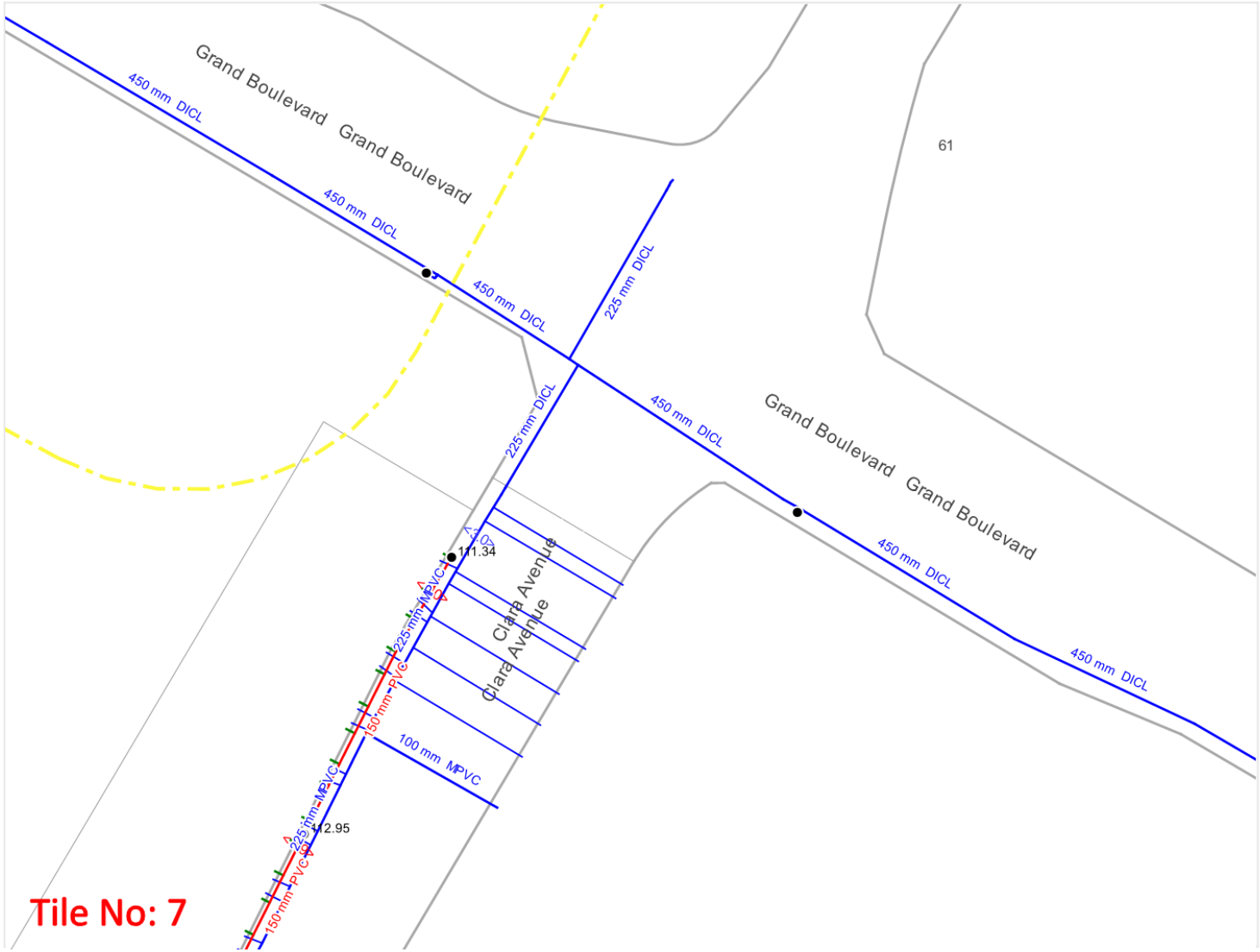
Plans generated 23 Oct 2024 by Pelicancorp TicketAccess Software | www.pelicancorp.com

AU.GWW (VIC) - Response Plan.docx (25 Jun 2021)

Greater Western Water

Sequence No: 246433607
Job No: 37886718
Location: 121d Greigs Road, Truganina, VIC 3029

DIAL BEFORE YOU DIG www.1100.com.au The Essential First Step.



Legend

- Water Potable
- Water Recycled
- Water Raw
- Water Service Potable
- Water Service Recycled
- Sewer
- Sewer Service
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- Abandoned Pipes
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NOTE: Assets labelled "AC" may contain asbestos material and therefore any works near these assets must be undertaken in accordance with OHS (Asbestos) Regulations 2017.

Due to the placement of Potable and Recycled pipes in the same trench, it may be difficult to distinguish the two asset types where they have been superimposed on the plans.
PLANS MUST BE PRINTED IN COLOUR

N

Scale: 1:1000
Expires: 20 Nov 2024

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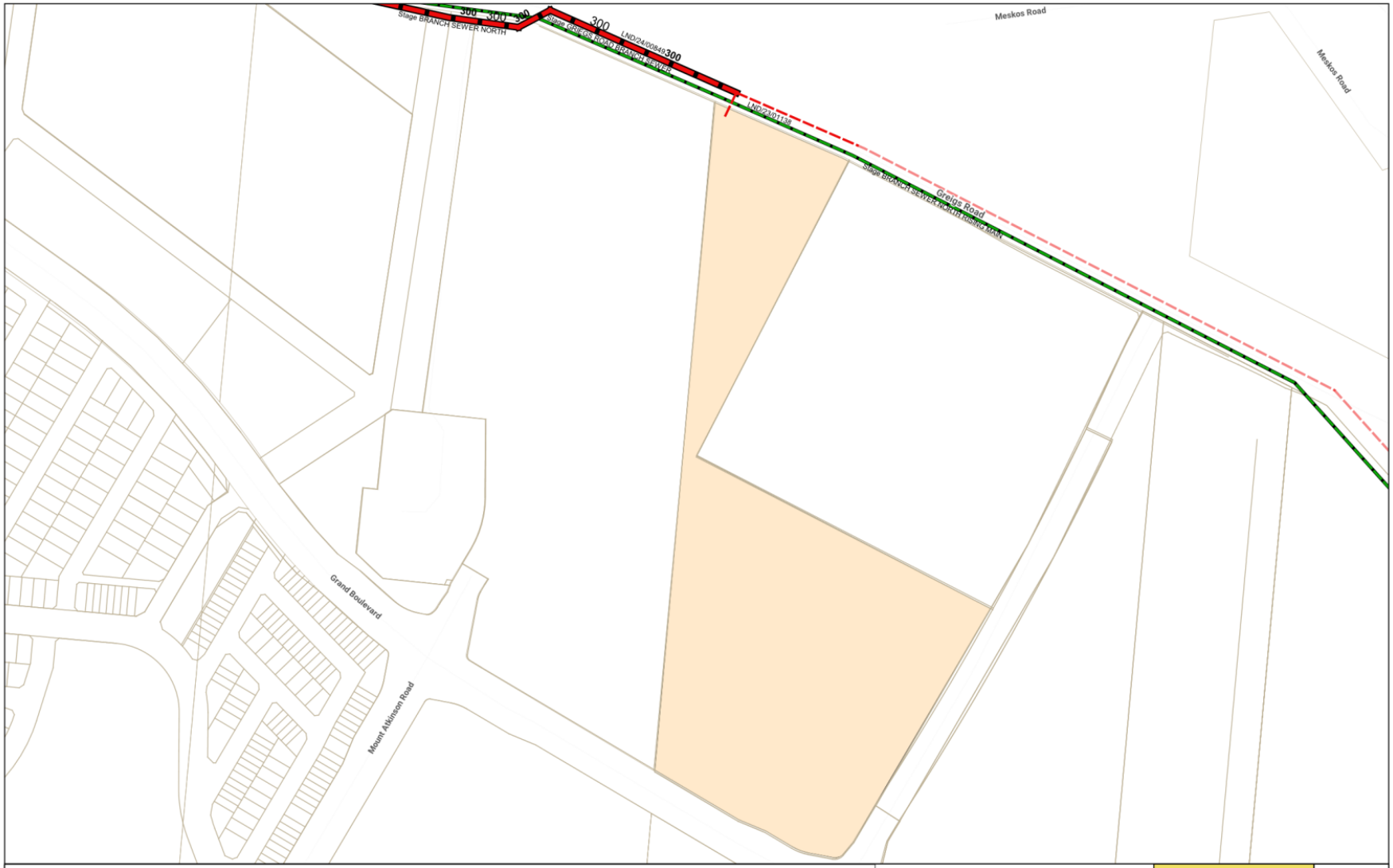

Meskos Road
Meskos Road
Greigs Road
Grand Boulevard
Mount Atkinson Road
Stage BRANCH SEWER NORTH
Stage BRANCH SEWER NORTH RISING MAIN
LND/24/00849
LND/24/00261
300
DEVELOPMENT SERVICING SOLUTIONS - SEWER LAYOUT PLAN
Municipality
MELTON
Development Name
SEW - MT ATKINSON TOWN CENTRE - LOT 2 SEWER
File Reference
LND/24/00261
Note: The propsed asset layout indicates the extent of work, not necessarily preference for location.
BOUNDARY TRAP OMITTED (BTO) AREA
Compiled by: Leon Hurley
Date: 13-09-2024
Existing Gravity Sewer
Sewer <300
Future Sewer <300
Sewer >=300
Future Sewer >=300
Offered sewer >=300
Offered sewer <300
Abandoned In Ground
Abandoned Removed
SEWER ALIGNMENTS ARE BASED ON ASSUMPTION THAT REASONABLE ACCESS IS AVAILABLE TO SEWERS AT THE REAR OF PRIVATE PROPERTIES
N
1:3000
Assets labelled AC may contain asbestos material and therefore works on these assets must be undertaken in accordance with OHS Regulations 2017 (Part 4.4).
Disclaimer: The location of assets must be proved in the field by the applicant prior to the commencement of work. These plans do not indicate private services Greater Western Water does not guarantee and makes no representation or warranty as to the accuracy or scale of this plan.
This company accepts no liability for any loss, damage or injury by any person as a result of any inaccuaracy in this plan.
Greater Western Water

MT.ATKINSON

DALTON CONSULTING ENGINEERS

Appendix E – Outfall Sewer Plans

© Dalton Consulting Engineers Pty Ltd

General Notes:

A1. Only contractors accredited by Greater Western Water to SC2, SC4 and SC7 shall be eligible to construct these works.
A2. Only products approved and catalogued by the Water Agency shall be used.
A3. Works must be to constructed according to the MRWA edition of the WSAA Sewerage code of Australia WSA 02-2014-3.1 and the WSAA Sewage Pumping Station code of Australia WSA 04-2005-2.1 and both Greater Western Water design supplements.
A4. The design consultant is responsible for the design and coordination of the works. Any problem arising during construction shall be directed to the consultant.

Survey, Set Out and Asset Recording:

B1. All contours and levels are in metres to the Australian height datum (A.H.D.)
B2. All co-ordinates shown are to map grid of Australia (MGA).
B3. Chainages shown on detail plans are discontinuous at access chambers. Chainages shown on long section sheets are continuous.
B4. Coordinates are to sewer line intersection point unless otherwise shown.
B5. Before commencement of work, the contractor must complete a level check between all TBM's to verify level values.
B6. TBM's and control points are to be maintained and protected at all times during construction. Should any marks be disturbed, the contractor will immediately notify the consultant to arrange re-instatement at the contractors expense.
B7. Existing property connections designated with "CCTV" to be checked with closed circuit TV. Any damage found is to be repaired. Contractor to provide all CCTV footage to BPD for Water Agency submission.

Property Connections:

C1. Number of lots to be sewered: 4 lots
C2. All property connections to be DN225 unless otherwise indicated.
C3. Branch tie distance shown on detail plan are from approved subdivision survey pegs. Branch ties for future lots are shown as a chainage. (Ch) Distance is from the downstream sewer structure.
C4. Invert level of the property connection point is shown opposite the branch position.
C5. Property Connections requiring Boundary Traps will be designated with "BT" at the end of the Property Connection Type description.
C6. DN150 sewers shall have a grade of 1 in 83 unless otherwise shown.
C7. Type F connections require Heavy Duty fittings at top and bottom of the jump up as described by Item D & G on MRWA-S-303.
C8. Property connections are to extend to property boundaries or easements as described/shown in MRWA-S-108 & 109. For building envelopes ≤ 1m refer plan note. Contractor, to note, connections on plan are diagrammatic unless otherwise specified.

Earthworks and Retaining Walls:

D1. In areas subject to earthworks, construction of sewers shall not commence until earthworks has been completed unless written approval has been given by the Water Agency.

Embedment:

E1. Embedment shall be Type A (refer MRWA-S-202) unless otherwise specified on the long section.

Backfill:

F1. Selection and compaction of trench backfill material shall be in accordance with the Water Agency adopted version of MRWA specification no 04-03.
F2. Refer to Long Section drawings for backfill requirements.
F3. Refer geotechnical report by Cardno V171523Report04.1 for Grandview Estate, Northern Sewer Alignment

Compaction Testing:

G1. Test results shall be provided to the Superintendent prior to practical completion / acceptance of works.
G2. The Contractor is required to undertake all testing of fill compaction in accordance with the Water Agency adopted version of the MRWA Backfill Specification 04-03.

Safety:

H1. Prior to commencement of works on site, the contractor must ensure that all matters relating to the Occupational Health and Safety Act 2004 and Occupational Health and Safety regulations 2017, have been and will be complied with.

Work on Live Sewers:

I1. All works on live sewers must be carried out by a water company accredited contractor.
I2. All existing sewers must be plugged in accordance with Water Agency requirements to stop gas emissions prior to any connections being made.
I3. To enable connections to live assets or any work on live assets, the contractor shall submit the appropriate forms to the Superintendent at least 3 working days prior to any works on live sewers.
I4. The Contractor is not permitted to break into an existing live pipeline, enter a live sewer or remove the cover to a live maintenance structure unless authorised by the Water Agency.

Testing:

J1. The contractor is to give a minimum of five (5) days notice to the superintendent and water agency prior to the testing being undertaken. Testing is to be undertaken in the presence of superintendent.

Cultural Heritage Requirements:

K1. The contractor is to keep a copy of the approved cultural heritage management plan on site at all times during works.
Refer to CHMP prepared by Biosis Pty Ltd
CHMP No. 13712 for Mt. Atkinson Estate
CHMP No. 15337 for Grandview Estate
CHMP No. 15477 for Greigs Road

Environmental Management Plan:

L1. On commencement of construction works the contractor must comply with the recommendations of the EPA publication "construction techniques for sediment pollution control" (publication no 275 1991).
L2. Prior to the commencement of work, the contractor is to submit a site environmental management plan to Melbourne Water.
L3. All trees and vegetation are to be protected unless otherwise indicated for removal.
The extent of any vegetation removal shall be confirmed on site with the superintendent and local council prior to commencement, and in accordance with any planning permits. Any removal shall be documented.
L4. All areas containing creek vegetation, trees and revegetated areas near the construction zone are to be fenced off during the works with secure and highly visible material such as para-webbing fencing.
L5. Ensure all machinery, equipment and/or footwear entering the site is weed and pathogen free.

Curved Sewers and Bends:

M1. Detectable markers shall be installed above upstream ends of all bends, which are not directly connected to Maintenance Structures, and at both ends of all horizontal curves.
Refer MRWA-S-104B for more details.

Boring:

N1. For trenchless construction the contractor is to accord with requirements set out in MRWA-S-208 & 208B.

Rising Mains:

O1. Use DN560 & DN355 PE100 PN16 pipes in accordance with WSAA Polyethylene Pipeline code WSA 01-2004-3.1.
Pipe colour to be black with cream stripes to GWW requirements.
O2. Butt weld jointing shall be used.
O3. All tees, bends and other jointed fittings must be anchored to prevent movement caused by the thrust of the pipeline.
The restraint can be achieved by using plain or reinforced anchors in accordance with standard drawings MRWA-W-204 & 205.
O4. Air release valves shall be housed in an air valve chamber which is vented. All sewerage valves shall be clockwise closing and to be resilient seated gate valves.
O5. Scour arrangements to be DN100 unless otherwise indicated. Valves at scours to remain in the shut position during normal operation.
O6. Mains constructed using open-cut trenching shall be installed with detectable marking tape laid on the first compacted backfill layer. The tape shall be 100mm wide with a message "CAUTION SEWER BURIED BELOW" and cream in colour.
O7. Marker Posts are to be located along the pressure main at changes of direction, at fittings and at 500m maximum intervals.
O8. Air valves to be low pressure sealing as per CSA (Bermad Water Technologies) Air Valve or approved equivalent.

Intermediate Discharge & Discharge Maintenance Hole:

P1. Intermediate concrete maintenance hole BSN1-7 to be conical type, 1200mm diameter, epoxy lined with a class 'D' 600mm diameter cover.
P2. Coatings shall be prepared, applied and tested as per the WSA 201 - Selection and Application of Protective Coatings Manual.
P3. Vents to conform with standard drawing MRWA-S-402.

Transmission of Electricity Easement:

Q1. Works are proposed in proximity to existing overhead HV transmission lines. Contractor to apply for a "Permit to work adjacent to Exposed High Voltage Electrical Apparatus". Contractor must contact AusNet services by e-mail on lmg@ausnetservices.com.au

QA

ATTENTION TO CONTRACTOR

1. **IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT THE DIGITAL PLAN, PROVIDED FOR SETOUT PURPOSES, MATCHES THE TBM COORDINATES SHOWN.**
2. Contractor to ensure that the site is pegged and or set out checked by the licenced surveyor responsible for certifying the Plan of Subdivision prior to underground infrastructure being installed.
3. In accordance with Clause 15 of AS2124-1992, the Contractor must ensure the safety of the Contractor's employees and all other people who are on or adjacent to the site. The Contractor must comply with the Victorian Occupational Health and Safety Act 2004, including all relevant regulations.
4. The Contractor must ensure that all people employed on the site wear approved safety apparel. This includes safety helmets, safety boots, ear and eye protection, where appropriate.
5. **ONLY A WATER COMPANY APPROVED CONTRACTOR MAY WORK ON OR INSPECT LIVE ASSETS AND ONLY AFTER THE REQUIRED NOTIFICATIONS AND PERMITS ARE IN PLACE.**
6. Invert levels specified on drawings apply at the centre of sewer structures. For steep pipelines a false rise may have been specified. (Refer WSA 02-2014-3.1 Clause 5.6.6.7)
7. It is the contractors responsibility to ensure that cover levels are set to suit finished surface levels and cross falls as per WSA Std Dwg SEW-1308-V. Cover levels shown on these plans are indicative only.
8. Contractor to notify Superintendent a minimum of 48 hours prior to compaction testing.
9. Asbestos Pipes
Asbestos pipes encountered during works to be handled in accordance with the Occupational Health & Safety (Asbestos) Regulations 2017. These pipes are to be handled by a licensed operator only.
10. THE CONTRACTOR SHALL:
- obtain a "Water Carter Permit" from Greater Western Water on 9218 5400 to take and use any water from GWW's system for construction purposes.
- comply with that Water Carter Permit at all times including complying with current water restrictions and applying for and complying with any exceptions to those restrictions.
- give at least 5 days written notice to Greater Western Water before commencing work stating the date of construction to commence.

Schedule 8: Drawing Schedule

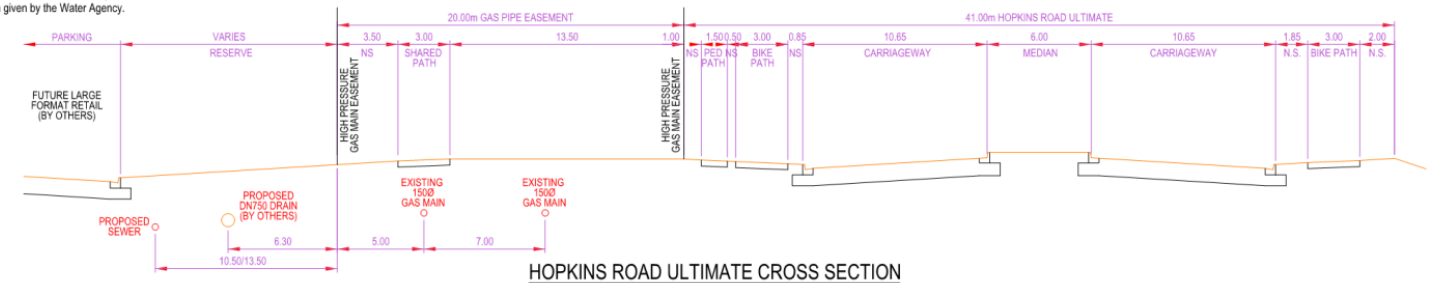
Sht No.	Ver	Title
1	B	Notes & Drawing Schedule
2	A	Locality Plan & Detail Plan Index
3	B	Schedules & Setout Coordinates
4	A	Detail Plan No. 1
5	A	Detail Plan No. 2
6	B	Detail Plan No. 3
7	B	Detail Plan No. 4
8	B	Detail Plan No. 5
9	B	Detail Plan No. 6
10	B	Detail Plan No. 7
11	B	Detail Plan No. 8
12	B	Detail Plan No. 9
13	B	Detail Plan No. 10
14	B	Detail Plan No. 11
15	A	Detail Plan No. 12
16	A	Gravity Sewer Longitudinal Section - Sheet 1 of 4
17	A	Gravity Sewer Longitudinal Section - Sheet 2 of 4
18	B	Gravity Sewer Longitudinal Section - Sheet 3 of 4
19	B	Sewer Rising Main Longitudinal Section - Sheet 1 of 8
20	B	Sewer Rising Main Longitudinal Section - Sheet 2 of 8
21	B	Sewer Rising Main Longitudinal Section - Sheet 3 of 8
22	B	Sewer Rising Main Longitudinal Section - Sheet 4 of 8
23	B	Sewer Rising Main Longitudinal Section - Sheet 5 of 8
24	B	Sewer Rising Main Longitudinal Section - Sheet 6 of 8
25	B	Sewer Rising Main Longitudinal Section - Sheet 7 of 8
26	B	Sewer Rising Main Longitudinal Section - Sheet 8 of 8 and Pump Station Civil Site Plan
27	A	Gravity Sewer Longitudinal Section - Sheet 4 of 4
28	A	MH Construction Details - Sheet 1 of 3
29	B	MH Construction Details - Sheet 2 of 3

Schedule 8: Drawing Schedule (cont.)

Sht No.	Ver	Title
30	B	MH Construction Details - Sheet 3 of 3
31	B	Bifurcation Assembly Details
32	A	Greigs Road Sewer Extension - Detail Plan
33	A	Greigs Road Sewer Extension Longitudinal Section

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

BEFORE YOU DIG www.byda.com.au



HOPKINS ROAD ULTIMATE CROSS SECTION

REV	DESCRIPTION	DATE	REG. ENG.
P10	UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE	22/05/23	A SUTTIE
	PLACE EXTENTS & BORED PIPE MAINS		
	GWW PRELIMINARY DESIGN AUDIT COMMENTS	27/02/23	A SUTTIE
P8	GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266	21/11/22	D BARKER
	DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.		

REV	DESCRIPTION	DATE	REG. ENG.
B	UPDATED DRAWING INDEX	31/05/24	A.SUTTIE
A	ISSUED FOR CONSTRUCTION	14/02/24	A.SUTTIE
P13	UPDATED BDP1-1 & IP1 LOCATION	21/12/23	A.SUTTIE
P12	BIFURCATION PIT REMOVED AND PIPE REGRADED	16/11/23	A.SUTTIE
P11	UPDATED DRAWINGS AS PER GWW COMMENTS	12/10/23	A.SUTTIE

DESIGNED DATE: 17/02/23 R.HONG
DRAWN DATE: 17/02/23 R.HONG
CHECKED DATE: 15/11/21 P.CUTLER
AUTHORISED DATE: 23/11/21 T.BARKER
REGISTERED ENGINEER NAME: A. SUTTIE PE REG NO.: PE0009231 DATE: 07/04/23

PROJECT No. LND/23/01138
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310

GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
NOTES & DRAWING SCHEDULE

SCALE: AS SHOWN @A3
SHEET: 1 OF 33
DRAWING No.: LND/23/01138S
REV: B
1

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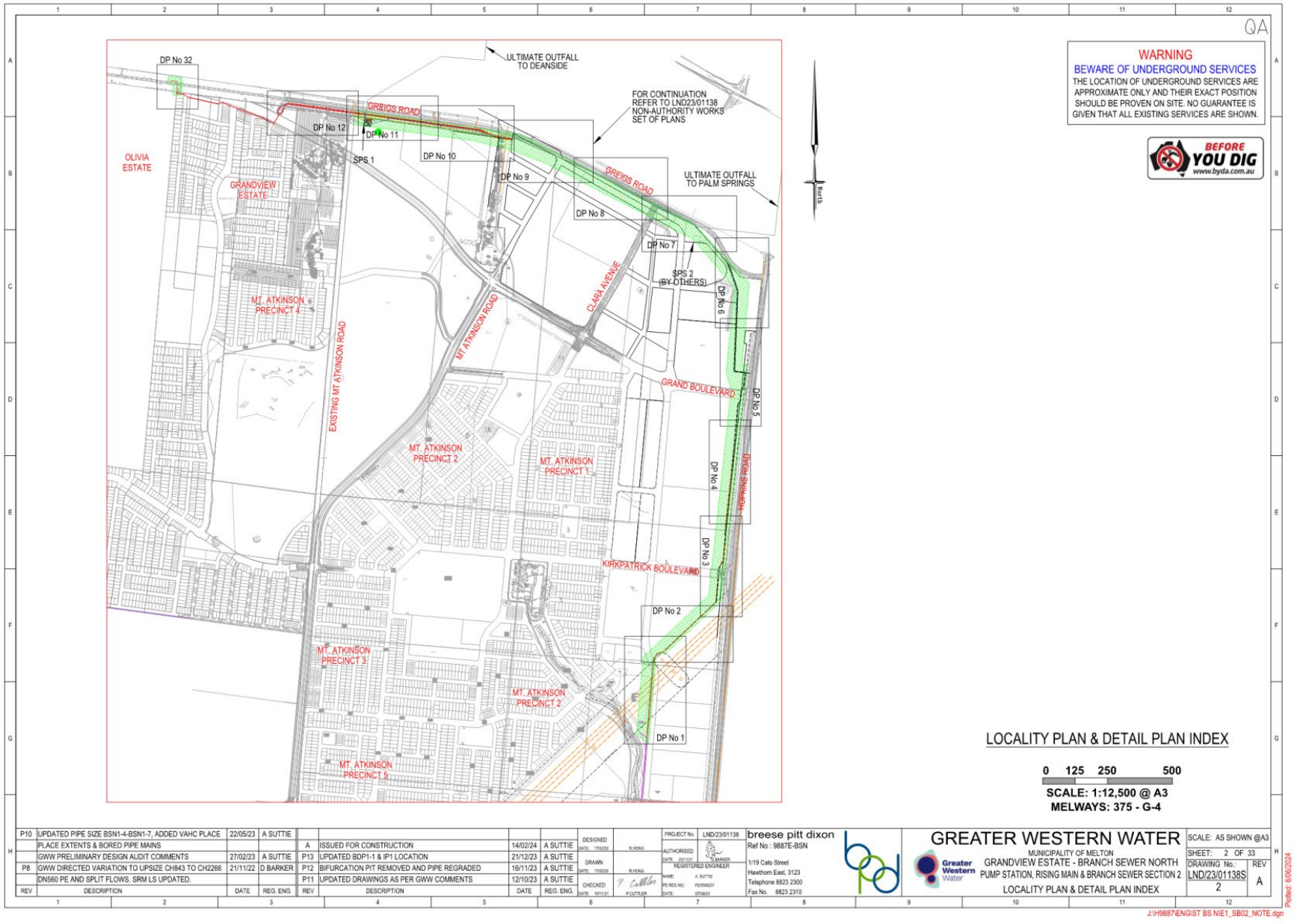
Plotted: 6/06/2024


QA
WARNING
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BEFORE YOU DIG www.byda.com.au
DP No 32
ULTIMATE OUTFALL TO DEANSIDE
FOR CONTINUATION REFER TO LND23/01138 NON-AUTHORITY WORKS SET OF PLANS
GREIGS ROAD
DP No 12
DP No 11
DP No 10
DP No 9
DP No 8
DP No 7
DP No 6
DP No 5
DP No 4
DP No 3
DP No 2
DP No 1
SPS 1
SPS 2 (BY OTHERS)
ULTIMATE OUTFALL TO PALM SPRINGS
OLIVIA ESTATE
GRANDVIEW ESTATE
MT. ATKINSON PRECINCT 4
MT. ATKINSON PRECINCT 2
MT. ATKINSON PRECINCT 1
MT. ATKINSON PRECINCT 3
MT. ATKINSON PRECINCT 5
EXISTING MT ATKINSON ROAD
MT ATKINSON ROAD
CLARA AVENUE
GRAND BOULEVARD
HOPKINS ROAD
KIRKPATRICK BOULEVARD
North
LOCALITY PLAN & DETAIL PLAN INDEX
0 125 250 500
SCALE: 1:12,500 @ A3
MELWAYS: 375 - G-4
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
REV DESCRIPTION DATE REG. ENG.
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED DATE: 17/02/23 R.HONG
DRAWN DATE: 17/02/23 R.HONG
CHECKED DATE: 10/11/21 P.CUTLER
PROJECT No. LND23/01138
AUTHORISED DATE: 20/11/21 T. BARKER
REGISTERED ENGINEER NAME: A. SUTTIE PE REG NO: PE0006231 DATE: 07/04/23
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
LOCALITY PLAN & DETAIL PLAN INDEX
SCALE: AS SHOWN @A3
SHEET: 2 OF 33
DRAWING No.: LND/23/01138S 2
REV A
Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB02_NOTE.dgn

QA

Schedule 1: New Pipe

Pipe Size	Pipe Type	Length (m)	Pipe Class	Standard
DN150 (Vents)	UPVC-DWV	39	SN8	WSA PS 230
DN225	UPVC-DWV	25	SN8	WSA PS 230
DN225 (Bore)	UPVC-Threaded RRJ	42	SN16 Jacking Force =90KN	WSA PS 230
DN300 (Tanks 1 & 2)	UPVC-DWV	8	SN8	WSA PS 230
DN375 (Bore)	UPVC-DWV	36	SN8	WSA PS 230
DN375 (Gravity)	UPVC-DWV	95	SN8	WSA PS 230
DN375 (Gravity)	PP	1090	SN10	WSA PS 240
DN375 (Gravity)	DI (Epoxy Lining)	27	PN35	WSA PS 202S
DN355 (Rising Main)	PE100	879	PN16	WSA PS 207
DN560 (Rising Main)	PE100	1425	PN16	WSA PS 207

NOTE: *DN375 minimum ID shall be 375mm.
**Note: for uPVC-Threaded RRJ use Iplex Restrained Pipe or Approved Equivalent

Schedule 2: Property Connections

Connection Type	Type 1a	Type 1b	Type 2	Type 4a	Type 4b	Type S	Type 4S	Type B	Type 4B	Jump Up Type F Couplings (TY2 or 4)
Quantities						3		2		

Schedule 3: Service Offsets and Locations:

Street	Water	NDW	Gas	Comms	Elec.	Lighting	BOK
KIRKPATRICK BOULEVARD	2.65 N	-	2.20 N	1.80 S	2.80 S	IN MEDIAN	VARIES
GRAND BOULEVARD	2.80 S	-	2.30 S	1.85 N	2.60 N	1.00*	4.70 N & S
CLARA AVENUE	2.70 W	-	2.60 W	1.85 W	2.25 E	1.00*	4.20 N & S

NOTE: a) * Indicates offsets from back of kerb where services do not run parallel to title boundary.

Schedule 4: Maintenance Structures (other than Maintenance Holes)
Inspection Shafts (IS), Maintenance Shafts (MS) and Maintenance Chambers (MC):

Maintenance Structure ID	Type - (IS/MS/MC)	Cover Class	Depth to Invert (m)	Shaft Connections	Comments/ References (Offsets/Details)
-	-	-	-	-	-

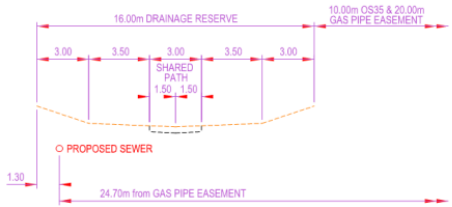
Sewer Pipe IP Setout Co-ordinates		
Point	Easting (X)	Northing (Y)
BS1-12	295,416.995	5,819,840.555
BS1-11	295,441.609	5,819,837.753
BSN1-1	297,278.752	5,817,606.380
BSN1-1A	297,265.561	5,817,449.709
BSN1-2	297,317.958	5,817,636.071
BSN1-3	297,521.496	5,817,827.957
BSN1-4	297,532.494	5,817,958.580
BSN1-4A	297,558.370	5,818,086.502
BSN1-5	297,561.451	5,818,144.166
BSN1-6	297,581.619	5,818,334.893
BSN1-7	297,589.160	5,818,407.230
BSN2-1	296,164.931	5,819,676.848
BSN2-2	296,167.231	5,819,693.278
IP1	297,293.522	5,817,630.289
IP2	297,549.520	5,817,991.550
IP3	297,554.172	5,818,046.799
IP4	297,555.933	5,818,091.985

Note: Co-ordinates shown are to be verified against adjoining lot pegs and offsets shown on the detail plan.

Schedule 6: Maintenance Holes

Maintenance Hole ID	MH Type (Any/ Concrete/Plastic/ Made to Order)	MH Top Type (Any/Conical/ Flat)	Cover Class	Internal Diameter (mm)	Min. Wall Thickness (mm) (if Concrete)	Depth Lowest Invert (m)	Drops	Ladder (L) Landing (Ld) Step Irons (S)	Corrosion Protection	Shaft Re-inforcement	Comments (Offsets / Details)	MH Centre Co-ordinates	
												Easting (X)	Northing (Y)
BSN1-1A	Concrete	Flat Top	D *	1200	150	5.46	1 x DN150	L or S	None	-	Offset M.H. / Refer M.H. Base Detail	297265.521	5817449.712
BSN1-1	Concrete	Flat Top	B	1200	150	5.93	1 x DN225	L or S	None	-	Offset M.H. / Refer M.H. Base Detail	297278.870	5817606.350
BSN1-2	Concrete	Flat Top	B	1200	150	5.94	1 x DN375	L or S	None	-	Offset M.H. / Refer M.H. Base Detail	297317.965	5817636.042
BSN1-3	Concrete	Flat Top	B	1200	150	4.76	-	L or S	None	-	Refer M.H. Base Detail		
BSN1-4	Concrete	Conical	B	1200	150	6.41	1 x DN375 1 x DN225	L	None	-	Offset M.H. / Refer M.H. Base Detail	297532.542	5817958.556
BSN1-4A	Concrete	Conical	B	1200	150	5.49	1 x DN375	L	None	-	Offset M.H. / Refer M.H. Base Detail	297558.470	5818086.491
BSN1-5	Concrete	Conical	B	1500	225	5.30	1 x DN375	L	None	-	Offset M.H. / Refer M.H. Base Detail	297561.471	5818143.971
BSN1-6	Concrete	Conical	B	1050	150	4.69	-	L or S	None	-	Offset M.H. / Refer M.H. Base Detail	297581.510	5818335.006
BSN1-7	Concrete	Conical	D	1200	150	4.62	1 x DN225	L or S	Refer Note 3	-	Offset M.H. / Refer M.H. Base Detail	297589.235	5818407.222
BSN2-1	Concrete	Conical	B	1200	150	6.40	-	L	Refer Note 3	-	Offset M.H. / Refer M.H. Base Detail	296164.987	5819676.891
BSN2-2	Concrete	Flat Top	B	1500	225	5.73	-	L or S	Refer Note 3	-	Refer M.H. Base Detail		
BS1-11	Concrete	Flat	B	1050	150	3.63	-	L or S	None	-			

Note 1: Where MH co-ordinates are not specified refer to the Sewer Pipe IP Setout Co-ordinate table.
Note 2: * Bolt-down DI watertight access cover; within retarding basin and subject to surcharge.
Note 3: Provide Epoxy Novalac, Polyurea or Vinyl Ester for MH corrosion protection. Refer Table 307-E Notes.



DRAINAGE RESERVE
(SOUTH OF KIRKPATRICK BOULEVARD)
(BY OTHERS)

REV	DESCRIPTION	DATE	REG. ENG.
P10	UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE	22/05/23	A SUTTIE
	PLACE EXTENTS & BORED PIPE MAINS		
	GWW PRELIMINARY DESIGN AUDIT COMMENTS	27/02/23	A SUTTIE
P8	GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266	21/11/22	D BARKER
	DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.		
B	UPDATED SETOUT TABLE & SCHEDULE 1, 2 & 6	31/05/24	A.SUTTIE
A	ISSUED FOR CONSTRUCTION	14/02/24	A SUTTIE
P13	UPDATED BDP1-1 & IP1 LOCATION	21/12/23	A SUTTIE
P12	BIFURCATION PIT REMOVED AND PIPE REGRADED	16/11/23	A SUTTIE
P11	UPDATED DRAWINGS AS PER GWW COMMENTS	12/10/23	A SUTTIE

DESIGNED R.HONG DATE: 17/02/23
DRAWN R.HONG DATE: 17/02/23
CHECKED P.CUTLER DATE: 15/11/21

PROJECT No. LND/23/01138
AUTHORISED T.BARKER DATE: 23/11/21
REGISTERED ENGINEER NAME: A. SUTTIE PE REG NO.: PE009231 DATE: 07/04/23

breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310

GREATER WESTERN WATER
Greater Western Water
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
SCHEDULES & SETOUT COORDINATES

SCALE: AS SHOWN @A3
SHEET: 3 OF 33
DRAWING No.: LND/23/01138S
REV: B
3

Plotted: 6/06/2024
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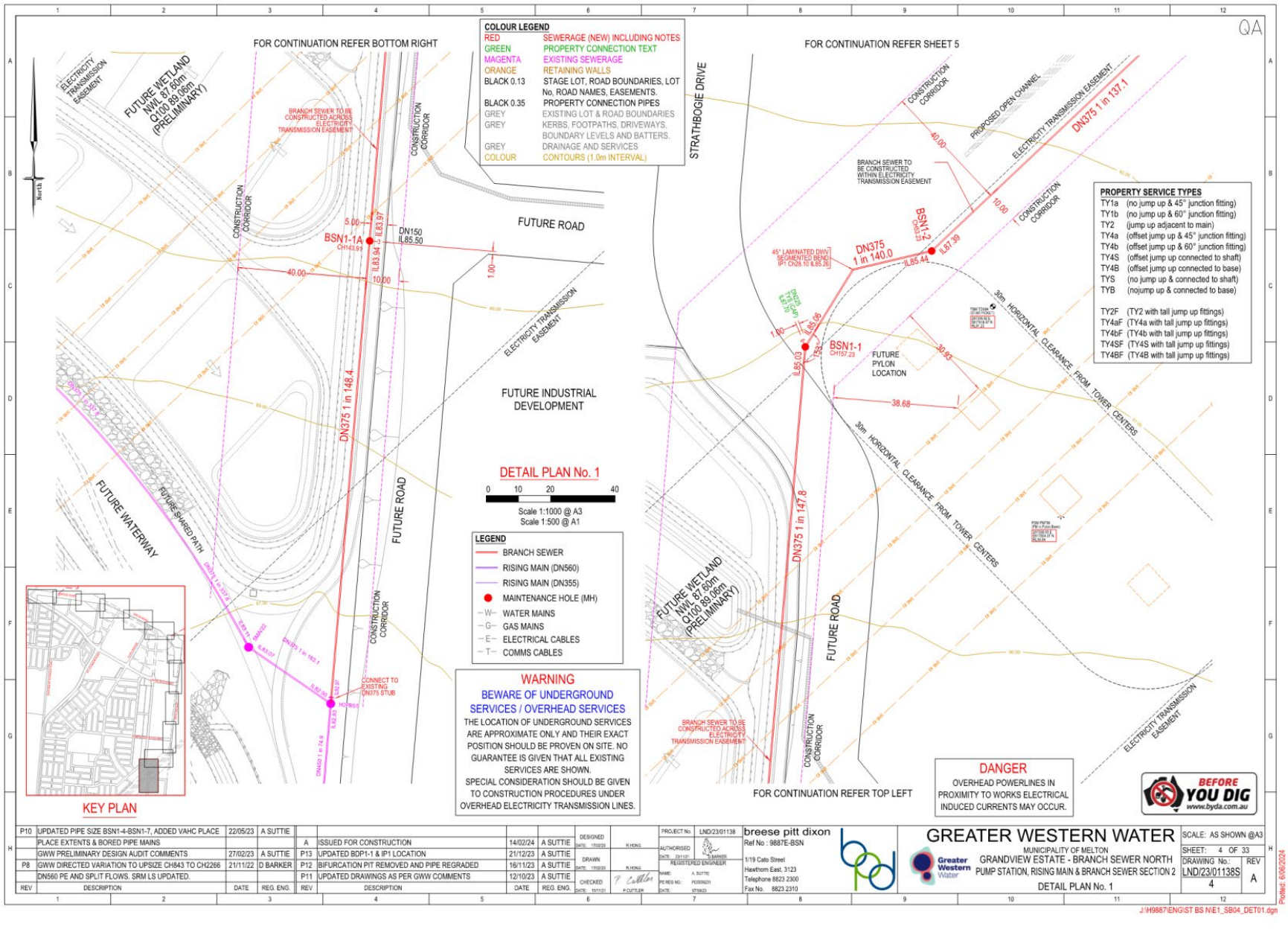
FOR CONTINUATION REFER BOTTOM RIGHT
FOR CONTINUATION REFER SHEET 5
FOR CONTINUATION REFER TOP LEFT
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
STRATHBOGIE DRIVE
FUTURE WETLAND NWL 87.60m Q100 89.06m (PRELIMINARY)
ELECTRICITY TRANSMISSION EASEMENT
CONSTRUCTION CORRIDOR
BRANCH SEWER TO BE CONSTRUCTED ACROSS ELECTRICITY TRANSMISSION EASEMENT
BSN1-1A CH143.91
DN150 IL85.50
IL83.97
IL83.94
5.00
40.00
10.00
1.00
FUTURE ROAD
FUTURE INDUSTRIAL DEVELOPMENT
DN375 1 in 148.4
FUTURE WATERWAY
FUTURE SHARED PATH
DN375 1 in 137.1
PROPOSED OPEN CHANNEL
BRANCH SEWER TO BE CONSTRUCTED WITHIN ELECTRICITY TRANSMISSION EASEMENT
BSN1-2 CH63.23
45° LAMINATED DWV SEGMENTED BEND IP1 CH28.10 IL85.36
DN375 1 in 140.0
IL85.44
IL87.39
BSN1-1 CH157.23
FUTURE PYLON LOCATION
30m HORIZONTAL CLEARANCE FROM TOWER CENTERS
38.68
30.83
IL85.03
IL85.06
DN375 1 in 147.8
PROPERTY SERVICE TYPES
TY1a (no jump up & 45° junction fitting)
TY1b (no jump up & 60° junction fitting)
TY2 (jump up adjacent to main)
TY4a (offset jump up & 45° junction fitting)
TY4b (offset jump up & 60° junction fitting)
TY4S (offset jump up connected to shaft)
TY4B (offset jump up connected to base)
TYS (no jump up & connected to shaft)
TYB (nojump up & connected to base)
TY2F (TY2 with tall jump up fittings)
TY4aF (TY4a with tall jump up fittings)
TY4bF (TY4b with tall jump up fittings)
TY4SF (TY4S with tall jump up fittings)
TY4BF (TY4B with tall jump up fittings)
DETAIL PLAN No. 1
0 10 20 40
Scale 1:1000 @ A3
Scale 1:500 @ A1
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
WARNING
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SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
DANGER
OVERHEAD POWERLINES IN PROXIMITY TO WORKS ELECTRICAL INDUCED CURRENTS MAY OCCUR.
BEFORE YOU DIG www.byda.com.au
KEY PLAN
CONNECT TO EXISTING DN375 STUB
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
REV DESCRIPTION DATE REG. ENG.
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND23/01138
AUTHORISED T.BARKER
REGISTERED ENGINEER A. SUTTIE
breese pitt dixon
Ref No : 9887E-BSN
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Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 1
SCALE: AS SHOWN @A3
SHEET: 4 OF 33
DRAWING No.: LND/23/01138S 4
REV A
Plotted: 6/06/2024
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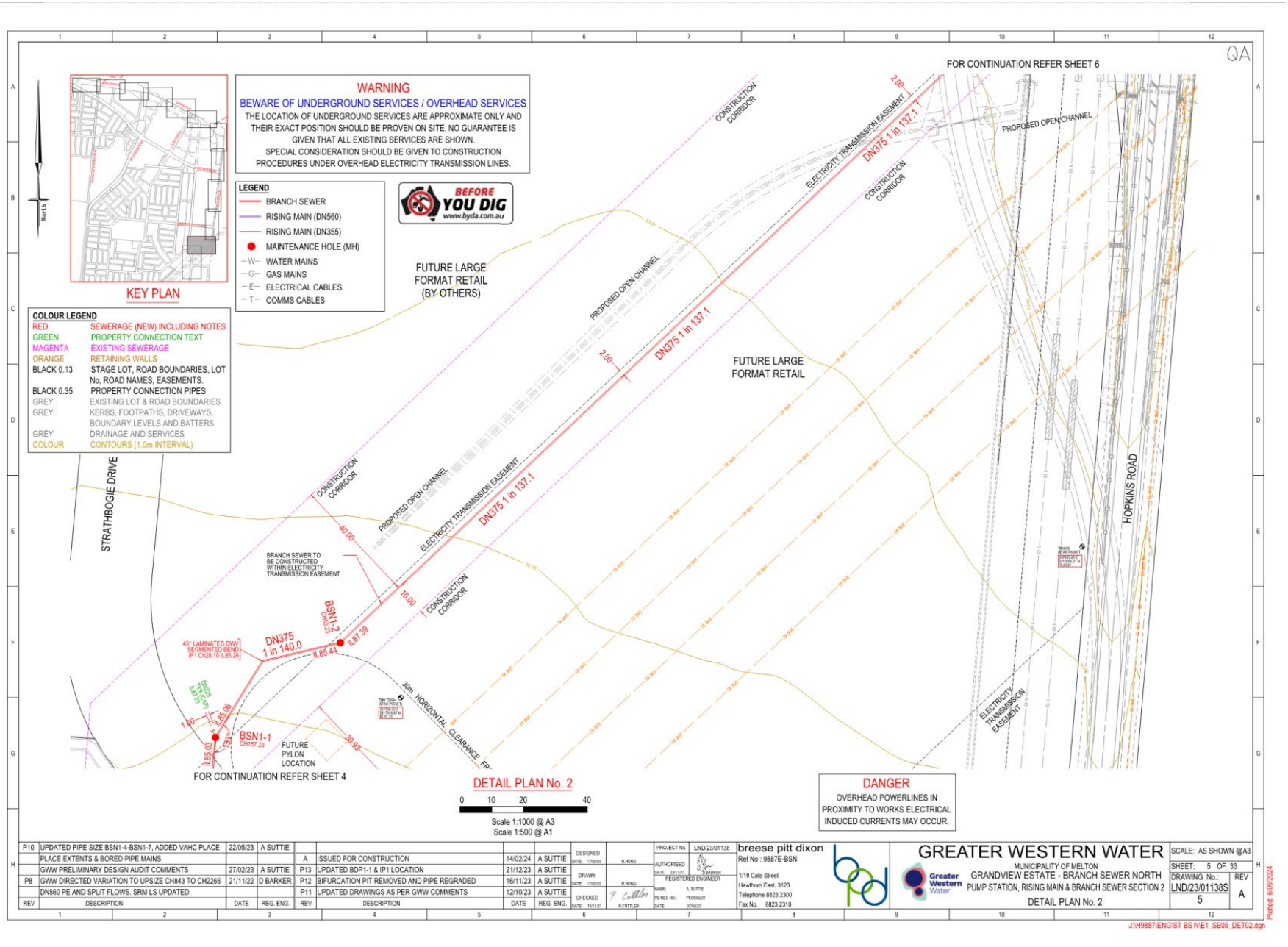
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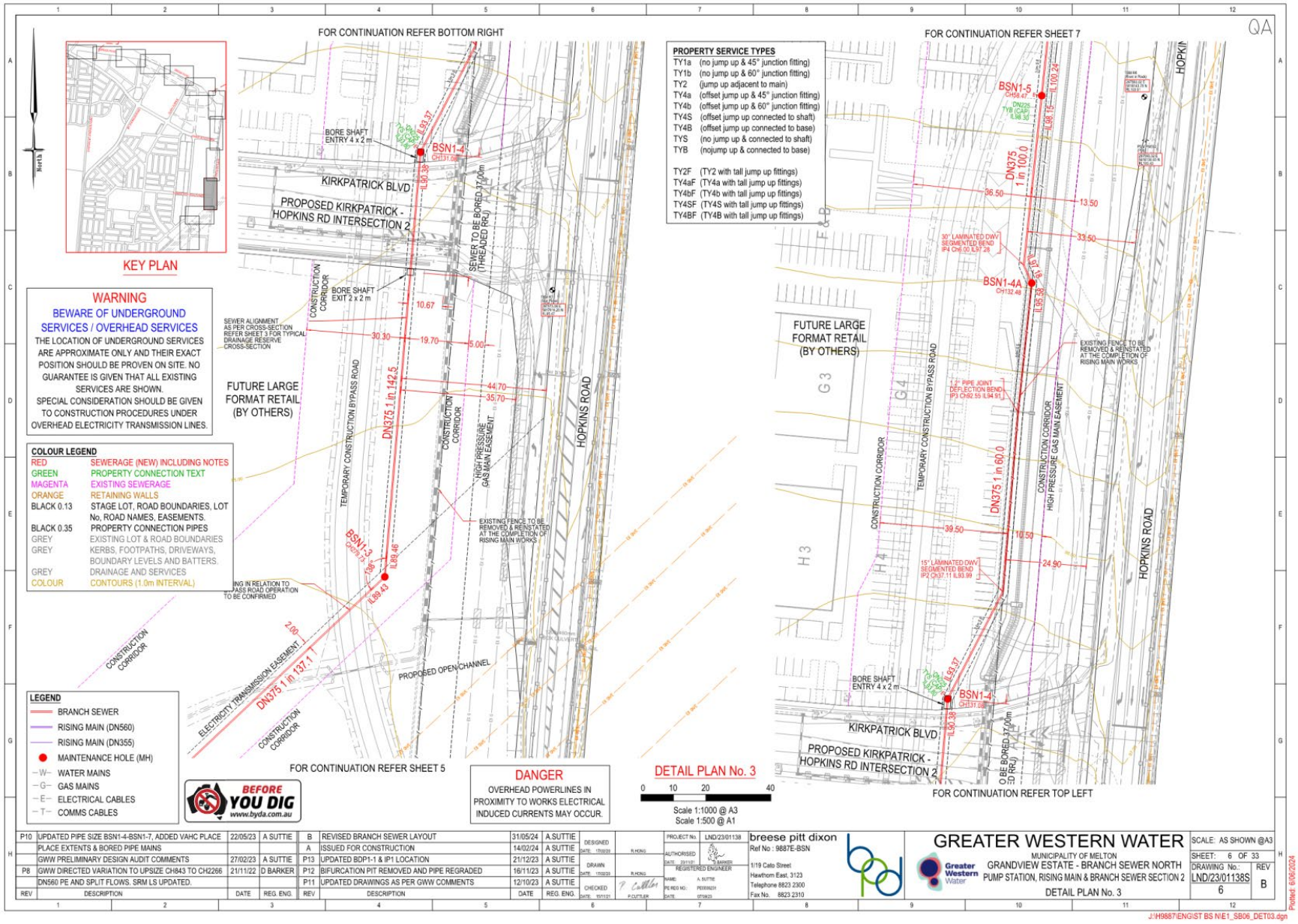
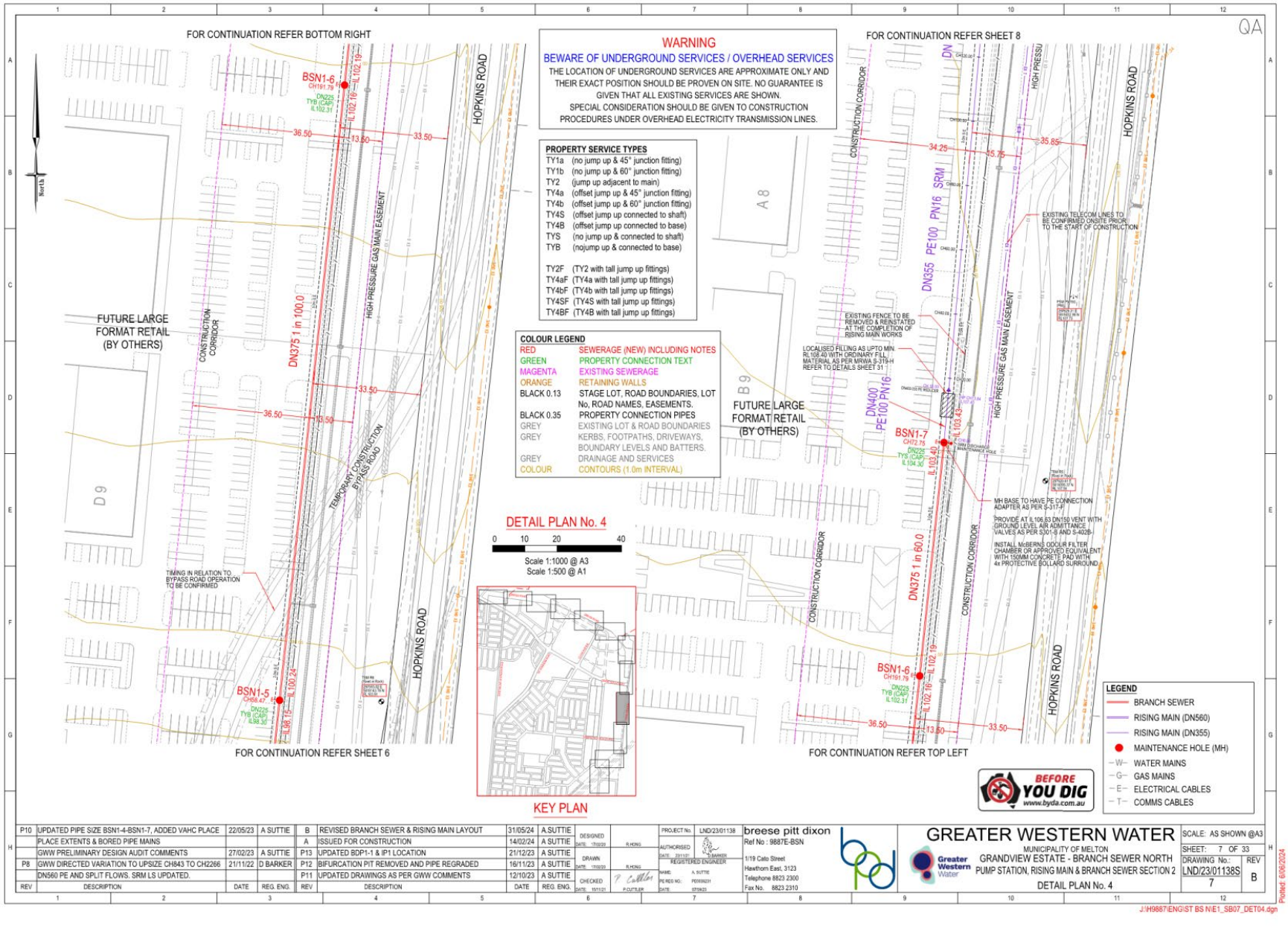
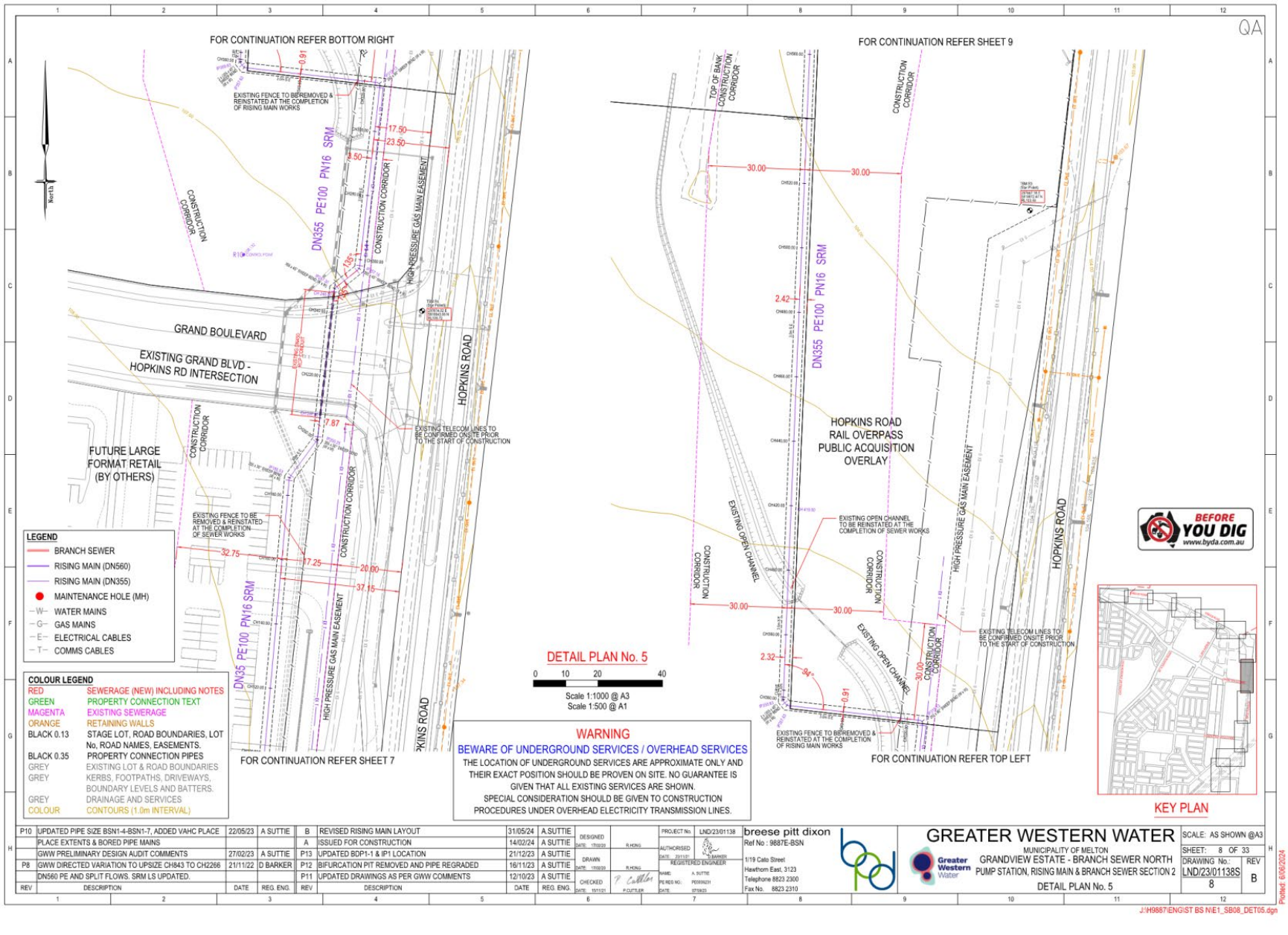
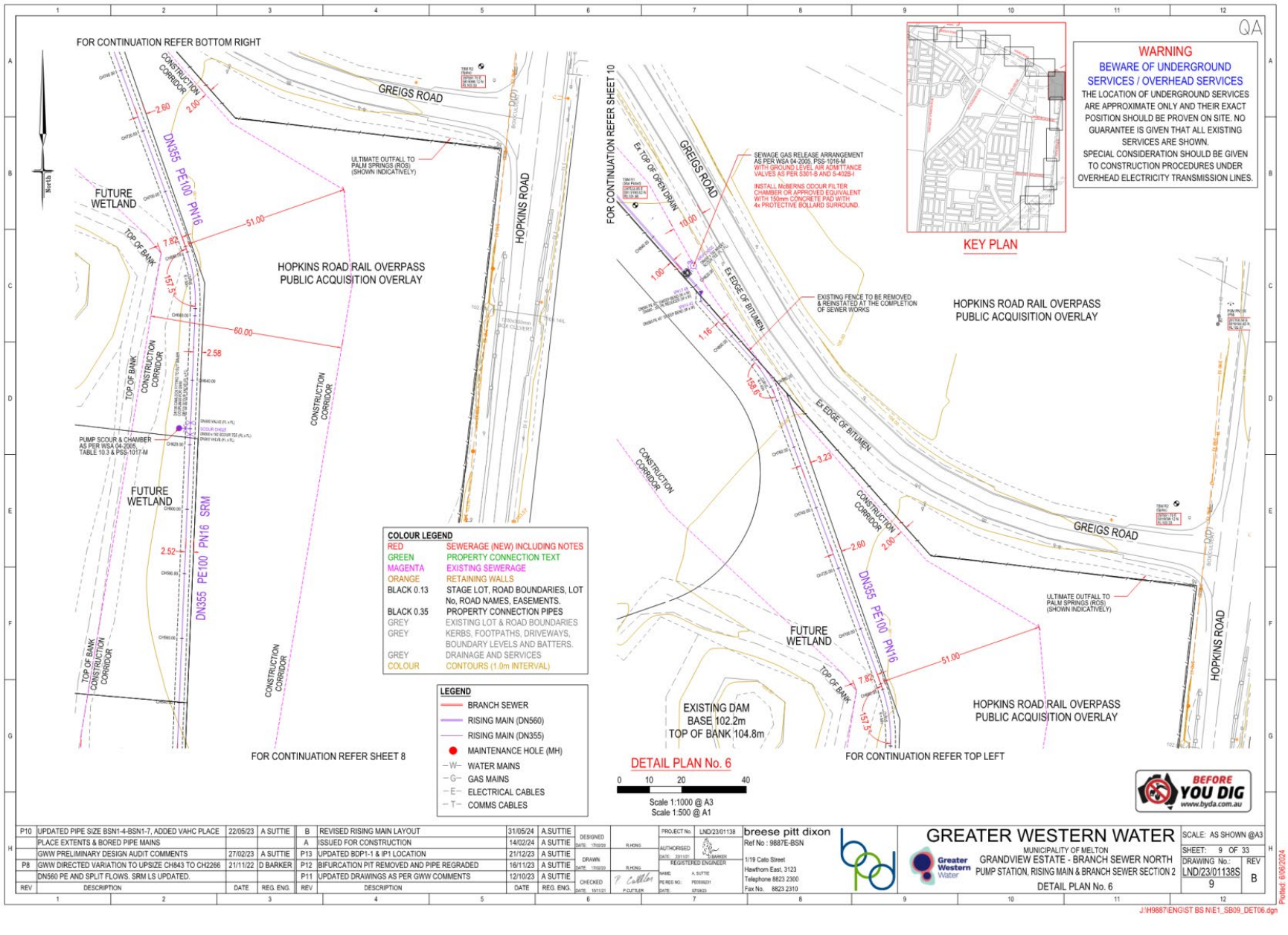
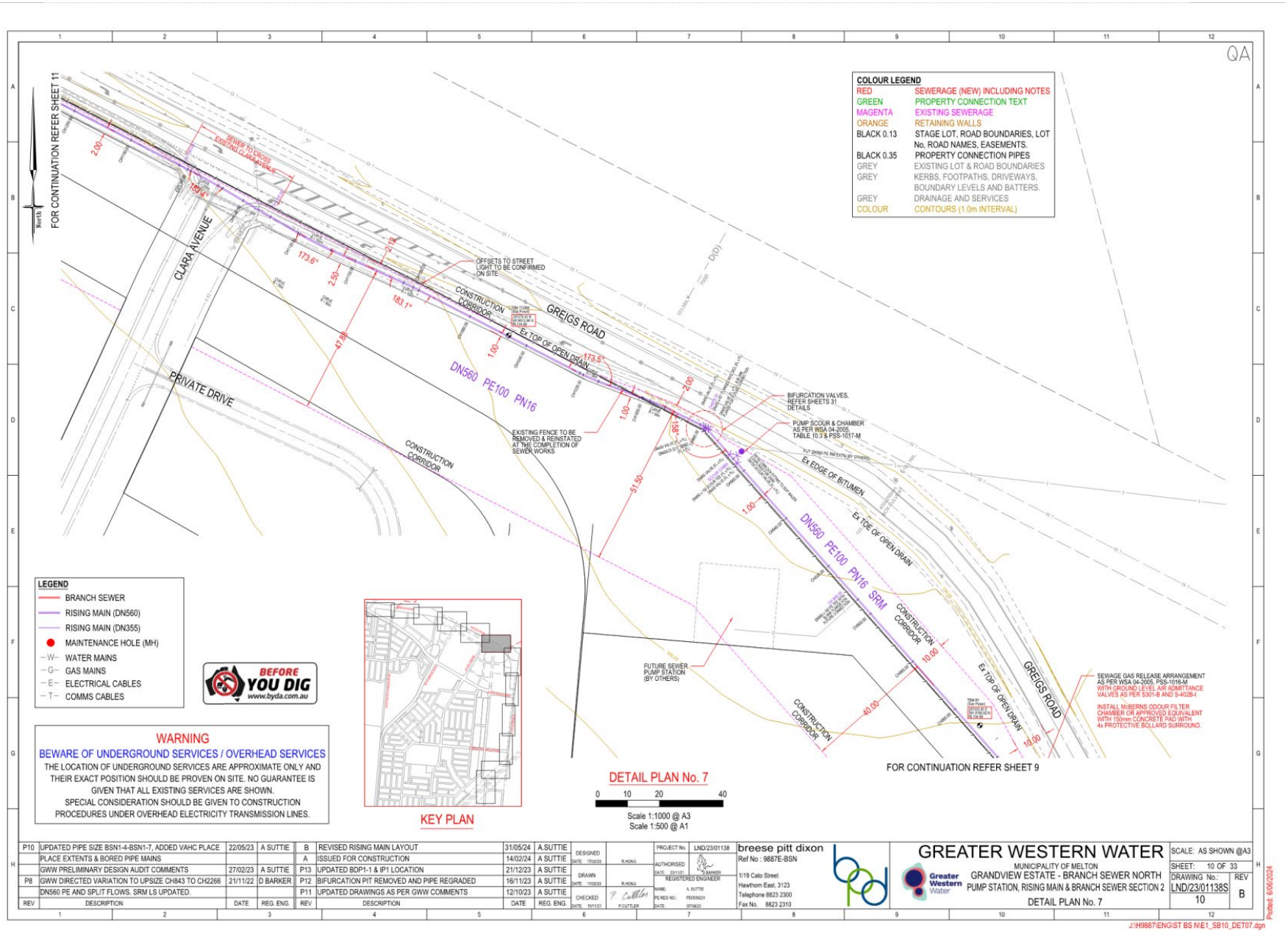
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
KEY PLAN
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
FOR CONTINUATION REFER SHEET 6
FUTURE LARGE FORMAT RETAIL (BY OTHERS)
FUTURE LARGE FORMAT RETAIL
CONSTRUCTION CORRIDOR
PROPOSED OPEN CHANNEL
ELECTRICITY TRANSMISSION EASEMENT
DN375 1 in 137.1
2.00
40.00
10.00
STRATHBOGIE DRIVE
HOPKINS ROAD
BRANCH SEWER TO BE CONSTRUCTED WITHIN ELECTRICITY TRANSMISSION EASEMENT
BSN1-2
DN375 1 in 140.0
45° LAMINATED DWV SEGMENTED BEND IP1 CH28.10 IL85.26
IL87.39
IL85.44
IL85.06
IL85.03
BSN1-1 CH157.23
30m HORIZONTAL CLEARANCE FROM PYLON
30.93
FUTURE PYLON LOCATION
FOR CONTINUATION REFER SHEET 4
DETAIL PLAN No. 2
0 10 20 40
Scale 1:1000 @ A3
Scale 1:500 @ A1
DANGER
OVERHEAD POWERLINES IN PROXIMITY TO WORKS ELECTRICAL INDUCED CURRENTS MAY OCCUR.
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED RLHONG
DRAWN RLHONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.BARKER
REGISTERED ENGINEER A. SUTTIE
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 2
SCALE: AS SHOWN @A3
SHEET: 5 OF 33
DRAWING No.: LND/23/01138S 5
REV A
Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB05_DET02.dgn

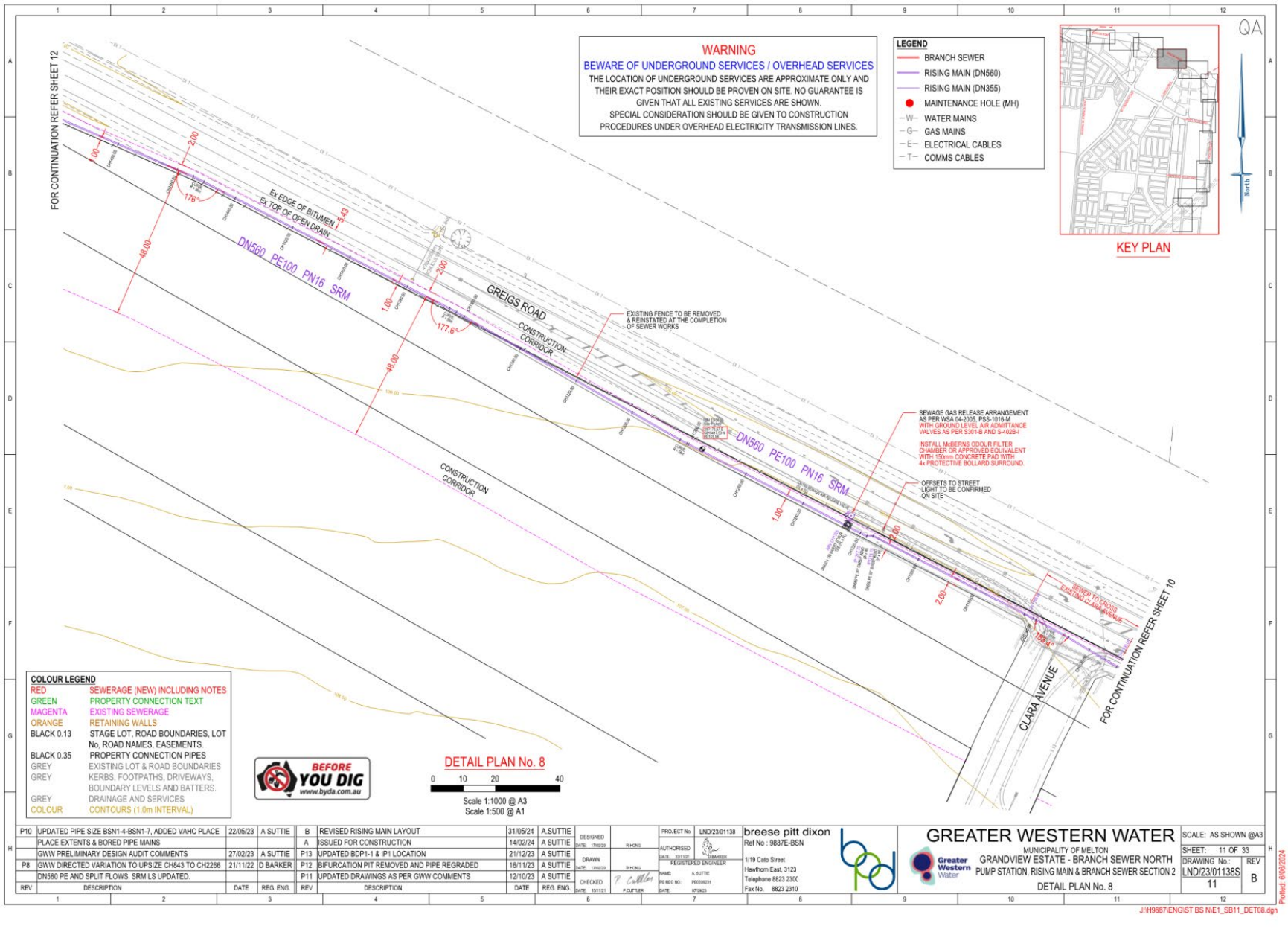

FOR CONTINUATION REFER BOTTOM RIGHT
FOR CONTINUATION REFER SHEET 7
FOR CONTINUATION REFER SHEET 5
FOR CONTINUATION REFER TOP LEFT
KEY PLAN
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
PROPERTY SERVICE TYPES
TY1a (no jump up & 45° junction fitting)
TY1b (no jump up & 60° junction fitting)
TY2 (jump up adjacent to main)
TY4a (offset jump up & 45° junction fitting)
TY4b (offset jump up & 60° junction fitting)
TY4S (offset jump up connected to shaft)
TY4B (offset jump up connected to base)
TYS (no jump up & connected to shaft)
TYB (nojump up & connected to base)
TY2F (TY2 with tall jump up fittings)
TY4aF (TY4a with tall jump up fittings)
TY4bF (TY4b with tall jump up fittings)
TY4SF (TY4S with tall jump up fittings)
TY4BF (TY4B with tall jump up fittings)
KIRKPATRICK BLVD
PROPOSED KIRKPATRICK - HOPKINS RD INTERSECTION 2
BSN1-4
BSN1-5
BSN1-4A
BSN1-3
BORE SHAFT ENTRY 4 x 2 m
BORE SHAFT EXIT 2 x 2 m
SEWER TO BE BORED 37.00m (THREADED PRO.)
DN375 1 in 142.5
DN375 1 in 137.1
DN375 1 in 100.0
DN375 1 in 60.0
HOPKINS ROAD
FUTURE LARGE FORMAT RETAIL (BY OTHERS)
TEMPORARY CONSTRUCTION BYPASS ROAD
CONSTRUCTION CORRIDOR
HIGH PRESSURE GAS MAIN EASEMENT
ELECTRICITY TRANSMISSION EASEMENT
PROPOSED OPEN CHANNEL
EXISTING FENCE TO BE REMOVED & REINSTATED AT THE COMPLETION OF RISING MAIN WORKS
SEWER ALIGNMENT AS PER CROSS-SECTION REFER SHEET 3 FOR TYPICAL DRAINAGE RESERVE CROSS-SECTION
DANGER
OVERHEAD POWERLINES IN PROXIMITY TO WORKS ELECTRICAL INDUCED CURRENTS MAY OCCUR.
DETAIL PLAN No. 3
Scale 1:1000 @ A3
Scale 1:500 @ A1
BEFORE YOU DIG www.byda.com.au
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 3
LND/23/01138S
SCALE: AS SHOWN @A3
SHEET: 6 OF 33
DRAWING No.: 6
REV B
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
B REVISED BRANCH SEWER LAYOUT 31/05/24 A SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB06_DET03.dgn

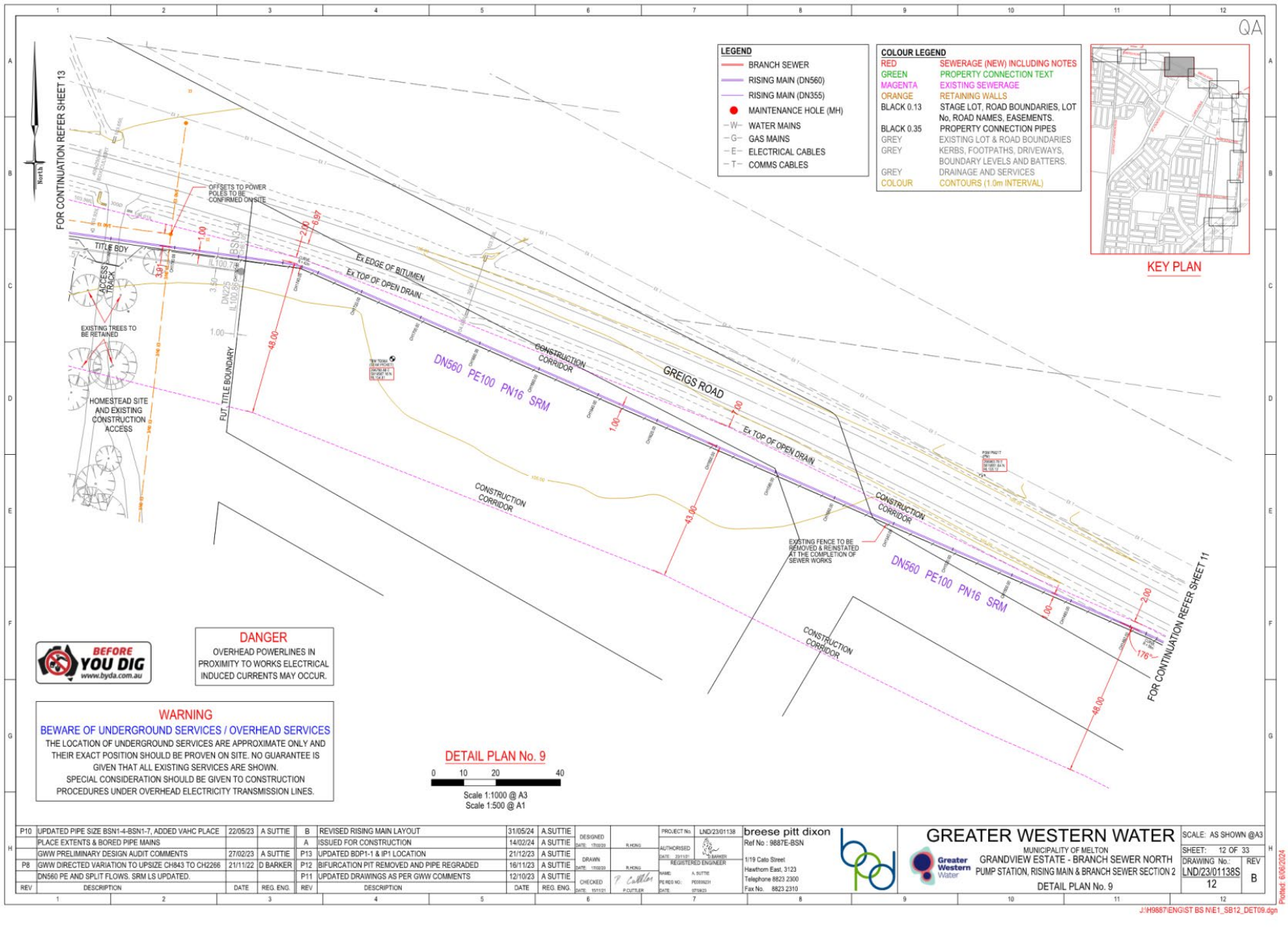

FOR CONTINUATION REFER BOTTOM RIGHT
FOR CONTINUATION REFER SHEET 8
FOR CONTINUATION REFER SHEET 6
FOR CONTINUATION REFER TOP LEFT
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
PROPERTY SERVICE TYPES
TY1a (no jump up & 45° junction fitting)
TY1b (no jump up & 60° junction fitting)
TY2 (jump up adjacent to main)
TY4a (offset jump up & 45° junction fitting)
TY4b (offset jump up & 60° junction fitting)
TY4S (offset jump up connected to shaft)
TY4B (offset jump up connected to base)
TYS (no jump up & connected to shaft)
TYB (nojump up & connected to base)
TY2F (TY2 with tall jump up fittings)
TY4aF (TY4a with tall jump up fittings)
TY4bF (TY4b with tall jump up fittings)
TY4SF (TY4S with tall jump up fittings)
TY4BF (TY4B with tall jump up fittings)
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
DETAIL PLAN No. 4
0 10 20 40
Scale 1:1000 @ A3
Scale 1:500 @ A1
KEY PLAN
FUTURE LARGE FORMAT RETAIL (BY OTHERS)
HOPKINS ROAD
CONSTRUCTION CORRIDOR
HIGH PRESSURE GAS MAIN EASEMENT
TEMPORARY CONSTRUCTION BYPASS ROAD
BSN1-6
BSN1-5
BSN1-7
DN375 1 in 100.0
DN375 1 in 60.0
DN400 PE100 PN16
DN355 PE100 PN16 SRM
EXISTING TELECOM LINES TO BE CONFIRMED ONSITE PRIOR TO THE START OF CONSTRUCTION
EXISTING FENCE TO BE REMOVED & REINSTATED AT THE COMPLETION OF RISING MAIN WORKS
LOCALISED FILLING AS UPTO MIN. RL108.40 WITH ORDINARY FILL MATERIAL AS PER MRWA S-319-H REFER TO DETAILS SHEET 31
MH BASE TO HAVE PE CONNECTION ADAPTER AS PER S-317-F
PROVIDE AT IL106.83 DN150 VENT WITH GROUND LEVEL AIR ADMITTANCE VALVES AS PER S301-B AND S-402B.
INSTALL McBERNS ODOUR FILTER CHAMBER OR APPROVED EQUIVALENT WITH 150MM CONCRETE PAD WITH 4x PROTECTIVE BOLLARD SURROUND
TIMING IN RELATION TO BYPASS ROAD OPERATION TO BE CONFIRMED
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
BEFORE YOU DIG www.byda.com.au
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 4
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
SCALE: AS SHOWN @A3
SHEET: 7 OF 33
DRAWING No.: LND/23/01138S 7
REV B
J:\H9887\ENG\ST BS N\E1_SB07_DET04.dgn
Plotted: 6/06/2024


FOR CONTINUATION REFER BOTTOM RIGHT
FOR CONTINUATION REFER SHEET 9
FOR CONTINUATION REFER SHEET 7
FOR CONTINUATION REFER TOP LEFT
QA
North
GRAND BOULEVARD
EXISTING GRAND BLVD - HOPKINS RD INTERSECTION
FUTURE LARGE FORMAT RETAIL (BY OTHERS)
HOPKINS ROAD
HOPKINS ROAD RAIL OVERPASS PUBLIC ACQUISITION OVERLAY
DN355 PE100 PN16 SRM
HIGH PRESSURE GAS MAIN EASEMENT
CONSTRUCTION CORRIDOR
TOP OF BANK CONSTRUCTION CORRIDOR
EXISTING FENCE TO BE REMOVED & REINSTATED AT THE COMPLETION OF RISING MAIN WORKS
EXISTING TELECOM LINES TO BE CONFIRMED ONSITE PRIOR TO THE START OF CONSTRUCTION
EXISTING OPEN CHANNEL TO BE REINSTATED AT THE COMPLETION OF SEWER WORKS
EXISTING OPEN CHANNEL
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
DETAIL PLAN No. 5
0 10 20 40
Scale 1:1000 @ A3
Scale 1:500 @ A1
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
BEFORE YOU DIG www.byda.com.au
KEY PLAN
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED. 27/02/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS
REV DESCRIPTION DATE REG. ENG.
B REVISED RISING MAIN LAYOUT 31/05/24 A SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.BARKER
REGISTERED ENGINEER A. SUTTIE
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cala Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 5
SCALE: AS SHOWN @A3
SHEET: 8 OF 33
DRAWING No.: LND/23/01138S 8
REV B
Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB08_DET05.dgn


FOR CONTINUATION REFER BOTTOM RIGHT
GREIGS ROAD
HOPKINS ROAD
FUTURE WETLAND
HOPKINS ROAD RAIL OVERPASS PUBLIC ACQUISITION OVERLAY
CONSTRUCTION CORRIDOR
TOP OF BANK
DN355 PE100 PN16
DN355 PE100 PN16 SRM
ULTIMATE OUTFALL TO PALM SPRINGS (ROS) (SHOWN INDICATIVELY)
PUMP SCOUR & CHAMBER AS PER WSA 04-2005, TABLE 10.3 & PSS-1017-M
FOR CONTINUATION REFER SHEET 8
FOR CONTINUATION REFER SHEET 10
Ex TOP OF OPEN DRAIN
Ex EDGE OF BITUMEN
SEWAGE GAS RELEASE ARRANGEMENT AS PER WSA 04-2005, PSS-1016-M WITH GROUND LEVEL AIR ADMITTANCE VALVES AS PER S301-S AND S-4028-I
INSTALL McBERNS ODOUR FILTER CHAMBER OR APPROVED EQUIVALENT WITH 150mm CONCRETE PAD WITH 4x PROTECTIVE BOLLARD SURROUND.
EXISTING FENCE TO BE REMOVED & REINSTATED AT THE COMPLETION OF SEWER WORKS
EXISTING DAM BASE 102.2m TOP OF BANK 104.8m
FOR CONTINUATION REFER TOP LEFT
KEY PLAN
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
DETAIL PLAN No. 6
Scale 1:1000 @ A3
Scale 1:500 @ A1
BEFORE YOU DIG www.byda.com.au
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 6
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
LND/23/01138S
SCALE: AS SHOWN @A3
SHEET: 9 OF 33
DRAWING No.: 9
REV B
J:\H9887\ENG\ST BS N\E1_SB09_DET06.dgn
Plotted: 6/06/2024


COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
FOR CONTINUATION REFER SHEET 11
CLARA AVENUE
GREIGS ROAD
PRIVATE DRIVE
CONSTRUCTION CORRIDOR
Ex TOP OF OPEN DRAIN
DN560 PE100 PN16
OFFSETS TO STREET LIGHT TO BE CONFIRMED ON SITE
EXISTING FENCE TO BE REMOVED & REINSTATED AT THE COMPLETION OF SEWER WORKS
BIFURCATION VALVES, REFER SHEETS 31 DETAILS
PUMP SCOUR & CHAMBER AS PER WSA 04-2005, TABLE 10.3 & PSS-1017-M
Ex EDGE OF BITUMEN
Ex TOE OF OPEN DRAIN
DN560 PE100 PN16 SRM
FUTURE SEWER PUMP STATION (BY OTHERS)
SEWAGE GAS RELEASE ARRANGEMENT AS PER WSA 04-2005, PSS-1016-M WITH GROUND LEVEL AIR ADMITTANCE VALVES AS PER S301-B AND S-402B-I
INSTALL McBERNS ODOUR FILTER CHAMBER OR APPROVED EQUIVALENT WITH 150mm CONCRETE PAD WITH 4x PROTECTIVE BOLLARD SURROUND.
FOR CONTINUATION REFER SHEET 9
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
BEFORE YOU DIG www.byda.com.au
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
KEY PLAN
DETAIL PLAN No. 7
0 10 20 40
Scale 1:1000 @ A3
Scale 1:500 @ A1
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
B REVISED RISING MAIN LAYOUT 31/05/24 A SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.BARKER
REGISTERED ENGINEER
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 7
SCALE: AS SHOWN @A3
SHEET: 10 OF 33
DRAWING No.: LND/23/01138S 10
REV B
Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB10_DET07.dgn


WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
KEY PLAN
FOR CONTINUATION REFER SHEET 12
E. EDGE OF BITUMEN
E. TOP OF OPEN DRAIN
DN560 PE100 PN16 SRM
GREIGS ROAD
CONSTRUCTION CORRIDOR
EXISTING FENCE TO BE REMOVED & REINSTATED AT THE COMPLETION OF SEWER WORKS
SEWAGE GAS RELEASE ARRANGEMENT AS PER WSA 04-2005, PSS-1016-M WITH GROUND LEVEL AIR ADMITTANCE VALVES AS PER S301-8 AND S-402S-I
INSTALL McBERNS ODOUR FILTER CHAMBER OR APPROVED EQUIVALENT WITH 150mm CONCRETE PAD WITH 4x PROTECTIVE BOLLARD SURROUND.
OFFSETS TO STREET LIGHT TO BE CONFIRMED ON SITE
SEWER TO CROSS EXISTING CLARA AVENUE
CLARA AVENUE
FOR CONTINUATION REFER SHEET 10
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
BEFORE YOU DIG www.byda.com.au
DETAIL PLAN No. 8
0 10 20 40
Scale 1:1000 @ A3
Scale 1:500 @ A1
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
REV DESCRIPTION DATE REG. ENG.
B REVISED RISING MAIN LAYOUT 31/05/24 A.SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A.SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A.SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A.SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A.SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.BARKER
REGISTERED ENGINEER
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 8
SCALE: AS SHOWN @A3
SHEET: 11 OF 33
DRAWING No.: LND/23/01138S 11
REV B
Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB11_DET08.dgn


QA
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
KEY PLAN
FOR CONTINUATION REFER SHEET 13
OFFSETS TO POWER POLES TO BE CONFIRMED ONSITE
TITLE BDY
ACCESS TRACK
EXISTING TREES TO BE RETAINED
HOMESTEAD SITE AND EXISTING CONSTRUCTION ACCESS
FUT. TITLE BOUNDARY
Ex EDGE OF BITUMEN
Ex TOP OF OPEN DRAIN
CONSTRUCTION CORRIDOR
DN560 PE100 PN16 SRM
GREIGS ROAD
Ex TOP OF OPEN DRAIN
CONSTRUCTION CORRIDOR
CONSTRUCTION CORRIDOR
EXISTING FENCE TO BE REMOVED & RE-INSTATED AT THE COMPLETION OF SEWER WORKS
DN560 PE100 PN16 SRM
CONSTRUCTION CORRIDOR
FOR CONTINUATION REFER SHEET 11
48.00
43.00
48.00
BEFORE YOU DIG www.byda.com.au
DANGER
OVERHEAD POWERLINES IN PROXIMITY TO WORKS ELECTRICAL INDUCED CURRENTS MAY OCCUR.
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
DETAIL PLAN No. 9
0 10 20 40
Scale 1:1000 @ A3
Scale 1:500 @ A1
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
B REVISED RISING MAIN LAYOUT 31/05/24 A.SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A.SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A.SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A.SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A.SUTTIE
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.BARKER
REGISTERED ENGINEER
breese pitt dixon
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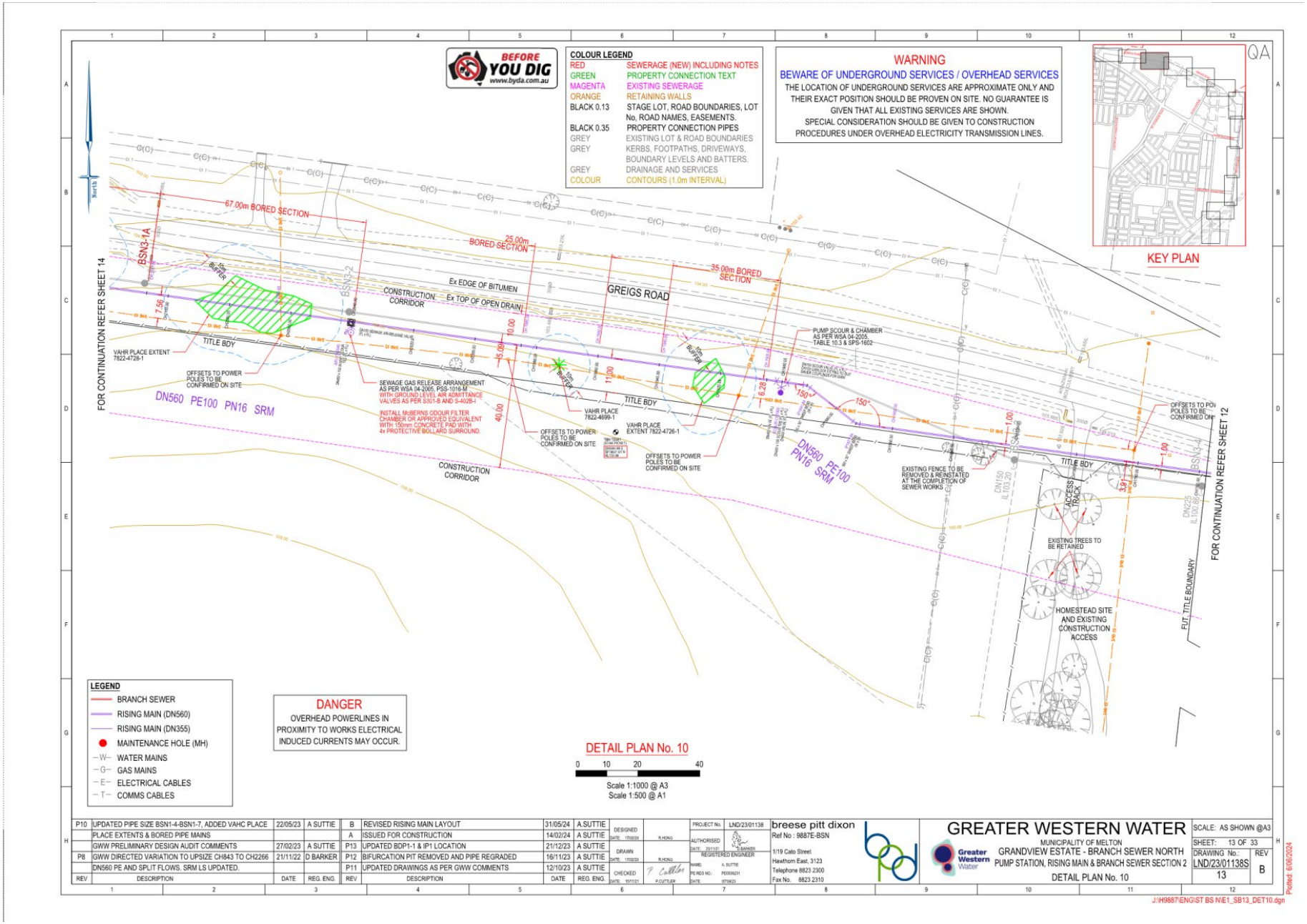
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 9
SCALE: AS SHOWN @A3
SHEET: 12 OF 33
DRAWING No.: LND/23/01138S
REV B
12
Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB12_DET09.dgn


BEFORE YOU DIG www.byda.com.au
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
WARNING
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SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
KEY PLAN
FOR CONTINUATION REFER SHEET 14
FOR CONTINUATION REFER SHEET 12
67.00m BORED SECTION
25.00m BORED SECTION
35.00m BORED SECTION
BSN3-1A
BSN3-2
BSN3-4
Ex EDGE OF BITUMEN
Ex TOP OF OPEN DRAIN
CONSTRUCTION CORRIDOR
GREIGS ROAD
TITLE BDY
VAHR PLACE EXTENT 7822-4728-1
VAHR PLACE 7822-4699-1
VAHR PLACE EXTENT 7822-4726-1
OFFSETS TO POWER POLES TO BE CONFIRMED ON SITE
SEWAGE GAS RELEASE ARRANGEMENT AS PER WSA 04-2005, PSS-1016-M WITH GROUND LEVEL AIR ADMITTANCE VALVES AS PER S-3071-B AND S-4028-I
INSTALL McBERNS ODOUR FILTER CHAMBER OR APPROVED EQUIVALENT WITH 150mm CONCRETE PAD WITH 4x PROTECTIVE BOLLARD SURROUND.
PUMP SCOUR & CHAMBER AS PER WSA 04-2005, TABLE 10.3 & SPS-1602
DN560 PE100 PN16 SRM
DN560 PE100 PN16 SRM
EXISTING FENCE TO BE REMOVED & REINSTATED AT THE COMPLETION OF SEWER WORKS
ACCESS TRACK
EXISTING TREES TO BE RETAINED
HOMESTEAD SITE AND EXISTING CONSTRUCTION ACCESS
FUT. TITLE BOUNDARY
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
DANGER
OVERHEAD POWERLINES IN PROXIMITY TO WORKS ELECTRICAL INDUCED CURRENTS MAY OCCUR.
DETAIL PLAN No. 10
0 10 20 40
Scale 1:1000 @ A3
Scale 1:500 @ A1
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
B REVISED RISING MAIN LAYOUT 31/05/24 A SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
AUTHORISED T.BARKER
REGISTERED ENGINEER
PROJECT No. LND/23/01138
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 10
SCALE: AS SHOWN @A3
SHEET: 13 OF 33
DRAWING No.: LND/23/01138S
REV B
13
Plotted: 6/06/2024
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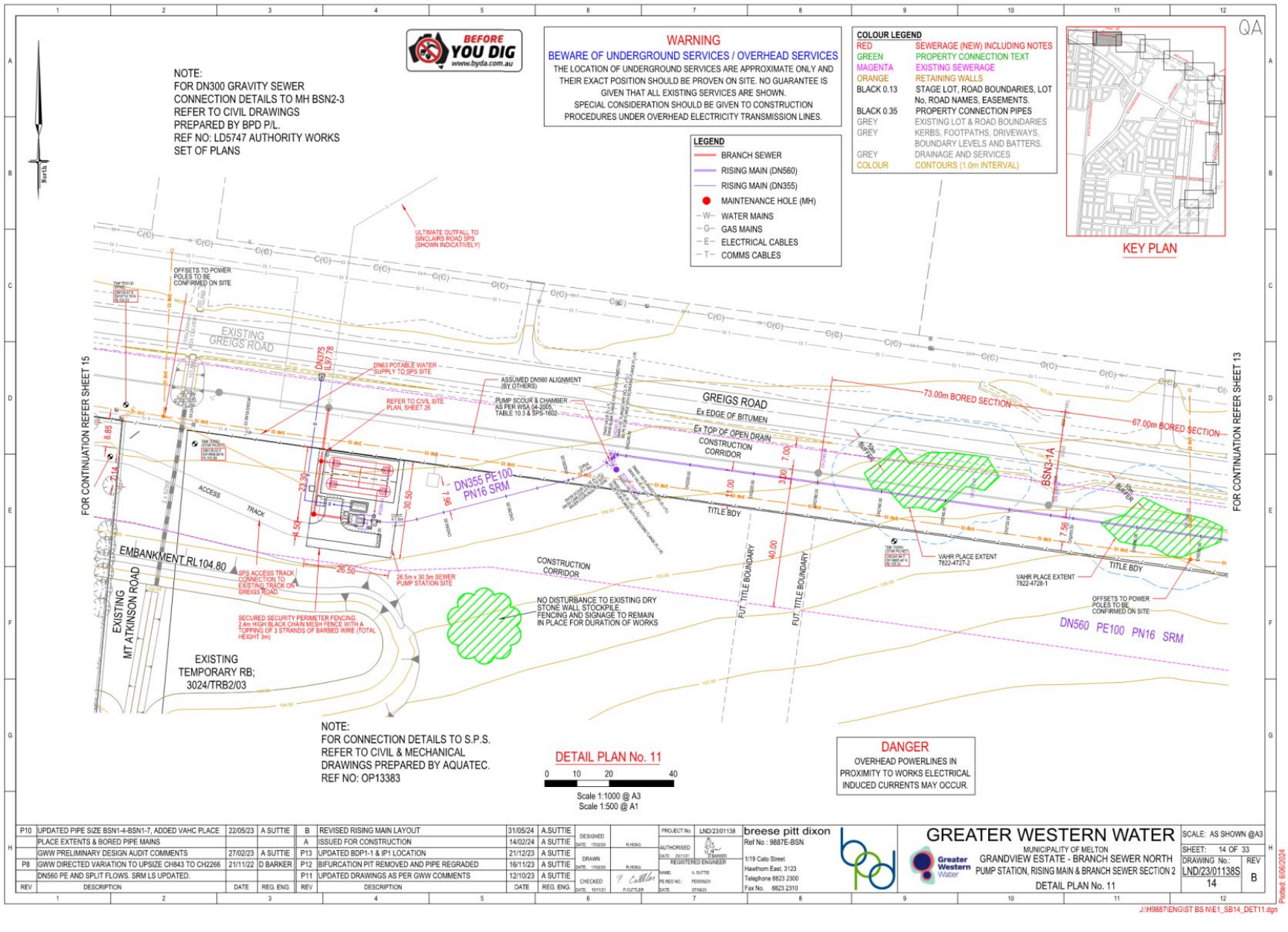
NOTE:
FOR DN300 GRAVITY SEWER
CONNECTION DETAILS TO MH BSN2-3
REFER TO CIVIL DRAWINGS
PREPARED BY BPD P/L.
REF NO: LD5747 AUTHORITY WORKS
SET OF PLANS
BEFORE YOU DIG www.byda.com.au
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
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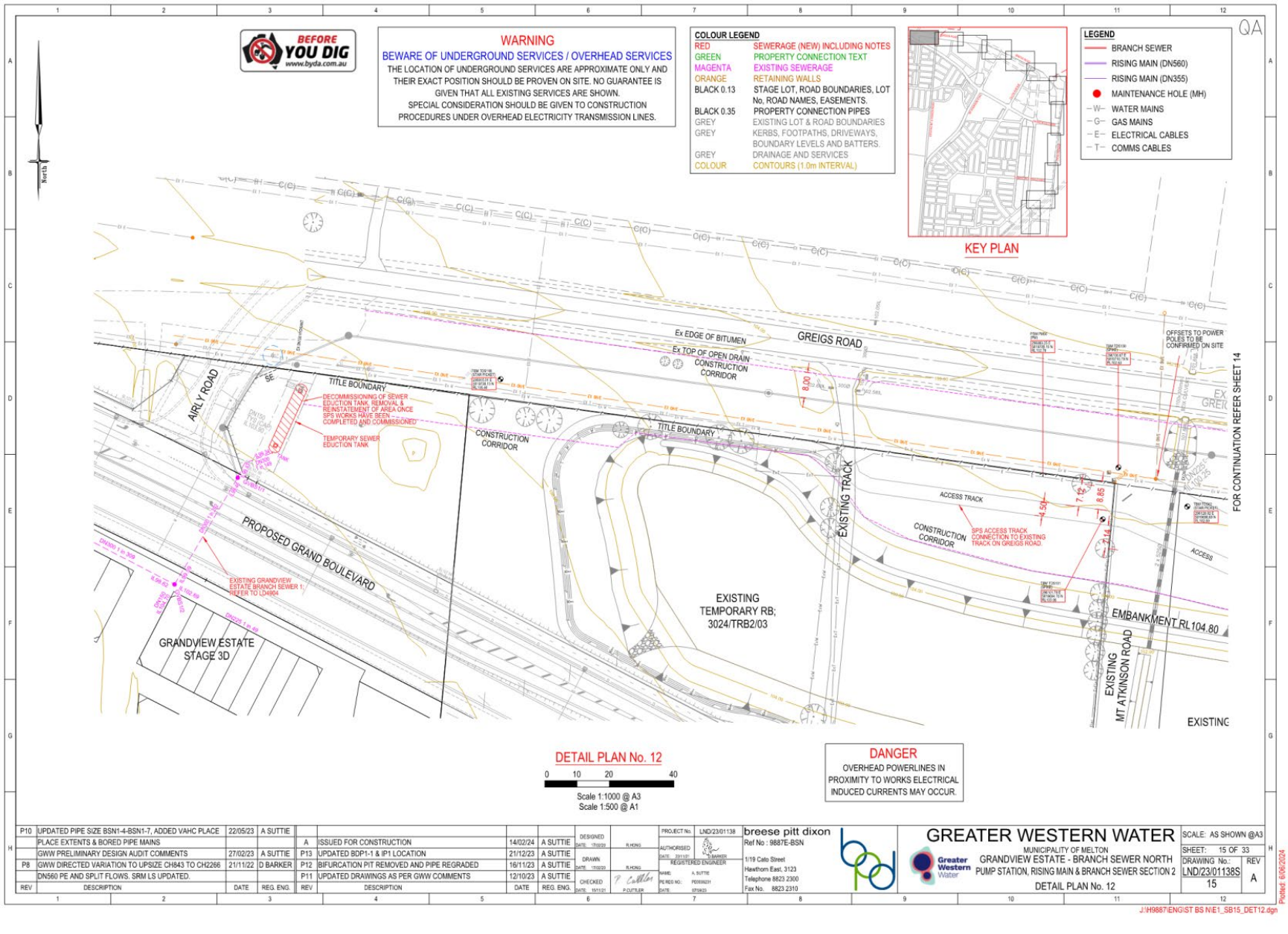
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
KEY PLAN
QA
FOR CONTINUATION REFER SHEET 15
FOR CONTINUATION REFER SHEET 13
EXISTING GREIGS ROAD
GREIGS ROAD
Ex EDGE OF BITUMEN
Ex TOP OF OPEN DRAIN
CONSTRUCTION CORRIDOR
TITLE BDY
ULTIMATE OUTFALL TO SINCLAIRS ROAD SPS (SHOWN INDICATIVELY)
OFFSETS TO POWER POLES TO BE CONFIRMED ON SITE
DN63 POTABLE WATER SUPPLY TO SPS SITE
ASSUMED DN560 ALIGNMENT (BY OTHERS)
PUMP SCOUR & CHAMBER AS PER WSA 04-2005, TABLE 10.3 & SPS-1602
REFER TO CIVIL SITE PLAN, SHEET 26
DN355 PE100 PN16 SRM
73.00m BORED SECTION
67.00m BORED SECTION
BSN3-1A
ACCESS TRACK
EMBANKMENT RL104.80
EXISTING MT ATKINSON ROAD
SPS ACCESS TRACK CONNECTION TO EXISTING TRACK ON GREIGS ROAD
SECURED SECURITY PERIMETER FENCING 2.4m HIGH BLACK CHAIN MESH FENCE WITH A TOPPING OF 3 STRANDS OF BARBED WIRE (TOTAL HEIGHT 3m)
26.5m x 30.5m SEWER PUMP STATION SITE
CONSTRUCTION CORRIDOR
NO DISTURBANCE TO EXISTING DRY STONE WALL STOCKPILE FENCING AND SIGNAGE TO REMAIN IN PLACE FOR DURATION OF WORKS
FUT. TITLE BOUNDARY
VAHR PLACE EXTENT 7822-4727-2
VAHR PLACE EXTENT 7822-4726-1
OFFSETS TO POWER POLES TO BE CONFIRMED ON SITE
DN560 PE100 PN16 SRM
EXISTING TEMPORARY RB; 3024/TRB2/03
NOTE:
FOR CONNECTION DETAILS TO S.P.S.
REFER TO CIVIL & MECHANICAL
DRAWINGS PREPARED BY AQUATEC.
REF NO: OP13383
DETAIL PLAN No. 11
0 10 20 40
Scale 1:1000 @ A3
Scale 1:500 @ A1
DANGER
OVERHEAD POWERLINES IN PROXIMITY TO WORKS ELECTRICAL INDUCED CURRENTS MAY OCCUR.
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
B REVISED RISING MAIN LAYOUT 31/05/24 A.SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A.SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A.SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A.SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A.SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
AUTHORISED T.BANNISTER
REGISTERED ENGINEER
PROJECT No. LND/23/01138
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 11
SCALE: AS SHOWN @A3
SHEET: 14 OF 33
DRAWING No.: LND/23/01138S 14
REV B
Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB14_DET11.dgn


BEFORE YOU DIG www.byda.com.au
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
KEY PLAN
LEGEND
BRANCH SEWER
RISING MAIN (DN560)
RISING MAIN (DN355)
MAINTENANCE HOLE (MH)
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
QA
North
GREIGS ROAD
Ex EDGE OF BITUMEN
Ex TOP OF OPEN DRAIN
CONSTRUCTION CORRIDOR
TITLE BOUNDARY
AIRLY ROAD
DECOMMISSIONING OF SEWER EDUCTION TANK, REMOVAL & REINSTATEMENT OF AREA ONCE SPS WORKS HAVE BEEN COMPLETED AND COMMISSIONED
TEMPORARY SEWER EDUCTION TANK
PROPOSED GRAND BOULEVARD
EXISTING GRANDVIEW ESTATE BRANCH SEWER 1; REFER TO LD4904
GRANDVIEW ESTATE STAGE 3D
EXISTING TEMPORARY RB; 3024/TRB2/03
EXISTING TRACK
ACCESS TRACK
SPS ACCESS TRACK CONNECTION TO EXISTING TRACK ON GREIGS ROAD
EMBANKMENT RL104.80
EXISTING MT ATKINSON ROAD
OFFSETS TO POWER POLES TO BE CONFIRMED ON SITE
FOR CONTINUATION REFER SHEET 14
DETAIL PLAN No. 12
0 10 20 40
Scale 1:1000 @ A3
Scale 1:500 @ A1
DANGER
OVERHEAD POWERLINES IN PROXIMITY TO WORKS ELECTRICAL INDUCED CURRENTS MAY OCCUR.
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
REV DESCRIPTION DATE REG. ENG.
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.BARKER
REGISTERED ENGINEER A. SUTTIE
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
DETAIL PLAN No. 12
SCALE: AS SHOWN @A3
SHEET: 15 OF 33
DRAWING No.: LND/23/01138S 15
REV A
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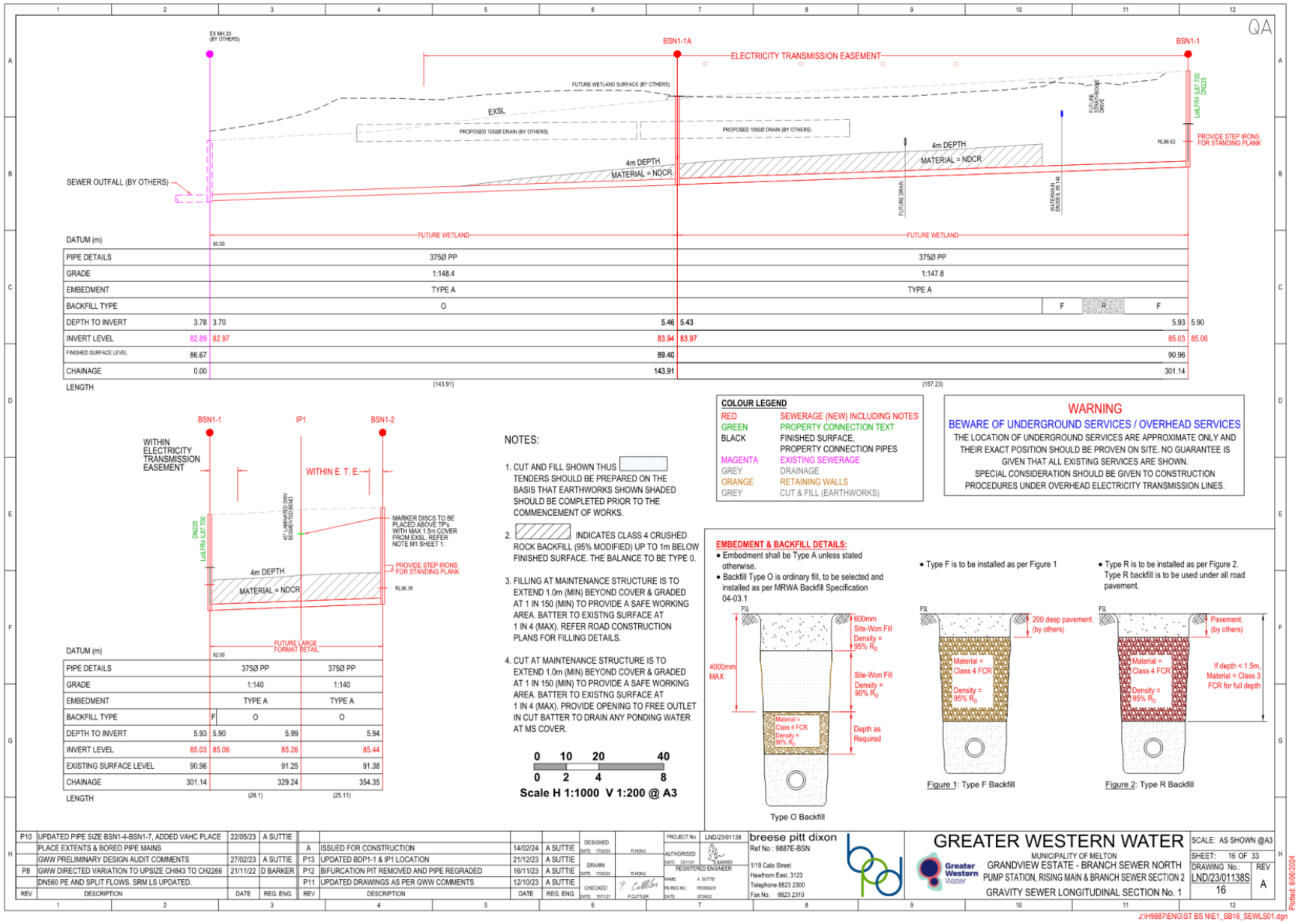
Plotted: 6/06/2024


QA
EX MH.20 (BY OTHERS)
BSN1-1A
BSN1-1
ELECTRICITY TRANSMISSION EASEMENT
FUTURE WETLAND SURFACE (BY OTHERS)
EXSL
PROPOSED 1050Ø DRAIN (BY OTHERS)
PROPOSED 1050Ø DRAIN (BY OTHERS)
4m DEPTH
MATERIAL = NDCR
4m DEPTH
MATERIAL = NDCR
SEWER OUTFALL (BY OTHERS)
PROVIDE STEP IRONS FOR STANDING PLANK
FUTURE WETLAND
FUTURE WETLAND
DATUM (m) 80.00
PIPE DETAILS 375Ø PP 375Ø PP
GRADE 1:148.4 1:147.8
EMBEDMENT TYPE A TYPE A
BACKFILL TYPE O F R F
DEPTH TO INVERT 3.78 3.70 5.46 5.43 5.93 5.90
INVERT LEVEL 82.89 82.97 83.94 83.97 85.03 85.06
FINISHED SURFACE LEVEL 86.67 89.40 90.96
CHAINAGE 0.00 143.91 301.14
LENGTH (143.91) (157.23)
BSN1-1
IP1
BSN1-2
WITHIN ELECTRICITY TRANSMISSION EASEMENT
WITHIN E. T. E.
MARKER DISCS TO BE PLACED ABOVE TPs WITH MAX 1.5m COVER FROM EXSL. REFER NOTE M1 SHEET 1.
PROVIDE STEP IRONS FOR STANDING PLANK
4m DEPTH
MATERIAL = NDCR
FUTURE LARGE FORMAT RETAIL
DATUM (m) 82.00
PIPE DETAILS 375Ø PP 375Ø PP
GRADE 1:140 1:140
EMBEDMENT TYPE A TYPE A
BACKFILL TYPE F O O
DEPTH TO INVERT 5.93 5.90 5.99 5.94
INVERT LEVEL 85.03 85.06 85.26 85.44
EXISTING SURFACE LEVEL 90.96 91.25 91.38
CHAINAGE 301.14 329.24 354.35
LENGTH (28.1) (25.11)
NOTES:
1. CUT AND FILL SHOWN THUS TENDERS SHOULD BE PREPARED ON THE BASIS THAT EARTHWORKS SHOWN SHADED SHOULD BE COMPLETED PRIOR TO THE COMMENCEMENT OF WORKS.
2. INDICATES CLASS 4 CRUSHED ROCK BACKFILL (95% MODIFIED) UP TO 1m BELOW FINISHED SURFACE. THE BALANCE TO BE TYPE 0.
3. FILLING AT MAINTENANCE STRUCTURE IS TO EXTEND 1.0m (MIN) BEYOND COVER & GRADED AT 1 IN 150 (MIN) TO PROVIDE A SAFE WORKING AREA. BATTER TO EXISTNG SURFACE AT 1 IN 4 (MAX). REFER ROAD CONSTRUCTION PLANS FOR FILLING DETAILS.
4. CUT AT MAINTENANCE STRUCTURE IS TO EXTEND 1.0m (MIN) BEYOND COVER & GRADED AT 1 IN 150 (MIN) TO PROVIDE A SAFE WORKING AREA. BATTER TO EXISTNG SURFACE AT 1 IN 4 (MAX). PROVIDE OPENING TO FREE OUTLET IN CUT BATTER TO DRAIN ANY PONDING WATER AT MS COVER.
0 10 20 40
0 2 4 8
Scale H 1:1000 V 1:200 @ A3
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
BLACK FINISHED SURFACE, PROPERTY CONNECTION PIPES
MAGENTA EXISTING SEWERAGE
GREY DRAINAGE
ORANGE RETAINING WALLS
GREY CUT & FILL (EARTHWORKS)
WARNING
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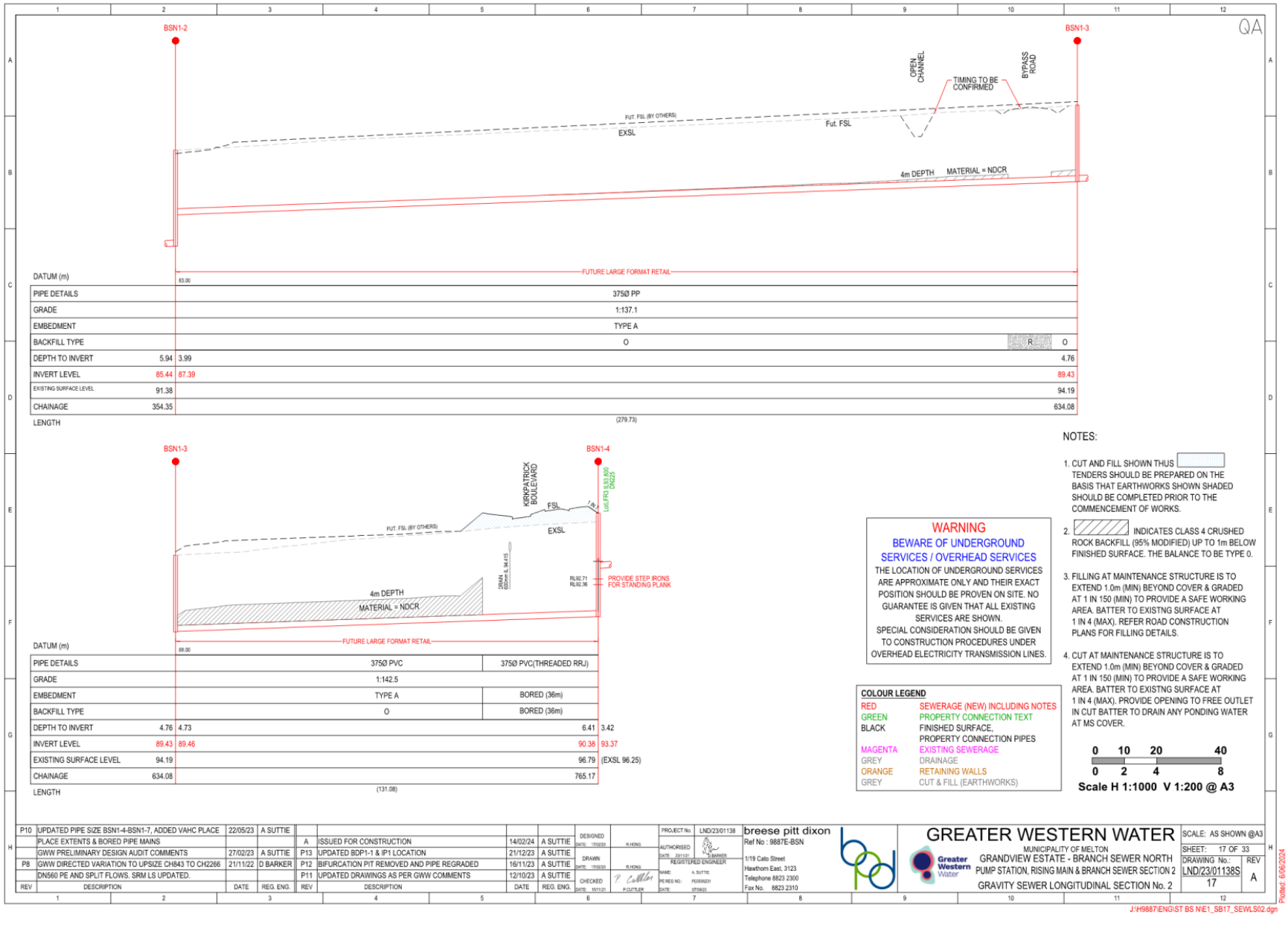
EMBEDMENT & BACKFILL DETAILS:
• Embedment shall be Type A unless stated otherwise.
• Backfill Type O is ordinary fill, to be selected and installed as per MRWA Backfill Specification 04-03.1
• Type F is to be installed as per Figure 1
• Type R is to be installed as per Figure 2. Type R backfill is to be used under all road pavement.
FSL
600mm Site-Won Fill Density = 95% R_D
Site-Won Fill Density = 90% R_D
Depth as Required
4000mm MAX
Material = Class 4 FCR Density = 90% R_D
Type O Backfill
200 deep pavement. (by others)
Material = Class 4 FCR
Density = 95% R_D
Figure 1: Type F Backfill
Pavement. (by others)
If depth < 1.5m, Material = Class 3 FCR for full depth
Figure 2: Type R Backfill
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
REV DESCRIPTION DATE REG. ENG.
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.BARKER
REGISTERED ENGINEER
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
GRAVITY SEWER LONGITUDINAL SECTION No. 1
SCALE: AS SHOWN @A3
SHEET: 16 OF 33
DRAWING No.: LND/23/01138S 16
REV A
Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB16_SEWLS01.dgn


BSN1-2
BSN1-3
BSN1-4
QA
OPEN CHANNEL
TIMING TO BE CONFIRMED
BYPASS ROAD
FUT. FSL (BY OTHERS)
EXSL
Fut. FSL
4m DEPTH MATERIAL = NDCR
FUTURE LARGE FORMAT RETAIL
KIRKPATRICK BOULEVARD
FSL
PROVIDE STEP IRONS FOR STANDING PLANK
DATUM (m)
PIPE DETAILS 375Ø PP
GRADE 1:137.1
EMBEDMENT TYPE A
BACKFILL TYPE O
DEPTH TO INVERT 5.94 3.99 4.76
INVERT LEVEL 85.44 87.39 89.43
EXISTING SURFACE LEVEL 91.38 94.19
CHAINAGE 354.35 634.08
LENGTH (279.73)
PIPE DETAILS 375Ø PVC 375Ø PVC(THREADED RRJ)
GRADE 1:142.5
EMBEDMENT TYPE A BORED (36m)
BACKFILL TYPE O BORED (36m)
DEPTH TO INVERT 4.76 4.73 6.41 3.42
INVERT LEVEL 89.43 89.46 90.38 93.37
EXISTING SURFACE LEVEL 94.19 96.79 (EXSL 96.25)
CHAINAGE 634.08 765.17
LENGTH (131.08)
NOTES:
1. CUT AND FILL SHOWN THUS
TENDERS SHOULD BE PREPARED ON THE BASIS THAT EARTHWORKS SHOWN SHADED SHOULD BE COMPLETED PRIOR TO THE COMMENCEMENT OF WORKS.
2. INDICATES CLASS 4 CRUSHED ROCK BACKFILL (95% MODIFIED) UP TO 1m BELOW FINISHED SURFACE. THE BALANCE TO BE TYPE 0.
3. FILLING AT MAINTENANCE STRUCTURE IS TO EXTEND 1.0m (MIN) BEYOND COVER & GRADED AT 1 IN 150 (MIN) TO PROVIDE A SAFE WORKING AREA. BATTER TO EXISTNG SURFACE AT 1 IN 4 (MAX). REFER ROAD CONSTRUCTION PLANS FOR FILLING DETAILS.
4. CUT AT MAINTENANCE STRUCTURE IS TO EXTEND 1.0m (MIN) BEYOND COVER & GRADED AT 1 IN 150 (MIN) TO PROVIDE A SAFE WORKING AREA. BATTER TO EXISTNG SURFACE AT 1 IN 4 (MAX). PROVIDE OPENING TO FREE OUTLET IN CUT BATTER TO DRAIN ANY PONDING WATER AT MS COVER.
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
BLACK FINISHED SURFACE, PROPERTY CONNECTION PIPES
MAGENTA EXISTING SEWERAGE
GREY DRAINAGE
ORANGE RETAINING WALLS
GREY CUT & FILL (EARTHWORKS)
0 10 20 40
0 2 4 8
Scale H 1:1000 V 1:200 @ A3
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.MARKER
REGISTERED ENGINEER
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
GRAVITY SEWER LONGITUDINAL SECTION No. 2
SCALE: AS SHOWN @A3
SHEET: 17 OF 33
DRAWING No.: LND/23/01138S 17
REV A
Plotted: 6/06/2024
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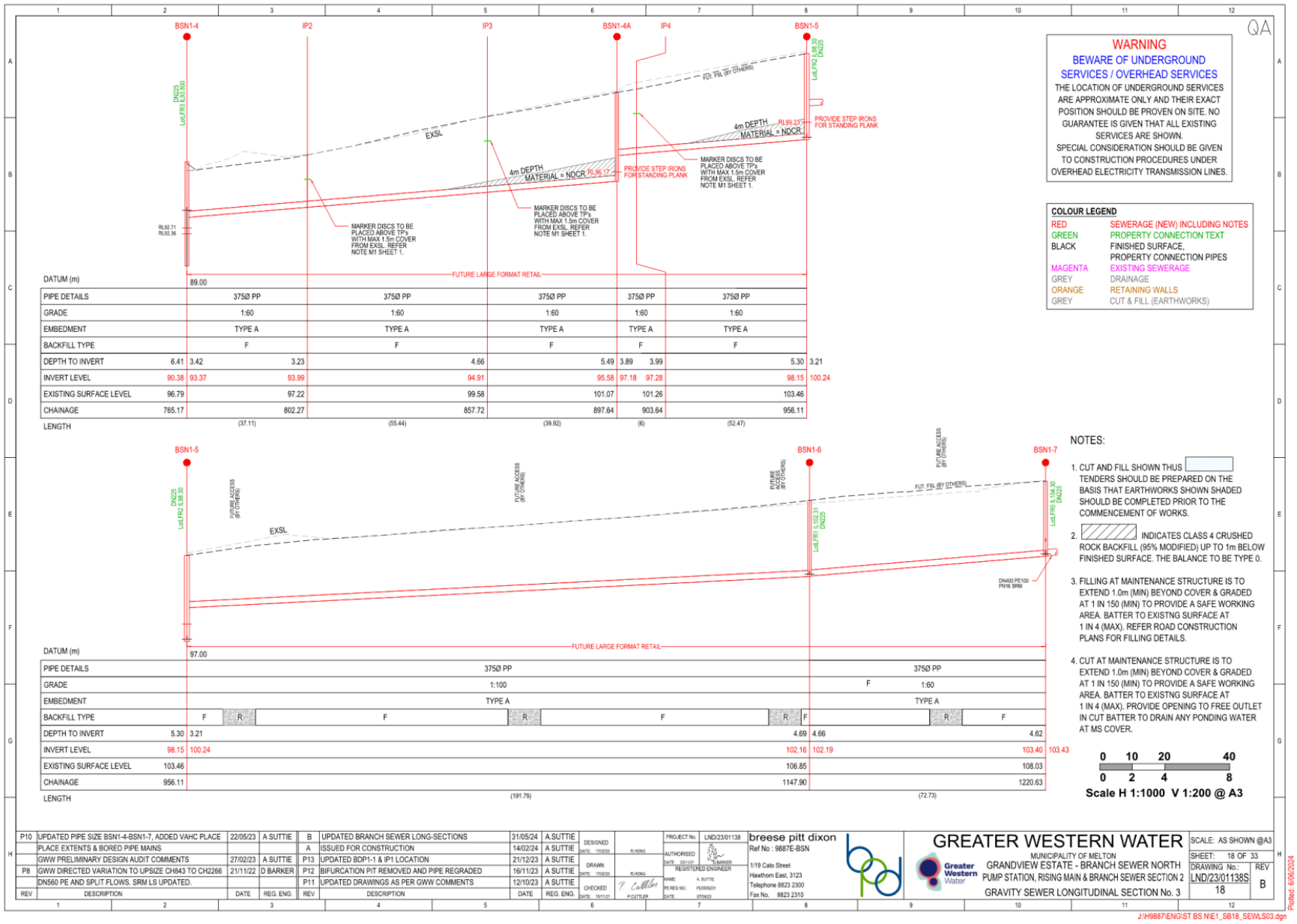
BSN1-4
IP2
IP3
BSN1-4A
IP4
BSN1-5
EXSL
FUT. FSL (BY OTHERS)
4m DEPTH MATERIAL = NDCR
PROVIDE STEP IRONS FOR STANDING PLANK
MARKER DISCS TO BE PLACED ABOVE TP's WITH MAX 1.5m COVER FROM EXSL. REFER NOTE M1 SHEET 1.
FUTURE LARGE FORMAT RETAIL
DATUM (m) 89.00
PIPE DETAILS 375Ø PP
GRADE 1:60
EMBEDMENT TYPE A
BACKFILL TYPE F
DEPTH TO INVERT 6.41 3.42 3.23 4.66 5.49 3.89 3.99 5.30 3.21
INVERT LEVEL 90.38 93.37 93.99 94.91 95.58 97.18 97.28 98.15 100.24
EXISTING SURFACE LEVEL 96.79 97.22 99.58 101.07 101.26 103.46
CHAINAGE 765.17 802.27 857.72 897.64 903.64 956.11
LENGTH (37.11) (55.44) (39.92) (6) (52.47)
BSN1-5
BSN1-6
BSN1-7
FUTURE ACCESS (BY OTHERS)
EXSL
FUT. FSL (BY OTHERS)
FUTURE LARGE FORMAT RETAIL
DATUM (m) 97.00
PIPE DETAILS 375Ø PP
GRADE 1:100
EMBEDMENT TYPE A
BACKFILL TYPE F R F R F R F R F
DEPTH TO INVERT 5.30 3.21 4.69 4.66 4.62
INVERT LEVEL 98.15 100.24 102.16 102.19 103.40 103.43
EXISTING SURFACE LEVEL 103.46 106.85 108.03
CHAINAGE 956.11 1147.90 1220.63
LENGTH (191.79) (72.73)
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
BLACK FINISHED SURFACE, PROPERTY CONNECTION PIPES
MAGENTA EXISTING SEWERAGE
GREY DRAINAGE
ORANGE RETAINING WALLS
GREY CUT & FILL (EARTHWORKS)
NOTES:
1. CUT AND FILL SHOWN THUS
TENDERS SHOULD BE PREPARED ON THE BASIS THAT EARTHWORKS SHOWN SHADED SHOULD BE COMPLETED PRIOR TO THE COMMENCEMENT OF WORKS.
2. INDICATES CLASS 4 CRUSHED ROCK BACKFILL (95% MODIFIED) UP TO 1m BELOW FINISHED SURFACE. THE BALANCE TO BE TYPE 0.
3. FILLING AT MAINTENANCE STRUCTURE IS TO EXTEND 1.0m (MIN) BEYOND COVER & GRADED AT 1 IN 150 (MIN) TO PROVIDE A SAFE WORKING AREA. BATTER TO EXISTNG SURFACE AT 1 IN 4 (MAX). REFER ROAD CONSTRUCTION PLANS FOR FILLING DETAILS.
4. CUT AT MAINTENANCE STRUCTURE IS TO EXTEND 1.0m (MIN) BEYOND COVER & GRADED AT 1 IN 150 (MIN) TO PROVIDE A SAFE WORKING AREA. BATTER TO EXISTNG SURFACE AT 1 IN 4 (MAX). PROVIDE OPENING TO FREE OUTLET IN CUT BATTER TO DRAIN ANY PONDING WATER AT MS COVER.
0 10 20 40
0 2 4 8
Scale H 1:1000 V 1:200 @ A3
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
B UPDATED BRANCH SEWER LONG-SECTIONS 31/05/24 A SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.MARKER
REGISTERED ENGINEER
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
GRAVITY SEWER LONGITUDINAL SECTION No. 3
SCALE: AS SHOWN @A3
SHEET: 18 OF 33
DRAWING No.: LND/23/01138S
REV B
18
Plotted: 6/06/2024
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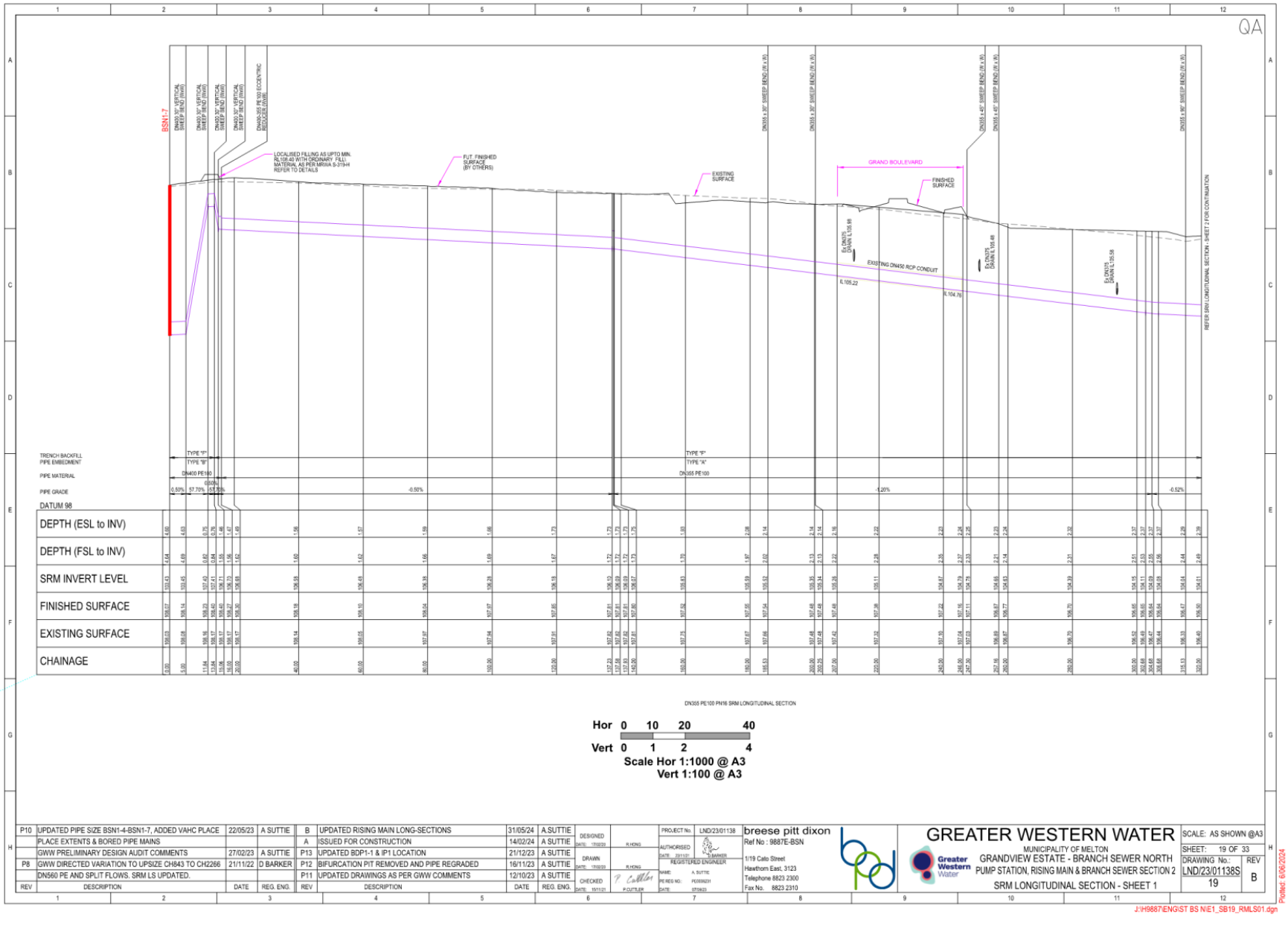
QA
BSN1-7
LOCALISED FILLING AS UPTO MIN. RL108.40 WITH ORDINARY FILL/ MATERIAL AS PER MRWA S-319-H REFER TO DETAILS
FUT. FINISHED SURFACE (BY OTHERS)
EXISTING SURFACE
GRAND BOULEVARD
FINISHED SURFACE
EXISTING DN450 RCP CONDUIT
IL105.22
IL104.76
REFER SRM LONGITUDINAL SECTION - SHEET 2 FOR CONTINUATION
TRENCH BACKFILL
PIPE EMBEDMENT
PIPE MATERIAL
PIPE GRADE
DATUM 98
DEPTH (ESL to INV)
DEPTH (FSL to INV)
SRM INVERT LEVEL
FINISHED SURFACE
EXISTING SURFACE
CHAINAGE
DN355 PE100 PN16 SRM LONGITUDINAL SECTION
Hor 0 10 20 40
Vert 0 1 2 4
Scale Hor 1:1000 @ A3
Vert 1:100 @ A3
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
SRM LONGITUDINAL SECTION - SHEET 1
breese pitt dixon
SCALE: AS SHOWN @A3
SHEET: 19 OF 33
DRAWING No.: LND/23/01138S 19
REV B
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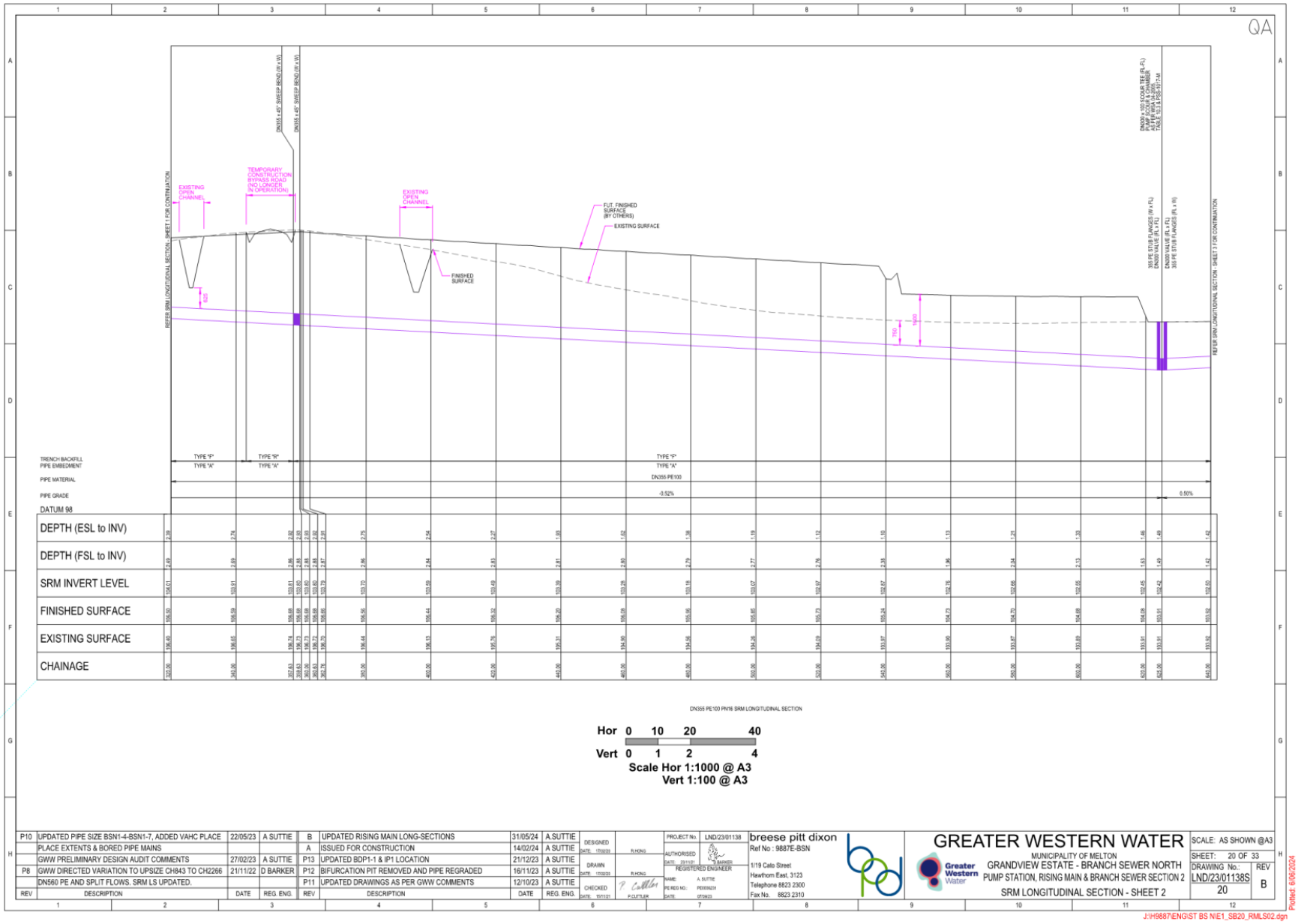
Plotted: 6/06/2024



REV	DESCRIPTION	DATE	REG. ENG.
P10	UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE	22/05/23	A SUTTIE
	PLACE EXTENTS & BORED PIPE MAINS		
	GWW PRELIMINARY DESIGN AUDIT COMMENTS	27/02/23	A SUTTIE
P8	GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266	21/11/22	D BARKER
	DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.		

REV	DESCRIPTION	DATE	REG. ENG.
B	UPDATED RISING MAIN LONG-SECTIONS	31/05/24	A SUTTIE
A	ISSUED FOR CONSTRUCTION	14/02/24	A SUTTIE
P13	UPDATED BDP1-1 & IP1 LOCATION	21/12/23	A SUTTIE
P12	BIFURCATION PIT REMOVED AND PIPE REGRADED	16/11/23	A SUTTIE
P11	UPDATED DRAWINGS AS PER GWW COMMENTS	12/10/23	A SUTTIE

DESIGNED DATE: 17/03/23 R.HONG
DRAWN DATE: 17/03/23 R.HONG
CHECKED DATE: 15/11/21 P.CUTLER

PROJECT No. LND/23/01138
AUTHORISED DATE: 23/11/21 D.BARKER
REGISTERED ENGINEER NAME: A. SUTTIE PE RED NO.: PE009231 DATE: 07/04/23

breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310

GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
SRM LONGITUDINAL SECTION - SHEET 2

SCALE: AS SHOWN @A3
SHEET: 20 OF 33
DRAWING No.: LND/23/01138S 20
REV B

Plotted: 6/06/2024
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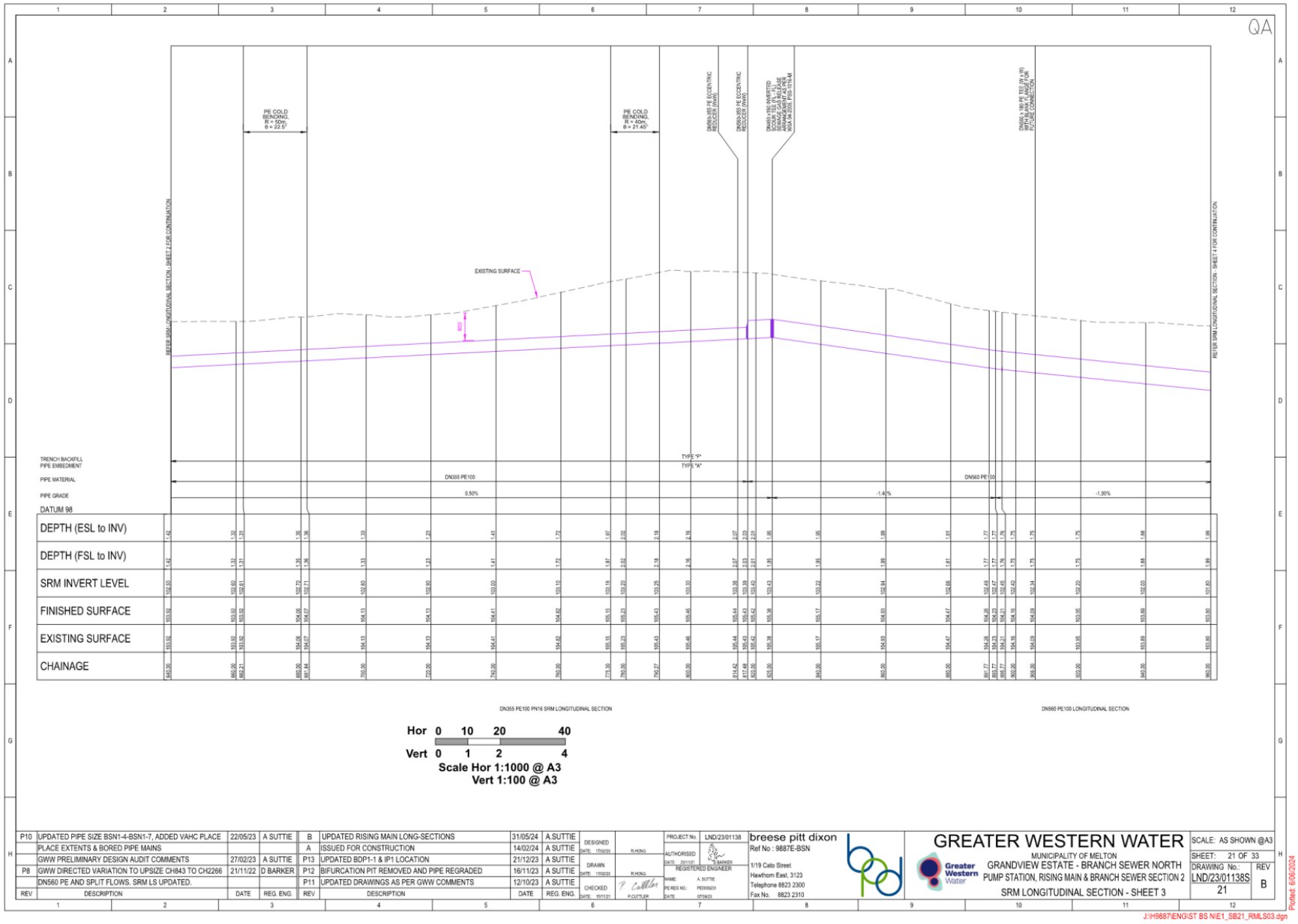

REV	DESCRIPTION	DATE	REG. ENG.
P10	UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE	22/05/23	A SUTTIE
	PLACE EXTENTS & BORED PIPE MAINS		
	GWW PRELIMINARY DESIGN AUDIT COMMENTS	27/02/23	A SUTTIE
P8	GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266	21/11/22	D BARKER
	DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.		
B	UPDATED RISING MAIN LONG-SECTIONS	31/05/24	A SUTTIE
A	ISSUED FOR CONSTRUCTION	14/02/24	A SUTTIE
P13	UPDATED BDP1-1 & IP1 LOCATION	21/12/23	A SUTTIE
P12	BIFURCATION PIT REMOVED AND PIPE REGRADED	16/11/23	A SUTTIE
P11	UPDATED DRAWINGS AS PER GWW COMMENTS	12/10/23	A SUTTIE

DESIGNED R.HONG 17/03/23
DRAWN R.HONG 17/03/23
CHECKED P.CUTLER 15/11/21

PROJECT No. LND/23/01138
AUTHORISED T.BARKER 23/11/21
REGISTERED ENGINEER
NAME: A. SUTTIE
PE REG NO.: PE009231
DATE: 07/04/23

breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310

GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
SRM LONGITUDINAL SECTION - SHEET 3

SCALE: AS SHOWN @A3
SHEET: 21 OF 33
DRAWING No.: LND/23/01138S 21
REV B

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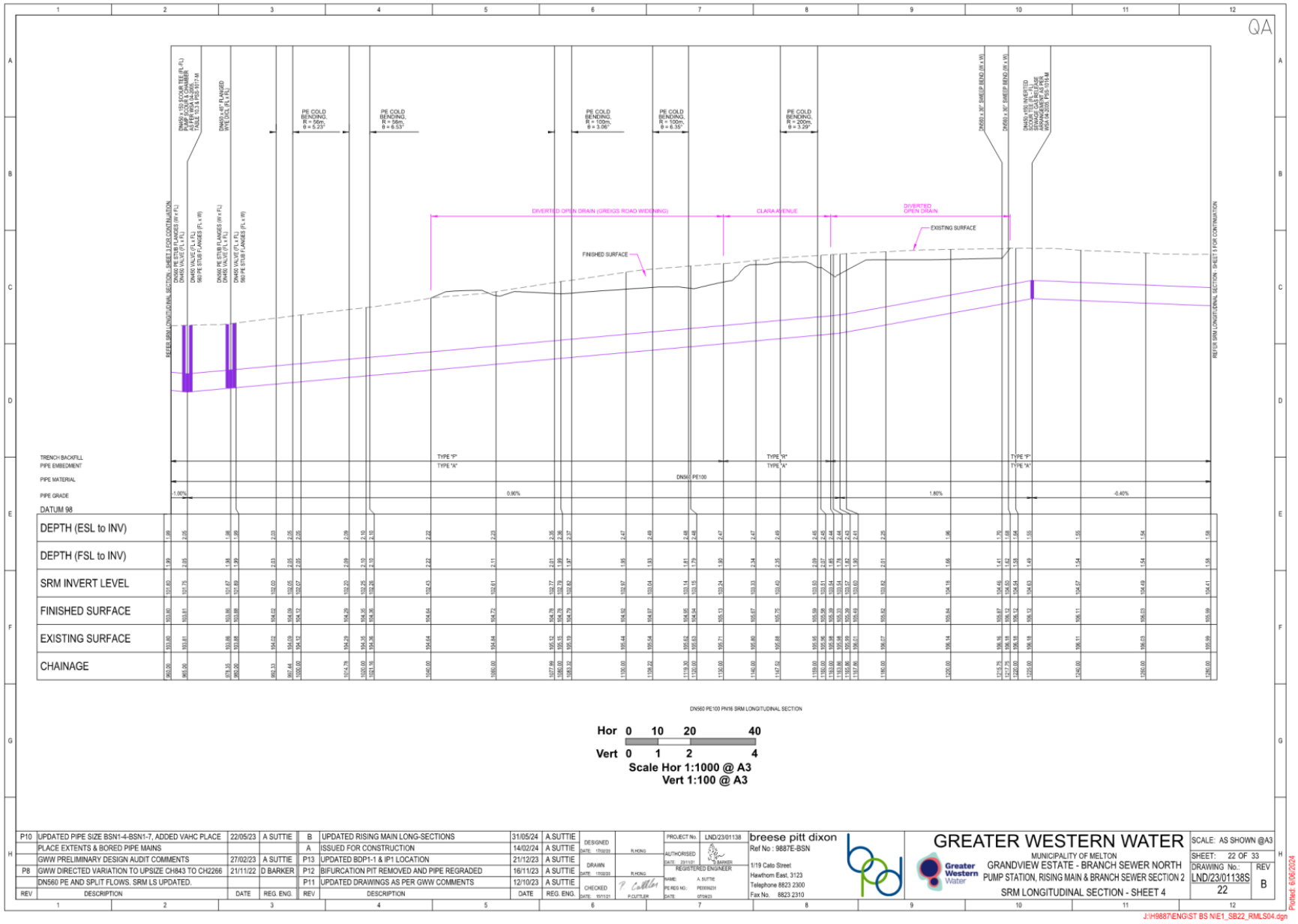
Plotted: 6/06/2024



REV	DESCRIPTION	DATE	REG. ENG.
P10	UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE	22/05/23	A SUTTIE
	PLACE EXTENTS & BORED PIPE MAINS		
	GWW PRELIMINARY DESIGN AUDIT COMMENTS	27/02/23	A SUTTIE
P8	GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266	21/11/22	D BARKER
	DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.		

REV	DESCRIPTION	DATE	REG. ENG.
B	UPDATED RISING MAIN LONG-SECTIONS	31/05/24	A SUTTIE
A	ISSUED FOR CONSTRUCTION	14/02/24	A SUTTIE
P13	UPDATED BDP1-1 & IP1 LOCATION	21/12/23	A SUTTIE
P12	BIFURCATION PIT REMOVED AND PIPE REGRADED	16/11/23	A SUTTIE
P11	UPDATED DRAWINGS AS PER GWW COMMENTS	12/10/23	A SUTTIE

DESIGNED R.HONG 17/02/23
DRAWN R.HONG 17/02/23
CHECKED P.CUTLER 15/11/21
PROJECT No. LND/23/01138
AUTHORISED R.MANSER 23/11/21
REGISTERED ENGINEER NAME: A. SUTTIE PE REG NO.: PE009231 DATE: 07/04/23

breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310

GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
SRM LONGITUDINAL SECTION - SHEET 4

SCALE: AS SHOWN @A3
SHEET: 22 OF 33
DRAWING No.: LND/23/01138S 22
REV B

Plotted: 6/06/2024
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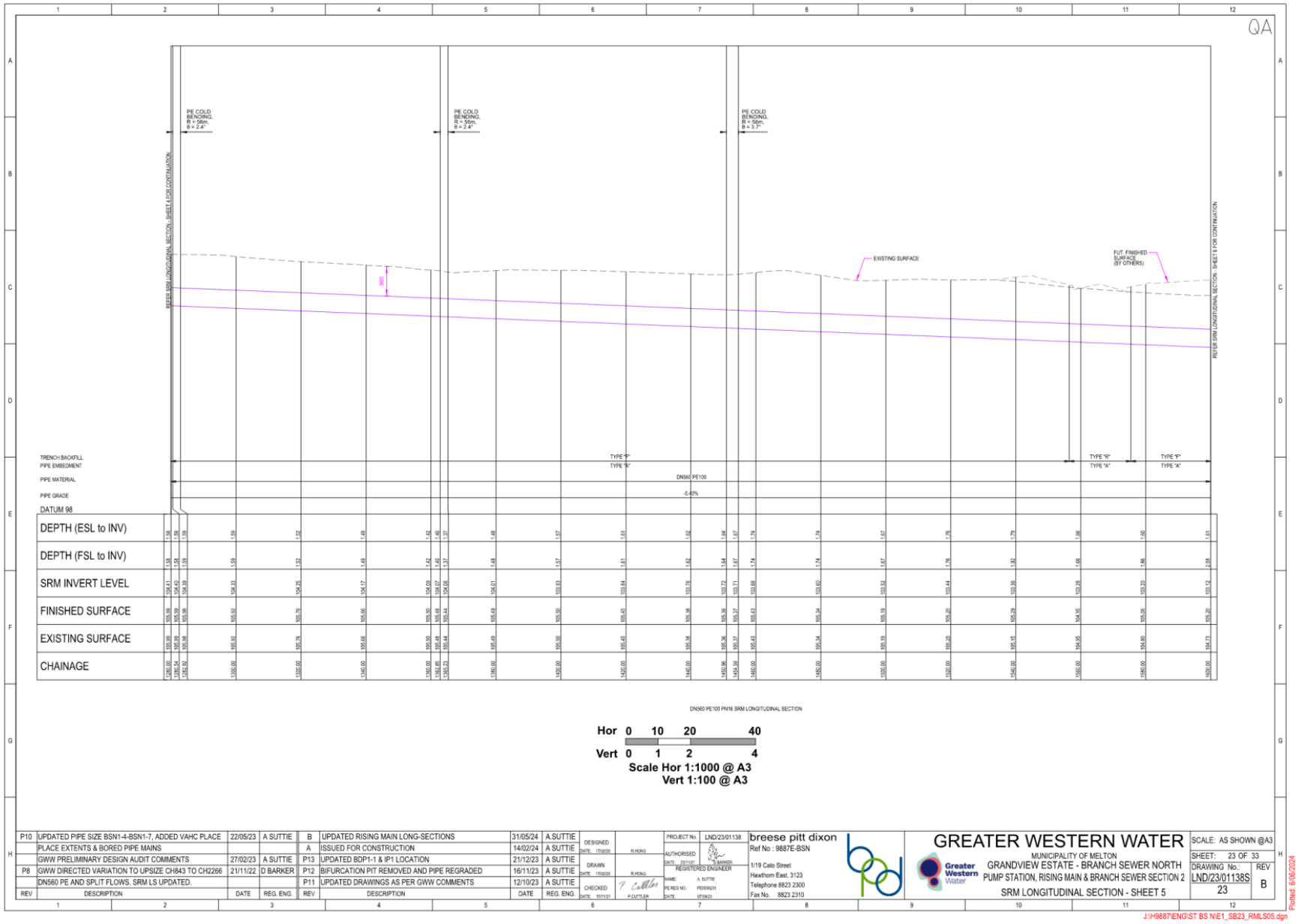

REV	DESCRIPTION	DATE	REG. ENG.
P10	UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE	22/05/23	A SUTTIE
	PLACE EXTENTS & BORED PIPE MAINS		
	GWW PRELIMINARY DESIGN AUDIT COMMENTS	27/02/23	A SUTTIE
P8	GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266	21/11/22	D BARKER
	DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.		

REV	DESCRIPTION	DATE	REG. ENG.
B	UPDATED RISING MAIN LONG-SECTIONS	31/05/24	A SUTTIE
A	ISSUED FOR CONSTRUCTION	14/02/24	A SUTTIE
P13	UPDATED BDP1-1 & IP1 LOCATION	21/12/23	A SUTTIE
P12	BIFURCATION PIT REMOVED AND PIPE REGRADED	16/11/23	A SUTTIE
P11	UPDATED DRAWINGS AS PER GWW COMMENTS	12/10/23	A SUTTIE

DESIGNED DATE: 17/02/23 R.HONG
DRAWN DATE: 17/02/23 R.HONG
CHECKED DATE: 15/11/21 P.CUTLER

PROJECT No. LND/23/01138
AUTHORISED DATE: 23/11/21 R.BARKER
REGISTERED ENGINEER
NAME: A. SUTTIE
PE REG NO.: PE009231
DATE: 07/04/23

breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310

GREATER WESTERN WATER
Greater Western Water
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
SRM LONGITUDINAL SECTION - SHEET 5

SCALE: AS SHOWN @A3
SHEET: 23 OF 33
DRAWING No.: LND/23/01138S 23
REV B

Plotted: 6/06/2024
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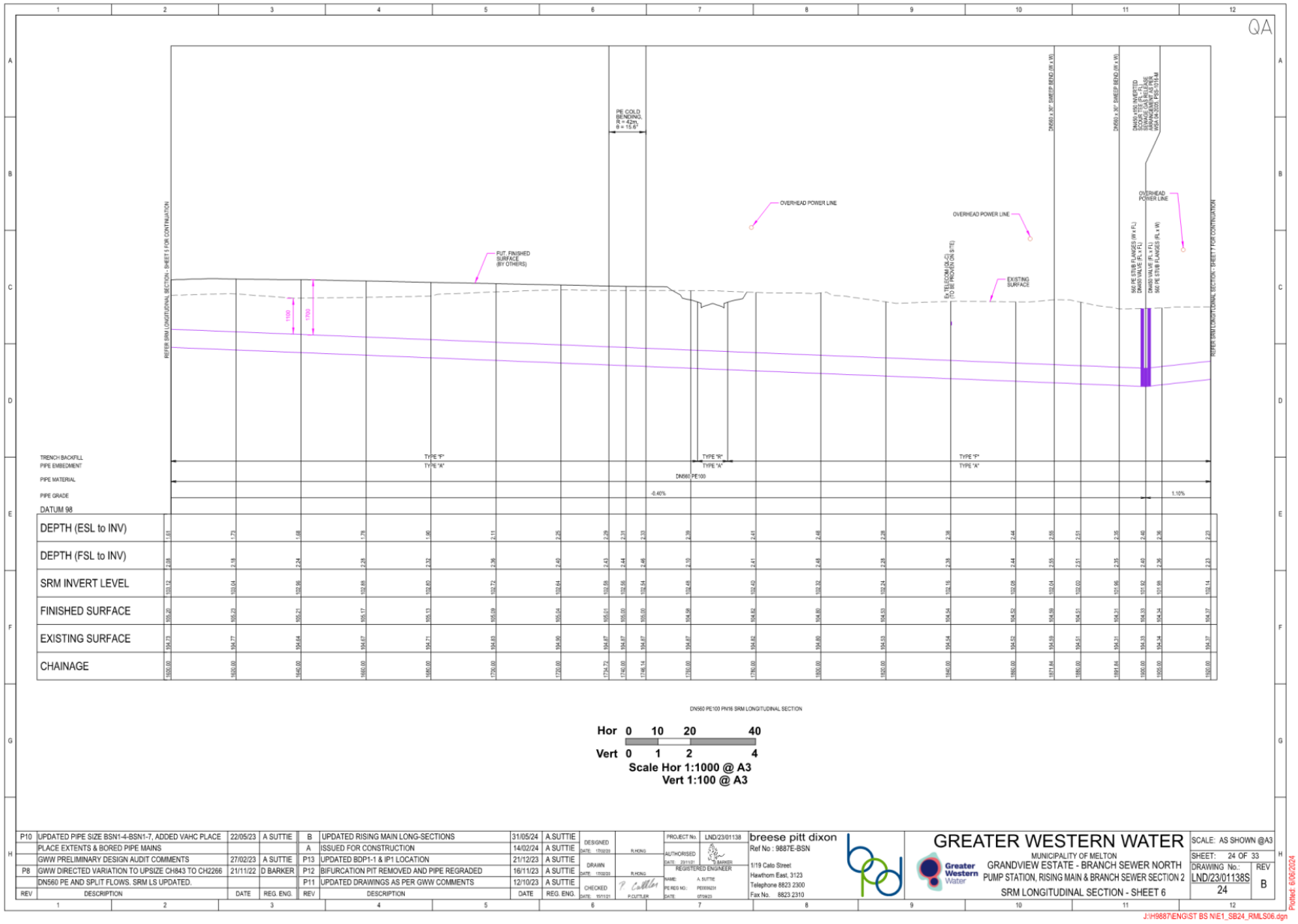

REV	DESCRIPTION	DATE	REG. ENG.
P10	UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE	22/05/23	A SUTTIE
	PLACE EXTENTS & BORED PIPE MAINS		
	GWW PRELIMINARY DESIGN AUDIT COMMENTS	27/02/23	A SUTTIE
P8	GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266	21/11/22	D BARKER
	DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.		

REV	DESCRIPTION	DATE	REG. ENG.
B	UPDATED RISING MAIN LONG-SECTIONS	31/05/24	A SUTTIE
A	ISSUED FOR CONSTRUCTION	14/02/24	A SUTTIE
P13	UPDATED BDP1-1 & IP1 LOCATION	21/12/23	A SUTTIE
P12	BIFURCATION PIT REMOVED AND PIPE REGRADED	16/11/23	A SUTTIE
P11	UPDATED DRAWINGS AS PER GWW COMMENTS	12/10/23	A SUTTIE

DESIGNED DATE: 17/02/23 R.HONG
DRAWN DATE: 17/02/23 R.HONG
CHECKED DATE: 15/11/21 P.CUTLER

PROJECT No. LND/23/01138
AUTHORISED DATE: 23/11/21 R.MARKER
REGISTERED ENGINEER NAME: A. SUTTIE PE RPD NO.: PE0006231 DATE: 07/04/23

breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310

GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
SRM LONGITUDINAL SECTION - SHEET 6

SCALE: AS SHOWN @A3
SHEET: 24 OF 33
DRAWING No.: LND/23/01138S 24
REV B

Plotted: 6/06/2024
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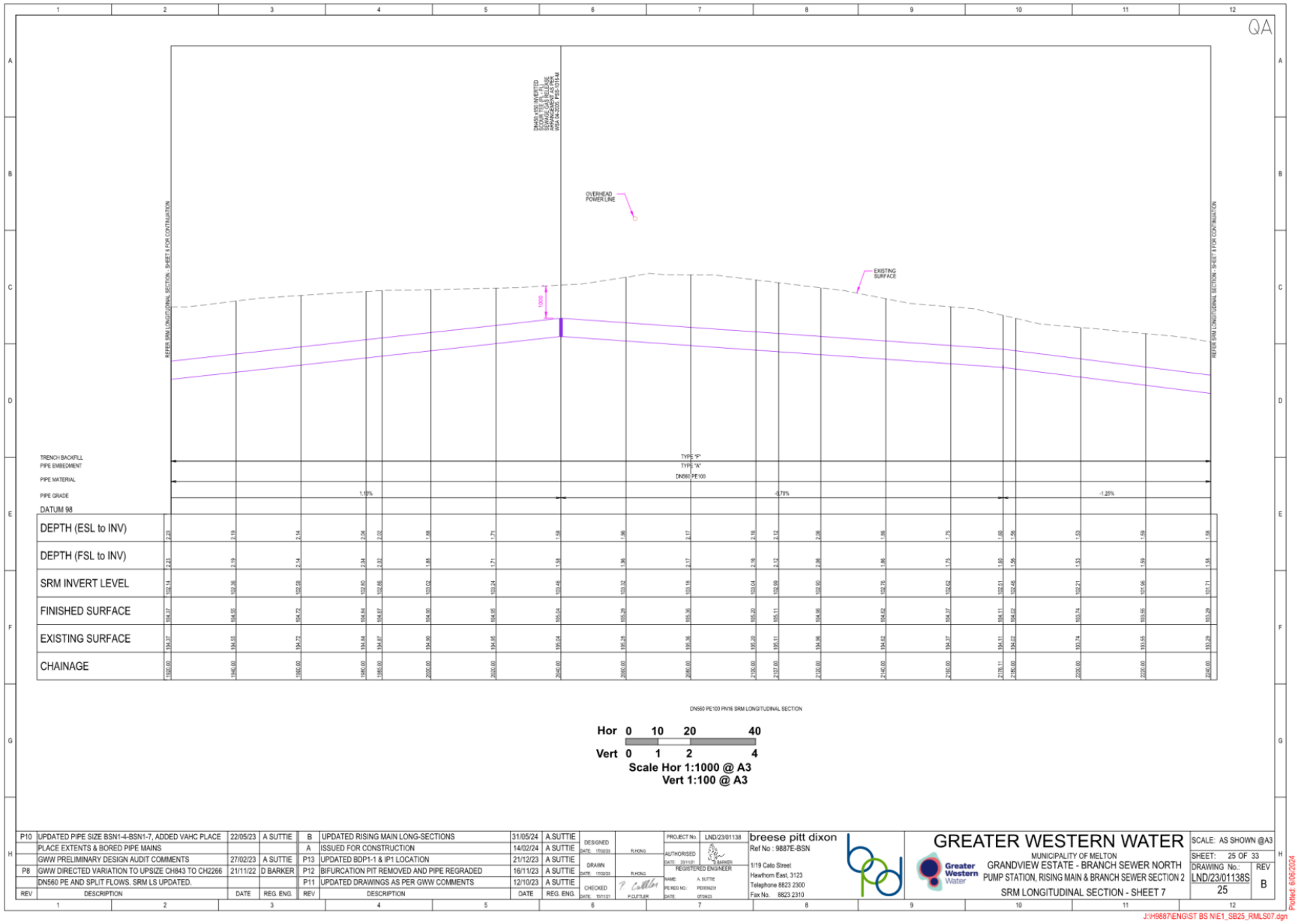
QA
OVERHEAD POWER LINE
EXISTING SURFACE
REFER SRM LONGITUDINAL SECTION - SHEET 6 FOR CONTINUATION
REFER SRM LONGITUDINAL SECTION - SHEET 8 FOR CONTINUATION
TRENCH BACKFILL
PIPE EMBEDMENT
PIPE MATERIAL
PIPE GRADE
DATUM 98
TYPE "F"
TYPE "A"
DN560 PE100
1.10%
-5.70%
-1.25%
DEPTH (ESL to INV)
DEPTH (FSL to INV)
SRM INVERT LEVEL
FINISHED SURFACE
EXISTING SURFACE
CHAINAGE
DN560 PE100 PN16 SRM LONGITUDINAL SECTION
Hor 0 10 20 40
Vert 0 1 2 4
Scale Hor 1:1000 @ A3
Vert 1:100 @ A3
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
REV DESCRIPTION DATE REG. ENG.
B UPDATED RISING MAIN LONG-SECTIONS 31/05/24 A SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED R.BARKER
REGISTERED ENGINEER
NAME: A. SUTTIE
PE REG NO.: PE009231
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
Greater Western Water
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
SRM LONGITUDINAL SECTION - SHEET 7
SCALE: AS SHOWN @A3
SHEET: 25 OF 33
DRAWING No.: LND/23/01138S 25
REV B
Plotted: 6/06/2024
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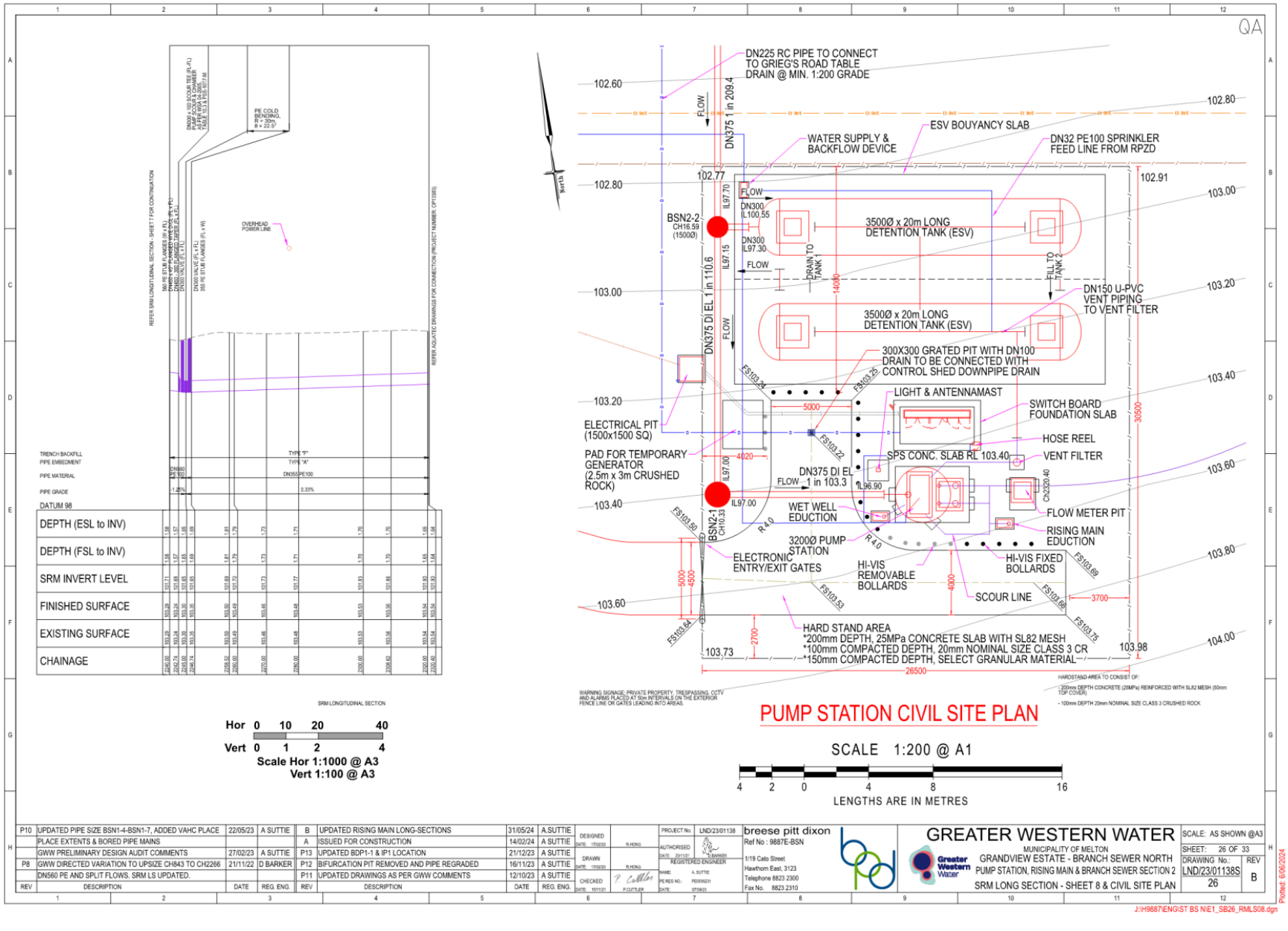
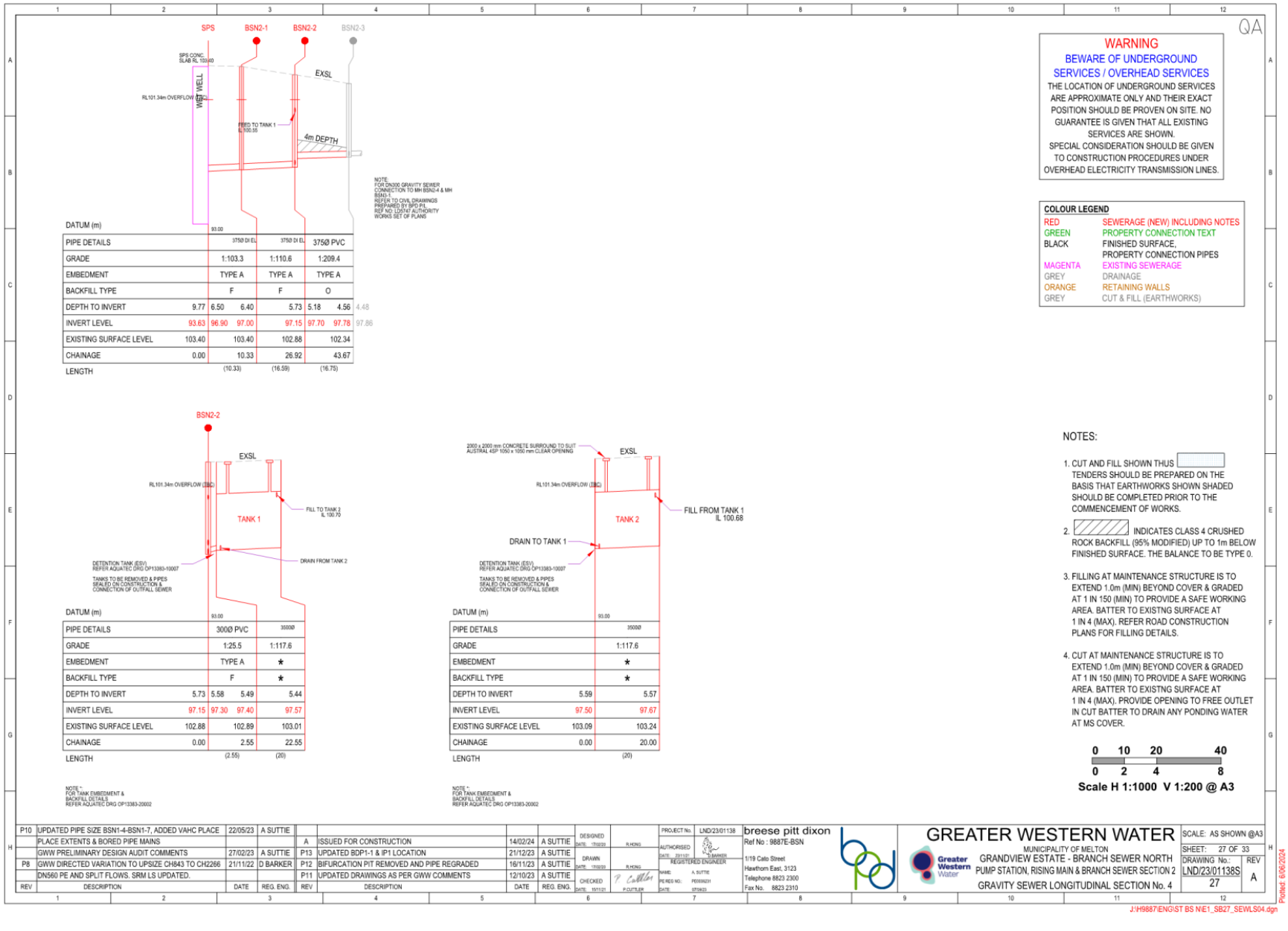

QA
DN225 RC PIPE TO CONNECT TO GRIEG'S ROAD TABLE DRAIN @ MIN. 1:200 GRADE
WATER SUPPLY & BACKFLOW DEVICE
ESV BOUYANCY SLAB
DN32 PE100 SPRINKLER FEED LINE FROM RPZD
DN375 1 in 209.4
DN375 DI EL 1 in 110.6
BSN2-2
CH16.59
(1500Ø)
3500Ø x 20m LONG DETENTION TANK (ESV)
DRAIN TO TANK 1
FILL TO TANK 2
DN150 U-PVC VENT PIPING TO VENT FILTER
300X300 GRATED PIT WITH DN100 DRAIN TO BE CONNECTED WITH CONTROL SHED DOWNPIPE DRAIN
LIGHT & ANTENNAMAST
SWITCH BOARD FOUNDATION SLAB
ELECTRICAL PIT (1500x1500 SQ)
PAD FOR TEMPORARY GENERATOR (2.5m x 3m CRUSHED ROCK)
SPS CONC. SLAB RL 103.40
HOSE REEL
VENT FILTER
DN375 DI EL
1 in 103.3
WET WELL EDUCTION
BSN2-1
CH10.33
3200Ø PUMP STATION
FLOW METER PIT
RISING MAIN EDUCTION
ELECTRONIC ENTRY/EXIT GATES
HI-VIS REMOVABLE BOLLARDS
HI-VIS FIXED BOLLARDS
SCOUR LINE
HARD STAND AREA
*200mm DEPTH, 25MPa CONCRETE SLAB WITH SL82 MESH
*100mm COMPACTED DEPTH, 20mm NOMINAL SIZE CLASS 3 CR
*150mm COMPACTED DEPTH, SELECT GRANULAR MATERIAL
PUMP STATION CIVIL SITE PLAN
SCALE 1:200 @ A1
LENGTHS ARE IN METRES
DEPTH (ESL to INV)
DEPTH (FSL to INV)
SRM INVERT LEVEL
FINISHED SURFACE
EXISTING SURFACE
CHAINAGE
Hor 0 10 20 40
Vert 0 1 2 4
Scale Hor 1:1000 @ A3
Vert 1:100 @ A3
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
SRM LONG SECTION - SHEET 8 & CIVIL SITE PLAN
breese pitt dixon
LND/23/01138S
DRAWING No.: 26
REV B


SPS
BSN2-1
BSN2-2
BSN2-3
EXSL
4m DEPTH
WET WELL
FEED TO TANK 1
IL 100.55
RL101.34m OVERFLOW (DSC)
SPS CONC. SLAB RL 103.40
93.00
DATUM (m)
PIPE DETAILS 375Ø DI EL 375Ø DI EL 375Ø PVC
GRADE 1:103.3 1:110.6 1:209.4
EMBEDMENT TYPE A TYPE A TYPE A
BACKFILL TYPE F F O
DEPTH TO INVERT 9.77 6.50 6.40 5.73 5.18 4.56 4.48
INVERT LEVEL 93.63 96.90 97.00 97.15 97.70 97.78 97.86
EXISTING SURFACE LEVEL 103.40 103.40 102.88 102.34
CHAINAGE 0.00 10.33 26.92 43.67
LENGTH (10.33) (16.59) (16.75)
NOTE:
FOR DN300 GRAVITY SEWER CONNECTION TO MH BSN2-4 & MH BSN3-1
REFER TO CIVIL DRAWINGS PREPARED BY BPD P/L
REF NO: 1230747 AUTHORITY WORKS SET OF PLANS
WARNING
BEWARE OF UNDERGROUND SERVICES / OVERHEAD SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
BLACK FINISHED SURFACE, PROPERTY CONNECTION PIPES
MAGENTA EXISTING SEWERAGE
GREY DRAINAGE
ORANGE RETAINING WALLS
GREY CUT & FILL (EARTHWORKS)
BSN2-2
EXSL
RL101.34m OVERFLOW (DSC)
TANK 1
FILL TO TANK 2 IL 100.70
DRAIN FROM TANK 2
DETENTION TANK (ESV) REFER AQUATEC DRG OP13383-10007
TANKS TO BE REMOVED & PIPES SEALED ON CONSTRUCTION & CONNECTION OF OUTFALL SEWER
93.00
DATUM (m)
PIPE DETAILS 300Ø PVC 350ØD
GRADE 1:25.5 1:117.6
EMBEDMENT TYPE A ★
BACKFILL TYPE F ★
DEPTH TO INVERT 5.73 5.58 5.49 5.44
INVERT LEVEL 97.15 97.30 97.40 97.57
EXISTING SURFACE LEVEL 102.88 102.89 103.01
CHAINAGE 0.00 2.55 22.55
LENGTH (2.55) (20)
NOTE :-
FOR TANK EMBEDMENT & BACKFILL DETAILS REFER AQUATEC DRG OP13383-20002
2000 x 2000 mm CONCRETE SURROUND TO SUIT AUSTRAL 4SP 1050 x 1050 mm CLEAR OPENING
EXSL
RL101.34m OVERFLOW (DSC)
TANK 2
FILL FROM TANK 1 IL 100.68
DRAIN TO TANK 1
DETENTION TANK (ESV) REFER AQUATEC DRG OP13383-10007
TANKS TO BE REMOVED & PIPES SEALED ON CONSTRUCTION & CONNECTION OF OUTFALL SEWER
93.00
DATUM (m)
PIPE DETAILS 350ØD
GRADE 1:117.6
EMBEDMENT ★
BACKFILL TYPE ★
DEPTH TO INVERT 5.59 5.57
INVERT LEVEL 97.50 97.67
EXISTING SURFACE LEVEL 103.09 103.24
CHAINAGE 0.00 20.00
LENGTH (20)
NOTE :-
FOR TANK EMBEDMENT & BACKFILL DETAILS REFER AQUATEC DRG OP13383-20002
NOTES:
1. CUT AND FILL SHOWN THUS
TENDERS SHOULD BE PREPARED ON THE BASIS THAT EARTHWORKS SHOWN SHADED SHOULD BE COMPLETED PRIOR TO THE COMMENCEMENT OF WORKS.
2. INDICATES CLASS 4 CRUSHED ROCK BACKFILL (95% MODIFIED) UP TO 1m BELOW FINISHED SURFACE. THE BALANCE TO BE TYPE 0.
3. FILLING AT MAINTENANCE STRUCTURE IS TO EXTEND 1.0m (MIN) BEYOND COVER & GRADED AT 1 IN 150 (MIN) TO PROVIDE A SAFE WORKING AREA. BATTER TO EXISTNG SURFACE AT 1 IN 4 (MAX). REFER ROAD CONSTRUCTION PLANS FOR FILLING DETAILS.
4. CUT AT MAINTENANCE STRUCTURE IS TO EXTEND 1.0m (MIN) BEYOND COVER & GRADED AT 1 IN 150 (MIN) TO PROVIDE A SAFE WORKING AREA. BATTER TO EXISTNG SURFACE AT 1 IN 4 (MAX). PROVIDE OPENING TO FREE OUTLET IN CUT BATTER TO DRAIN ANY PONDING WATER AT MS COVER.
0 10 20 40
0 2 4 8
Scale H 1:1000 V 1:200 @ A3
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
REV DESCRIPTION DATE REG. ENG.
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED DATE: 17/02/23 R.HONG
DRAWN DATE: 17/02/23 R.HONG
CHECKED DATE: 15/11/21 P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED DATE: 23/11/21 T. BARKER
REGISTERED ENGINEER NAME: A. SUTTIE PE RED NO.: PE009231 DATE: 07/04/23
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
GRAVITY SEWER LONGITUDINAL SECTION No. 4
SCALE: AS SHOWN @A3
SHEET: 27 OF 33
DRAWING No.: LND/23/01138S 27
REV A
Plotted: 6/06/2024
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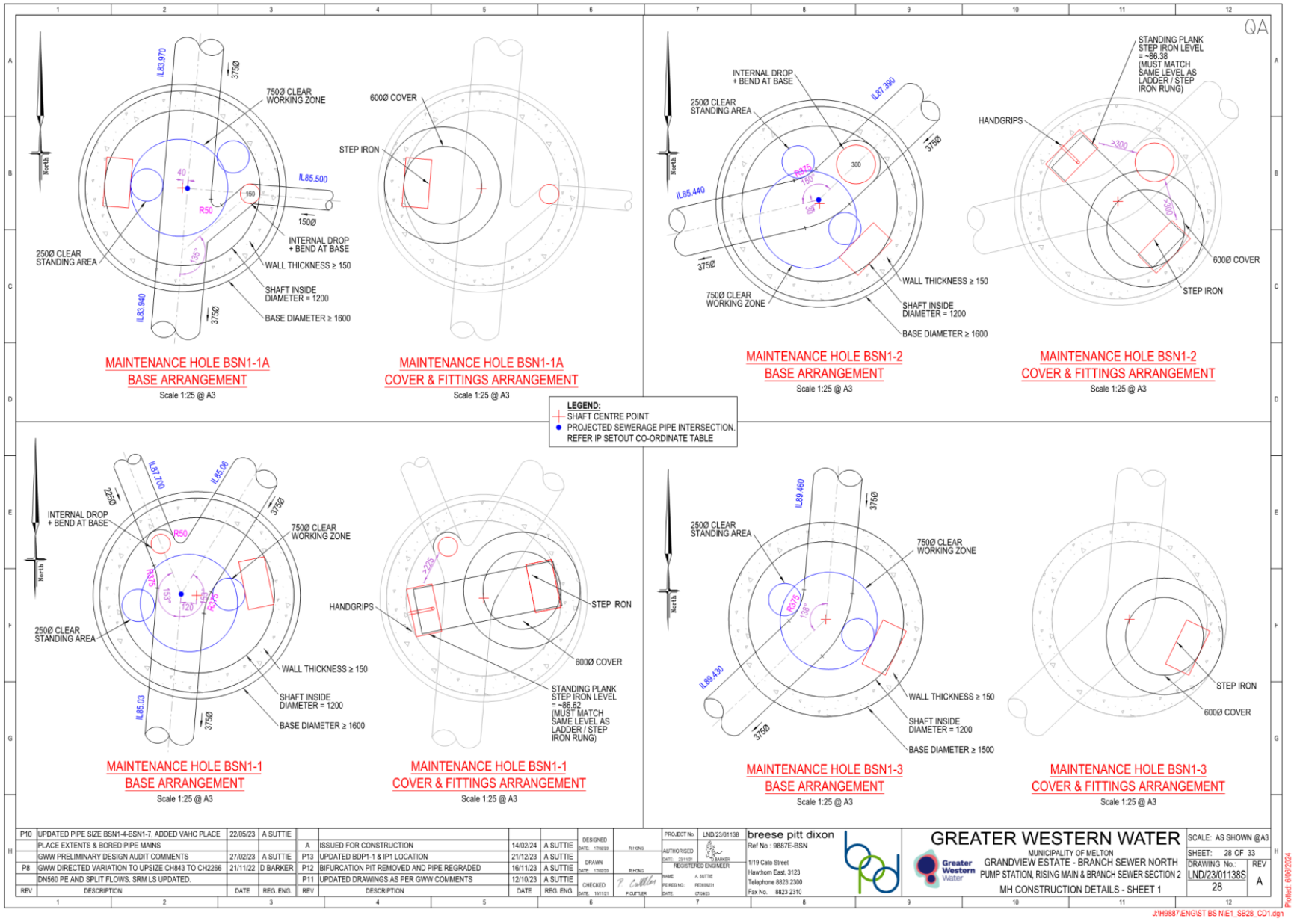
MAINTENANCE HOLE BSN1-1A
BASE ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN1-1A
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN1-2
BASE ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN1-2
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
LEGEND:
SHAFT CENTRE POINT
PROJECTED SEWERAGE PIPE INTERSECTION. REFER IP SETOUT CO-ORDINATE TABLE
MAINTENANCE HOLE BSN1-1
BASE ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN1-1
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN1-3
BASE ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN1-3
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
MH CONSTRUCTION DETAILS - SHEET 1
breese pitt dixon
LND/23/01138S
SHEET: 28 OF 33
DRAWING No.: 28
REV A
SCALE: AS SHOWN @A3
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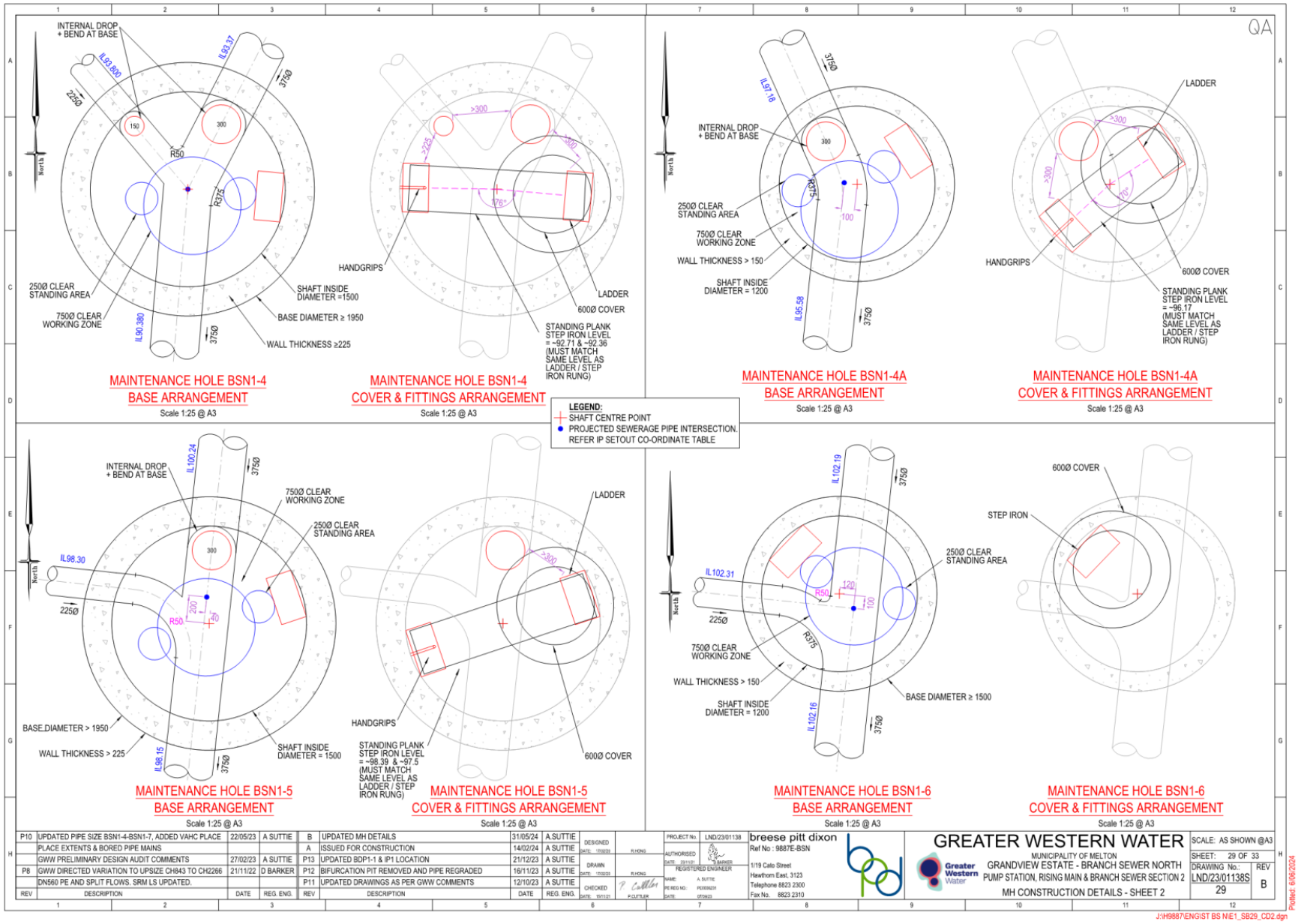
Plotted: 6/06/2024


INTERNAL DROP + BEND AT BASE
IL93.800
IL93.37
225Ø
3750
150
300
R50
R375
North
250Ø CLEAR STANDING AREA
750Ø CLEAR WORKING ZONE
IL90.380
SHAFT INSIDE DIAMETER =1500
BASE DIAMETER ≥ 1950
WALL THICKNESS ≥225
MAINTENANCE HOLE BSN1-4
BASE ARRANGEMENT
Scale 1:25 @ A3
HANDGRIPS
>300
>225
>300
76°
LADDER
600Ø COVER
STANDING PLANK STEP IRON LEVEL = ~92.71 & ~92.36 (MUST MATCH SAME LEVEL AS LADDER / STEP IRON RUNG)
MAINTENANCE HOLE BSN1-4
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
LEGEND:
SHAFT CENTRE POINT
PROJECTED SEWERAGE PIPE INTERSECTION. REFER IP SETOUT CO-ORDINATE TABLE
IL91.18
3750
INTERNAL DROP + BEND AT BASE
300
250Ø CLEAR STANDING AREA
750Ø CLEAR WORKING ZONE
WALL THICKNESS > 150
SHAFT INSIDE DIAMETER = 1200
IL95.58
R375
100
MAINTENANCE HOLE BSN1-4A
BASE ARRANGEMENT
Scale 1:25 @ A3
LADDER
>300
>300
76°
HANDGRIPS
600Ø COVER
STANDING PLANK STEP IRON LEVEL = ~96.17 (MUST MATCH SAME LEVEL AS LADDER / STEP IRON RUNG)
MAINTENANCE HOLE BSN1-4A
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
INTERNAL DROP + BEND AT BASE
IL100.24
3750
750Ø CLEAR WORKING ZONE
250Ø CLEAR STANDING AREA
IL98.30
300
225Ø
200
40
R50
BASE DIAMETER > 1950
WALL THICKNESS > 225
IL98.15
SHAFT INSIDE DIAMETER = 1500
MAINTENANCE HOLE BSN1-5
BASE ARRANGEMENT
Scale 1:25 @ A3
LADDER
>300
HANDGRIPS
STANDING PLANK STEP IRON LEVEL = ~98.39 & ~97.5 (MUST MATCH SAME LEVEL AS LADDER / STEP IRON RUNG)
600Ø COVER
MAINTENANCE HOLE BSN1-5
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
IL102.19
3750
250Ø CLEAR STANDING AREA
IL102.31
R50
120
100
225Ø
750Ø CLEAR WORKING ZONE
R375
WALL THICKNESS > 150
SHAFT INSIDE DIAMETER = 1200
BASE DIAMETER ≥ 1500
IL102.16
MAINTENANCE HOLE BSN1-6
BASE ARRANGEMENT
Scale 1:25 @ A3
600Ø COVER
STEP IRON
MAINTENANCE HOLE BSN1-6
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
REV DESCRIPTION DATE REG. ENG.
B UPDATED MH DETAILS 31/05/24 A SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED
REGISTERED ENGINEER
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
MH CONSTRUCTION DETAILS - SHEET 2
SCALE: AS SHOWN @A3
SHEET: 29 OF 33
DRAWING No.: LND/23/01138S
REV B
29
Plotted: 6/06/2024
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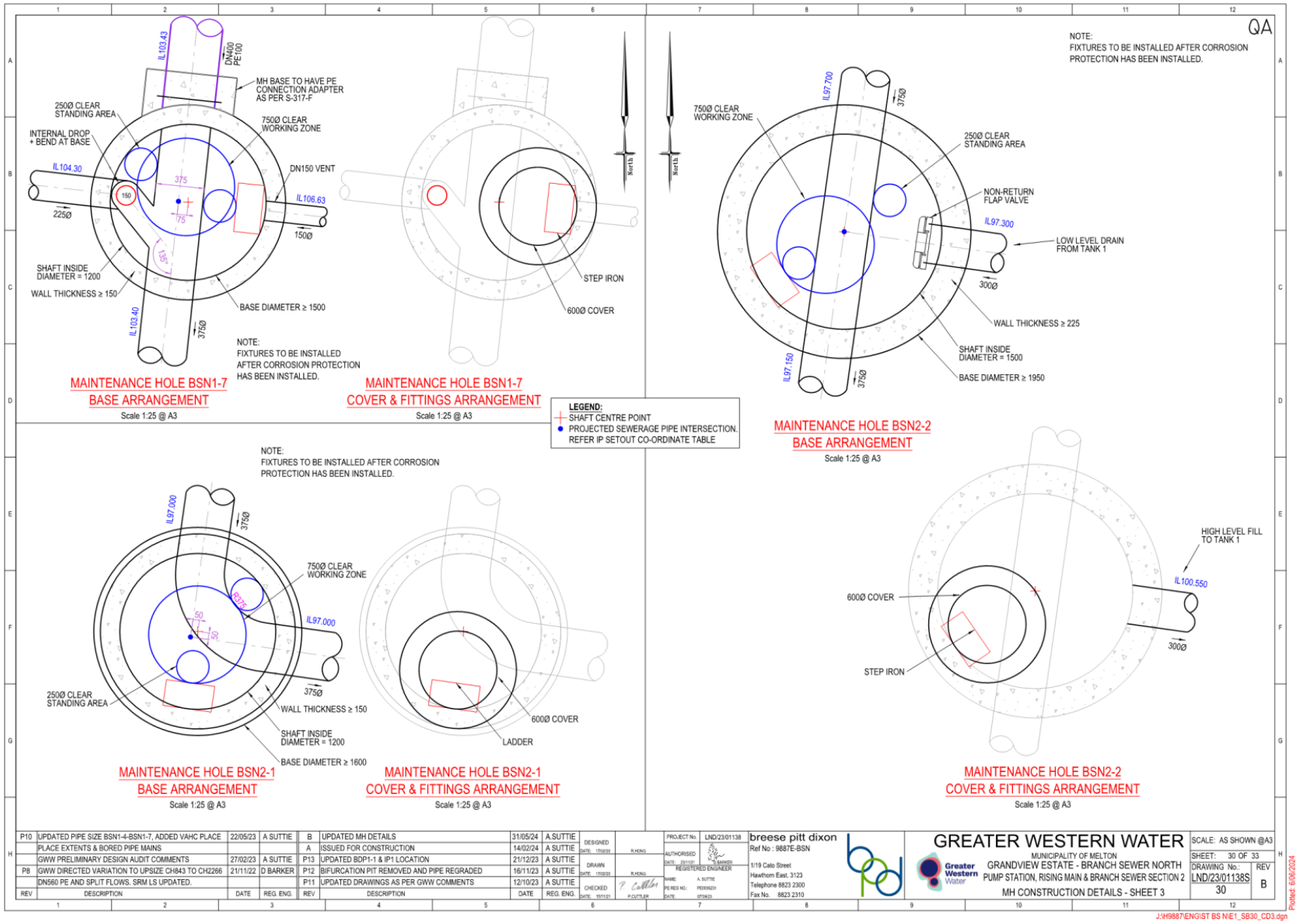
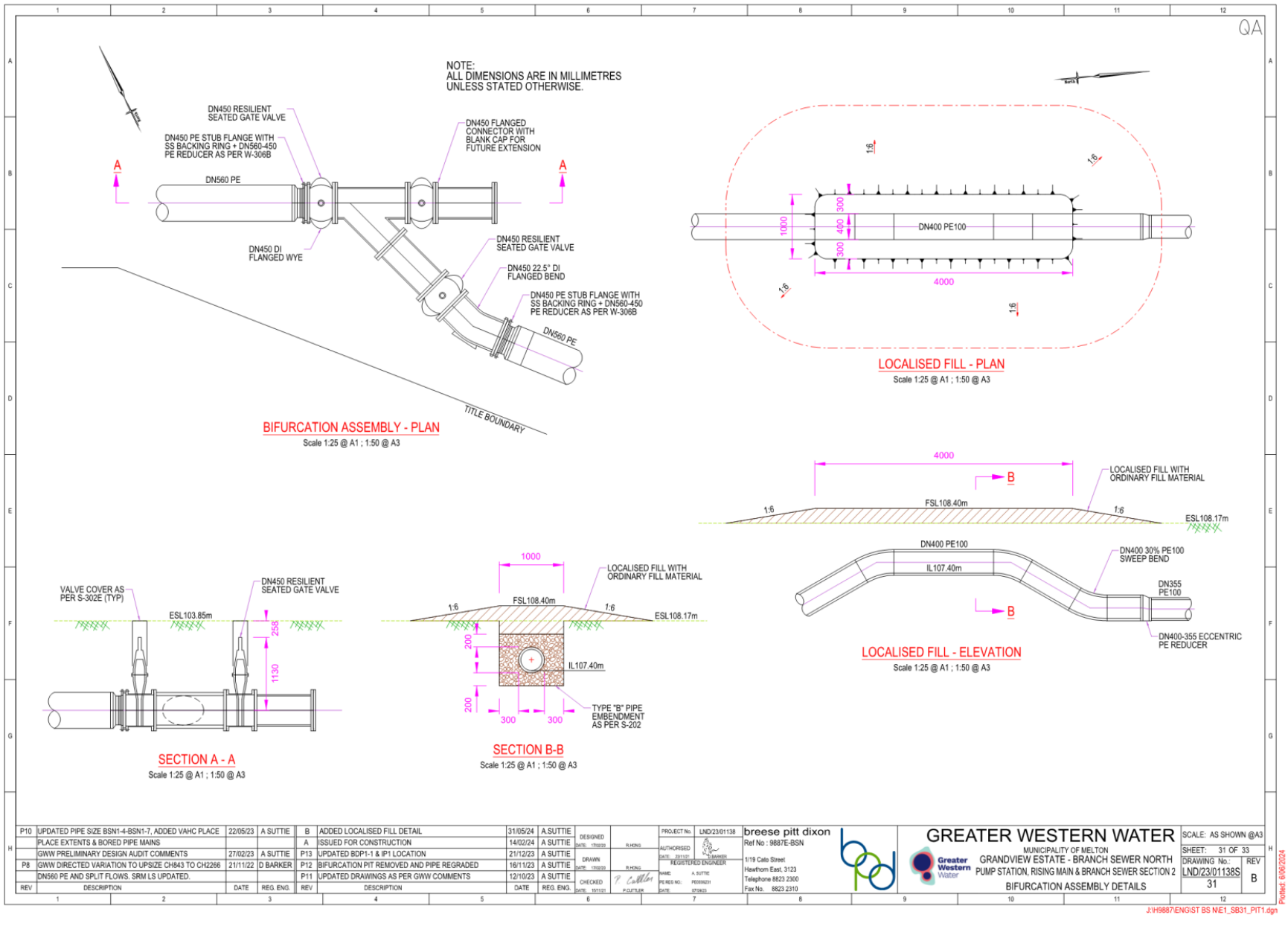

MAINTENANCE HOLE BSN1-7
BASE ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN1-7
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN2-2
BASE ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN2-1
BASE ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN2-1
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
MAINTENANCE HOLE BSN2-2
COVER & FITTINGS ARRANGEMENT
Scale 1:25 @ A3
NOTE:
FIXTURES TO BE INSTALLED AFTER CORROSION PROTECTION HAS BEEN INSTALLED.
LEGEND:
SHAFT CENTRE POINT
PROJECTED SEWERAGE PIPE INTERSECTION. REFER IP SETOUT CO-ORDINATE TABLE
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
MH CONSTRUCTION DETAILS - SHEET 3
breese pitt dixon
LND/23/01138S
B


QA
NOTE:
ALL DIMENSIONS ARE IN MILLIMETRES
UNLESS STATED OTHERWISE.
DN450 RESILIENT SEATED GATE VALVE
DN450 PE STUB FLANGE WITH SS BACKING RING + DN560-450 PE REDUCER AS PER W-306B
DN450 FLANGED CONNECTOR WITH BLANK CAP FOR FUTURE EXTENSION
DN560 PE
DN450 DI FLANGED WYE
DN450 RESILIENT SEATED GATE VALVE
DN450 22.5° DI FLANGED BEND
DN450 PE STUB FLANGE WITH SS BACKING RING + DN560-450 PE REDUCER AS PER W-306B
DN560 PE
TITLE BOUNDARY
BIFURCATION ASSEMBLY - PLAN
Scale 1:25 @ A1 ; 1:50 @ A3
DN400 PE100
1000
300
400
300
4000
1:6
LOCALISED FILL - PLAN
Scale 1:25 @ A1 ; 1:50 @ A3
4000
LOCALISED FILL WITH ORDINARY FILL MATERIAL
FSL108.40m
ESL108.17m
DN400 PE100
IL107.40m
DN400 30% PE100 SWEEP BEND
DN355 PE100
DN400-355 ECCENTRIC PE REDUCER
LOCALISED FILL - ELEVATION
Scale 1:25 @ A1 ; 1:50 @ A3
VALVE COVER AS PER S-302E (TYP)
DN450 RESILIENT SEATED GATE VALVE
ESL103.85m
258
1130
SECTION A - A
Scale 1:25 @ A1 ; 1:50 @ A3
1000
LOCALISED FILL WITH ORDINARY FILL MATERIAL
FSL108.40m
ESL108.17m
200
200
IL107.40m
300
300
TYPE "B" PIPE EMBEDMENT AS PER S-202
SECTION B-B
Scale 1:25 @ A1 ; 1:50 @ A3
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
REV DESCRIPTION DATE REG. ENG.
B ADDED LOCALISED FILL DETAIL 31/05/24 A SUTTIE
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.BARKER
REGISTERED ENGINEER
NAME: A. SUTTIE
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
BIFURCATION ASSEMBLY DETAILS
SCALE: AS SHOWN @A3
SHEET: 31 OF 33
DRAWING No.: LND/23/01138S
REV B
31
Plotted: 6/06/2024
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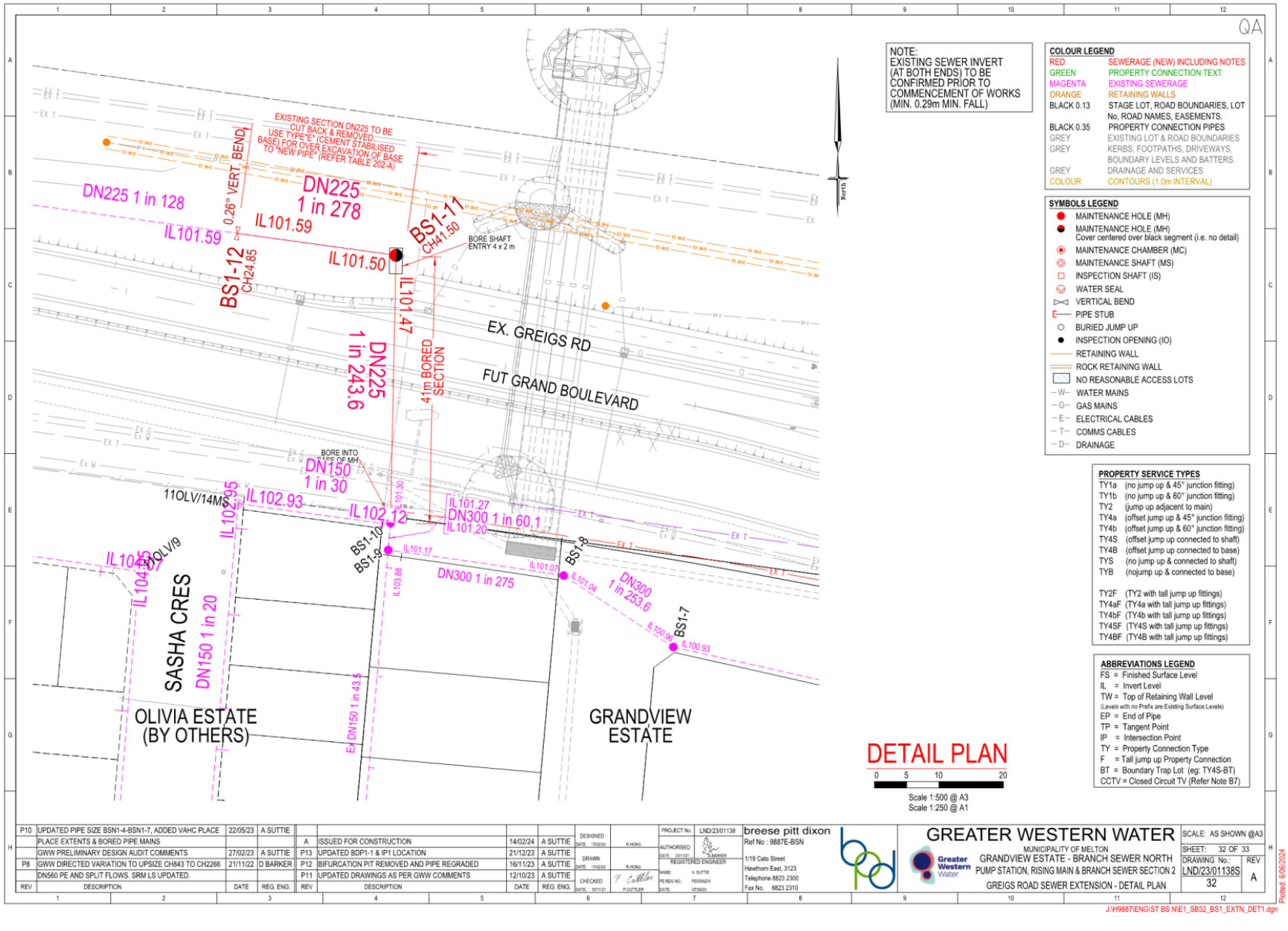

QA
NOTE:
EXISTING SEWER INVERT (AT BOTH ENDS) TO BE CONFIRMED PRIOR TO COMMENCEMENT OF WORKS (MIN. 0.29m MIN. FALL)
COLOUR LEGEND
RED SEWERAGE (NEW) INCLUDING NOTES
GREEN PROPERTY CONNECTION TEXT
MAGENTA EXISTING SEWERAGE
ORANGE RETAINING WALLS
BLACK 0.13 STAGE LOT, ROAD BOUNDARIES, LOT No, ROAD NAMES, EASEMENTS.
BLACK 0.35 PROPERTY CONNECTION PIPES
GREY EXISTING LOT & ROAD BOUNDARIES
GREY KERBS, FOOTPATHS, DRIVEWAYS, BOUNDARY LEVELS AND BATTERS.
GREY DRAINAGE AND SERVICES
COLOUR CONTOURS (1.0m INTERVAL)
SYMBOLS LEGEND
MAINTENANCE HOLE (MH)
MAINTENANCE HOLE (MH) Cover centered over black segment (i.e. no detail)
MAINTENANCE CHAMBER (MC)
MAINTENANCE SHAFT (MS)
INSPECTION SHAFT (IS)
WATER SEAL
VERTICAL BEND
PIPE STUB
BURIED JUMP UP
INSPECTION OPENING (IO)
RETAINING WALL
ROCK RETAINING WALL
NO REASONABLE ACCESS LOTS
WATER MAINS
GAS MAINS
ELECTRICAL CABLES
COMMS CABLES
DRAINAGE
PROPERTY SERVICE TYPES
TY1a (no jump up & 45° junction fitting)
TY1b (no jump up & 60° junction fitting)
TY2 (jump up adjacent to main)
TY4a (offset jump up & 45° junction fitting)
TY4b (offset jump up & 60° junction fitting)
TY4S (offset jump up connected to shaft)
TY4B (offset jump up connected to base)
TYS (no jump up & connected to shaft)
TYB (nojump up & connected to base)
TY2F (TY2 with tall jump up fittings)
TY4aF (TY4a with tall jump up fittings)
TY4bF (TY4b with tall jump up fittings)
TY4SF (TY4S with tall jump up fittings)
TY4BF (TY4B with tall jump up fittings)
ABBREVIATIONS LEGEND
FS = Finished Surface Level
IL = Invert Level
TW = Top of Retaining Wall Level
(Levels with no Prefix are Existing Surface Levels)
EP = End of Pipe
TP = Tangent Point
IP = Intersection Point
TY = Property Connection Type
F = Tall jump up Property Connection
BT = Boundary Trap Lot (eg: TY4S-BT)
CCTV = Closed Circuit TV (Refer Note B7)
EXISTING SECTION DN225 TO BE CUT BACK & REMOVED. USE TYPE "E" (CEMENT STABILISED BASE) FOR OVER EXCAVATION OF BASE TO "NEW PIPE" (REFER TABLE 202-A)
DN225 1 in 128
0.26° VERT. BEND
DN225 1 in 278
IL101.59
IL101.59
BS1-12 CH24.85
IL101.50
BS1-11 CH41.50
BORE SHAFT ENTRY 4 x 2 m
IL101.47
41m BORED SECTION
DN225 1 in 243.6
EX. GREIGS RD
FUT GRAND BOULEVARD
BORE INTO SIDE OF MH
DN150 1 in 30
11OLV/14MS
IL102.93
IL102.95
IL102.12
IL101.27
DN300 1 in 60.1
IL101.20
BS1-10
BS1-9
IL101.17
BS1-8
IL101.07
IL101.04
DN300 1 in 253.6
IL100.96
BS1-7
IL100.93
IL104.95
IL104.85
11OLV/9
SASHA CRES
DN150 1 in 20
DN300 1 in 275
IL103.88
EX DN150 1 in 43.5
OLIVIA ESTATE (BY OTHERS)
GRANDVIEW ESTATE
DETAIL PLAN
0 5 10 20
Scale 1:500 @ A3
Scale 1:250 @ A1
North
P10 UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE 22/05/23 A SUTTIE
PLACE EXTENTS & BORED PIPE MAINS
GWW PRELIMINARY DESIGN AUDIT COMMENTS 27/02/23 A SUTTIE
P8 GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266 21/11/22 D BARKER
DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.
REV DESCRIPTION DATE REG. ENG.
A ISSUED FOR CONSTRUCTION 14/02/24 A SUTTIE
P13 UPDATED BDP1-1 & IP1 LOCATION 21/12/23 A SUTTIE
P12 BIFURCATION PIT REMOVED AND PIPE REGRADED 16/11/23 A SUTTIE
P11 UPDATED DRAWINGS AS PER GWW COMMENTS 12/10/23 A SUTTIE
REV DESCRIPTION DATE REG. ENG.
DESIGNED R.HONG
DRAWN R.HONG
CHECKED P.CUTLER
PROJECT No. LND/23/01138
AUTHORISED T.BARKER
REGISTERED ENGINEER
breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
GREIGS ROAD SEWER EXTENSION - DETAIL PLAN
SCALE: AS SHOWN @A3
SHEET: 32 OF 33
DRAWING No.: LND/23/01138S 32
REV A
Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB32_BS1_EXTN_DET1.dgn

EMBEDMENT & BACKFILL DETAILS:

- Embedment shall be Type A unless stated otherwise.
- Backfill Type O is ordinary fill, to be selected and installed as per MRWA Backfill Specification 04-03.2
- Type F is to be installed as per Figure 1
- Type F PART is to be installed as per Type F backfill up to 1.0m from FSL & Type O backfill from 1.0m to FSL. (For sewer lines adjacent to lot side boundaries & >2.5m deep)



Figure 1: Type F Backfill

- Type R is to be installed as per Figure 2. Type R backfill is to be used under all road pavement.

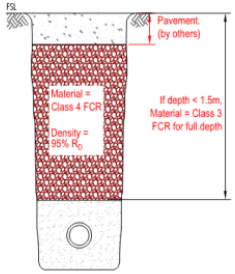
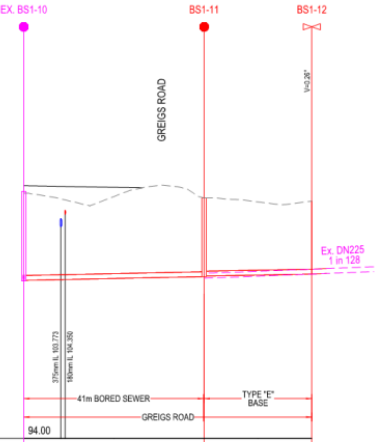


Figure 2: Type R Backfill

COLOUR LEGEND

RED	SEWERAGE (NEW) INCLUDING NOTES
GREEN	PROPERTY CONNECTION TEXT
BLACK	FINISHED SURFACE, PROPERTY CONNECTION PIPES
MAGENTA	EXISTING SEWERAGE
GREY	DRAINAGE
ORANGE	RETAINING WALLS
GREY	CUT & FILL (EARTHWORKS)

1. FILL SHOWN THUS: TENDERS SHOULD BE PREPARED ON THE BASIS THAT EARTHWORKS SHOWN SHADED SHOULD BE COMPLETED PRIOR TO THE COMMENCEMENT OF WORKS.



DATUM (m)					
PIPE DETAILS		225Ø PVC		225Ø PVC	
GRADE		1:243.6		1:278	
EMBEDMENT		BORE		TYPE A	
BACKFILL TYPE		BORE		F	
DEPTH TO INVERT	4.13	4.10	3.63	3.60	3.37
INVERT LEVEL	101.27	101.30	101.47	101.50	101.59
EXISTING SURFACE LEVEL	105.40		105.10		104.96
CHAINAGE	0.00		41.63		66.47
LENGTH		(41.63)		(24.85)	

0 10 20 40
0 2 4 8
Scale H 1:1000 V 1:200 @ A3

REV	DESCRIPTION	DATE	REG. ENG.
P10	UPDATED PIPE SIZE BSN1-4-BSN1-7, ADDED VAHC PLACE	22/05/23	A SUTTIE
	PLACE EXTENTS & BORED PIPE MAINS		
	GWW PRELIMINARY DESIGN AUDIT COMMENTS	27/02/23	A SUTTIE
P8	GWW DIRECTED VARIATION TO UPSIZE CH843 TO CH2266	21/11/22	D BARKER
	DN560 PE AND SPLIT FLOWS. SRM LS UPDATED.		

REV	DESCRIPTION	DATE	REG. ENG.
A	ISSUED FOR CONSTRUCTION	14/02/24	A SUTTIE
P13	UPDATED BDP1-1 & IP1 LOCATION	21/12/23	A SUTTIE
P12	BIFURCATION PIT REMOVED AND PIPE REGRADED	16/11/23	A SUTTIE
P11	UPDATED DRAWINGS AS PER GWW COMMENTS	12/10/23	A SUTTIE

DESIGNED DATE: 17/02/23 R.HONG
DRAWN DATE: 17/02/23 R.HONG
CHECKED DATE: 15/11/21 P.CUTLER

PROJECT No. LND/23/01138
AUTHORISED DATE: 23/11/21 T. BARKER
REGISTERED ENGINEER NAME: A. SUTTIE PE REG NO.: PE0009231 DATE: 07/04/23

breese pitt dixon
Ref No : 9887E-BSN
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310

GREATER WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - BRANCH SEWER NORTH
PUMP STATION, RISING MAIN & BRANCH SEWER SECTION 2
GREIGS ROAD SEWER EXTENSION LONGITUDINAL SECTION

SCALE: AS SHOWN @A3
SHEET: 33 OF 33
DRAWING No.: LND/23/01138S
REV: A
33

QA

Plotted: 6/06/2024
J:\H9887\ENG\ST BS N\E1_SB33_BS1_EXTN_LS.dgn

MT.ATKINSON

DALTON CONSULTING ENGINEERS

Appendix F – Existing Water Main

© Dalton Consulting Engineers Pty Ltd

DESIGN HEAD: 90m
ZONE: RESIDENTIAL
TEST PRESSURE: 1125 kPa



LOCALITY PLAN

SCALE: 1:20,000
MELWAYS: 357 - C3

FOR THE DURATION OF PROCLAIMED WATER RESTRICTIONS, THE CONTRACTOR SHALL CONFORM WITH THE RESTRICTIONS AND ANY OTHER WATER CONSERVATION REQUIREMENTS IMPOSED BY THE WATER AGENCY.

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

WARNING
BEWARE OF ASBESTOS
SOME UNDERGROUND SERVICES MAYBE CONSTRUCTED FROM ASBESTOS CONTAINING MATERIAL. CONTACT THE SUPERINTENDENT FOR INSTRUCTIONS ON HOW TO MANAGE ANY POTENTIAL ASBESTOS HAZARD

TABLE 7. Vertical Clearances

Existing or proposed Service	Minimum vertical clearance (mm)
Water mains ≤ DN375	150
Water mains >DN375	300
Gas mains	150
Teleco conduits and cables	150

Existing or proposed Service	Minimum vertical clearance (mm)
Electricity conduits and cables	225
Stormwater drains & pits	150
Sewers - gravity	500
Sewers - pressure & vacuum	300

- Vertical clearance between water mains shall depend on the larger main diameter.
- Water mains shall cross over sewers and drains unless shown otherwise.
- Maintain additional clearance from High Voltage electrical cables to allow for a protective barrier and marking.

General Notes:

A1. Only contractors accredited by Western Water to WC1 shall be eligible to construct these works.
A2. Only products approved and catalogued by the Water Agency shall be used.
A3. Works must be constructed according to WSA 03-2011-3.1 MRWA edition. The Contractor shall ensure that they are conversant with all current revisions, amendments and updates that the relevant Water Agency has made to their standards.
A4. DW assets shall only be constructed after deeper assets affecting the water mains have been constructed (eg: sewerage & drainage assets).
A5. This design is to be read in conjunction with road and drainage plans.
A6. The Contractor shall obtain a road opening permit for any works within the road reserve and comply with all requirements of the road owner.
A7. For interpretation of the symbols used in this design, refer to drawing MRWA-W-100.

Survey, Set Out and Asset Recording

B1. Temporary Bench Marks (TBM) for the set out of works to the Australian Height Datum (AHD) are provided in the design drawings.
B2. All levels are in metres to AHD.
B3. All co-ordinates are in metres to BPD local co-ordinates.
B4. The Contractor is directly responsible for ensuring the project set out is consistent with the design. Should actual site conditions conflict in any way with that documented, the Contractor shall contact the Superintendent for clarification before proceeding.
B5. The Contractor is to engage a suitably qualified and experienced Surveyor to undertake asset recording of the work. All surveyor works and data recording shall be undertaken in accordance with the MRWA survey manual.
B6. All specific pipe materials (eg: PVC-O) shall be indicated in the As Constructed information.

Products and Materials (Refer Table 1 & 2)

C1. For PE pipe construction, refer to drawing MRWA-W-103 and WSA 01 (PE pipeline code). Welders shall be accredited to PMBWELD301A (Butt) and PMBWELD302B (Electrofusion).

Appurtenances (Fittings- Refer Table 3)

D1. All valves and hydrants shall be marked according to drawings MRWA-W-300 and MRWA-W-301.
D2. Valve surrounds, covers and spindles shall be constructed in accordance with drawing MRWA-W-302.
D3. Hydrant surface arrangements shall be constructed in accordance with drawings MRWA-W-303.
D4. Flange and flange bolts shall be constructed in accordance with drawings MRWA-W-306A and MRWA-W-306B.
D5. All valves shall be located directly out from the apex of the splay corner (unless otherwise indicated).

Water main Alignment, Trenching & Cover (Refer Table 5)

E1. Trench, pipe placement, embedment and backfill dimensions as per standard drawing MRWA-W-202.
E2. Offsets of mains from property boundaries shall be; min 600mm (mains < DN100) and min 1m (mains ≥ DN100).
E3. All water mains shall pass over drains and sewers unless shown otherwise in the design drawings.
E5. Mains shall be aligned in accordance with the Services Alignment Schedule (Refer to Table 5).

Embedment

F1. Embedment shall be placed as per drawings MRWA-W-201 and MRWA-W-203.
F2. Embedment system Type A to be used unless otherwise specified. For embedment material selection refer to MRWA-W-203 Table 203-C.

Backfill

G1. Trench backfill shall be placed as per drawings MRWA-W-201 and MRWA-W-202.
G2. Trafficable areas to consist of Type R and F as defined by MRWA-W-201 Figure 201-A.
Materials:
Type R & F - As per MRWA-W-201 Table 201-A.
G3. Non trafficable backfill shall be completed as per MRWA-W-201 and the current version of the MRWA Backfill Specification.
G4. Backfill compaction shall be completed as per MRWA-W-201. Compaction trials & testing shall be undertaken in accordance with the current version of the MRWA Backfill Specification.

Thrust Restraint (Refer Table 6)

H1. Construct concrete thrust restraints as per drawings MRWA-W- 204, 205A, 205B and 205C.

H2. Timber / Recycled plastic blocks as per drawings MRWA-W-204 and MRWA-W-206.
H3. Thrust restraints have been designed on the basis of the AHBP (ground strength) nominated in TABLE 6. The Contractor shall confirm the actual ground conditions and discuss with the Superintendent any ground conditions which are found to be different to that nominated.

Property Services

I1. Property Services to the end of service shall be constructed as per drawings MRWA-W-110 and MRWA-W-111.
I2. At building stage a domestic Pressure Reducing Valve (PRV) is to be installed for each lot to ensure compliance with the Plumbing Code.
I3. Detectable marking tape is required over all property services
I4. Pretapped connectors are not permitted as per WW requirements

Connections (All types)

J2. Connection of ≥ DN100 offtakes to existing mains shall be as indicated in the design drawings and as per drawing MRWA-W-106.
J3. Connection of DN40, 50 & 63 PE offtakes shall be as per drawing MRWA-W-107.

Other Services (Refer Table 5 & 7)

K1. To receive the most up to date information prior to construction, "Dial before you Dig" shall be undertaken to aid in the location of other services. Other services shall be carefully located prior to full excavation at the contractor's cost. Any clashes of proposed new works with other assets shall be reported to the Superintendent immediately for clarification.
K2. Clearances to other services shall be as per Table 7 and Table 5.5 of WSA03- 2011-3.1 MRWA edition. These clearances shall apply to surface covers as well as underground assets.

Earthworks and Retaining Walls

L1. In areas subject to earthworks, construction of water assets shall not commence until earthworks and retaining walls has been completed unless written approval has been given by the Water Authority.

Testing, Asset Acceptance and Live Connections

M1. Post construction activities (DW) such as swabbing, water quality testing, pressure testing and chlorination shall be carried out in accordance with WSA 03-2011-3.1 MRWA edition and the MRWA Water Quality Compliance Specification. All test results shall be documented and reported to the Superintendent.
M2. The Water Agency shall be notified in writing **2 full working days** in advance of testing being undertaken.
M3. Both ends of DW main to meter property services shall be inspected by the Water Agency.
The Water Agency shall be notified in writing **2 full working days** in advance of this inspection being carried out.
Both ends of DW-NDW main to meter property services are to remain exposed until inspected by the Water Agency compliance officer.
M4. The Water Agency shall be notified in writing **5 full working days** in advance of connection to the live network being undertaken. Shut down work shall be as short as practical and scheduled to commence at 9am on working days with completion to occur no later than 4pm.
In industrial and commercial areas, the impact on business shall be considered and it may be necessary to carry out the work outside normal working hours.
M5. Valves connecting new assets to the Water Agency's live system shall not be operated by the Contractor.

PE Mains

N1. All PE mains to be constructed at a temperature less than 25°.
N2. The minimum radius for curved PE is to be 25xOD.
N3. All tappings <DN63 off PE mains that are installed on curves are to be constructed at the top of the pipe to minimise stress around the tapping hole.
N4. PE Pipes (≥DN125) to be laid and backfilled to achieve an in situ pipe temperature of ≤ 25° prior to connection to PVC pipe.

TABLE 1. New Pipe Schedule

New Work			Drinking Main	Non-Drinking Main
Size (DN)	Type	Class	Length	Length
180	PE100	PN16	83	-
225	PVC-M	PN16	50	-
150	PVC-M	PN16	99	-
25	PE100	PN16	Property Services	Property-Services

TABLE 2. Pipe Material Schedule

Material	Reference
PVC-M	WSA-PS-209

Material	Reference
PE (retic & submain)	WSA-PS-207
PE (property services)	WSA-PS-215

TABLE 3. Hydrant & Washout Schedule (All washouts & operational hydrants are Water Agency owned)

Main Size	Fitting Type	Ownership	Location	Street	Location
180	HYDRANT	DW - WW	In Line	GRAND BOULEVARD	4.05m N of South Road Reserve Bdy
225	HYDRANT	DW - WW	In Line	GRAND BOULEVARD	4.40m N of South Road Reserve Bdy
225	DUCKFOOT WASHOUT	DW - WW	In Line	GRAND BOULEVARD	1m N of North Road Reserve Bdy
150	DUCKFOOT WASHOUT	DW - WW	In Line	MT. ATKINSON ROAD (NORTH)	North Limt of Works
150	DUCKFOOT WASHOUT	DW - WW	In Line	MT. ATKINSON ROAD	South Limt of Works
150	HYDRANT	DW - Council	In Line	MT. ATKINSON ROAD EXISTING	2m S of South Road Reserve Bdy
150	DUCKFOOT WASHOUT	DW - WW	In Line	MT. ATKINSON ROAD EXISTING	1.40m S of South Limt Of Works
150	HYDRANT	DW - Council	In Line	MT. ATKINSON ROAD EXISTING	2m S of South Road Reserve Bdy
150	DUCKFOOT WASHOUT	DW - WW	In Line	MT. ATKINSON ROAD EXISTING	1.40m S of South Limt Of Works

TABLE 4. Curved Pipe & Deflection Schedule

Location	Method	Offset / Radius (m)	Total Pipe Length (m)	Pipe Lengths (m)
MT. ATKINSON ROAD (NORTH)	Cold Bending	2.55W/R10	2	-
MT. ATKINSON ROAD (NORTH)	Cold Bending	2.55W/R10.7	4	-
MT. ATKINSON ROAD (NORTH)	Cold Bending	2.55W/R19.05	6	-
MT. ATKINSON ROAD (NORTH)	Cold Bending	2.55W/106.25	14	-

TABLE 6. Thrust Restraint Schedule

Location	Type	Fitting	AHBP (kPa) USED	Area (m^2) W(m) x Y(m)	No. Locations
A	In Line	DN180 SHRINKAGE	60	0.95	1
B	In Line	DN150 DUCKFOOT WASHOUT	60	0.54	4
C	In Line	DN150 VALVE & REDUCER	60	0.62	1
D	In Line	DN225 DUCKFOOT WASHOUT	60	1.16	2

TABLE 5. Service Alignment Schedule (offsets in m)

Location	Gas	Water NDW	Water DW	Telecommunications Cables	Telecommunications Pits	Electricity Cables	Electricity Poles	BOK
GRAND BOULEVARD	1.20E (EXISTING)	-	*2.20E (EXISTING)	1.85N	*1.85N	2.00-3.60N	1.25 BOK	4.70N & S
ALTEZZE DRIVE	2.55W	-	3.60W/4.86W	1.85W	*1.85W	2.40E	1.00 BOK	10.00W & 1.70E
MT. ATKINSON ROAD (NORTH)	**1.85W	-	**2.55W	1.85E	1.85E	2.60E	1.00 BOK	4.70N & S
MT. ATKINSON ROAD	**2.20E	-	**1.50E	** 1.85W	*1.85W	**2.60W	1.00 BOK	4.70N & S
MT. ATKINSON ROAD EXISTING	2.20E	-	2.75E	1.85W	1.85	2.45W	1.00 BOK	4.45W & 4.70E
ROAD A	2.25E	-	2.70E	1.85W	1.85	2.45W	1.00 BOK	4.60W & 4.95E

NOTE: a) * Indicates FTTH pit placed part within concrete footpath.
b) ** Indicates services to be located within ultimate concrete footpath.
c) * Indicates existing services to be located within ultimate concrete footpath.

ATTENTION TO CONTRACTOR

1. **IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT THE DIGITAL PLAN, PROVIDED FOR SETOUT PURPOSES, MATCHES THE TBM COORDINATES SHOWN.**
2. Contractor to ensure that the site is pegged and or set out checked by the licensed surveyor responsible for certifying the Plan of Subdivision prior to underground infrastructure being installed.
3. In accordance with Clause 15 of AS2124-1992, the Contractor must ensure the safety of the Contractor's employees and all other people who are on or adjacent to the site. The Contractor must comply with the Victorian Occupational Health and Safety Act 2004, including all relevant regulations.
4. The Contractor must ensure that all people employed on the site wear approved safety apparel. This includes safety helmets, safety boots, ear and eye protection, where appropriate.
5. **ONLY A WATER COMPANY APPROVED CONTRACTOR MAY WORK ON OR INSPECT LIVE ASSETS AND ONLY AFTER THE REQUIRED NOTIFICATIONS AND PERMITS ARE IN PLACE.**
6. Asbestos Pipes
Asbestos pipes encountered during works to be handled in accordance with the Occupational Health & Safety (Asbestos) Regulations 2017. These pipes are to be handled by a licensed operator only.
7. **THE CONTRACTOR SHALL:**
   - obtain a "Water Carter Permit" from Western Water on 9218 5400 to take and use any water from Western Water's system for construction purposes.
   - comply with that Water Carter Permit at all times including complying with current water restrictions and applying for and complying with any exceptions to those restrictions.
   - give at least 5 days written notice to Western Water before commencing work stating the date of construction to commence.

SHEET INDEX

SHT No.	VER	DESCRIPTION
1	P2	LOCALITY PLAN AND NOTES
2	P2	DETAIL PLAN

QA

REV	DESCRIPTION	DATE	APPROVED

DESIGNED DATE: 05/10/23 D.PATHANIA
DRAWN DATE: 05/10/23 D.PATHANIA
CHECKED DATE:
PROJECT NUMBER LND/ /
MELWAY REFERENCE 357-D-2
AUTHORISED DATE:

breese pitt dixon
Ref No : 9887E /GRAND
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310

WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - INTERIM INTERSECTION PLAN
DW DESIGN PLANS
LOCALITY PLAN AND NOTES

SCALE: AS SHOWN @A3
SHEET: 1 OF 2
DRAWING No.: / W 1
REV P2

Plotted: 24-May-21
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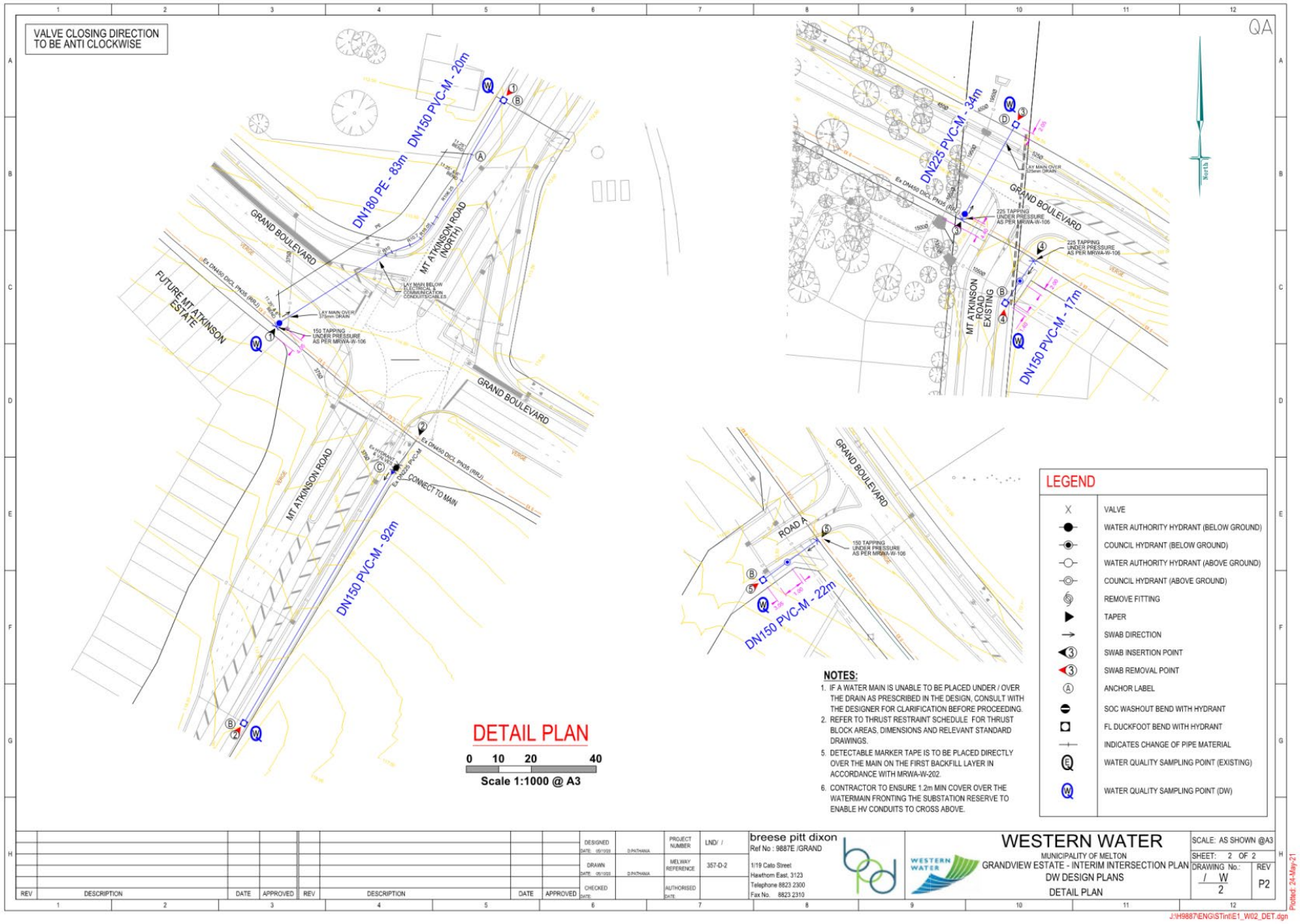
VALVE CLOSING DIRECTION TO BE ANTI CLOCKWISE
QA
DN150 PVC-M - 20m
DN180 PE - 83m
GRAND BOULEVARD
MT ATKINSON ROAD (NORTH)
FUTURE MT ATKINSON ESTATE
150 TAPPING UNDER PRESSURE AS PER MRWA-W-106
CONNECT TO MAIN
MT ATKINSON ROAD
DN150 PVC-M - 92m
DN225 PVC-M - 34m
225 TAPPING UNDER PRESSURE AS PER MRWA-W-106
MT ATKINSON ROAD EXISTING
DN150 PVC-M - 17m
ROAD A
DN150 PVC-M - 22m
North
DETAIL PLAN
0 10 20 40
Scale 1:1000 @ A3
LEGEND
VALVE
WATER AUTHORITY HYDRANT (BELOW GROUND)
COUNCIL HYDRANT (BELOW GROUND)
WATER AUTHORITY HYDRANT (ABOVE GROUND)
COUNCIL HYDRANT (ABOVE GROUND)
REMOVE FITTING
TAPER
SWAB DIRECTION
SWAB INSERTION POINT
SWAB REMOVAL POINT
ANCHOR LABEL
SOC WASHOUT BEND WITH HYDRANT
FL DUCKFOOT BEND WITH HYDRANT
INDICATES CHANGE OF PIPE MATERIAL
WATER QUALITY SAMPLING POINT (EXISTING)
WATER QUALITY SAMPLING POINT (DW)
NOTES:
1. IF A WATER MAIN IS UNABLE TO BE PLACED UNDER / OVER THE DRAIN AS PRESCRIBED IN THE DESIGN, CONSULT WITH THE DESIGNER FOR CLARIFICATION BEFORE PROCEEDING.
2. REFER TO THRUST RESTRAINT SCHEDULE FOR THRUST BLOCK AREAS, DIMENSIONS AND RELEVANT STANDARD DRAWINGS.
5. DETECTABLE MARKER TAPE IS TO BE PLACED DIRECTLY OVER THE MAIN ON THE FIRST BACKFILL LAYER IN ACCORDANCE WITH MRWA-W-202.
6. CONTRACTOR TO ENSURE 1.2m MIN COVER OVER THE WATERMAIN FRONTING THE SUBSTATION RESERVE TO ENABLE HV CONDUITS TO CROSS ABOVE.
REV DESCRIPTION DATE APPROVED
DESIGNED D.PATHANIA
DRAWN D.PATHANIA
CHECKED
PROJECT NUMBER LND/ /
MELWAY REFERENCE 357-D-2
AUTHORISED
breese pitt dixon
Ref No : 9887E /GRAND
1/19 Cato Street
Hawthorn East, 3123
Telephone 8823 2300
Fax No. 8823 2310
WESTERN WATER
MUNICIPALITY OF MELTON
GRANDVIEW ESTATE - INTERIM INTERSECTION PLAN
DW DESIGN PLANS
DETAIL PLAN
SCALE: AS SHOWN @A3
SHEET: 2 OF 2
DRAWING No.: / W 2
REV P2
Plotted: 24-May-21
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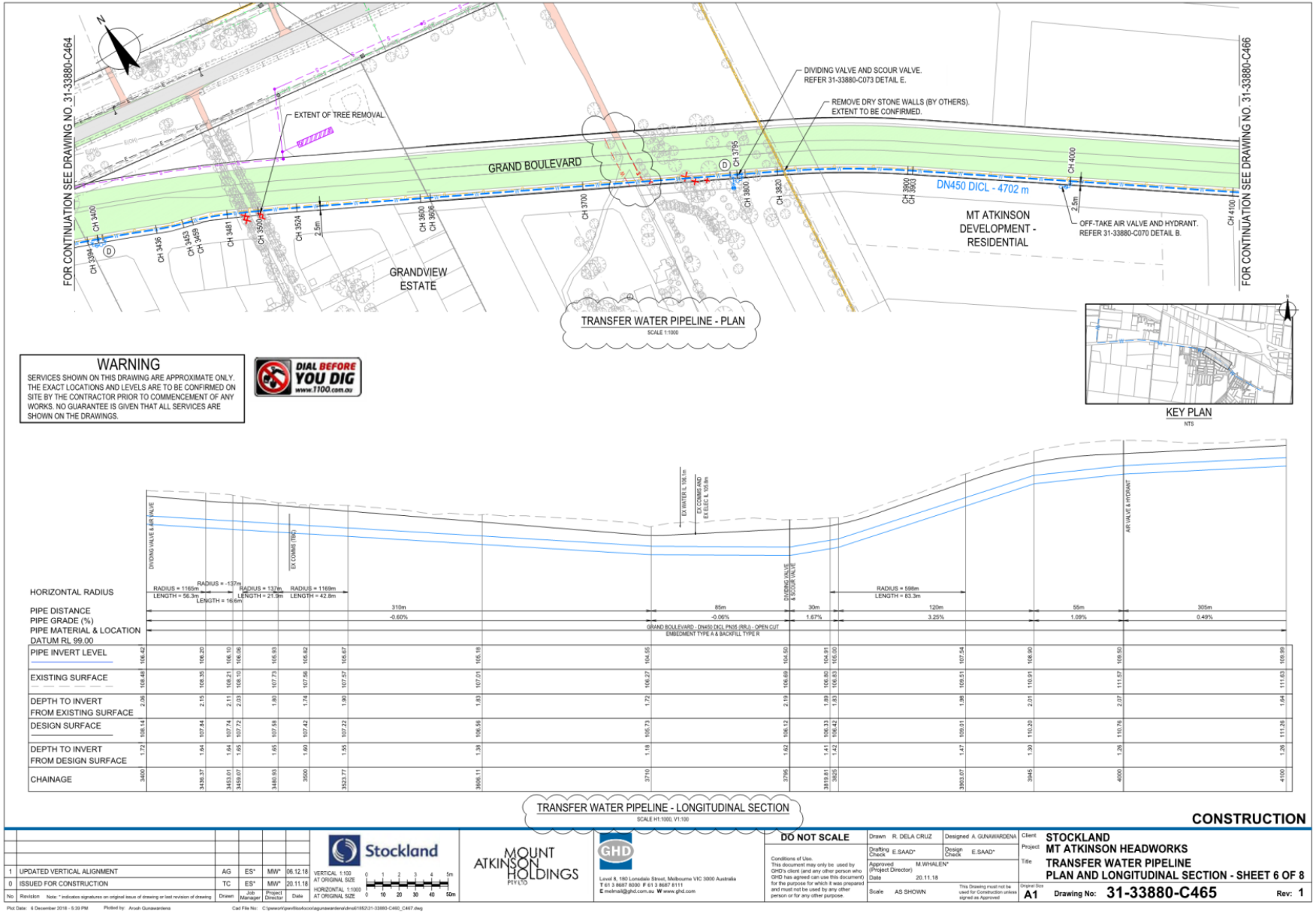
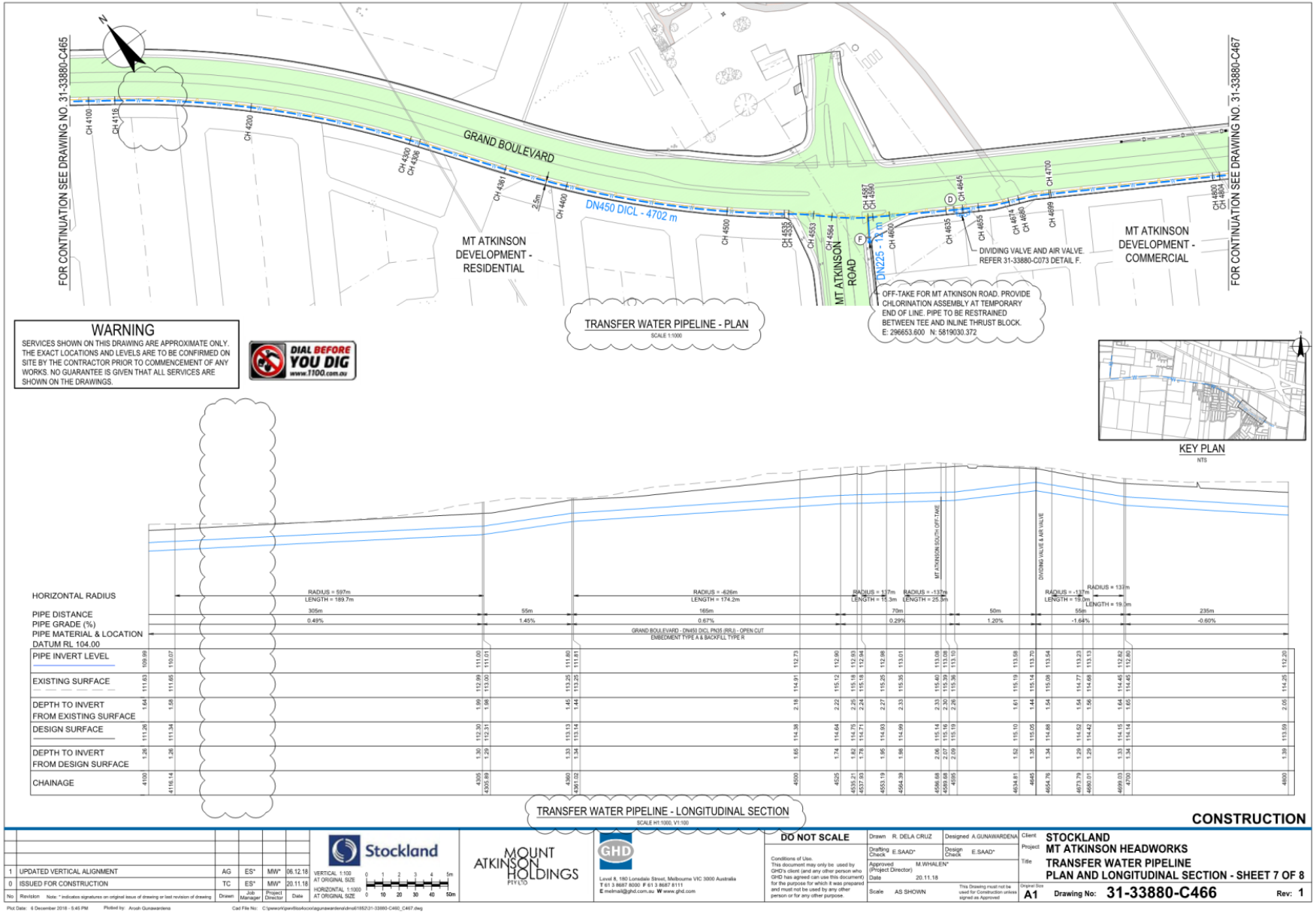

FOR CONTINUATION SEE DRAWING NO. 31-33880-C464
FOR CONTINUATION SEE DRAWING NO. 31-33880-C466
EXTENT OF TREE REMOVAL
GRAND BOULEVARD
DIVIDING VALVE AND SCOUR VALVE. REFER 31-33880-C073 DETAIL E.
REMOVE DRY STONE WALLS (BY OTHERS). EXTENT TO BE CONFIRMED.
DN450 DICL - 4702 m
MT ATKINSON DEVELOPMENT - RESIDENTIAL
OFF-TAKE AIR VALVE AND HYDRANT. REFER 31-33880-C070 DETAIL B.
GRANDVIEW ESTATE
TRANSFER WATER PIPELINE - PLAN
SCALE 1:1000
KEY PLAN
NTS
WARNING
SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY. THE EXACT LOCATIONS AND LEVELS ARE TO BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORKS. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN ON THE DRAWINGS.
DIAL BEFORE YOU DIG www.1100.com.au
HORIZONTAL RADIUS
PIPE DISTANCE
PIPE GRADE (%)
PIPE MATERIAL & LOCATION
DATUM RL 99.00
PIPE INVERT LEVEL
EXISTING SURFACE
DEPTH TO INVERT FROM EXISTING SURFACE
DESIGN SURFACE
DEPTH TO INVERT FROM DESIGN SURFACE
CHAINAGE
TRANSFER WATER PIPELINE - LONGITUDINAL SECTION
SCALE H1:1000, V1:100
CONSTRUCTION
Stockland
MOUNT ATKINSON HOLDINGS PTY LTD
GHD
DO NOT SCALE
STOCKLAND
MT ATKINSON HEADWORKS
TRANSFER WATER PIPELINE
PLAN AND LONGITUDINAL SECTION - SHEET 6 OF 8
A1
Drawing No: 31-33880-C465
Rev: 1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DN450 DICL - 4702 m
MT ATKINSON DEVELOPMENT - RESIDENTIAL
MT ATKINSON ROAD
DN225 - 74 m
DIVIDING VALVE AND AIR VALVE. REFER 31-33880-C073 DETAIL F.
MT ATKINSON DEVELOPMENT - COMMERCIAL
FOR CONTINUATION SEE DRAWING NO. 31-33880-C467
OFF-TAKE FOR MT ATKINSON ROAD. PROVIDE CHLORINATION ASSEMBLY AT TEMPORARY END OF LINE. PIPE TO BE RESTRAINED BETWEEN TEE AND INLINE THRUST BLOCK.
E: 296653.600 N: 5819030.372
TRANSFER WATER PIPELINE - PLAN
SCALE 1:1000
WARNING
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KEY PLAN
NTS
HORIZONTAL RADIUS
PIPE DISTANCE
PIPE GRADE (%)
PIPE MATERIAL & LOCATION
DATUM RL 104.00
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DEPTH TO INVERT FROM EXISTING SURFACE
DESIGN SURFACE
DEPTH TO INVERT FROM DESIGN SURFACE
CHAINAGE
TRANSFER WATER PIPELINE - LONGITUDINAL SECTION
SCALE H1:1000, V1:100
CONSTRUCTION
Stockland
MOUNT ATKINSON HOLDINGS PTY LTD
GHD
DO NOT SCALE
STOCKLAND
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TRANSFER WATER PIPELINE
PLAN AND LONGITUDINAL SECTION - SHEET 7 OF 8
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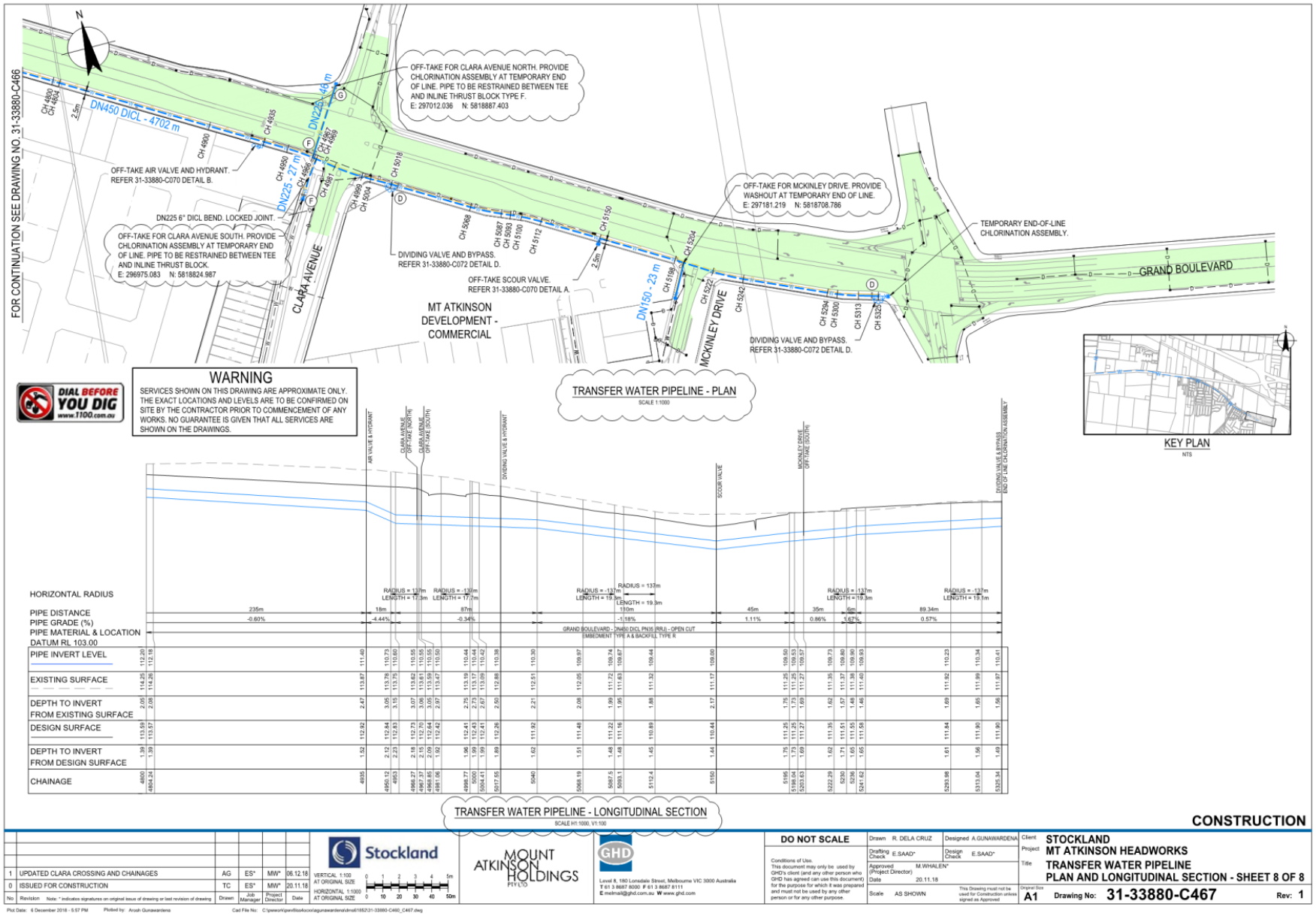
Rev: 1


FOR CONTINUATION SEE DRAWING NO. 31-33880-C466
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DN225 - 46 m
DN225 - 27 m
DN150 - 23 m
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OFF-TAKE AIR VALVE AND HYDRANT. REFER 31-33880-C070 DETAIL B.
DN225 6° DICL BEND. LOCKED JOINT.
OFF-TAKE FOR CLARA AVENUE SOUTH. PROVIDE CHLORINATION ASSEMBLY AT TEMPORARY END OF LINE. PIPE TO BE RESTRAINED BETWEEN TEE AND INLINE THRUST BLOCK.
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CLARA AVENUE
DIVIDING VALVE AND BYPASS. REFER 31-33880-C072 DETAIL D.
OFF-TAKE SCOUR VALVE. REFER 31-33880-C070 DETAIL A.
MT ATKINSON DEVELOPMENT - COMMERCIAL
OFF-TAKE FOR MCKINLEY DRIVE. PROVIDE WASHOUT AT TEMPORARY END OF LINE.
E: 297181.219 N: 5818708.786
MCKINLEY DRIVE
TEMPORARY END-OF-LINE CHLORINATION ASSEMBLY.
GRAND BOULEVARD
DIVIDING VALVE AND BYPASS. REFER 31-33880-C072 DETAIL D.
TRANSFER WATER PIPELINE - PLAN
SCALE 1:1000
KEY PLAN
NTS
WARNING
SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY. THE EXACT LOCATIONS AND LEVELS ARE TO BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORKS. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN ON THE DRAWINGS.
DIAL BEFORE YOU DIG www.1100.com.au
HORIZONTAL RADIUS
PIPE DISTANCE
PIPE GRADE (%)
PIPE MATERIAL & LOCATION
DATUM RL 103.00
PIPE INVERT LEVEL
EXISTING SURFACE
DEPTH TO INVERT FROM EXISTING SURFACE
DESIGN SURFACE
DEPTH TO INVERT FROM DESIGN SURFACE
CHAINAGE
TRANSFER WATER PIPELINE - LONGITUDINAL SECTION
SCALE H1:1000, V1:100
CONSTRUCTION
1 UPDATED CLARA CROSSING AND CHAINAGES AG ES* MW* 06.12.18
0 ISSUED FOR CONSTRUCTION TC ES* MW* 20.11.18
Stockland
MOUNT ATKINSON HOLDINGS PTY LTD
GHD
DO NOT SCALE
Drawn R. DELA CRUZ
Designed A.GUNAWARDENA
Drafting Check E.SAAD*
Design Check E.SAAD*
Approved (Project Director) M.WHALEN*
Date 20.11.18
Scale AS SHOWN
Client STOCKLAND
Project MT ATKINSON HEADWORKS
Title TRANSFER WATER PIPELINE PLAN AND LONGITUDINAL SECTION - SHEET 8 OF 8
Original Size A1
Drawing No: 31-33880-C467
Rev: 1

Appendix G – Existing Electrical Assets

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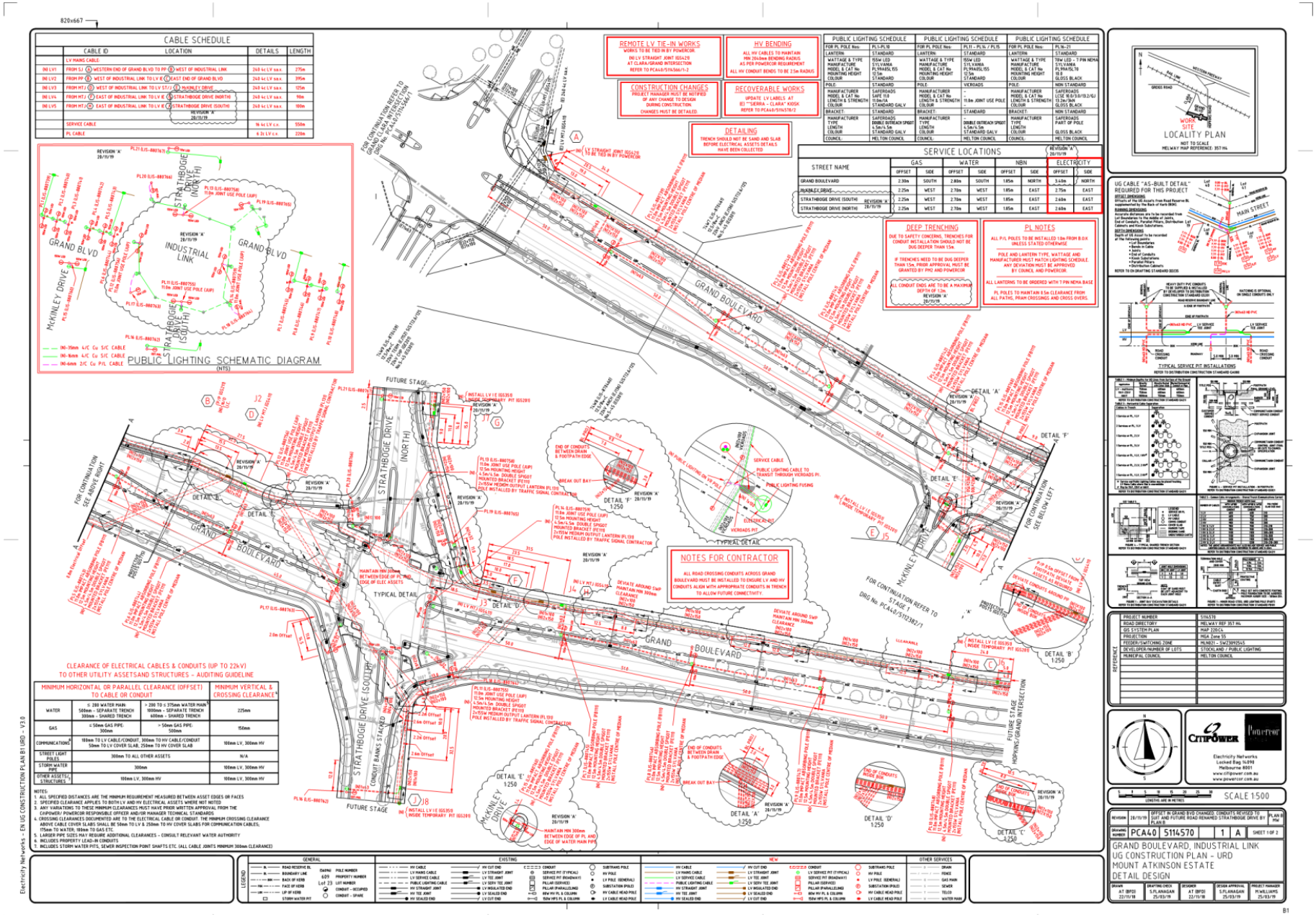
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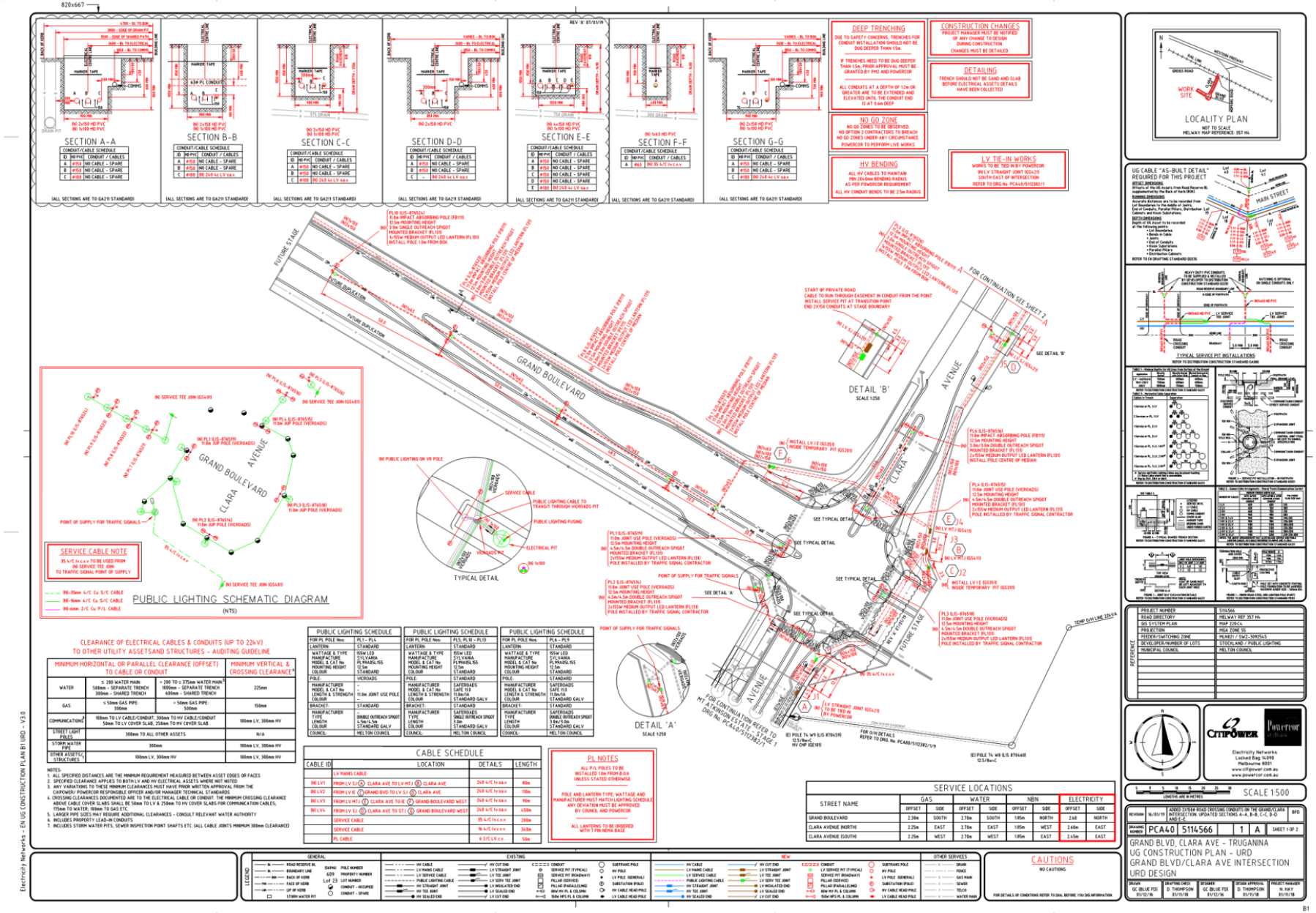
PUBLIC LIGHTING SCHEMATIC DIAGRAM
REMOTE LV TIE-IN WORKS
HV BENDING
CONSTRUCTION CHANGES
RECOVERABLE WORKS
DETAILING
PUBLIC LIGHTING SCHEDULE
SERVICE LOCATIONS
DEEP TRENCHING
PL NOTES
NOTES FOR CONTRACTOR
LOCALITY PLAN
SCALE 1:500
GRAND BOULEVARD, INDUSTRIAL LINK
UG CONSTRUCTION PLAN - URD
MOUNT ATKINSON ESTATE
DETAIL DESIGN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SECTION B-B
SECTION C-C
SECTION D-D
SECTION E-E
SECTION F-F
SECTION G-G
DEEP TRENCHING
CONSTRUCTION CHANGES
DETAILING
NO GO ZONE
HV BENDING
LV TIE-IN WORKS
LOCALITY PLAN
UG CABLE "AS-BUILT DETAIL" REQUIRED FOR THIS PROJECT
TYPICAL SERVICE PIT INSTALLATIONS
GRAND BOULEVARD
CLARA AVENUE
FUTURE STAGE
DETAIL 'A'
DETAIL 'B'
TYPICAL DETAIL
SERVICE CABLE NOTE
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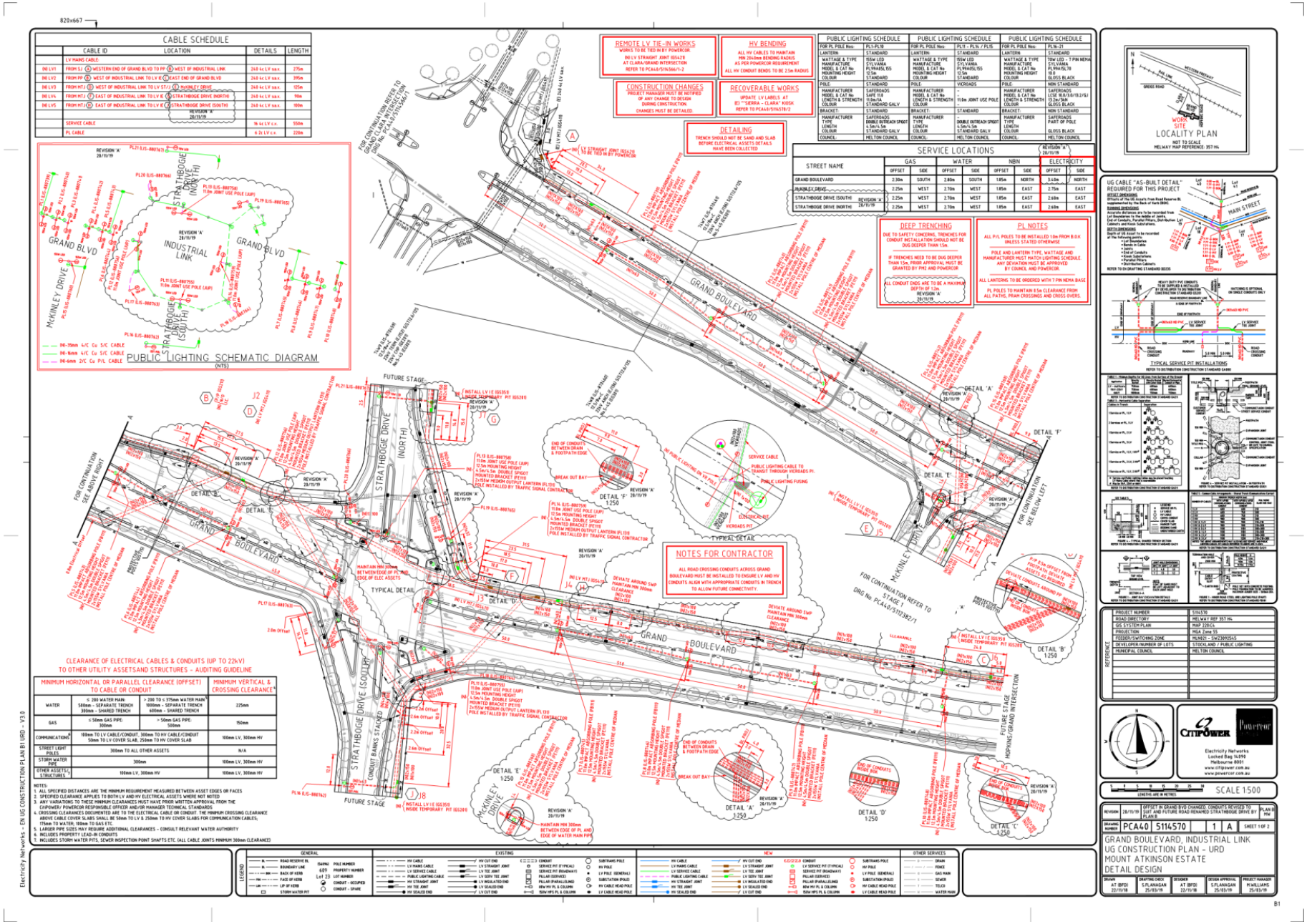
(NTS)
PUBLIC LIGHTING SCHEDULE
CABLE SCHEDULE
PL NOTES
SERVICE LOCATIONS
CAUTIONS
NO CAUTIONS
SCALE 1:500
GRAND BLVD, CLARA AVE - TRUGANINA
UG CONSTRUCTION PLAN - URD
GRAND BLVD/CLARA AVE INTERSECTION
URD DESIGN
PCA40 5114566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PUBLIC LIGHTING SCHEMATIC DIAGRAM
REMOTE LV TIE-IN WORKS
HV BENDING
CONSTRUCTION CHANGES
RECOVERABLE WORKS
DETAILING
PUBLIC LIGHTING SCHEDULE
SERVICE LOCATIONS
DEEP TRENCHING
PL NOTES
NOTES FOR CONTRACTOR
LOCALITY PLAN
SCALE 1:500
GRAND BOULEVARD, INDUSTRIAL LINK
UG CONSTRUCTION PLAN - URD
MOUNT ATKINSON ESTATE
DETAIL DESIGN

MT.ATKINSON

DALTON CONSULTING ENGINEERS

Appendix H – Existing Telecommunication Assets

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OptiComm National Broadband Fibre

Sequence No: 246433601
Job No: 37886718
Location: 121d Greigs Road, Truganina, VIC 3029

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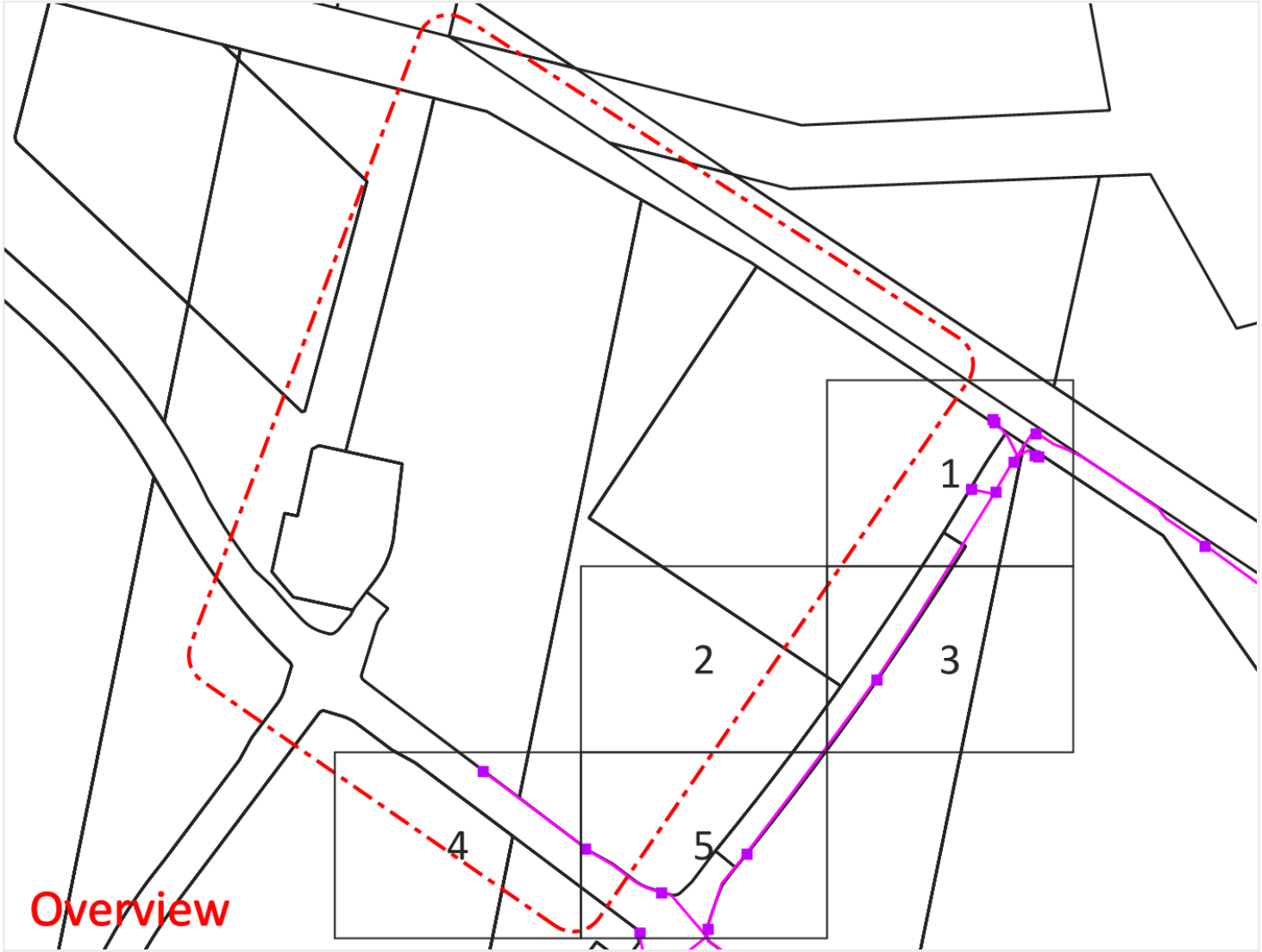

Legend
Pipes
Pits

N

Scale: 1:5088
Expires: 20 Nov 2024

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MT.ATKINSON

DALTON CONSULTING ENGINEERS

Appendix I – Existing Gas Assets

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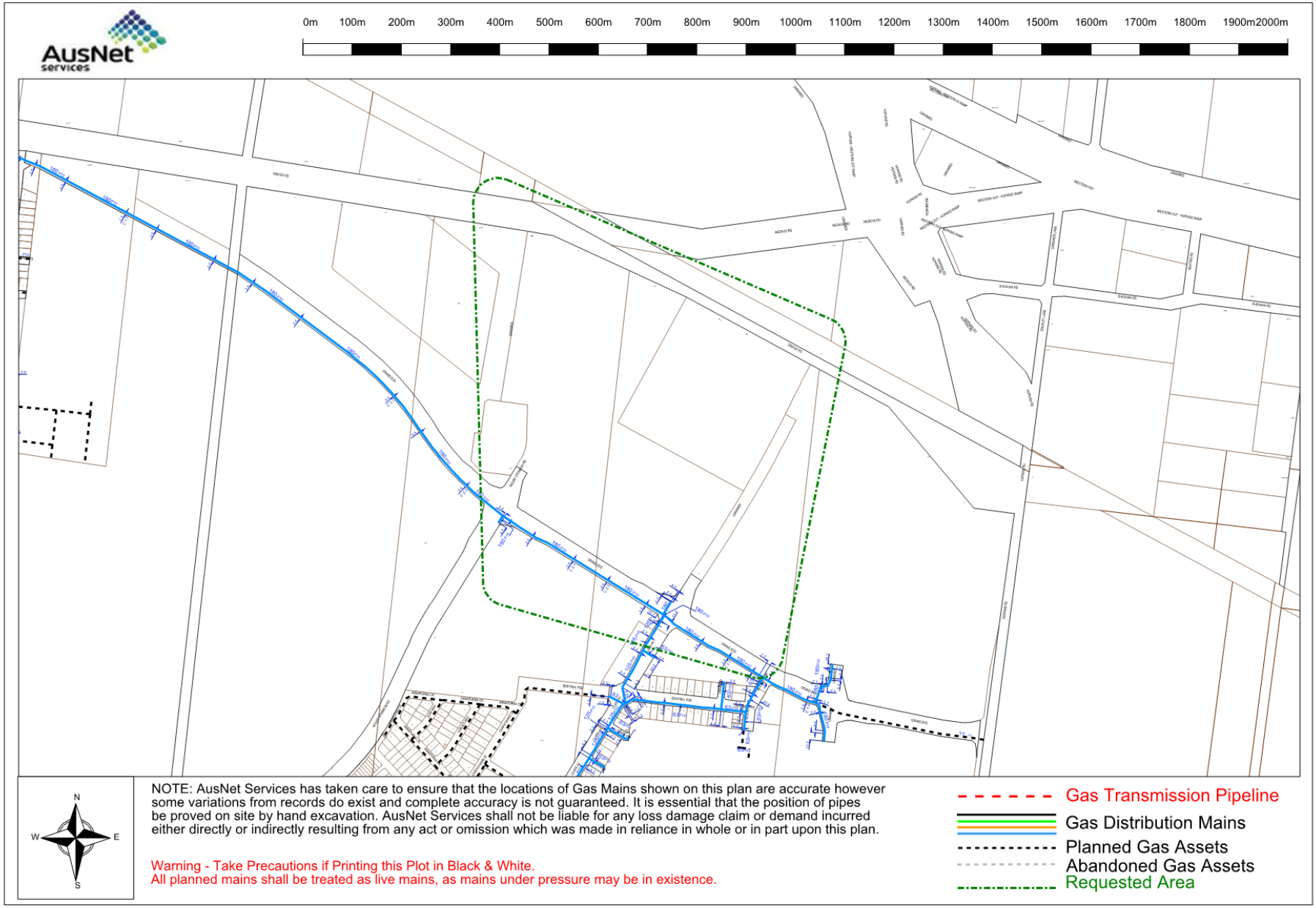

AusNet services
0m 100m 200m 300m 400m 500m 600m 700m 800m 900m 1000m 1100m 1200m 1300m 1400m 1500m 1600m 1700m 1800m 1900m 2000m
N
W
E
S
NOTE: AusNet Services has taken care to ensure that the locations of Gas Mains shown on this plan are accurate however some variations from records do exist and complete accuracy is not guaranteed. It is essential that the position of pipes be proved on site by hand excavation. AusNet Services shall not be liable for any loss damage claim or demand incurred either directly or indirectly resulting from any act or omission which was made in reliance in whole or in part upon this plan.
Warning - Take Precautions if Printing this Plot in Black & White.
All planned mains shall be treated as live mains, as mains under pressure may be in existence.
Gas Transmission Pipeline
Gas Distribution Mains
Planned Gas Assets
Abandoned Gas Assets
Requested Area

12.7 PLANNING APPLICATION PA 2025/9025/1 - DEVELOPMENT OF THE LAND FOR 11 DWELLINGS AND A REDUCTION IN STANDARD CAR PARKING REQUIREMENTS AT 37 CREEKSIDE CIRCUIT HILLSIDE

Author: Simon Temple - Principal Development Planner
Presenter: Travis Conway - Acting Director City Futures

PURPOSE OF REPORT

To consider and determine the planning application for the development of the land for 11 dwellings and a reduction in standard car parking requirements at 37 Creekside Circuit Hillside.

RECOMMENDATION:

That Council issue a Notice of Decision to Grant a Permit subject to the conditions outlined in **Appendix 7** of this report.

REPORT

1. Background

Executive Summary

Applicant:	Wardle Design
Proposal:	Eleven Double Storey Dwellings.
Existing Land Use:	Vacant.
Zone:	General Residential Zone (Schedule 1).
Overlays:	Nil.
Permit Triggers	Clause 32.08-7 – Construction of two or more dwellings on a lot. Clause 52.06-3 – Reduce (including to zero) the number of car parking spaces required under Clause 52.06-5.
Number of Objections:	Nine.
Number of Supporting Submissions	Nil.
Key Planning Issues:	Adequacy of on-site car parking. Respect and consistency with the neighbourhood character of the area. Amenity issues (future residents and neighbouring properties).
Recommendation:	Approve Application subject to conditions.

The Land and Surrounding Area

The subject site has an area of 2,238m² and is located on the western and northern side of Creekside Circuit, Hillside. The site was designated as a medium density site on the subdivision plan for the Stonybrook Estate approved under Planning Permit PA2011/3202/1. Other features of the site are as follows:

- The subject site is irregular in shape.
- The subject site is a vacant allotment, clear of any vegetation with a gradual fall to the south west.
- A 2.1 metre high timber fence is located along the northern boundary of the site.
- The subject land does not contain any easements.
- Indented car parking adjoins the eastern and southern boundaries of the subject land.

The surrounding area forms part of an established residential area known as the Stonybrook Estate characterised by single and double storey detached (and semi attached) contemporary brick, cement rendered and weatherboard clad dwellings with a mix of Colorbond or galvanised iron pitched roofs. Front setbacks are generally 4-5 metres while there is an absence of front fencing.

The adjoining land to the north is a Council public open space reserve which contains a playground, shelter and seating. A Council linear recreation reserve (Stony Creek) adjoins the western boundary of the site. The land to the immediate south and west of the site is developed with single and double storey detached dwellings.

The subject site is located in proximity to existing infrastructure and community services including shops (Hillside Shopping Centre located 500 metres to the north and Banchory Grove located 1.3km to the east), schools (280 metres to the north-east), public open space (adjacent to the north and western boundaries of the site and active open space located 500 metres to the north-east), public transport (bus stop located 150 metres to the north on Wattle Valley Drive). The site is also located 300 metres from the Melton Highway.

Refer to **Appendix 1** for a locality plan.

Refer to **Appendix 2** for a photos of the subject site and surrounding area.

The Application

The application proposes the use and development of 11 double storey dwellings with associated car parking and a reduction in visitor car parking requirements at 37 Creekside Circuit, Hillside. The proposed development is summarised as follows:

- The proposed dwellings are designed to front Creekside Circuit to the south and east, and the Council public open space reserve to the north. First floor windows in dwellings 1 and 11 will ensure the development interacts with the Council linear open space reserve to the west. A minimum front setback of 3 metres is provided to Creekside Circuit.
- The proposed dwellings will have an overall height ranging from 7.7 metres to 8.3 metres
- The development will provide dwelling diversity through the inclusion of two 4 bedroom dwellings, eight 3 bedroom dwellings and one 2 bedroom dwelling.
- Each dwelling features a double car garage (including the two bedroom dwelling). Although visitor car parking is not provided on site, the applicant has demonstrated that 7 indented car parking spaces will be provided along the sites two street interfaces.
- The dwellings are contemporary in design with a variety of external materials and finishes including brick, render, weatherboard cladding, aluminium framed doors and windows and Colorbond roofing.

- Vehicle access to the proposed development is provided by a new 6.1 metre wide crossover on Creekside Circuit along the eastern boundary of the site. The existing vehicle crossover near the south-west corner of the site will be removed and replaced by a new 3 metre wide vehicle crossover onto Creekside Circuit.
- A bin enclosure on the western side of Dwelling 2 will service the development and facilitate a private waste collection service.
- The existing 1.9 metre high timber paling fence along the northern boundary of the site will be removed and replaced by a 1.8 metre timber batten transparent fence to increase interaction between the park and development

Refer to **Appendix 3** for plans of the proposal.

Planning Controls

Zone	(Clause 32.08 – General Residential Zone)	A permit is required to construct two or more dwellings on the land.
Overlays	Nil	Not applicable.
Particular Provisions	(Clause 52.06 – Car Parking)	A permit is required to reduce the number (including to zero) of car spaces required for the proposed development. Two car spaces are required for each three or more bedroom dwelling, and one car parking space for every dwelling with under three bedrooms. In addition, one visitor car parking space is required for every five dwellings. A total of 21 car spaces are required for residents and 2 car spaces are required on site for visitors. A total of 22 car spaces is provided for residents and no car spaces for visitors, resulting in a shortfall of 2 visitor car spaces.

A full assessment of the proposal against the relevant State and Local planning policies is included in **Appendix 4.**

Clause 55 - ResCode

Under the requirements of the zone, the development of two or more dwellings on a lot must meet the requirements of Clause 55 of the Planning Scheme. Clause 55 requires that a development:

- must meet all of the objectives
- should meet all the standards.

If the Council however is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.

Amendment VC267 was approved by the Minister for Planning on 31 March 2025. The amendment has revised the objectives and standards for assessing planning application involving the development of two or more dwellings. However, under Clause 32.08-7 (General Residential Zone), Clause 55 as in force immediately before the approval date of Amendment VC267, continues to apply to:

- An application for a planning permit lodged before that date.
- An application for an amendment of a permit under Section 72 of the Act, if the original permit application was lodged before that date.

This planning application was lodged with Council on 16 January 2025. Therefore, the proposal is required to be assessed against the objectives and standards of Clause 55 prior to the introduction of the above amendment.

House Rules - Housing Character Assessment & Design Guidelines

The *Housing Character Assessment & Design Guidelines* was adopted at the Ordinary Meeting of Council on 13 October 2015. The subject site is not within any residential character area identified under Council's adopted guidelines. However, the residential area surrounding the Stonybrook Estate (within which the subject site is situated) is located within the Compact Suburban 1 (CS1) Character Area. Although Compact Suburban 1 Guidelines do not apply to the subject site, the proposal generally complies with the objectives and guidelines for the Compact Suburban 1 Character Area.

The essential components of the CS1 character area which need to be maintained into the future are:

- Majority of the front setback used as permeable garden landscape.
- Absence of front fencing
- Limited visual separation between dwellings.

The preferred Character Statement requires that as change occurs, space will be provided for more tree planting, so these areas can become greener and leafier, by:

- Retaining sufficient space to grow a canopy tree in the front setback.
- Minimising interruption of nature strips by driveways, so that regularly spaced street tree avenues can be planted or retained.

Is the land affected by a Restrictive Covenant?

The land is not affected by a Restrictive Covenant.

However, the land is affected by two Section 173 Agreements (Instrument Nos. AK932444F and AK939508S respectively) registered on the Certificate of Title for the subject land. The obligations contained in these agreements have either been satisfied as part of the original subdivision (Stonybrook Estate) containing the subject land or the proposal is consistent with the obligation under the agreement.

The applicant has provided a letter from the developers (YourLand) of the Stonybrook Estate consenting to the proposed use and development of the subject land in accordance with Agreement AK93244F and the Stonybrook Design Guidelines referenced in the agreement.

As such it is considered that the proposed development complies with the two Section 173 Agreements applying to the site.

Refer to **Appendix 5** for a Copy of Title and Section 173 Agreements for the subject land.

Is the land of Cultural Heritage Sensitivity?

The land is considered to be subject to aboriginal cultural heritage sensitivity under the *Aboriginal Heritage Regulations 2018*. As such, an approved cultural heritage management plan is required to be submitted before Council can make a determination on the application. The applicant has submitted an approved Cultural Heritage Management Plan (CHMP) as part of this planning application.

A Cultural Heritage Management Plan (CHMP 11611) was approved in 2011 as part of the planning application for the residential subdivision of land (Stonybrook Estate) including the subject land. The subject land is located in the activity area covered by this CHMP. The CHMP also refers to residential development and uses permitted under the Residential 1 Zone (now General Residential Zone – Schedule 1) which includes multiple dwellings on a lot.

Therefore, a separate CHMP does not need to be prepared and submitted as part of any formal planning application for this proposal.

2. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2025-2029 Council and Wellbeing Plan references:

2. A thriving and well-designed City

2.6 - A greener City that protects and enhances its natural environment.

3. Financial Considerations

No Council related financial considerations are involved with the application.

4. Consultation/Public Submissions

Public notification of the application

The application was subject to notification. The notification was satisfactorily completed, and 9 objections were received.

The grounds of objection may be summarised as follows:

- The proposal is inconsistent with the existing and preferred neighbourhood character of the area.
- Insufficient car parking and adverse traffic impacts.
- Non-compliance with the Small Lot Housing Code.
- Amenity impacts (future residents and neighbouring properties).
- Inadequate garden area and landscaping.
- Overdevelopment of the site in terms of scale and density.

A response to the objections is provided in **Appendix 6.**

Referral of the application

The application was referred to several Council departments for comment and advice. No external referrals were required for the application. A summary of responses is provided in the below table:

Department	Comments
Infrastructure Planning	Conditional support.
City Design	Conditional support.
Traffic and Transport	Conditional support.
Waste Services	No objections.

5. Planning Assessment

The proposed development is generally consistent with the above requirements of the Planning Policy Framework and the purpose and decision guidelines of the General Residential Zone.

Strategic justification

The land is zoned as General Residential Zone and encourages development that respects the neighbourhood character of the area, and a diversity of housing types and housing growth.

A number of overarching objectives of housing policies within the Planning Policy Framework encourage urban consolidation in areas which have good access to local services and facilities and the provision of housing diversity to meet the needs of the community.

The proposal meets the objectives of urban consolidation, maximising use of existing services and infrastructure and housing diversity. The proposal will encourage increased residential densities in an established urban area with good access to existing infrastructure and services including public open space, schools, shops and public transport. The proposal will also provide housing diversity through a mix of two, three and four bedroom dwellings.

The layout, setbacks, scale/height, built form and appearance of the proposed development is appropriate in the context of the subject site and the surrounding area. The proposal will complement and respect the existing and preferred neighbourhood character of the area which is characterised by single and double storey contemporary style brick, rendered dwellings with Colorbond roof forms, minimal front setbacks and minimal separation between dwellings.

The proposal generally satisfies the objectives and standards of ResCode under Clause 55 of the Melton Planning Scheme. Any variations to the standards have been considered and have been deemed appropriate.

As outlined earlier in the report, the subject site is not located within any residential character area under Council's adopted Housing Character and Assessment Guidelines (2015). However, the residential area surrounding the Stonybrook Estate is located within the Compact Suburban 1 Character Area. The proposal generally complies with the objectives and guidelines for the Compact Suburban 1 Character Area.

Car parking and traffic

Residents have expressed concerns regarding traffic congestion, on street car parking and safety impacts as a result of the development.

Provision of car parking for each dwelling complies with the requirements of Clause 52.06. Two car spaces in the form of a double garage are provided on the subject land for each dwelling and satisfies the car parking requirements for future residents under Clause 52.06 of the Melton Planning Scheme. As the proposal involves the development of more than 5 dwellings, a total of 2 car parking spaces are required to be provided on site for visitors.

The applicant has sought a reduction (to zero) of the visitor car parking requirements for the proposal and submitted a Traffic Report to justify the reduction and the traffic likely to be generated by the proposal.

The report states that a minimum of four indented car parking spaces are available at any one time adjacent to the subject land and further north (Mason Place) in addition to non-indented on street parking which can adequately cater for the demand likely to generated by visitors. The subject land is also well serviced by public transport with 6 bus stops located within walking distance (400 metres) of the subject land. Based on this, a reduction (to zero) of the visitor car parking requirements for the proposal is reasonable and unlikely to adversely impact the availability of on street car parking. It is also worth noting that the two bedroom dwelling (Dwelling 9) features a double car garage despite Clause 52.06 only requiring one space for dwellings with less than three bedrooms. As such visitors to this dwelling will likely have a secure car park on site.

The volume and speed of traffic likely to be generated by the proposal is unlikely to have a detrimental impact or create any safety problems on Creekside Circuit. Council's Traffic and Transport Department has assessed the application and did not raise any issues with car parking or traffic.

The width (3 metres) of the proposed vehicle crossover at the south-west corner of the subject land is inadequate for two way traffic. However, it is considered that the width of this crossover is sufficient to enable vehicle access in one direction only. Therefore, it is recommended that this access be restricted to exit only and is appropriately line marked, and sign posted. This can be addressed as a condition should Council resolve to approve the proposed development.

Response to Objections

The grounds of objection are acknowledged however, all valid planning concerns have either been adequately responded to by the proposal or can be addressed through conditions of a permit. The subject land is not located within an urban growth area and is not covered by a Precinct Structure Plan under the Melton Planning Scheme. Therefore, the provisions of the Small Lot Housing Code do not apply to the subject land or the proposed development. In any case, the small lot housing code applies to lots of 300sqms or less. The subject site exceeds this area and, therefore, even if it were situated in a growth area, the Small Lot Housing Code would not be applicable.

The proposal responds appropriately to the opportunities and constraints of the site and achieves a suitable site responsive design that will integrate well with the existing public open areas to the north and west and the existing residential development to the east and south. The proposal respects and complements the existing and preferred neighbourhood character of the area in terms of its setbacks, scale/height, built form and appearance (external materials/finishes) and is unlikely to cause any adverse amenity impacts to adjoining or surrounding residential properties in relation to overlooking, overshadowing, car parking or traffic. Based on this, the proposal is not considered to be an overdevelopment of the site.

6. Options

Council can either support the application by issuing a Notice of Decision to Grant a Permit or not support the proposal by issuing a Notice of Refusal.

7. Conclusion

The application has been assessed against the State Planning Policy Framework, Local Planning Policy Framework, Zone provisions and Clause 65 of the Melton Planning Scheme.

It is considered that the proposal generally complies with the relevant requirements of the Planning Scheme.

Therefore, it is recommended that the application be approved as outlined in **Appendix 7.**

LIST OF APPENDICES

1. PA2025-9025-1 - Locality Map - Planning Application PA2025-9025-1 - 37 Creekside Circuit Hillside
2. Photos of Subject site and surrounding area - Planning Application PA2025.9025.1
3. Development Plans - Planning Application PA2025.9025.1
4. Assessment against Planning Scheme - Planning Application PA2025-9025-1
5. Planning Application PA2025.9025.1
6. Response to Objections - Planning Application PA2025-9025-1
7. Notice of Decision to Grant a Permit - Planning Application PA2025.9025.1

No:	PA 2025/9025/1
Address:	37 Creekside Circuit Hillside Vic 3037
Proposal:	Development of the land with 11 double-storey dwellings and a reduction in standard car parking requirements
Ward:	Hilltop



Subject Site

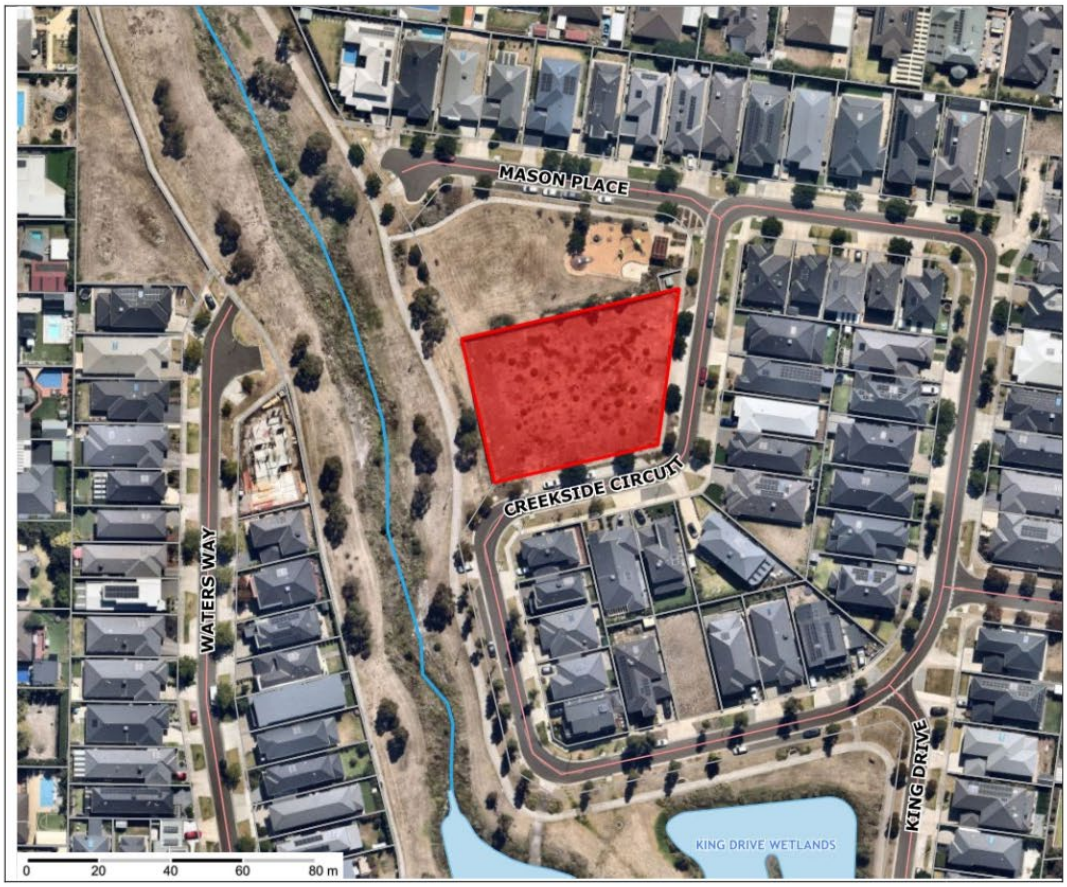
Objections

5/08/2025

1 outside of map

N

No:	PA 2025/9025/1
Address:	37 Creekside Circuit Hillside Vic 3037
Proposal:	Development of the land with 11 double-storey dwellings and a reduction in standard car parking requirements
Ward:	Hilltop



Subject Site | 4/08/2025 | N

Appendix 2: – Photos of Subject site and surrounding area (Planning Application PA2025/9025/1).



Figure 1: Subject land – 37 Creekside Circuit Hillside. Vacant Land.



Figure 2: The subject land (foreground) and established double storey dwellings with a mix of pitched, flat and gable roof forms are further north facing Mason Place.



Figure 3: The adjoining land to the north – Council public open space reserve



Figure 4: Properties directly opposite the site on the eastern side of Creekside Circuit characterised by a mix of single and double storey detached, semi-detached and attached dwellings.



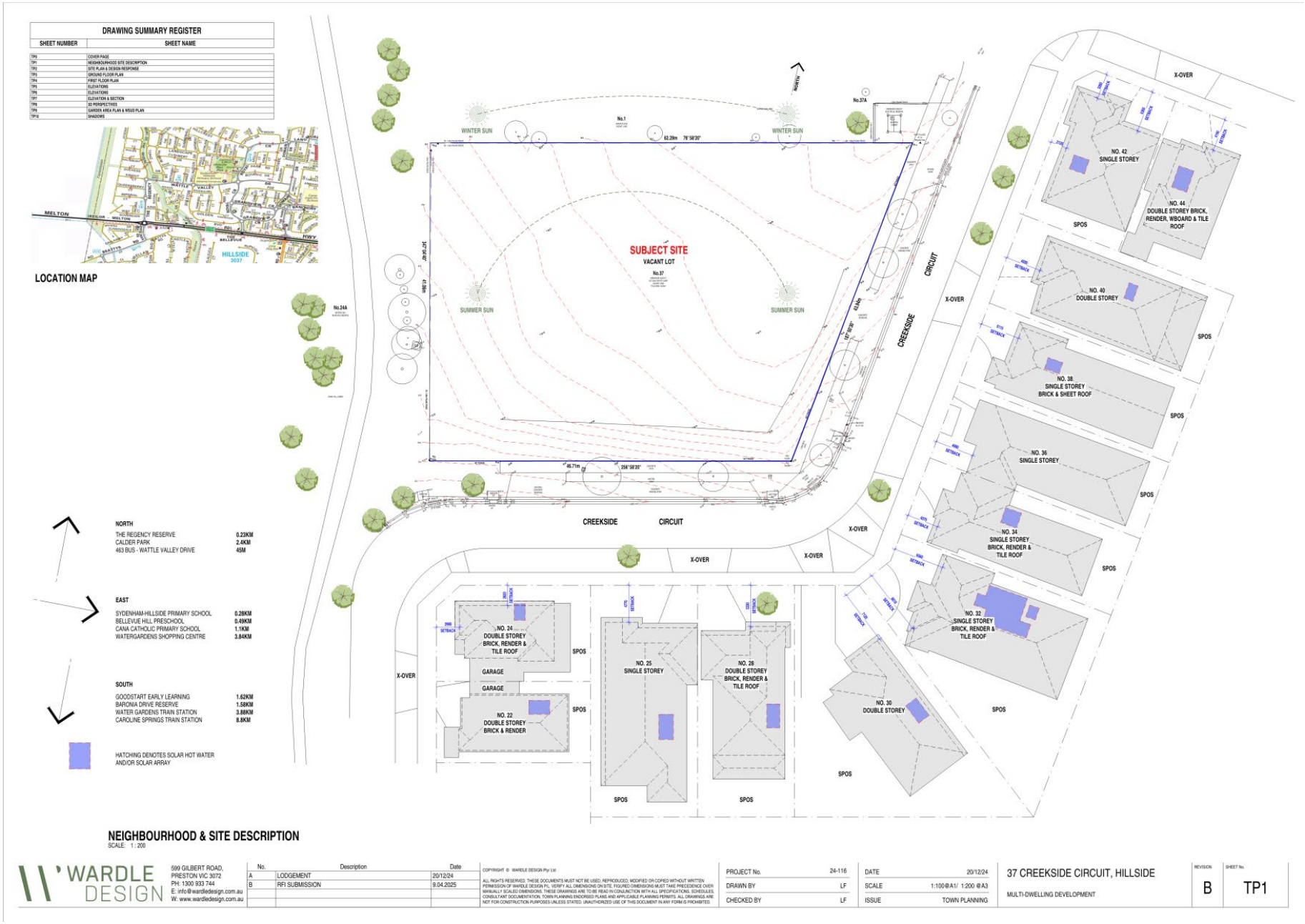
Figure 5: Creekside Circuit, Hillside looking south. The subject land is located to the right.



37 CREEKSIDE CIRCUIT, HILLSIDE

MULTI-DWELLING DEVELOPMENT

WARDLE DESIGN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SHEET NUMBER
SHEET NAME
TP0 COVER PAGE
TP1 NEIGHBOURHOOD SITE DESCRIPTION
TP2 SITE PLAN & DESIGN RESPONSE
TP3 GROUND FLOOR PLAN
TP4 FIRST FLOOR PLAN
TP5 ELEVATIONS
TP6 ELEVATIONS
TP7 ELEVATION & SECTION
TP8 3D PERSPECTIVES
TP9 GARDEN AREA PLAN & MSUD PLAN
TP10 SHADOWS
LOCATION MAP
HILLSIDE 3037
SUBJECT SITE
VACANT LOT
No.37
No.37A
No.1
No.244
WINTER SUN
SUMMER SUN
NORTH
CREEKSIDE CIRCUIT
X-OVER
SPOS
NO. 42 SINGLE STOREY
NO. 44 DOUBLE STOREY BRICK, RENDER, WBOARD & TILE ROOF
NO. 40 DOUBLE STOREY
NO. 38 SINGLE STOREY BRICK & SHEET ROOF
NO. 36 SINGLE STOREY
NO. 34 SINGLE STOREY BRICK, RENDER & TILE ROOF
NO. 32 SINGLE STOREY BRICK, RENDER & TILE ROOF
NO. 30 DOUBLE STOREY
NO. 28 DOUBLE STOREY BRICK, RENDER & TILE ROOF
NO. 25 SINGLE STOREY
NO. 24 DOUBLE STOREY BRICK, RENDER & TILE ROOF
GARAGE
NO. 22 DOUBLE STOREY BRICK & RENDER
NORTH
THE REGENCY RESERVE 0.23KM
CALDER PARK 2.4KM
463 BUS - WATTLE VALLEY DRIVE 45M
EAST
SYDENHAM-HILLSIDE PRIMARY SCHOOL 0.28KM
BELLEVUE HILL PRESCHOOL 0.49KM
CANA CATHOLIC PRIMARY SCHOOL 1.1KM
WATERGARDENS SHOPPING CENTRE 3.84KM
SOUTH
GOODSTART EARLY LEARNING 1.62KM
BARONIA DRIVE RESERVE 1.58KM
WATER GARDENS TRAIN STATION 3.88KM
CAROLINE SPRINGS TRAIN STATION 8.8KM
HATCHING DENOTES SOLAR HOT WATER AND/OR SOLAR ARRAY
NEIGHBOURHOOD & SITE DESCRIPTION
SCALE: 1 : 200
WARDLE DESIGN
599 GILBERT ROAD, PRESTON VIC 3072
PH: 1300 933 744
E: info@wardledesign.com.au
W: www.wardledesign.com.au
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B RFI SUBMISSION 9.04.2025
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37 CREEKSIDE CIRCUIT, HILLSIDE
MULTI-DWELLING DEVELOPMENT
REVISION B
SHEET No. TP1


2000 LT RAINWATER TANK:
PROPOSED CANOPY TREE:
EXISTING TREE:
EXISTING TREE TO BE REMOVED:
PEDESTRIAN VISIBILITY SPLAY:
SYMBOLS:
DEVELOPMENT SUMMARY
AREA SCHEDULE:
WINTER SUN
SUMMER SUN
NORTH
D1
D2
D3
D4
D5
D6
D7
D8
D9
D10
D11
CREEKSIDE CIRCUIT
X-OVER
NO. 42 SINGLE STOREY
NO. 44 DOUBLE STOREY BRICK, RENDER, WBOARD & TILE ROOF
NO. 40 DOUBLE STOREY
NO. 38 SINGLE STOREY BRICK & SHEET ROOF
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NO. 30 DOUBLE STOREY
NO. 28 DOUBLE STOREY BRICK, RENDER & TILE ROOF
NO. 25 SINGLE STOREY
NO. 24 DOUBLE STOREY BRICK, RENDER & TILE ROOF
NO. 22 DOUBLE STOREY BRICK & RENDER
GARAGE
SPOS
SITE PLAN/DESIGN RESPONSE
SCALE: 1 : 200
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37 CREEKSIDE CIRCUIT, HILLSIDE
MULTI-DWELLING DEVELOPMENT
REVISION B
SHEET No. TP2


No.37A
No.1
62.29m 76°58'20"
CREEKSIDE CIRCUIT
NORTH
347°04'40"
41.06m
43.94m
187°50'30"
46.71m
256°58'20"
D1
D2
D3
D4
D5
D6
D7
D8
D9
D10
D11
D2 GARAGE
D3 GARAGE
D4 GARAGE
D5 GARAGE
D6 GARAGE
COURTYARD
COURT YARD
2000 LT RAINWATER TANK:
2000LT RWT
PROPOSED CANOPY TREE:
EXISTING TREE:
EXISTING TREE TO BE REMOVED:
PEDESTRIAN VISIBILITY SPLAY:
SYMBOLS:
DEVELOPMENT SUMMARY
AREA SCHEDULE:
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37 CREEKSIDE CIRCUIT, HILLSIDE
MULTI-DWELLING DEVELOPMENT
REVISION B
SHEET No. TP3


No.37A
No.1
62.29m 76°58'20"
NORTH
CREEKSIDE
43.94m
187°50'30"
347°04'40"
41.06m
46.71m 256°58'20"
CREEKSIDE CIRCUIT
FIRST FLOOR PLAN
SCALE: 1:100
D1
D2
D3
D4
D5
D6
D7
D8
D9
D10
D11
DEVELOPMENT SUMMARY
AREA SCHEDULE:
PROPOSED CANOPY TREE:
EXISTING TREE:
EXISTING TREE TO BE REMOVED:
PEDESTRIAN VISIBILITY SPLAY:
SYMBOLS:
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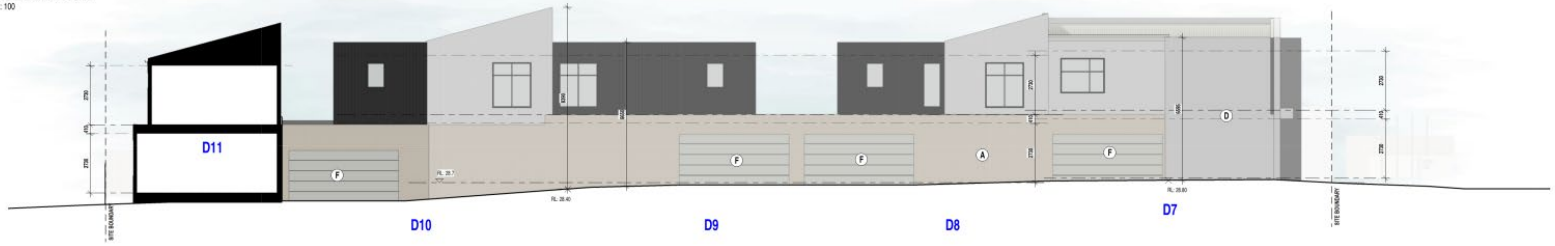
ISSUE CONCEPT SKETCH
37 CREEKSIDE CIRCUIT, HILLSIDE
MULTI-DWELLING DEVELOPMENT
REVISION B
SHEET No. TP4



SOUTH ELEVATION
SCALE: 1 : 100



SOUTH ELEVATION - INTERNAL
SCALE: 1 : 100



WEST ELEVATION
SCALE: 1 : 100



WEST ELEVATION - INTERNAL
SCALE: 1 : 100

SYMBOLS:
WATER METER
ELECTRICAL METER
HOT WATER SERVICE (ELEC. INTANTANOUS)
ELECTRIC HEAT PUMP
DG DOUBLE GLAZING
ASD ADJUSTABLE SHADING DEVICE
FSD FIXED SHADING DEVICE
OBS FIXED OBSCURED GLAZING MAXIMUM 25% TRANSPARENCY TO 1700mm ABOVE F.F.L.
A/C AIR CONDITIONING UNIT (EXTERNAL)
EV CHARGER
T TAP (COURTYARD / BALCONY)

MATERIALS SCHEDULE

SAMPLE	REF	ITEM	COLOUR	FINISH / SUPLIER
	A	ROOFING MATERIAL	SURFMIST	COLORBOND
	B	WEATHERGROOVE 150mm	MONUMENT	WEATHERTEX
	C	BRICKWORK	MONUMENT	AUSTRAL
	D	APPLIED RENDER	LEXICON HALF	DULUX
	E	GUTTERS / FASCIAS / DOWNPIPES	SURFMIST	COLORBOND
	F	GARAGE DOORS / FACADE TREATMENT	SURFMIST	COLORBOND
	G	WINDOWS / DOORS - HABITABLE UNITS TO BE DOUBLE GLAZED	MONUMENT	COLORBOND
	H	POWDER COATED ALUMINIUM SLAT FENCING	MONUMENT	ALUCOBOND
	I	ENTRY DOORS	SILVERTOP ASH	TBA

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37 CREEKSIDE CIRCUIT, HILLSIDE
MULTI-DWELLING DEVELOPMENT

REVISION B
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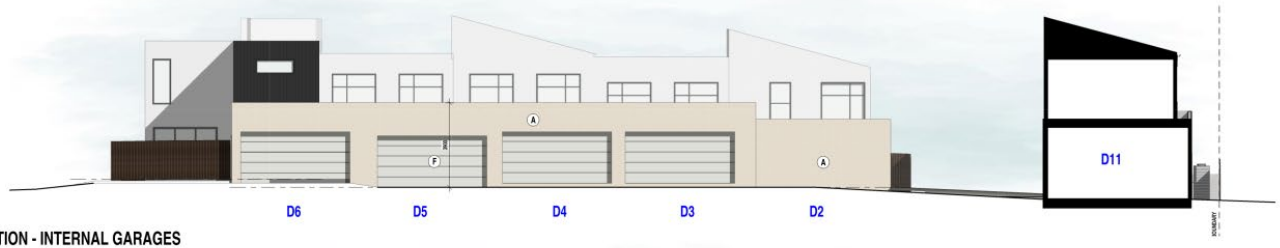
NORTH ELEVATION
SCALE: 1 : 100



NORTH ELEVATION - INTERNAL GARAGES
SCALE: 1 : 100



NORTH ELEVATION - INTERNAL D2 - D5
SCALE: 1 : 100



EAST ELEVATION
SCALE: 1 : 100

MATERIALS SCHEDULE

SAMPLE	REF	ITEM	COLOUR	FINISH / SUPLIER
	A	ROOFING MATERIAL	SURFMIST	COLORBOND
	B	WEATHERGROOVE 150mm	MONUMENT	WEATHERTEX
	C	BRICKWORK	MONUMENT	AUSTRAL
	D	APPLIED RENDER	LEXICON HALF	DULUX
	E	GUTTERS / FASCIAS / DOWNPIPES	SURFMIST	COLORBOND
	F	GARAGE DOORS / FACADE TREATMENT	SURFMIST	COLORBOND
	G	WINDOWS / DOORS - HABITABLE UNITS TO BE DOUBLE GLAZED	MONUMENT	COLORBOND
	H	POWDER COATED ALUMINIUM SLAT FENCING	MONUMENT	ALUCOBOND
	I	ENTRY DOORS	SILVERTOP ASH	TBA

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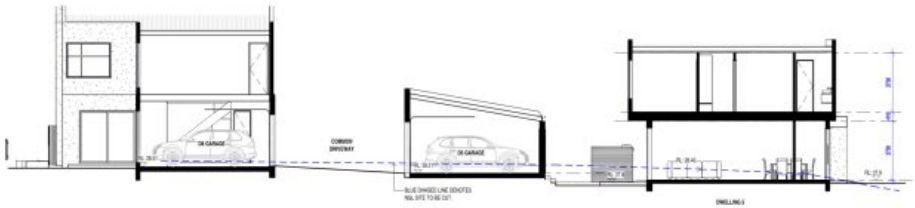
37 CREEKSIDE CIRCUIT, HILLSIDE
MULTI-DWELLING DEVELOPMENT

REVISION B
SHEET No. TP6



EAST ELEVATION - INTERNAL
SCALE: 1 : 100



SECTION D5
SCALE: 1 : 100

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37 CREEKSIDE CIRCUIT, HILLSIDE
MULTI-DWELLING DEVELOPMENT

REVISION B
SHEET No. TP7



NORTH PERSPECTIVE - DWELLING 7,8,9,10 & 11
SCALE:



NORTH EAST PERSPECTIVE - DWELLING 7
SCALE:



SOUTH PERSPECTIVE - DWELLINGS 1,2 & 3
SCALE:



EAST PERSPECTIVE - DWELLINGS 6 & 7
SCALE:

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37 CREEKSIDE CIRCUIT, HILLSIDE
MULTI-DWELLING DEVELOPMENT

REVISION B
SHEET No. TP8



GARDEN AREA LEGEND:

GARDEN AREA PLAN
SCALE: 1 : 200



WATER SENSITIVE URBAN DESIGN (WSUD) LEGEND:

WSUD PLAN
SCALE: 1 : 200

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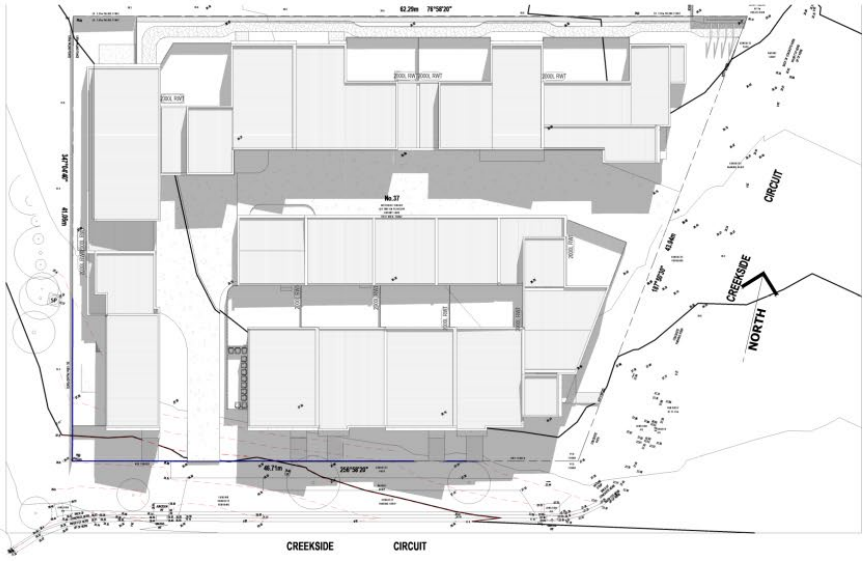
37 CREEKSIDE CIRCUIT, HILLSIDE
MULTI-DWELLING DEVELOPMENT

REVISION B
SHEET No. TP9



9AM SHADOW DIAGRAM - 22nd SEPT.
SCALE: 1 : 200



12PM SHADOW DIAGRAM - 22nd SEPT.
SCALE: 1 : 200



3PM SHADOW DIAGRAM - 22nd SEPT.
SCALE: 1 : 200

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37 CREEKSIDE CIRCUIT, HILLSIDE
MULTI-DWELLING DEVELOPMENT

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Appendix 4 – Assessment against relevant Planning Scheme controls

Planning Scheme Reference	***Assessment***
Planning Policy Framework	
Clause 11 – Settlement	Planning seeks to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. Planning seeks to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services. The proposal forms part of an established urban area and will make more efficient use of residential land which is fully serviced and has access to a wide range of community infrastructure and services.
Clause 11.02-1S – Supply of Urban Land	The objective of this clause is *"to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses".* Planning for urban growth should consider: • Opportunities for the consolidation, redevelopment and intensification of existing urban areas. • Neighbourhood character and landscape considerations. The proposed development provides a suitable opportunity for the intensification of an existing urban area through the development of vacant residential land for eleven double storey dwellings with good access to existing community infrastructure and services including public open space (adjacent land), shops, public transport and community facilities. The proposal will make more efficient use of the subject land which is currently vacant and is fully serviced. The proposal complements and respects the existing and preferred neighbourhood character of the area which can be described as single and double storey detached and semi attached brick, cement rendered and weatherboard clad dwellings with Colorbond and concrete tiled roofing.

Clause 15.01-1S – Urban Design Clause 15.01-1L – Urban Design	The proposal is consistent with the objectives of this policy and relevant strategies. The proposal responds appropriately to the context of the subject site and surrounding area and will create a suitable interface with existing public open space to the north and west to enhance public surveillance and safety. The layout, setbacks, scale, height, built form and design of the proposed dwellings are appropriate and will complement the existing scale and built form of the existing residential area which consists of single storey and double storey detached and semi-detached brick and cement rendered dwellings with concrete tiled or colourbond roofing.
Clause 15.01-2S – Building Design	The proposal is consistent with the objectives of this policy. The layout, setbacks, scale, height, built form and design of the building responds appropriately to the context of the site and surrounding area and maximise energy efficiency through the location of north facing living/meals and secluded private open space areas. The built form, design and external materials, colours and finishes of the proposed dwellings will complement those found on the existing dwellings located opposite the subject land on Creekside Circuit and further north fronting Mason Place.
Clause 15.01-5S – Neighbourhood Character Clause 15.01-5L-01 – Neighbourhood Character	The objective of this clause is *"to recognise, support and protect neighbourhood character, cultural identity, and sense of place".* The proposal is consistent with the objectives of this policy and the relevant strategies. The proposal achieves an appropriate site responsive design that complements and respects the existing and preferred neighbourhood character of the area in terms of its layout, setbacks, scale/height, built form and appearance.

	The subject site is not located within any residential character area identified under Council's adopted Housing Character and Assessment Guidelines (2015). However, the residential area surrounding the Stonybrook Estate is located within the Compact Suburban 1 (CS1) Character Area. The proposal generally complies with the objectives and guidelines for the Compact Suburban 1 Character Area under the guidelines.
Clause 16 - Housing	Under this clause, Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure. Planning should ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space. The proposal provides housing diversity by offering a mix of two, three and four bedroom dwellings to meet the housing needs of the community. The subject site is located in proximity to Melton Highway and has good access to existing community infrastructure and services including public open space (adjoining land to the north and west), schools, shops and community facilities.
Clause 16.01-1S – Housing Supply Clause 16.01-1R – Housing Supply (Metropolitan Melbourne)	The objective of this clause is "*to facilitate well-located, integrated and diverse housing that meets community needs*". The proposal is consistent with the objective and strategies of this policy. The proposal provides an appropriate opportunity to increase residential densities to consolidate an established urban area. The proposal increases the supply of housing in an existing urban area that is well located and integrated with existing community infrastructure and services. The proposal provides housing diversity by offering a mix of two, three and four bedroom dwellings to meet the housing needs of the community.
Clause 16.01-1L-02 – Housing Diversity Clause 16.01-2S – Housing Affordability	The proposal is consistent with the objectives and relevant strategies of these clauses. The proposal provides housing diversity by offering a mix of two, three and four bedroom dwellings to meet the housing needs of the community.

	The proposal increases the supply of housing in an existing urban area that is well located and integrated with existing community infrastructure and services.
Zone	
General Residential Zone (Schedule 1)	The proposal is consistent with the purpose of the zone which encourages development that is responsive to the neighbourhood character of the area and encourages a diversity of housing types and growth in locations offering good access to services and transport. The proposal responds appropriately to and respects the existing and preferred neighbourhood character of the area which can be described as single and double storey detached and semi attached brick, cement rendered and weatherboard clad dwellings with colourbond and concreted tiled roofing. The proposal provides housing diversity by offering a mix of two, three and four bedroom dwellings to meet the housing needs of the community. The subject site is located in proximity to Melton Highway and has good access to existing community infrastructure and services including public open space (adjoining land to the north and west), schools, shops and community facilities.
Other	
Clause 52.06 – Car Parking	The proposal generally complies with the objectives and requirements of this clause. A total of 23 car spaces are required on site (21 for residents and 2 for visitors. A total of 22 car spaces are provided on site in the form of a double garage to each dwelling. As such there is a shortfall of 2 visitor car spaces for the proposed development. The applicant has sought a reduction of two visitor car spaces under Clause 52.06-3 and provided a Traffic Impact Assessment Report to justify the reduction, The report states that a minimum of four indented car parking spaces are available at any one time and located adjacent to the subject land and further north (Mason Place) in addition to on street parking, which can adequately cater for the demand likely to generated by visitors. The subject land is also well serviced by public transport with 6

	bus stops located within walking distance (400 metres) of the subject land. Council's Traffic and Transport Department has assessed the application and did not raise any issues with car parking. Therefore, the amount of car parking provided on site for the subject land is adequate and a reduction in visitor car parking requirements is reasonable and unlikely to adversely impact on existing on street car parking. The dimensions of the car spaces and aisle widths adjacent to the spaces have been shown on the plans and comply with the requirements under Clause 52.06-9 of the Melton Planning Scheme.
Clause 55 (Two or more dwellings on a lot and Residential Buildings)	The proposal generally complies with the purposes, objectives and standards outlined in this clause. A detailed assessment of the proposal against the provisions of Clause 55 is provided in Table 1 (see below).
General Provisions	
Clause 65 – Decision Guidelines	The proposal is consistent with the requirements of this clause. As outlined above, the proposal is considered to be consistent with the relevant policies and strategies contained in the Planning Policy Framework, the purpose of the General Residential Zone and the relevant Particular Provisions. The proposal is appropriate in the context of the subject site and surrounding area and is unlikely to have a detrimental impact on the amenity of the surrounding area.

Table 1, Clause 55 Assessment (ResCode)

Clause 55 – Two or more dwellings on a Lot and Residential Buildings	**Assessment**	**Compliance**
Clause 55.02-1 – Neighbourhood Character Standard B1	The proposed development in terms of its scale/height (two storey), setbacks, built form and appearance (external materials and finishes) is consistent with the existing and preferred neighbourhood character of the area which can be described as a mix of single	**Complies**

	and double storey detached and semi attached brick, cement rendered and weatherboard clad dwellings with concrete tiled and colourbond clad roofing. There is minimal visual separation between dwellings. .	
Clause 55.02-2 – Residential Policy Standard B2	The proposal is consistent with the relevant policies and strategies relating to housing.	**Complies**
Clause 55.02-3 – Dwelling Diversity Standard B3	The proposal provides an appropriate level of dwelling diversity in the form of a mix of two, three and four bedroom dwellings.	**Complies**
Clause 55.02-4 – Infrastructure Standard B4	The proposal will be connected to all required services.	**Complies**
Clause 55.02-5 – Integration with the Street Standard B5	The layout and design of the proposal will integrate well with Creekside Circuit and the existing public open space (Council reserve) to the north and west.	**Complies**
Clause 55.03-1– Street Setback Standard B6	The subject site is a corner allotment with no adjoining residential properties. Therefore, a front setback of 4 metres is required under this standard. The proposed development has a minimum front setback to the front street of 3 metres. The proposal does not comply with this standard. However, the proposed street setback is considered reasonable as it will be generally consistent with the front setbacks of dwellings surrounding the subject site which range from 3 metres to 7 metres and have an average of 4-5 metres.	**Does Not Comply - Variation appropriate.**
Clause 55.03-2– Building Height Standard B7	The overall height of the proposed development ranges from 7.7 metres to 8.2 metres based on the fall of the land. This is below the maximum height of 11	**Complies**

	metres allowed under the General Residential Zone.	
Clause 55.03-3– Site Coverage Standard B8	The proposal has a site coverage of 47 per cent. This is below the maximum (60 per cent) allowed under this clause.	**Complies.**
Clause 55.03-4– Permeability and Stormwater Management Standard B9	The proposal will have a permeability of 27 per cent. This exceeds the minimum requirement of 20 per cent under this clause. Stormwater collection tanks are provided for each dwelling.	**Complies**
Clause 55.03-5– Energy Efficiency Standard B10	The proposal has been designed to provide north facing living and secluded private open areas for all except one dwelling	**Complies**
Clause 55.03-6– Open Space Standard B11	No public open space or communal areas are provided for the proposed development	**N/A**
Clause 55.03-7– Safety Standard B12	The entrances for all dwellings will be visible from the street or the adjoining public open space (Council reserve) to the north.	**Complies**
Clause 55.03-8– Landscaping Standard B13	A landscape plan has not been submitted. However, this can be requested as a condition should Council resolve to approve the proposed development.	**Complies – Conditional approval required.**
Clause 55.03-9– Access Standard B14	A new 6.4 metre wide vehicle crossover is proposed along the eastern boundary of the site. A passing area (6.1 metres wide by 7 metres long) is provided at the entrance to this crossover. The existing vehicle crossover (3 metres) at the south-west corner of the site will be retained. The width of the crossover complies with the requirements of this clause. However, it is insufficient to accommodate two way vehicle movements so the plans will need to be amended to show line	**Complies – Conditional approval required.**

	marking and signage that allows one way vehicle movements (exit only) to the site from this crossover. This can be addressed as a condition should Council resolve to approve the proposed development.	
Clause 55.03-10– Parking Location Standard B15	Two car spaces (double garage) are provided on site for each dwelling. The garages are conveniently located to the side or rear of each dwelling and are secure.	**Complies**
Clause 55.04-1– Side and Rear Setbacks Standard B17	The side and rear boundary setbacks of the proposed dwellings comply with the requirements of this standard.	**Complies**
Clause 55.04-2– Wall on Boundaries Standard B18	No walls on boundaries are proposed.	**N/A**
Clause 55.04-3– Daylight to existing windows Standard B19	The subject site does not adjoin any residential properties. Therefore, the proposal will not have any impact on the daylight of habitable room windows of surrounding properties.	**Complies**
Clause 55.04-4– North Facing Windows Standard B20	The subject site does not adjoin any residential properties. Therefore, the proposal will not have any impacts on existing north facing windows on the surrounding residential properties.	**Complies.**
Clause 55.04-5– Overshadowing Standard B21	The subject site does not adjoin any residential properties. Shadow diagrams have been submitted as part of this application. The proposal will cast minimal overshadowing on adjoining and surrounding properties (Council public open space reserve)	**Complies**
Clause 55.04-6– Overlooking Standard B22	The subject site does not adjoin any residential properties. Therefore, the proposal is unlikely to cause any overlooking to the	**Complies**

	secluding private open space of the surrounding residential properties	
Clause 55.04-7– Internal Views Standard B23	The proposal will not cause any overlooking to the habitable room windows or private open spaces within the proposed development.	**Complies**
Clause 55.04-8– Overshadowing Standard B24	The proposal is unlikely to cause any adverse noise impacts other than noise typically associated with residential dwellings.	**Complies**
Clause 55.05-1– Accessibility Standard B25	The proposed dwellings have been designed to accommodate people with limited mobility.	**Complies**
Clause 55.05-2– Dwelling entry Standard B26	The entry for each dwelling will be identifiable from the street and the internal pathway/accessway respectively.	**Complies**
Clause 55.05-3– Daylight to new windows Standard B27	All habitable room windows have an area of 3 square metres in light wells and 1 metre clear to the sky.	**Complies**
Clause 55.05-4– Private Open Space Standard B28	All dwellings have secluded private open space that is 3 metres wide and with a minimum area of 25 square metres in accordance with the requirements of this clause. The majority of dwellings have 40 square metres or more private open space. The only exceptions are Dwellings 8, 9 and 10. However, a variation to the requirements of this clause is considered appropriate given the proximity of public open space to the subject site on the adjoining property to the north and west.	**Does not fully comply – variation appropriate**
Clause 55.05-5– Solar Access to Open Space Standard B29	Adequate solar access is achieved for the secluded private open space for all dwellings.	**Complies**
Clause 55.05-6– Storage Standard B30	A 6 cubic metre storage area is located in the garage or the secluded private open space area for all dwellings	**Complies**

Clause 55.06-1– Design Detail Standard B31	The design and built form of the proposed dwellings will complement and respect the existing and preferred neighbourhood character of the area. Garages are located to the side or rear of each dwelling and will be visually compatible with the development and will only be partially visible from the street.	**Complies**
Clause 55.06-2– Front fences Standard B32	No front fencing is proposed.	**Complies**
Clause 55.06-3– Common Property Standard B33	Common property is provided in the form the internal vehicle accessway servicing all dwellings	**Complies**
Clause 55.06-4 – Site Services Standard B34	Adequate site services are shown and can be provided on site for each dwelling.	**Complies**

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 11981 FOLIO 831 Security no : 124121264902B
Produced 16/01/2025 01:34 PM

LAND DESCRIPTION

Lot 2002 on Plan of Subdivision 713328P.
PARENT TITLE Volume 11981 Folio 795
Created by instrument PS713328P 17/05/2018

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
CREEKSIDE DEVELOPMENTS PTY LTD of 3 PEREGRINE RISE KEILOR EAST VIC 3033
AY712144A 16/12/2024

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

AGREEMENT Section 173 Planning and Environment Act 1987
AK932444F 27/02/2014

AGREEMENT Section 173 Planning and Environment Act 1987
AK939508S 03/03/2014

DIAGRAM LOCATION

SEE PS713328P FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AY709251S (E)	CONV PCT & NOM ECT TO LC	Completed	16/12/2024
AY712144A (E)	TRANSFER	Registered	16/12/2024

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: 37 CREEKSIDE CIRCUIT HILLSIDE (GREATER MELBOURNE) VIC 3037

ADMINISTRATIVE NOTICES

NIL

eCT Control 17289A DOUROS JACKSON LAWYERS
Effective from 16/12/2024

DOCUMENT END

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Document Type	**Plan**
Document Identification	**PS713328P**
Number of Pages (excluding this cover sheet)	**5**
Document Assembled	**16/01/2025 13:34**

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Signed by Council: Melton City Council, Council Ref: Sub 4146, Original Certification: 17/02/2017, S.O.C.: 11/05/2018

PLAN OF SUBDIVISION

LV USE ONLY
EDITION 1

PLAN NUMBER
PS 713328P

LOCATION OF LAND

PARISH: MARIBYRNONG

TOWNSHIP: -

SECTION: B

CROWN ALLOTMENT: 2 (PART)

CROWN PORTION: -

TITLE REFERENCES: Vol. 11981 Fol. 795

LAST PLAN REFERENCE/S: PS 713327R (LOT D)

POSTAL ADDRESS: 868 - 898 MELTON HIGHWAY
(At time of subdivision) HILLSIDE, 3037

MGA94 Co-ordinates **E** 300 130
(of approx centre of land in plan) **N** 5826 400
ZONE 55

COUNCIL NAME: CITY OF MELTON

VESTING OF ROADS AND/OR RESERVES

IDENTIFIER	COUNCIL/BODY/PERSON
ROAD R1	CITY OF MELTON

NOTATIONS

DEPTH LIMITATION 15·24 METRES BELOW THE SURFACE APPLIES TO ALL THE LAND IN THE PLAN.

STAGING This ~~is~~/is not a staged subdivision.
Planning permit No.

SURVEY. THIS PLAN IS~~/IS NOT~~ BASED ON SURVEY.

THIS SURVEY HAS BEEN CONNECTED TO PERMANENT MARKS No(s):
298 & 299 (MARIBYRNONG)

THIS IS A SPEAR PLAN.

STONYBROOK 4
1.627ha ***29 LOTS***

NOTATIONS

LOTS 1 - 400 AND LOTS 430 - 2001 HAVE BEEN OMITTED FROM THIS PLAN.

OTHER PURPOSE OF THE PLAN:
REMOVAL OF THAT PART OF SEWERAGE EASEMENT E-1 ON PS 713327R AS AFFECTS CREEKSIDE CIRCUIT ON THIS PLAN.

GROUNDS FOR REMOVAL:
BY AGREEMENT OF ALL INTERESTED PARTIES UPON REGISTRATION OF THIS PLAN.

EASEMENT INFORMATION

LEGEND A-Appurtenant Easement E-Encumbering Easement R-Encumbering Easement (Road)

Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of
E-1	DRAINAGE	SEE PLAN	THIS PLAN	CITY OF MELTON
E-2	SEWERAGE	SEE PLAN	THIS PLAN	CITY WEST WATER LTD
E-3	DRAINAGE	SEE PLAN	THIS PLAN	CITY OF MELTON
	SEWERAGE	SEE PLAN	THIS PLAN	CITY WEST WATER LTD

0571S-04 VER B.DWG BC/MH

SMEC
Melbourne Survey T 9869 0813

SURVEYOR REF: 0571s-04

BRENDAN MUNARI VERSION B

ORIGINAL SHEET SIZE: A3 SHEET 1 OF 4

PLAN REGISTERED
TIME: 6.25pm DATE: 17 / 5 / 2018
HEATH RICHARDS
Assistant Registrar of Titles

Signed by: Brendan John Munari (SMEC) Surveyor's Plan Version (B) SPEAR Ref: S037302S 15/12/2016

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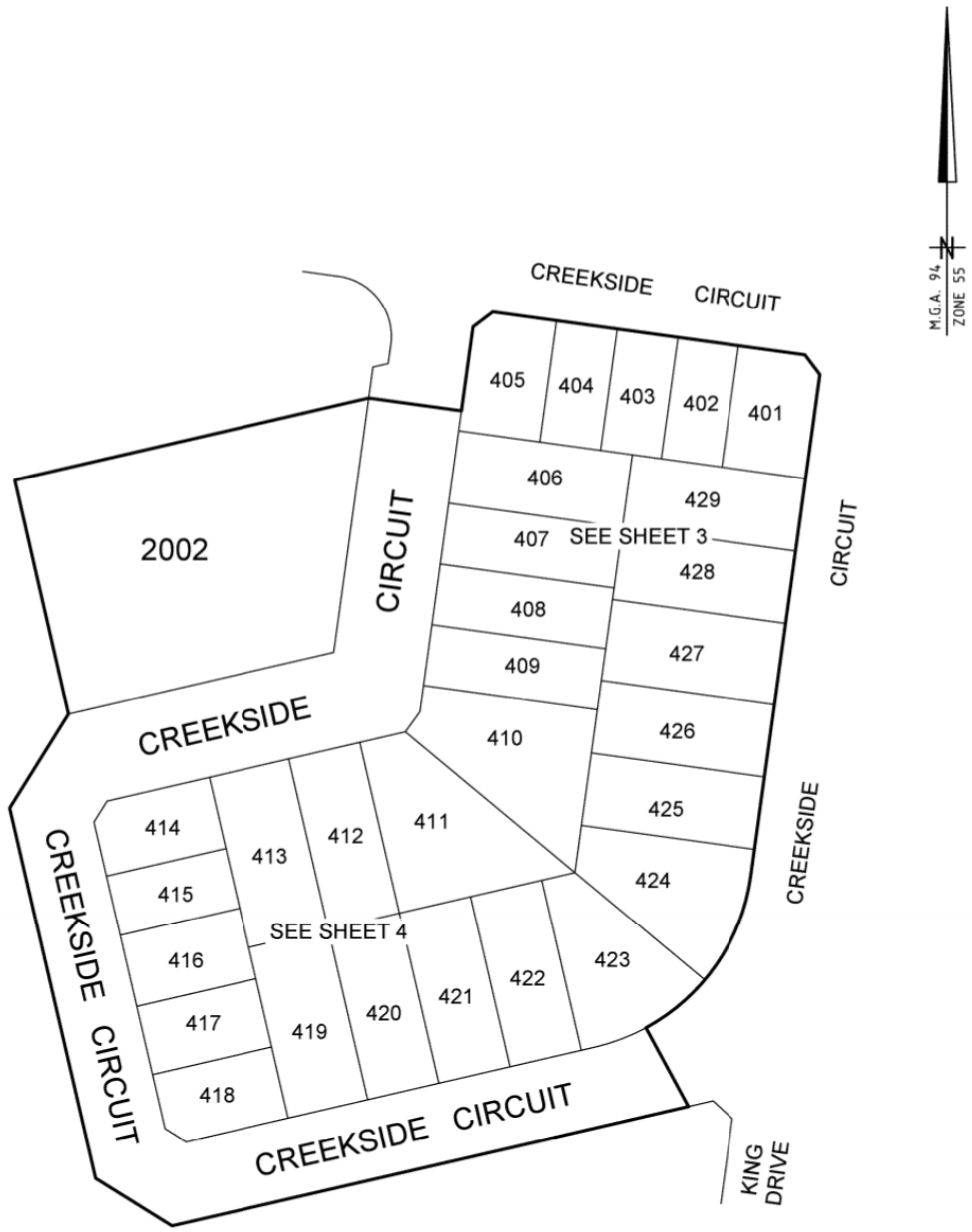
Signed by Council: Melton City Council, Council Ref: Sub 4146, Original Certification: 17/02/2017, S.O.C.: 11/05/2018

PLAN OF SUBDIVISION

PLAN NUMBER
PS 713328P



0571S-04 VER B.DWG BC/MH

SMEC

Melbourne Survey T 9869 0813 REF 0571s-04

SCALE 1:750

7·5 0 7·5 15 22·5 30
LENGTHS ARE IN METRES

ORIGINAL SHEET SIZE: A3

SHEET 2

BRENDAN MUNARI VERSION B

Signed by: Brendan John Munari (SMEC) Surveyor's Plan Version (B) SPEAR Ref: S037302S 15/12/2016

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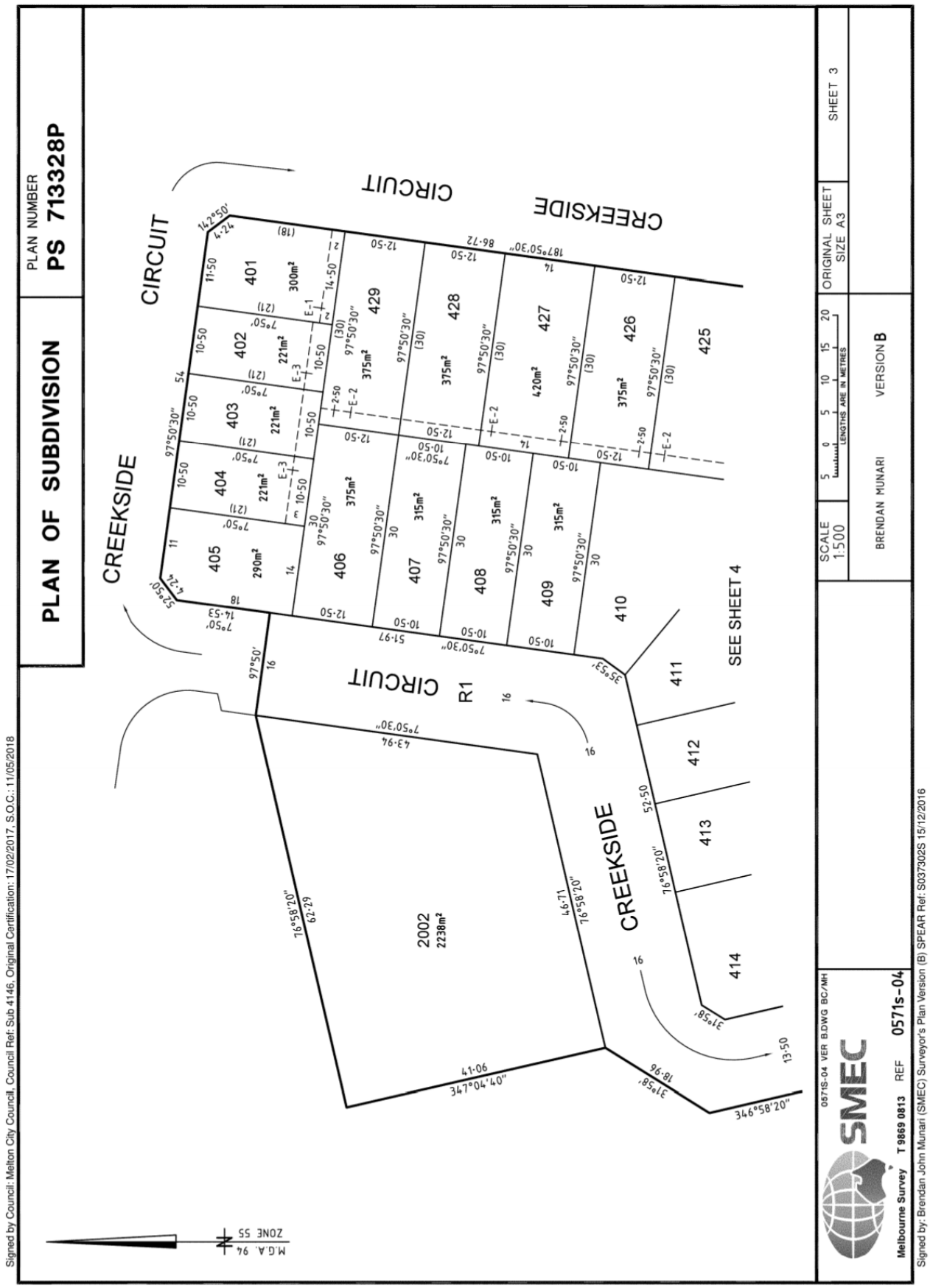

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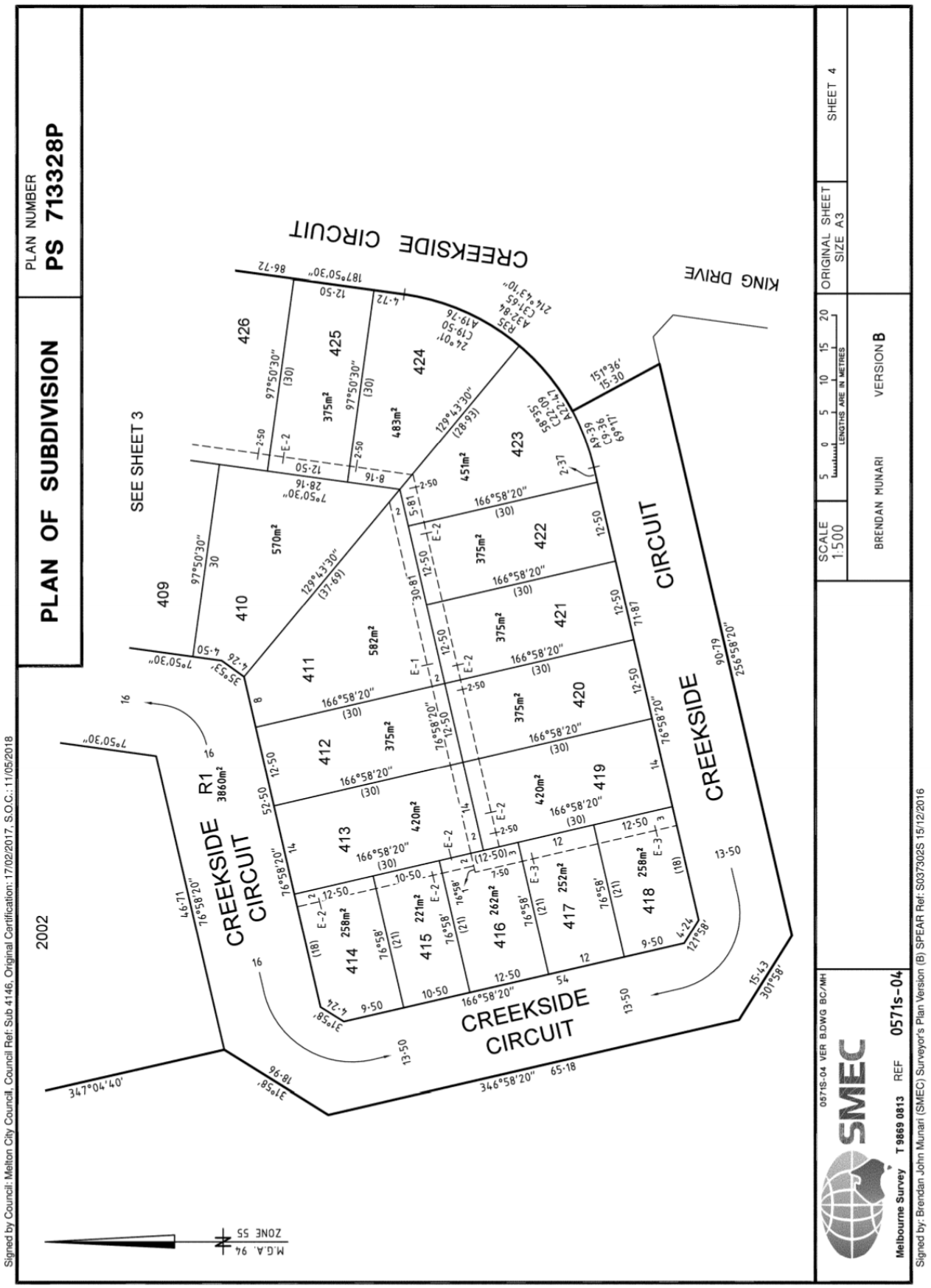

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Plan of Subdivision PS713328P

Certification of plan by Council (Form 2)

SUBDIVISION (PROCEDURES) REGULATIONS 2011

SPEAR Reference Number: S037302S
Plan Number: PS713328P
Responsible Authority Name: Melton City Council
Responsible Authority Reference Number 1: Sub 4146
Surveyor's Plan Version: B

Certification

☑ This plan is certified under section 6 of the Subdivision Act 1988

Public Open Space

A requirement for public open space under section 18 of the Subdivision Act 1988

◉ has not been made at Certification

Digitally signed by Council Delegate:	Geraldine Addicott
Organisation:	Melton City Council
Date:	17/02/2017

Signed by: Geraldine Addicott (Melton City Council) 17/02/2017

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Document Type	**Instrument**
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27/02/2014 $113 173

Section 181

APPLICATION BY A RESPONSIBLE AUTHORITY FOR THE MAKING OF A RECORDING OF AN AGREEMENT

Planning and Environment Act 1987

Lodged by:

Name: Matthew Pham of Sica & Co.

Phone: 9366 8044

Address: Suite 2, Level 1, 30 – 32 East Esplanade, St Albans

Ref: AGS:MP:120345

Customer Code: 1575N

The Authority having made an agreement referred to in section 181(1) of the Planning and Environment Act 1987 requires a recording to be made in the Register for the land.

Land: Volume 8663 Folio 630

Authority: *Melton City Council*
Civic Centre, 232 High Street Melton, Victoria 3337

Section and Act under which agreement made:

S 173 of Planning and Environment Act 1987

A copy of the Agreement is attached to this Application.

Signature for the Authority:

Name of Officer: Steve Finlay

Date: 27 February 2014

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THIS AGREEMENT is made on 5th day of March 2013

BETWEEN

MELTON CITY COUNCIL
of Civic Centre, 232 High Street, Melton

(Council)

AND

KMR HILLSIDE PTY. LTD. (ACN 117 385 716)
of 234 McIntyre Road, North Sunshine, 3020

(Owner)

RECITALS

A. Council is the responsible authority pursuant to the Act for the Planning Scheme.

B. **KMR HILLSIDE PTY. LTD.** is at the date of this Agreement, the registered proprietor of the Subject Land.

C. That by **Planning Permit No. PA2011/3202** dated 28 December, 2011 (as amended on 25 June, 2012) the Owner was required to make a monetary contribution of $150,000.00 (including a $120,000.00 towards the construction of a footbridge along the Melton Highway connecting the subject site and surrounds with the existing path network established as an outcome of the Regency Rise and Parks at Bellevue Hill developments) towards the provision and maintenance of community infrastructure in accordance with Council's Public Infrastructure Charges Plan 2001 ("the Contribution Sum").

D. That the said contribution was to be made before the issue of a statement of compliance for the first stage of the development

E. That the obligations of the Owner be recorded in an agreement with Council made pursuant to Section 173 of the *Planning and Environment Act, 1987*.

F. That the parties enter into this Agreement:-

(a) to give effect to the requirements of **Planning Permit No. PA2011/3202.**

(b) to achieve and advance the objectives of planning in Victoria and the objectives of the Planning Scheme in respect of the Subject Land.

THE PARTIES AGREE

1. **DEFINITIONS**
In this Agreement the words and expressions set out in this clause have the following meanings unless the context admits otherwise:

Act means the *Planning and Environment Act 1987*;

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Agreement means this agreement and any agreement executed by the parties expressed to be supplemental to this agreement;

Owner means **KMR HILLSIDE PTY. LTD. (ACN 117 385 716)** and any person or persons who, after the date of this Agreement, is registered or entitled from time to time to be registered by the Registrar of Titles as proprietor or proprietors of an estate in fee simple of the Subject Land or any part of it and includes a mortgagee-in-possession;

Party or Parties means the Owner and Council under this Agreement as appropriate;

Planning Scheme means the Melton Planning Scheme and any other planning scheme that applies to the Subject Land ("MPS");

Subject Land means the land situated at **868-898 Melton Highway, Hillside** being the land referred to in **Certificate of Title Volume 8663 Folio 630**, and any reference to the Subject Land in this Agreement includes any lot created by the subdivision of the Subject Land or any part of it.

2. INTERPRETATION

In this Agreement unless the context admits otherwise:-

2.1 The singular includes the plural and vice versa.

2.2 A reference to a gender includes a reference to each other gender.

2.3 A reference to a person includes a reference to a firm, corporation or other corporate body and that person's successors in law.

2.4 If a party consists of more than one person this Agreement binds them jointly and each of them severally.

2.5 A term used in this Agreement has its ordinary meaning unless that term is defined in this Agreement. If a term is not defined in this Agreement and it is defined in the Act it has the meaning as defined in the Act.

2.6 A reference to an Act, Regulation or the Planning Scheme includes any Acts, Regulations or amendments amending, consolidating or replacing the Act, Regulation or Planning Scheme.

2.7 The introductory clauses to this Agreement are and will be deemed to form part of this Agreement.

3. SPECIFIC OBLIGATIONS OF THE OWNER

The payment of a monetary contribution of $150,000.00 in accordance with the provisions of Condition No.3 of **Planning Permit No. PA2011/3202.**

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4. FURTHER OBLIGATIONS OF THE OWNER

4.1 Notice and Registration

The Owner further covenants and agrees that the Owner will bring this Agreement to the attention of all prospective purchasers, lessees, mortgagees, chargees, transferees and assigns.

4.2 Further actions

The Owner further covenants and agrees that:

4.2.1 The Owner will do all things necessary to give effect to this Agreement;

4.2.2 The Owner will consent to Council making application to the Registrar of Titles to make a recording of this Agreement in the Register on the Certificate of Title of the Subject Land in accordance with Section 181 of the Act and do all things necessary to enable Council to do so including signing any further agreement, acknowledgement or document procuring the consent to this Agreement of any mortgagee or caveator to enable the recording to be made in the Register under that section.

4.3 Council's Costs to be Paid

The Owner further covenants and agrees that the Owner will immediately pay to Council, Council's reasonable costs and expenses (including legal expenses) of and incidental to finalisation, engrossment, execution, registration and enforcement of this Agreement which are and until paid will remain a debt due to Council by the Owner.

5. AGREEMENT UNDER SECTION 173 OF THE ACT

Council and the Owner agree that without limiting or restricting the respective powers to enter into this Agreement and, insofar as it can be so treated, this Agreement is made as a Deed pursuant to Section 173 of the Act.

6. OWNER'S WARRANTIES

Without limiting the operation or effect which this Agreement has, the Owner warrants that apart from Melton City Council, the Owner and any other person who has consented in writing to this Agreement, no other person has any interest, either legal or equitable, in the Subject Land which may be affected by this Agreement.

7. SUCCESSORS IN TITLE

Without limiting the operation or effect that this Agreement has, the Owner must ensure that, until such time as a memorandum of this Agreement is registered on the title to the Subject Land, successors in title shall be required to:

7.1 give effect to and do all acts and sign all documents which will require those successors to give effect to this Agreement; and

7.2 execute a deed agreeing to be bound by the terms of this Agreement.

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8. GENERAL MATTERS

8.1 Notices

A notice or other communication required or permitted to be served by a party on another party must be in writing and may be served:

8.1.1 by delivering it personally to that party;

8.1.2 by sending it by prepaid post addressed to that party at the address set out in this Agreement or subsequently notified to each party from time to time; or

8.1.3 by sending it by facsimile provided that a communication sent by facsimile shall be confirmed immediately in writing by the sending party by hand delivery or prepaid post.

8.2 Service of Notice

A notice or other communication is deemed served:

8.2.1 if delivered, on the next following business day;

8.2.2 if posted, on the expiration of two business days after the date of posting; or

8.2.3 it sent by facsimile, on the next following business day unless the receiving party has requested retransmission before the end of that business day.

8.3 No Waiver

Any time or other indulgence granted by Council to the Owner or any variation of the terms and conditions of this Agreement or any judgment or order obtained by Council against the Owner will not in any way amount to a waiver of any of the rights or remedies of Council in relation to the terms of this Agreement.

8.4 Severability

If a court, arbitrator, tribunal or other competent authority determines that a word, phrase, sentence, paragraph or clause of this Agreement is unenforceable, illegal or void then it must be severed and the other provisions of this Agreement will remain operative.

8.5 No Fettering of Council's Powers

It is acknowledged and agreed that this Agreement does not fetter or restrict the power or discretion of Council to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans of subdivisions applicable to the Subject Land or relating to any use or development of the Subject Land.

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9. COMMENCEMENT OF AGREEMENT
Unless otherwise provided in this Agreement, this Agreement commences on the date hereof.

10. TERMINATION OF AGREEMENT
This Agreement terminates upon the issue by council or its authorised officer of a receipt for the payment of the Contribution Sum.

EXECUTED AS A DEED by the parties on the date set out at the commencement of this Agreement.

THE COMMON SEAL OF MELTON CITY COUNCIL)
was hereunto affixed in the presence of:)

MELTON CITY COUNCIL COMMON SEAL

.....
Mayor / Councillor

.....
Chief Executive Officer

EXECUTED by **KMR HILLSIDE PTY. LTD. (ACN 117 385 716)**)
by being signed by those persons who are authorised to sign for)
the company:)

Director .....
Name: DOMINIC VERLANDO
Address: 236 McINTYRE Rd
N. SUNSHINE 3020

Director .....
Name: JOHN UCCARDO
Address: 236 McINTYRE ROAD
NTH. SUNSHINE 3020.

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27/02/2014 $113 173

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Section 181

APPLICATION BY A RESPONSIBLE AUTHORITY FOR THE MAKING OF A RECORDING OF AN AGREEMENT

Planning and Environment Act 1987

Lodged by: SICA & CO

Name: Matthew Pham of Sica & Co.

Phone: 9366 8044

Address: Suite 2, Level 1, 30 – 32 East Esplanade, St Albans

Ref: AGS:MP:120345

Customer Code: 1575N

The Authority having made an agreement referred to in section 181(1) of the Planning and Environment Act 1987 requires a recording to be made in the Register for the land.

Land: Volume 8963 Folio 630

Authority: *Melton City Council*
Civic Centre, 232 High Street Melton, Victoria 3337

Section and Act under which agreement made:

S 173 of Planning and Environment Act 1987

A copy of the Agreement is attached to this Application.

Signature for the Authority:

Name of Officer: Steve Finlay

Date: 27 February 2014

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THIS AGREEMENT is made on 5th day of March.

BETWEEN

MELTON CITY COUNCIL
of Civic Centre, 232 High Street, Melton

(Council)

AND

KMR HILLSIDE PTY. LTD. (ACN 117 385 716)
of 234 McIntyre Road, North Sunshine, 3020

(Owner)

RECITALS

A. Council is the responsible authority pursuant to the Act for the Planning Scheme.

B. **KMR HILLSIDE PTY. LTD.** is at the date of this Agreement, the registered proprietor of the Subject Land.

C. That by **Planning Permit No. PA2011/3202** dated 28 December, 2011 (as amended on 25 June, 2012) the Owner was required to enter into this Agreement to ensure inter alia, that building envelopes would be prepared for all lots between 300m² and 500m².

D. That the said building envelopes would be created prior to the certification of a plan of subdivision under the *Subdivision Act, 1988.*

E. That the obligations of the Owner be recorded in an agreement with Council made pursuant to Section 173 of the *Planning and Environment Act, 1987.*

F. That the parties enter into this Agreement:-

(a) to give effect to the requirements of **Planning Permit No. PA2011/3202.**

(b) to achieve and advance the objectives of planning in Victoria and the objectives of the Planning Scheme in respect of the Subject Land.

THE PARTIES AGREE

1. DEFINITIONS

In this Agreement the words and expressions set out in this clause have the following meanings unless the context admits otherwise:

Act means the *Planning and Environment Act 1987*;

Agreement means this agreement and any agreement executed by the parties expressed to be supplemental to this agreement;

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Building Envelope Plans means the plans herein referred to as **Schedule "A"** and available for inspection at the office of the Melton City Council;

Design Guidelines means the 'Stonybrook Design Guidelines' herein referred to as **Schedule "B"** and available for inspection at the office of the Melton City Council;

Owner means **KMR HILLSIDE PTY. LTD. (ACN 117 385 716)** and any person or persons who, after the date of this Agreement, is registered or entitled from time to time to be registered by the Registrar of Titles as proprietor or proprietors of an estate in fee simple of the Subject Land or any part of it and includes a mortgagee-in-possession;

Party or Parties means the Owner and Council under this Agreement as appropriate;

Planning Scheme means the Melton Planning Scheme and any other planning scheme that applies to the Subject Land ("**MPS**");

Subject Land means the land situated at **868-898 Melton Highway, Hillside** being the land referred to in **Certificate of Title Volume 8863 Folio 630**, and any reference to the Subject Land in this Agreement includes any lot created by the subdivision of the Subject Land or any part of it.

2. INTERPRETATION

In this Agreement unless the context admits otherwise:-

2.1 The singular includes the plural and vice versa.

2.2 A reference to a gender includes a reference to each other gender.

2.3 A reference to a person includes a reference to a firm, corporation or other corporate body and that person's successors in law.

2.4 If a party consists of more than one person this Agreement binds them jointly and each of them severally.

2.5 A term used in this Agreement has its ordinary meaning unless that term is defined in this Agreement. If a term is not defined in this Agreement and it is defined in the Act it has the meaning as defined in the Act.

2.6 A reference to an Act, Regulation or the Planning Scheme includes any Acts, Regulations or amendments amending, consolidating or replacing the Act, Regulation or Planning Scheme.

2.7 The introductory clauses to this Agreement are and will be deemed to form part of this Agreement.

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3. SPECIFIC OBLIGATIONS OF THE OWNER

3.1 That any dwelling or associated development be contained within the nominated building envelope for each of the lots on any plan of subdivision certified under the *Subdivision Act 1988* as specified in **Schedule "A"** (a copy of which is available for inspection at the office of the Melton City Council) except with the prior written consent of the Responsible Authority.

3.2 That each such dwelling and associated development be otherwise constructed in accordance with the standards, objectives and performance measures of the **MPS** and otherwise comply with the Design Guidelines as set out in **Schedule "B"** (a copy of which is available for inspection at the office of the Melton City Council).

3.3 That the future maintenance and repair of all fences (excluding the removal of graffiti) that abut open space or tree reserves remain the responsibility of the owner of each lot abutting the reserve (save and except where damage to any such fence is caused by Council or its representatives whilst undertaking maintenance works to the reserve).

4. FURTHER OBLIGATIONS OF THE OWNER

4.1 Notice and Registration

The Owner further covenants and agrees that the Owner will bring this Agreement to the attention of all prospective purchasers, lessees, mortgagees, chargees, transferees and assigns.

4.2 Further actions

The Owner further covenants and agrees that:

4.2.1 The Owner will do all things necessary to give effect to this Agreement;

4.2.2 The Owner will consent to Council making application to the Registrar of Titles to make a recording of this Agreement in the Register on the Certificate of Title of the Subject Land in accordance with Section 181 of the Act and do all things necessary to enable Council to do so including signing any further agreement, acknowledgement or document procuring the consent to this Agreement of any mortgagee or caveator to enable the recording to be made in the Register under that section.

4.3 Council's Costs to be Paid

The Owner further covenants and agrees that the Owner will immediately pay to Council, Council's reasonable costs and expenses (including legal expenses) of and incidental to finalisation, engrossment, execution, registration and enforcement of this Agreement which are and until paid will remain a debt due to Council by the Owner.

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5. AGREEMENT UNDER SECTION 173 OF THE ACT

Council and the Owner agree that without limiting or restricting the respective powers to enter into this Agreement and, insofar as it can be so treated, this Agreement is made as a Deed pursuant to Section 173 of the Act.

6. OWNER'S WARRANTIES

Without limiting the operation or effect which this Agreement has, the Owner warrants that apart from Melton City Council, the Owner and any other person who has consented in writing to this Agreement, no other person has any interest, either legal or equitable, in the Subject Land which may be affected by this Agreement.

7. SUCCESSORS IN TITLE

Without limiting the operation or effect that this Agreement has, the Owner must ensure that, until such time as a memorandum of this Agreement is registered on the title to the Subject Land, successors in title shall be required to:

7.1 give effect to and do all acts and sign all documents which will require those successors to give effect to this Agreement; and

7.2 execute a deed agreeing to be bound by the terms of this Agreement.

8. GENERAL MATTERS

8.1 Notices

A notice or other communication required or permitted to be served by a party on another party must be in writing and may be served:

8.1.1 by delivering it personally to that party;

8.1.2 by sending it by prepaid post addressed to that party at the address set out in this Agreement or subsequently notified to each party from time to time; or

8.1.3 by sending it by facsimile provided that a communication sent by facsimile shall be confirmed immediately in writing by the sending party by hand delivery or prepaid post.

8.2 Service of Notice

A notice or other communication is deemed served:

8.2.1 if delivered, on the next following business day;

8.2.2 if posted, on the expiration of two business days after the date of posting; or

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8.2.3 it sent by facsimile, on the next following business day unless the receiving party has requested retransmission before the end of that business day.

8.3 No Waiver

Any time or other indulgence granted by Council to the Owner or any variation of the terms and conditions of this Agreement or any judgment or order obtained by Council against the Owner will not in any way amount to a waiver of any of the rights or remedies of Council in relation to the terms of this Agreement.

8.4 Severability

If a court, arbitrator, tribunal or other competent authority determines that a word, phrase, sentence, paragraph or clause of this Agreement is unenforceable, illegal or void then it must be severed and the other provisions of this Agreement will remain operative.

8.5 No Fettering of Council's Powers

It is acknowledged and agreed that this Agreement does not fetter or restrict the power or discretion of Council to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans of subdivisions applicable to the Subject Land or relating to any use or development of the Subject Land.

9. COMMENCEMENT OF AGREEMENT

Unless otherwise provided in this Agreement, this Agreement commences on the date hereof.

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6

EXECUTED AS A DEED by the parties on the date set out at the commencement of this Agreement.

THE COMMON SEAL OF MELTON CITY COUNCIL)
was hereunto affixed in the presence of:)

MELTON CITY COUNCIL COMMON SEAL

.....
Mayor / Councillor

.....
Chief Executive Officer

EXECUTED by **KMR HILLSIDE PTY. LTD. (ACN 117 385 716)**)
by being signed by those persons who are authorised to sign for)
the company:)

Director .....
Name: Dominic Velardo
Address: 234 McGrath Rd
Nth Sunshine 3020

Director .....
Name: JOHN VELARDO
Address: 234 MYNTYRE ROAD
NTH. SUNSHINE 3020

Appendix 6 – Response to Objections

Objection	***Comment***
The proposal is inconsistent with the existing and preferred neighbourhood character of the area.	This is a valid planning consideration. However, it is considered that the proposal development in terms of its layout, scale/height, setbacks, built form and appearance (external materials and finishes) is consistent with the existing and preferred neighbourhood character of the area. The subject site and surrounding area form part of an established residential area characterised by single and double storey detached and semi attached contemporary style brick, cement rendered and weatherboard dwellings with colourbond and concrete tiled roofing and minimal separation between dwellings.
Insufficient on site car parking	This is a valid planning consideration; however, it is considered that an appropriate amount of on-site car parking is provided given the abundance of on-street car parking available for visitors. . Under Clause 52.06 (Car Parking) of the Melton Planning Scheme, the standard car parking rate for a dwelling is one car space for one or two bedroom dwellings and two car spaces for three (or more) bedroom dwellings. In addition, one car space for every 5 dwellings must be provided on site for visitors. A total of 23 car spaces are required on site. A total of 22 car spaces have been provided within garages for residents resulting in a shortfall of two visitor car parking spaces. The applicant has submitted a Traffic Impact Assessment Report to justify this reduction. The report states that a minimum of four indented car parking spaces are available at any one time adjacent to the subject land and further north (Mason Place) in addition to on street parking, which can adequately cater for the demand likely to generated by visitors. The subject land is also well serviced by public transport with 6 bus stops located within walking distance (400 metres) of the subject land. Council's Traffic and Transport Department has assessed the application and did not raise any issues with car parking.

	Therefore, the amount of car parking provided on site for the subject land is adequate and a reduction in visitor car parking requirements is reasonable and unlikely to adversely impact existing on street car parking.
Non compliance with the Small Lot Housing Code.	This is a valid planning consideration, however, this ground cannot be substantiated. The Small Lot Housing Code only applies to land located in an Urban Growth Zone and affected by a Precinct Structure Plan. The subject land is located in an established urban area and covered by the General Residential Zone. Therefore, it does not apply to the subject land or proposed development. It is also worth noting that the Small Lot Housing Code allows for small street (front), side and rear building setbacks, higher site coverage, lower permeability and greater building heights compared with the objectives and standards outlined under Clause 55 (ResCode) of the Melton Planning Scheme. This would result in a more intensive and higher density residential development compared with the proposal submitted as part of this application.
Adverse amenity impacts (future residents and neighbouring properties).	This is a valid planning consideration, however, this ground cannot be substantiated. The subject site does not have any direct abuttal with any residential properties. The proposal complies with the relevant objectives and standards of Clause 55 in relation to overlooking, overshadowing and internal views within the development. Therefore, the proposal is unlikely to cause any adverse impacts on the amenity of future residents and neighbouring properties.
Inadequate garden area and landscaping.	This is a valid planning consideration, however, this ground cannot be substantiated. The proposal provides 782 square metres of garden area or 34.9 per cent of the total site area. This is marginally (0.01 per cent) short) of the amount (35 per cent) required for a property greater than 650 square metres in area under the General Residential Zone. This can be addressed

	as a condition should Council resolve to approve the proposed development. The proposal provides adequate areas for landscaping within the front and/or rear yards of each dwelling. A detailed landscape plan will be submitted as a condition should Council resolve to approve the proposed development.
Overdevelopment of the site in terms of scale and density	This is a valid planning consideration, however, this ground cannot be substantiated. The proposal generally complies with the objectives and standards of Clause 55 (Res Code) of the Melton Planning Scheme and will complement and respect the existing and preferred neighbourhood character of the area in terms of its layout, setbacks, scale/height, built form and appearance (external materials and finishes). The site forms part of an established residential area characterised by single storey detached and semi attached brick, cement rendered and weatherboard clad dwellings with colourbond or concrete tiled roofing and minimal visual separation between dwellings. The proposed development will have a density of 1 dwelling per 203 square metres which is consistent with the remainder of the Stonybrook Estate. The subject site is located within an established urban area where intensification of these areas and providing housing at higher densities in locations with good access to services such as the subject site is encouraged. Adequate car parking is provided on site for residents, and a minor reduction of one car space is being sought in relation to visitor parking which can adequately be accommodated by existing indented car parking adjacent to the eastern and southern boundary of the site and further north (Mason Place) as well as existing on street parking located along Creekside Circuit. Based on the above, the proposal is not considered to be an overdevelopment in terms of scale and density.

Appendix 7 – Notice of Decision to Grant a Permit

Permit Address:	37 Creekside Circuit, Hillside.
Planning Scheme Clause No.	**Matter for which the permit has been granted**
Clause 32.08-7	Construction of two or more dwellings on a lot.
Clause 52.06-3	Reduce (including to zero) the number of car parking spaces required under Clause 52.06-5.

A Notice of Decision to Grant a Planning Permit is recommended to be issued subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:

   (a) A notation that the vehicle accessway and vehicle crossover on the western side of the subject land will be marked as exit only and a 'No Entry' sign to be installed adjacent to the crossover.

   (b) The on-site detention system

   (c) The existing footpath adjacent to the southern frontage (Creekside Circuit) extended west to connect with the existing broader pedestrian path network. In addition, pram crossings are required to be shown to ensure safe and accessible crossing points are provided.

   (d) The shape and alignment of the vehicle crossovers on Creekside Circuit servicing the proposed development shown in accordance with the City of Melton Engineering Design Standard MCC 504 (Industrial).

2. Before the development starts, a landscape plan prepared by a person suitably qualified or experienced in landscape design must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:

   (a) Location and identification of all proposed plants.

   (b) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.

   (c) Details of surface finishes of pathways and driveways.

   To the satisfaction of the Responsible Authority

3. The landscaping as shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority before the occupation of the development or at such later date as is approved by the responsible authority in writing.

Any dead, diseased or damaged plant must be replaced in accordance with the landscape plan to the satisfaction of the Responsible Authority.

4. Prior to the commencement of development, a Waste Management Plan must be submitted to and approved by the Responsible Authority. All on-site waste collection must be arranged and managed by the property's owner's corporation to the satisfaction of the Responsible Authority.

5. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

6. Prior to the commencement of works, detailed engineering plans must be submitted to and approved by the Responsible Authority. The engineering plans must show:
   (a) Extensions and connections to the existing pedestrian path network outlined in Condition 1(c).
   (b) Pram crossings.

7. Before the development starts, drainage plans and design calculations for the proposed development must be submitted to and be approved by Council's Engineering Services Unit Att: Infrastructure Planning Coordinator for approval.

8. The maximum storm water discharge rate from the proposed development is 25.36 litres per second. An on-site stormwater detention system will need to be installed in accordance with Council's current OSD Guidelines, plans and specifications to be submitted to Council's Engineering Services Unit Att: Infrastructure Planning Coordinator for approval and once endorsed will form part of the planning permit.

   The following design parameters for the on-site detention system must be used:
   a. Time of Concentration for the catchment: Tc = 8 min
   b. Travel time from the discharge point to the catchment outlet: Tso = 2.5 min
   c. Weighted coefficient of runoff at the initial subdivision: $C_w = 0.57$

9. Prior to the occupation of the development, a concrete pedestrian path (in accordance with condition 1 c) must be constructed on Creekside Circuit and connect to the broader pedestrian path network in accordance with the Responsible Authority's current standard drawings and to the satisfaction of the Responsible Authority. A 'Consent to Work within a Road Reserve' permit must be obtained from the Responsible Authority.

10. Stormwater must not be discharged from the site other than by means of an underground pipe drain discharged to a legal point of discharge to the satisfaction of the Responsible Authority.

11. Any proposed vehicle crossing must be constructed to an industrial strength standard in accordance with Council's Standard Drawings prior to the commencement of works. A 'Consent to Work within a Road Reserve' must be obtained from Council prior to the commencement of construction.

12. All disused or redundant vehicle crossings must be removed and the area reinstated to kerb and channel to the satisfaction of the Responsible Authority.

13. All existing conditions affected by the development works must be reinstated at no cost and to the satisfaction of the Responsible Authority.

14. Prior to the issue of certificate of occupancy for the development and commencement of use, on-site stormwater detention system must be constructed and completed in accordance with the plans as approved by the Responsible Authority. Construction works shall be inspected and approved by a suitably experienced Registered Professional Civil Engineer and must provide photos and a written certification that the works have been constructed in accordance with the approved plans to the satisfaction of the Responsible Authority. All costs involved must be borne by the owner/developer.
15. Any new dwelling allowed by this permit must not be connected to a reticulated gas service (within the meaning of Clause 53.03 of the relevant planning scheme). This condition continues to have force and effect after the development authorised by this permit has been completed
16. Construction activities must be managed so that the amenity of the area is not detrimentally affected:

    (a) By the transport of materials, goods or commodities to or from the land.

    (b) By the inappropriate storage of any works or construction materials.

    (c) By the hours of construction activity.

    (d) By the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste and storm water runoff, waste products, grit or oil.

    (e) By the presence of vermin.

    (f) In any way as determined by the Responsible Authority.

17. This permit will expire if one of the following circumstances applies:

    (a) The development is not started within two years of the date of this permit.

    (b) The development is not completed within four years from the date of this permit.

    The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards (for a request to extend the time to commence the development) or twelve months after the permit expires (for a request to extend the time to complete).

Notes

Engineering

- All drains contained within the allotment, except in drainage easements, must remain the property of the landowners and must not be taken over by Council for future maintenance.
- Relevant permits, including but not limited to a road opening permit will be required from Council prior to development.
- All vehicle pathways contained within the allotment, other than stated in this permit, must remain the property of the landowners and must not be taken over by Council for future maintenance.

- The proposed vehicle crossing(s) must have clearance from other services, public light poles, street sign poles, other street furniture and any traffic management devices.

12.8 PLANNING APPLICATION PA PA2025/9068/1 - USE AND DEVELOPMENT OF LAND FOR THE PURPOSES OF CHILD CARE CENTRE WITH ASSOCIATED CAR PARKING AND CONSTRUCTION AND DISPLAY OF NON-ILLUMINATED AND INTERNALLY ILLUMINATED BUSINESS IDENTIFICATION SIGNAGE AT 12 BREEZE TERRACE HILLSIDE

Author: Simon Temple - Principal Development Planner
Presenter: Travis Conway - Acting Director City Futures

PURPOSE OF REPORT

To consider and determine the planning application for the Use and development of land for the purposes of Child Care Centre with associated car parking and construction and display of non-illuminated and internally illuminated business identification signage at 12 Breeze Terrace Hillside.

RECOMMENDATION:

That Council issue a Notice of Decision to Grant a Permit subject to the conditions outlined in **Appendix 7** of this report.

REPORT

1. Background

Executive Summary

Applicant:	Peninsula Planning Consultants Pty Ltd
Proposal:	Use and Development of a Child Care Centre
Existing Land Use:	Vacant
Zone:	General Residential Zone (Schedule 1)
Overlays:	N/A
Number of Objections:	Seven
Permit Triggers	Clause 32.08-2 (General Residential Zone) for the use of the land for a Child Care Centre Clause 32.08-10 (General Residential Zone) to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2. Clause 52.05-13 (Signs) to construct and display business identification and internally illuminated signage-
Key Planning Issues:	Adequacy of on-street car parking. Impact on existing street parking and a narrow local residential street (Breeze Terrace). Amenity impacts (noise, hours of operation, traffic) Scale of development inconsistent with the residential and streetscape character of the area.
Recommendation:	Approve Application Subject to Conditions

The Land and Surrounding Area

The subject site has an area of 2,631m² and is located on the eastern side of Breeze Terrace, Hillside. Other features of the site are as follows:

- The site is irregular in shape.
- The site is relatively flat, vacant and clear of any vegetation.
- A 3 metre wide sewerage and drainage easement is located along the north-west boundary.
- Vehicle access to the subject site is via an existing vehicle crossover on Breeze Terrace.
- The road reserve adjacent to the subject site contains a footpath, several street trees, infrastructure pits/assets, pram crossings and indented car parking (western side of Breeze Terrace).

The subject site is separated from the Melton Highway by a 10 metre wide reserve (in favour of Council) between the southern boundary of the site and the highway. An existing footpath and trees are located within this reserve. The purpose of the reserve is to prevent direct vehicle access from the subject land to the highway. As such, there is no direct vehicle access from the site to Melton Highway.

The surrounding area is an established residential area known as the Stonybrook Estate. The Estate is generally characterised by single storey detached (and semi-detached) contemporary style brick dwellings with concrete tiled roofs and single or double garages. Front setbacks are generally between 3 and 5 metres.

The adjoining land to the north and east features the Stony Creek and a Council linear reserve. The adjoining land to the south-west contains a single storey concrete panel building with colourbond clad roof owned by Greater Western Water and utilised as a minor utility installation.

Melton Highway is located directly south of the subject site with the land directly opposite on the southern side of the highway occupied by established residential development and a range of commercial uses further south-west including a Take Away Food Premises, a Restaurant and a Child Care Centre (corner Melton Highway and Sanctuary Road).

Refer to **Appendix 1** for a locality plan

Refer to **Appendix 2** for a photos of the subject site and surrounding area

The Application

The application proposes the use and development of the land for the purposes of a Child Care Centre with associated car parking and construction and display of a non-illuminated and internally illuminated business identification signage at 12 Breeze Terrace Hillside.

The proposed development is summarised as follows:

- A new single storey building will be constructed on the subject land and setback a minimum of 4 metres to Breeze Terrace, 6.7 metres from the southern boundary, 5.7 metres from the eastern boundary and 18.5 metres from the northern boundary.
- The building will consist of an entry, reception, offices, kitchen, staff room, planning room, laundry and five childrens (activity) rooms. The total floor area of the building is 850 square metres. The building has a wall height of 3.4 metres and an overall height of 5 metres to the pitch of the roof.
- External materials and finishes for the proposed building consist of face brickwork, cement sheet and weatherboard cladding, glazing and colourbond roofing.
- Two outdoor play areas will be provided that are accessible to the south, west and east sides of the Child Care Centre. The total area of these areas is 853 square metres.
- The centre will accommodate a maximum of 120 children.

- Hours of operation are 6.30am to 6.30 pm (Monday to Friday).
- A total of 26 on site car parking spaces (including one space for people with a disability) are provided along the northern boundary of the site.
- Vehicle access to the car park will be from the existing vehicle crossover onto Breeze Terrace at the north-west corner of the site. The vehicle crossover will be extended to a width of 6.4 metres to enable vehicles to enter and exit the site simultaneously and to cater for service vehicles (including emergency services).
- A landscaping area between 3.5 metres and 9 metres wide is provided between the car park and Breeze Terrace frontage. An additional landscape area of between 750mm and 1.8 metres wide is provided between the car parking and northern boundary. A detailed landscape plan has been submitted as part of the application.
- Four advertising signs will be displayed on the subject land. The dimensions of the signs are 1.2 metres by 2.4 metres with a total display/advertisement area of 2.88 square metres each (11.52sqms in total). The signs on the northern and southern elevations of the building will be internally illuminated while the signs on the western elevation (facing Breeze Terrace) will be non-illuminated. All signs will display the name and website address of the Child Care Centre and consist of black lettering on a green background.
- Fencing will be provided in the form of a 1.8 metre high black steel fence along northern and north-western boundaries of the site, the southern side of the car park between the propose building and Breeze Terrace and part of the western boundary (Breeze Terrace frontage). A 1.8 metre high timber paling acoustically treated fence will be constructed along the eastern and southern boundaries of the site and along part of the western boundary (Breeze Terrace frontage).

Refer to **Appendix 3** for plans of the proposal

Planning Controls

Zone	(Clause 32.08 – General Residential Zone)	A permit is required to use the land for a Child Care Centre A permit is also required to construct a building and/or construct or carry out works associated with a Section 2 use under the zone.
Overlays	Nil	Not applicable.
Particular Provisions	(Clause 52.05 – Signs)	A permit is required to display business identification signage including internally illuminated signage.
	(Clause 52.06 – Car Parking)	0.22 car spaced are required per child. 120 children are proposed equating to 26 car spaces The application makes provision for 26 spaces. As such a permit is not required for a reduction in car parking.

A full assessment of the proposal against the relevant State and Local planning policies is included in **Appendix 5.**

Is the land affected by a Restrictive Covenant?

The land is not affected by a Restrictive Covenant.

However, the land is affected by two Section 173 Agreements (Instrument Nos. AK932444F and AK939508S respectively) registered on the Certificate of Title for the subject land. The obligations contained in these agreements have either been satisfied as part of the original subdivision (Stonybrook Estate) containing the subject land or the proposal is consistent with the obligation under the agreement.

The applicant has provided a letter from the developers (YourLand) of the Stonybrook Estate consenting to the proposed use and development of the subject land in accordance with Agreement AK93244F and the Stonybrook Design Guidelines referenced in the agreement.

As such Council is satisfied that the proposal complies with the abovementioned agreements.

Refer to **Appendix 4** for a Copy of Title and Section 173 Agreements

Is the land of Cultural Heritage Sensitivity?

The land is considered to be of aboriginal cultural heritage sensitivity under the *Aboriginal Heritage Regulations 2007*; and an approved cultural heritage management plan has been submitted with the planning application.

A Cultural Heritage Management Plan (CHMP 11611) was approved in 2011 as part of the planning application for the residential subdivision of land (Stonybrook Estate). The subject land is located in the activity area covered by this CHMP. The CHMP also refers to residential development and uses permitted under the Residential 1 Zone (now General Residential Zone – Schedule 1) which includes Child Care Centres. Therefore, a separate CHMP does not need to be prepared and submitted as part of any formal planning application for this proposal.

2. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2025-2029 Council and Wellbeing Plan references:

2. A thriving and well-designed City

2.6 - A greener City that protects and enhances its natural environment.

3. Financial Considerations

No Council related financial considerations are involved with the application.

4. Consultation/Public Submissions

Public notification of the application

The application was subject to notification. The notification was satisfactorily completed, and 7 objections were received.

The grounds of objection may be summarised as follows:

- Insufficient on site car parking.
- The proposal will adversely impact on existing on-street parking and a narrow local residential street (Breeze Terrace).
- The proposal will adversely impact the amenity of the area in relation to noise, hours of operation and traffic.
- The scale of the proposed development is not consistent with the residential character of the area and will adversely impact the streetscape character.
- Loss of property values.

A response to the objections is provided in **Appendix 5.**

Referral of the application
The application was referred to a number of Council Departments and external authorities for comment and advice. A summary of the responses is provided in the below table:

Department	Comments
Infrastructure Planning	Conditional support
Traffic and Transport	Conditional support
Environment	No objections
City Landscape/Design	No objections
Family and Children	No objections.
Department of Transport and Planning (External)	No objections
Greater Western Water (External)	Conditional support

5. Issues

Planning Assessment

The proposed use and development of the subject land for the purpose of a Child Care Centre is consistent with the relevant provisions of the Melton Planning Scheme. In particular, the proposal is consistent with the purpose of the General Residential Zone (Schedule 1) which encourages educational uses in appropriate locations to serve local community needs and satisfies the relevant state and local policies contained within the Planning Policy Framework.

This position is supported by VCAT decisions including Java Sands Pty Ltd v Frankston CC. In this determination, when discussing whether or not a child care centre can be located in an area identified as a residential subdivision area on a development plan, the tribunal member found:

... In my view, child care centres are part and parcel of residential areas. They meet a community need that is directly related to residential use and development in much the same way as schools and kindergartens. As such, I consider a child care centre being located in a residential area, even a low density residential area, can be said to be generally in accordance with the development plan.

The subject land is considered an appropriate location for the proposed use and development due to its proximity to the entrance of an established residential area (Stonybrook Estate) and the Melton Highway with the southern boundary of the site visible from the highway.

The siting, layout, scale, height, built form, setbacks and appearance of the proposed building are appropriate and complement the existing neighbourhood and streetscape character of the area. The proposed building will be single storey with a minimum height of 3.4 metres and a maximum height of 5 metres and setback a minimum of 4 metres from the frontage to Breeze Terrace. This is consistent with the front setbacks of the existing dwellings directly opposite the subject site on the western side of Breeze Terrace. External materials and finishes for the proposed building consist of face brickwork, cement sheet and weatherboard cladding, glazing and colourbond roofing. This respects the existing neighbourhood character of the area which comprises single and double storey detached and semi-detached brick and cement rendered dwellings with weatherboard cladding, pitched/gable roof forms and concrete tiled roofing.

Clause 52.06-5 of the Melton Planning Scheme outlines the car parking requirements relevant to the proposal. Based on the standard requirement for Child Care Centre of 0.22 car spaces per child. Based on 120 children, a total of 26 car spaces are required and will be provided (including one disabled car space) on site in accordance with the requirements of this clause.

The applicant has submitted a Traffic Impact Assessment Report assessing the car parking requirements and amount of traffic likely to be generated by the proposal. One of the recommendations in the report is for signage ('No Left Turn and No Entry – Residents Excepted) to be installed at the entry to the car park of the child care centre and the intersection of Breeze Terrace and Stonybrook Boulevard to discourage vehicles from using the laneway portion of Breeze Terrace in response to the concerns raised by the objectors. This is considered reasonable and can be addressed as a condition should Council resolve to approve the proposal. The report has been assessed by Council's Traffic and Transport Department and advises that it has no objections to the proposal in terms of the number of car spaces provided on the subject land. Traffic and Transport is also satisfied that the traffic generation resulting from the proposed use will not adversely affect the capacity of the local road network or the amenity of the area.

The hours of operation (6.30am to 6.30pm Monday to Friday) are reasonable and generally standard for a use of this nature, and are unlikely to cause adverse impacts on the amenity of adjacent and surrounding properties. Standard conditions will be applied to any permit issued requiring the use to only operate within these operating hours.

The applicant has submitted an acoustic report to assess the potential noise impacts from the proposed child care centre on adjoining established residential properties. The report recommends that a 1.8 metre high timber paling acoustic fence be installed along the eastern, southern and part of the western boundary (Breeze Terrace frontage) to minimise noise generated from the outdoor play areas of the centre. The plans submitted are consistent with the recommendations of the acoustic report and show the location and details oof the acoustic fence to be constructed along the eastern, southern and western (part) boundaries of the subject land.

The proposal complies with the relevant requirements under the Childrens Services Regulations (2020) in relation to the indoor play space area (children's rooms), outdoor play space areas, fencing, administration room, toilet and washing facilities, nappy changing facilities, sleep and rest facilities and food preparation facilities.

The grounds of objection are acknowledged, however, cannot be substantiated. The proposed use and development of the subject site for a child care centre responds appropriately to the context of the subject site and surrounding area. The layout, setbacks, design and built form of the proposed building will complement the existing neighbourhood and streetscape character of the area. The proposal is unlikely to have any adverse impacts on the amenity of adjoining and surrounding residential properties in relation to noise and hours of operation.

Adequate car parking is provided on site for the proposal to meet the needs of staff and people attending the centre to drop off and pick up children and there is likely to be minimal impact on existing on street parking (including existing indented car parking) on Breeze Terrace. Car parking is located towards the rear of the subject land and in proximity to the entry to the child care centre to encourage people to park on the subject land. The amount of traffic likely to be generated by the proposal can be accommodated by the existing road network and is unlikely to have any adverse impacts on the road network or the amenity of the adjoining and surrounding residential properties.

The application has been referred to the relevant Council Departments and there are generally no objections to the proposal subject to conditions. The issues raised in relation to the proposal have been addressed or can be addressed as conditions of the permit.

6. Options

Council can either support the application by issuing a Notice of Decision to Grant a Permit or not support the proposal by issuing a Notice of Refusal.

7. Conclusion

The application has been assessed against the State Planning Policy Framework, Local Planning Policy Framework, Zone provisions and Clause 65 of the Melton Planning Scheme.

It is considered that the proposal generally complies with the relevant requirements of the Melton Planning Scheme.

Therefore, it is recommended that the application be approved as outlined in **Appendix 7.**

LIST OF APPENDICES

1. Locality Map - Planning Application PA2025.9068.1 - 12 Breeze Terrace Hillside.pdf
2. Photos of Subject site and surrounding area - Planning Application PA2025-9068-1
3. Development Plans - Planning Application PA2025-9068-1.pdf
4. Certificate of Title and Section 173 Agreements - Planning Application PA2025.9068.1
5. Assessment against Planning Scheme - Planning Application PA2025-9068-1
6. Response to Objections - Planning Application PA2025-9068-1.
7. Notice of Decision to Grant a Permit - Planning Application PA2025-9068-1

No:	PA2025/9068/1
Address:	12 Breeze Terrace, Hillside 3037
Proposal:	Use and development of the land for the purpose of a Child Care Centre with associated car parking, landscaping and illuminated and non-illuminated business identification signs.
Ward:	Hilltop



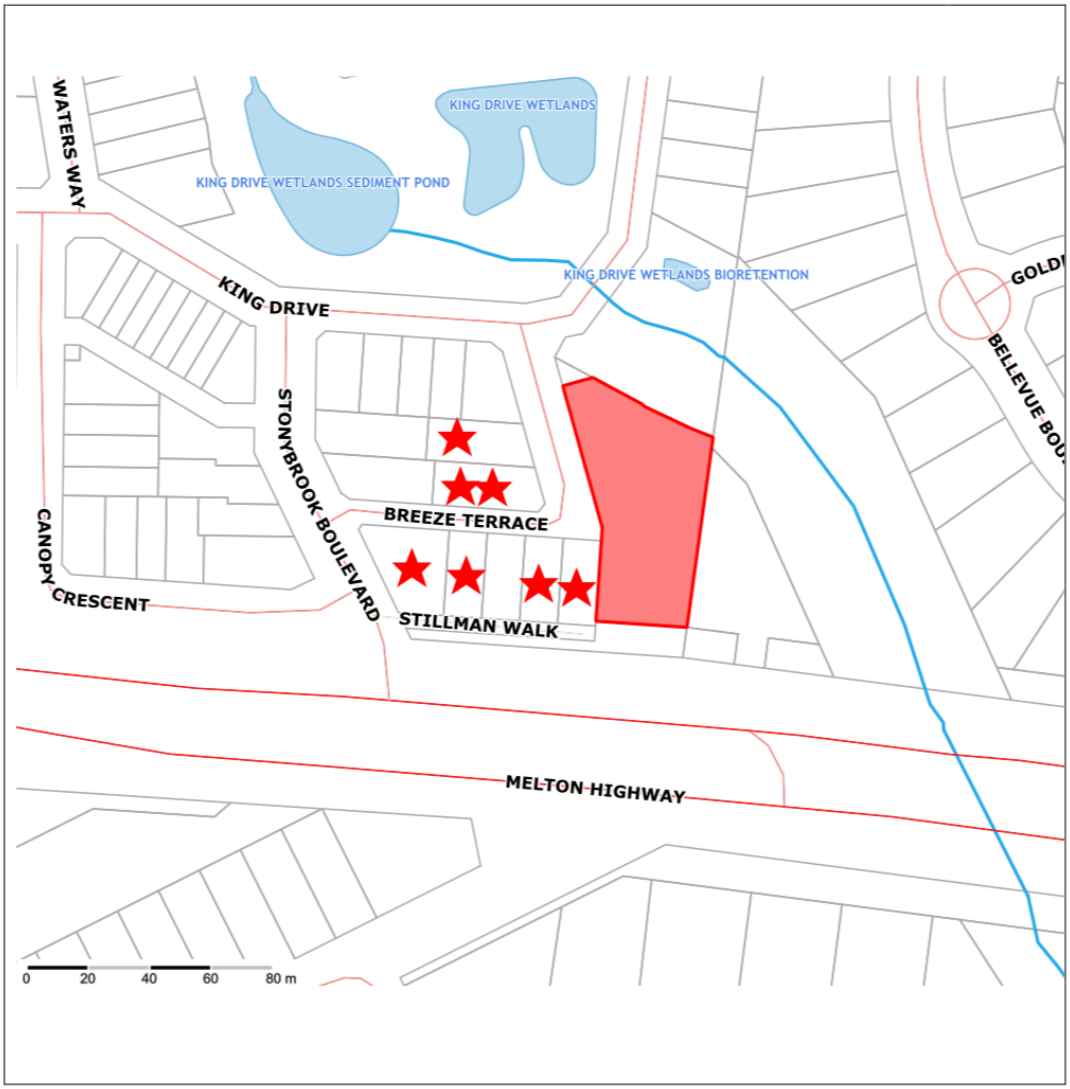
Subject Site | 30/07/2025 | N

No: PA2025/9068/1

Address: 12 Breeze Terrace, Hillside 3037

Proposal: Use and development of the land for the purpose of a Child Care Centre with associated car parking, landscaping and illuminated and non-illuminated business identification signs.

Ward: Hilltop



Subject Site

Objections

30/07/2025

N

AUTHORITY

Submission Listing

Planning Permit Applications

civica

Melton Live

Program - c_dm080 Print Date: 30/07/2025 9:17:27AM
Document Year: **2025** Report Type: **All Records**
Document Number: **9068**

Application No.	Applicant Name	Property Address	Approval Code	Description	Adv Start Dt	Adv End Dt	Received	Determined	Days Taken
5.2025.9068	Peninsular Planning	12 Breeze TCE HILLSIDE					27/02/2025		153
OTHER	20.2025.358073	Name P Wong Desc Objection to PA2025/9086/1	8 Breeze Terrace HILLSIDE VIC 3037				20/05/2025		
	20.2025.360154	Name N Gibson Desc Objection to PA2025/9068/1	3 Breeze Terrace HILLSIDE VIC 3037				02/06/2025		
	20.2025.360159	Name J S Gibson Desc Objection to PA2025/9068/1	3 Breeze Terrace HILLSIDE VIC 3037				02/06/2025		
	20.2025.360172	Name Mr B Cronin Desc Objection to PA2025/9068/1	5 Breeze Terrace HILLSIDE VIC 3037				02/06/2025		
	20.2025.360203	Name C D Wilson Desc Objection to PA2025/9068/1	4 Breeze Terrace HILLSIDE VIC 3037				02/06/2025		
	20.2025.360211	Name J T Perena Desc Objection to PA2025/9068/1	2 Breeze Terrace HILLSIDE VIC 3037				02/06/2025		
	20.2025.370136	Name R Santin Desc Objection to PA2025/9068/1	10 Breeze Terrace HILLSIDE VIC 3037				30/07/2025		

Total Submissions: **7** Total Opposed: **0** Total Supporting: **0** Total Withdrawn: **0** Total Comments: **0**

AUTHORITY Melton Live Page 1 of 1

Appendix 2: – Photos of Subject site and surrounding area (Planning Application PA2025/9068/1).



Figure 1: Subject land – 12 Breeze Terrace Hillside. Vacant Land.



Figure 2: Properties directly opposite the subject site (western side of Breeze Terrace) – established residential development (single and double storey dwellings).



Figure 3: Breeze Terrace – Looking South towards the subject site from King Street



Figure 4: Adjoining property (east) – Large concrete panel building (Minor Utility Installation) with colourbond roofing facing Melton Highway owned by Greater Western Water.

PLANNING

Rev	Amendment	Date
-	-	-
-	-	-



ARCH DRAWING SCHEDULE

No.	Sheet Name
DA00	FRONT COVER DRAWING SCHEDULE
DA01	SITE PLAN
DA02	PROPOSED GROUND FLOOR
DA03	PROPOSED ROOF PLAN
DA04	ELEVATIONS
DA05	ELEVATIONS
DA06	MATERIAL SELECTION
DA07	3D CONCEPT IMAGES
DA07.1	3D CONCEPT IMAGES
DA08	SIGNAGE PLAN

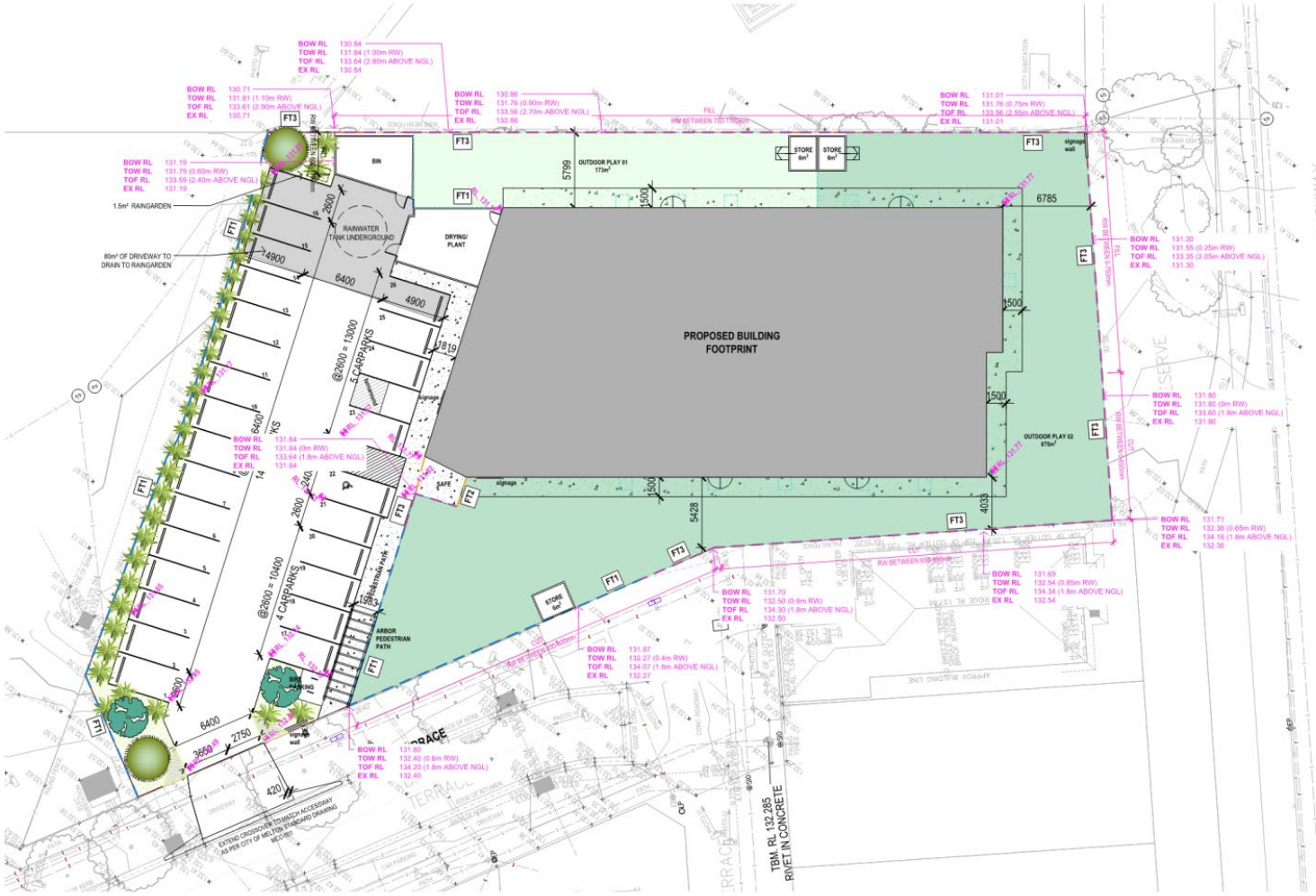
PROPOSED CHILD CARE
BREEZE TERRACE, HILLSIDE, VIC

ON ARCHITECTURE

Project
120 PLACE CHILD CARE
12 BREEZE TERRACE, HILLSIDE, VIC

Drawing
COVER

Scale	NTS	Drawn	AR
Client	-		
Date	05/12/2024		
Job No.	202400137		
Dwg No.	**DA00**	Rev:	- A3 SHEET



PROPOSED SITE PLAN
1:300

SITE DATA	
SITE AREA	2631sqm
BUILDING AREA (GFA)	850m²
PROPOSED CHILD CARE PLACES	120
REQUIRED CARPARKING	0.22 CARS PER PLACE = 26.4
PROPOSED CARPARKING	26 Carparks

PLANNING

Rev	Amendment	Date
-	-	-
-	-	-

FENCE TYPE KEY

FT1 1800h POOL FENCE

FT2 1500h TIMBER BATTEN FENCE TO SAFE ZONE

FT3 1800h TIMBER PALING FENCE - TO ACHIEVE ACOUSTIC REQUIREMENTS. NOTE OVERALL HEIGHT OF ACOUSTIC BARRIER INCLUDES RETAINING WALL HEIGHT. REFER PLANS FOR RELATIONSHIPS

NOTE:

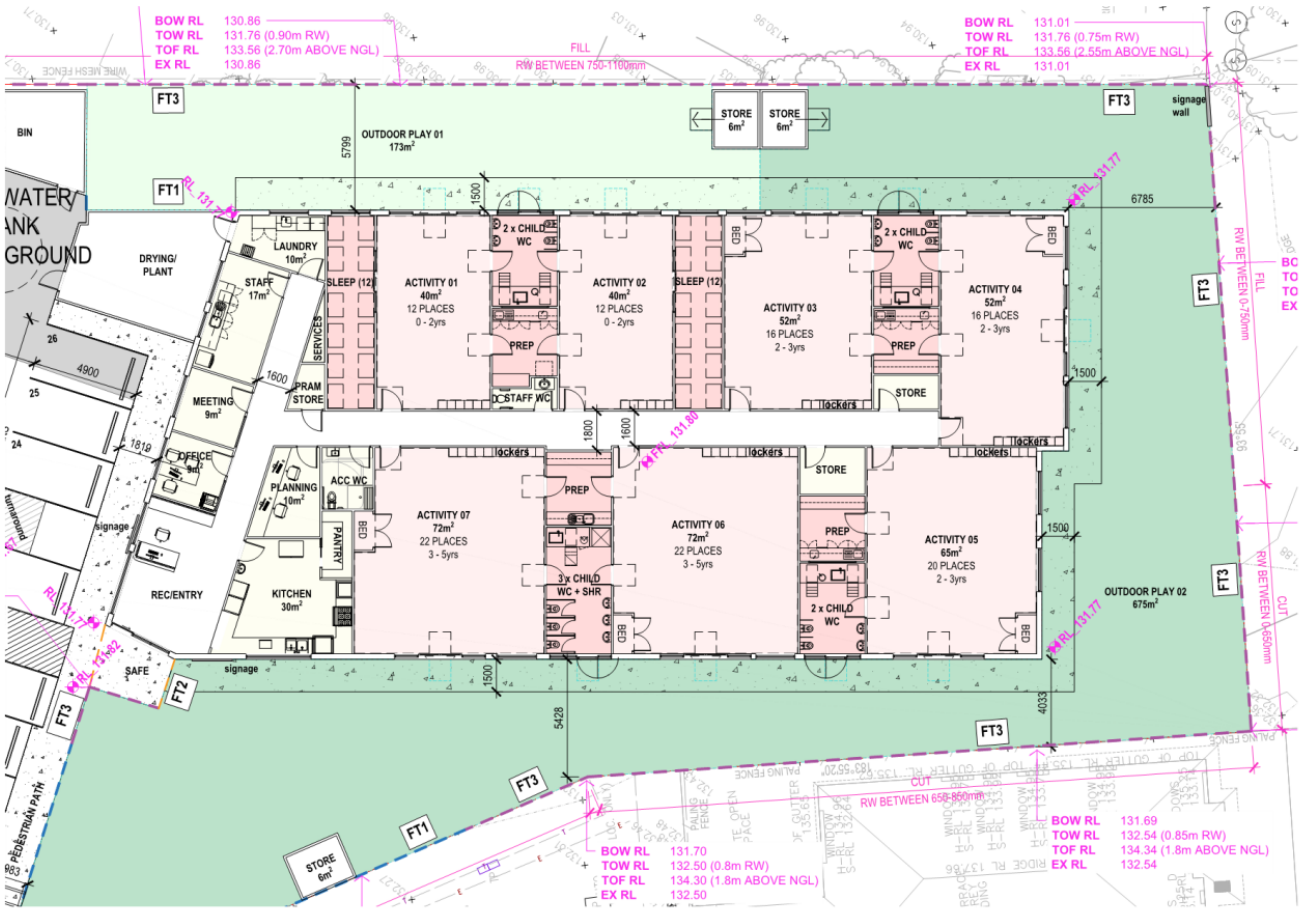
REFER LANDSCAPE PLAN FOR MORE INFORMATION

ON ARCHITECTURE

Project
120 PLACE CHILD CARE
12 BREEZE TERRACE, HILLSIDE, VIC

Drawing
SITE PLAN

Scale 1:300 Drawn AR
Client -
Date 05/12/2024
Job No. 202400137
Dwg No. DA01 Rev: - A3 SHEET



PROPOSED GROUND FLOOR

1:200

PLANNING

Rev	Amendment	Date
-	-	-
-	-	-

- ROOF CATCHMENT AREA DIVERTED TO RAINWATER TANK . WATER TO BE USED FOR TOILET FLUSHING RWT SHOWN ON DA01
- LIGHTING SENSORS (MOTION DETECTORS / TIMERS) FOR EXTERNAL LIGHTING TO BE USED THROUGHOUT BUILDING
- MAXIMUM ILLUMINATION POWER DENSITY OF THE DEVELOPMENT TO MEET BE IN COMPLIANCE WITH THE NCC 2022
- LANDSCAPING TO BE NATIVE OR DROUGHT TOLERANT SPECIES.AS PER CONDITION 32C IN THE PLANNING PERMIT DATED 23 MARCH
- GLAZING DAYLIGHT PERFORMANCE VLT 40%
- DEVELOPMENT TO COMPLY WITH SECTION J ENERGY EFFICIENCY REQUIREMENTS AS PER NCC 2022
- ALL FIXTURES, FITTINGS & APPLIANCES PROVIDED AS PART OF BASE BUILDING WORKS TO BE SELECTED WITHIN 1 STAR OF THE BEST AVAILABLE AT THE TIME OF PURCHASE (WELS RATING) AS DESCRIBED: TOILETS - 4STAR ; TAPS (BATHROOM AND KITCHEN) - 5STAR ; SHOWERHEAD IF PROVIDED - 4STAR WITH AERATION DEVICE (6.0 - 7.5L/MIN) ; AND DISHWASHER - 5STAR.
- 2x BIKE HOOPS. SHOWN ON DA01
- 10% IMPROVEMENT ON FLOOR & CEILING INSULATION LEVEL REQUIREMENT FROM NCC 2022
- FOSSIL-FUEL FREE DEVELOPMENT
- ALL OFFICE SPACES WILL BE PROVIDED WITH O / A FANS WHICH WILL COMMIT TO PROVIDE 50% INCREASE ON O / A PROVISION FROM AS1668 AND O / A WILL BE PROVIDED IN THE OFFICE SPACES TO ENSURE THAT CO2 CONCENTRATION IN THE ROOMS REMAINS BELOW 800PPM.+
- CONNECTION TO THE TOILETS OF THE DEVELOPMENT TO MEET COMPLIANCE WITH THE NCC 2022

FENCE TYPE KEY

FT1 1800h POOL FENCE

FT2 1500h TIMBER BATTEN FENCE TO SAFE ZONE

FT3 1800h TIMBER PALING FENCE - TO ACHIEVE ACOUSTIC REQUIREMENTS. NOTE OVERALL HEIGHT OF ACOUSTIC BARRIER INCLUDES RETAINING WALL HEIGHT. REFER PLANS FOR RELATIONSHIPS

NOTE:

REFER LANDSCAPE PLAN FOR MORE INFORMATION

ACTIVITY AREA SCHEDULE

ROOM	PLACES	AGE	STAFF RATIO	STAFF No.	AREA REQ	UNENCUMBERED AREA	ENCUMBERED AREA	TOTAL AREA PROVIDED
ROOM 1	12	0-2	1:4	3	40	40sqm	6sqm	46sqm
ROOM 2	12	0-2	1:4	3	40	40sqm	6sqm	46sqm
ROOM 3	16	2-3	1:4	4	52	52sqm	6sqm	58sqm
ROOM 4	16	2-3	1:4	4	52	52sqm	6sqm	58sqm
ROOM 5	20	2-3	1:4	5	65	65sqm	6sqm	71sqm
ROOM 6	22	3-5	1:11	2	72	72sqm	8sqm	80sqm
ROOM 7	22	3-5	1:11	2	72	72sqm	8sqm	80sqm
TOTALS	120			23	393sqm	393sqm	46sqm	439sqm

OUTDOOR PLAY AREA SCHEDULE

ROOMS	PLACES	AREA REQ	UNENCUMBERED AREA	ENCUMBERED AREA	TOTAL AREA PROVIDED
ROOM 1 ROOM 2	12 12	168	168sqm	5sqm	173sqm
ROOM 3 ROOM 4 ROOM 5 ROOM 6 ROOM 7	16 16 20 22 22	672	672sqm	8sqm	680sqm
TOTALS	120	840	840sqm	13sqm	853sqm

ON ARCHITECTURE

Project
120 PLACE CHILD CARE
12 BREEZE TERRACE, HILLSIDE, VIC

Drawing
PROPOSED GROUND FLOOR

Scale 1:200 Drawn AR
Client -
Date 05/12/2024
Job No. 202400137
Dwg No. **DA02** Rev: - A3 SHEET

PLANNING

Rev	Amendment	Date
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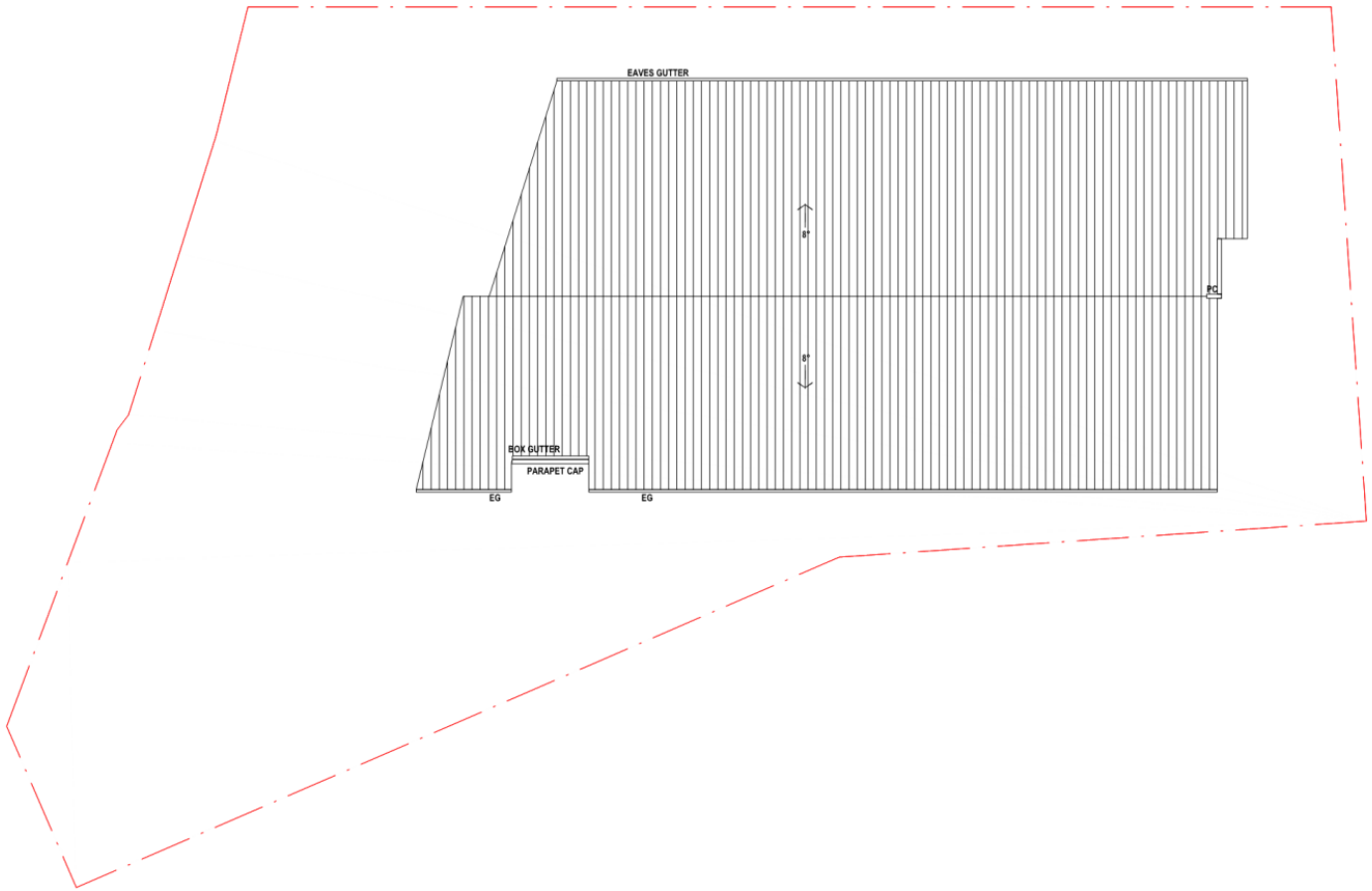

PROPOSED ROOF
1:250

ON ARCHITECTURE

Project
120 PLACE CHILD CARE
12 BREEZE TERRACE, HILLSIDE, VIC

Drawing
PROPOSED ROOF PLAN

Scale	1:250	Drawn	AR
Client	-		
Date	05/12/2024		
Job No.	202400137		
Dwg No.	**DA03**	Rev.	-

A3 SHEET

PLANNING

Rev	Amendment	Date
-	-	-
-	-	-



WEST ELEVATION
1:200



EAST ELEVATION
1:200

ON ARCHITECTURE

Project
120 PLACE CHILD CARE
12 BREEZE TERRACE, HILLSIDE, VIC

Drawing
ELEVATIONS

Scale	1:200	Drawn	AR
Client	-		
Date	05/12/2024		
Job No.	202400137		
Dwg No.	**DA04**	Rev.	- A3 SHEET

PLANNING

Rev	Amendment	Date
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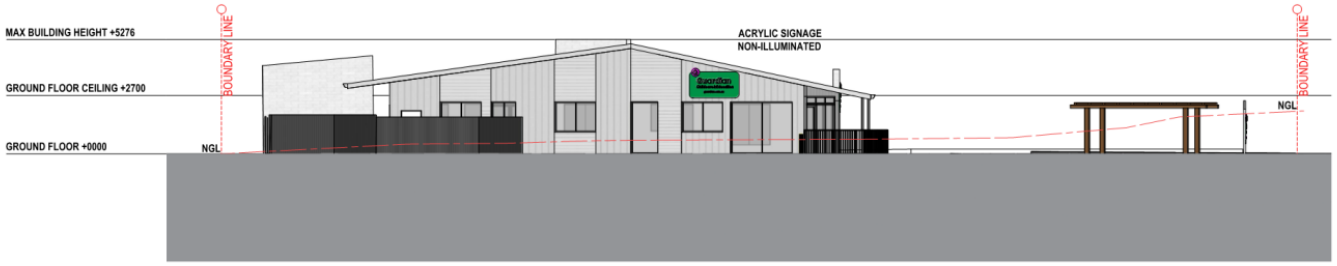

NORTH ELEVATION
1:200



SOUTH ELEVATION
1:200

ON ARCHITECTURE

Project
120 PLACE CHILD CARE
12 BREEZE TERRACE, HILLSIDE, VIC

Drawing
ELEVATIONS

Scale	1:200	Drawn	AR
Client	-		
Date	05/12/2024		
Job No.	202400137		
Dwg No.	**DA05**	Rev:	- A3 SHEET

PLANNING

Rev	Amendment	Date
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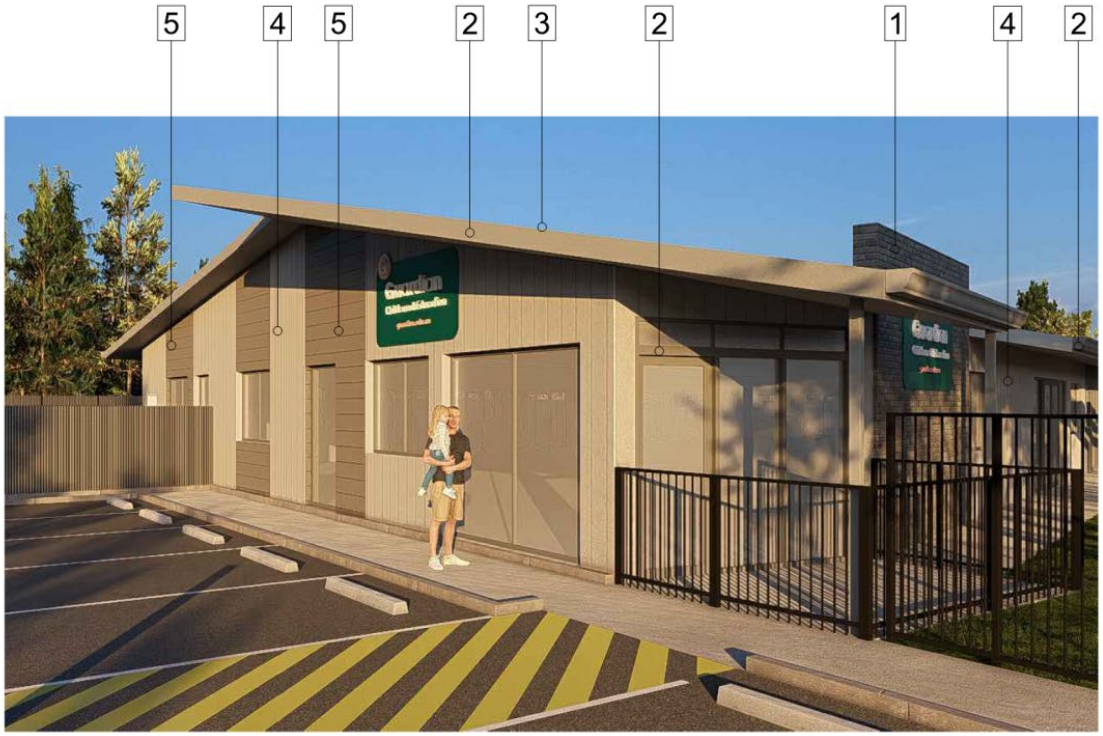

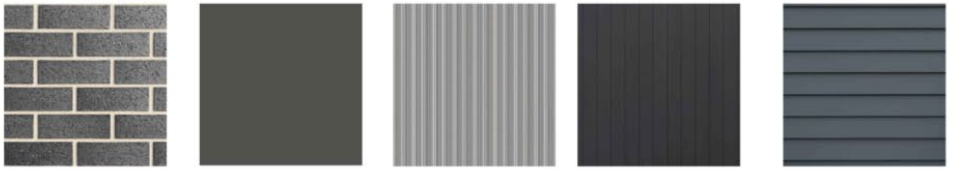

1 PGH BRICK - METALIC MERCURY

2 DULUX COLORBOND WOODLAND
- COLUMNS
- ROOF FASCIA
- GUTTERS
- DOWNPIPES
- WINDOW FRAMES
- FLASHING

3 ROOF SHEETING - COLORBOND SHALE GREY

4 JAMES HARDIE FC SHEET - AXON, PAINT FINISH TO OPERATORS SCHEME

5 JAMES HARDIE LINEA WEATHERBOARD, PAINT FINISH TO OPERATORS SCHEME

ON ARCHITECTURE

Project
120 PLACE CHILD CARE
12 BREEZE TERRACE, HILLSIDE, VIC

Drawing
MATERIAL SELECTIONS

Scale	NTS	Drawn	AR
Client	-		
Date	05/12/2024		
Job No.	202400137		
Dwg No.	**DA06**	Rev:	- A3 SHEET

PLANNING

Rev	Amendment	Date
-	-	-
-	-	-



ENTRY ACCESS - BREEZE TERRACE



ENTRY ACCESS - BREEZE TERRACE



NEIGHBOUR FROM BREEZE TERRACE

ON ARCHITECTURE

Project
120 PLACE CHILD CARE
12 BREEZE TERRACE, HILLSIDE, VIC

Drawing
CONCEPT IMAGES

Scale	NTS	Drawn	AR
Client	-		
Date	05/12/2024		
Job No.	202400137		
Dwg No.	**DA07**	Rev:	- A3 SHEET

PLANNING

Rev	Amendment	Date
-	-	-
-	-	-



NEIGHBOUR HILL CREEK



MELTON HIGHWAY

ON ARCHITECTURE

Project
120 PLACE CHILD CARE
12 BREEZE TERRACE, HILLSIDE, VIC

Drawing
CONCEPT IMAGES

Scale	NTS	Drawn	AR
Client	-		
Date	05/12/2024		
Job No.	202400137		
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PLANNING

Rev	Amendment	Date
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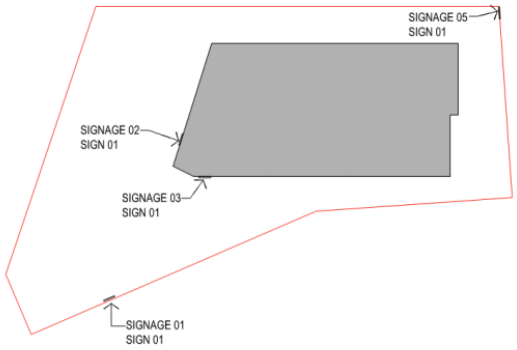


SIGNAGE LOCATION
N.T.S

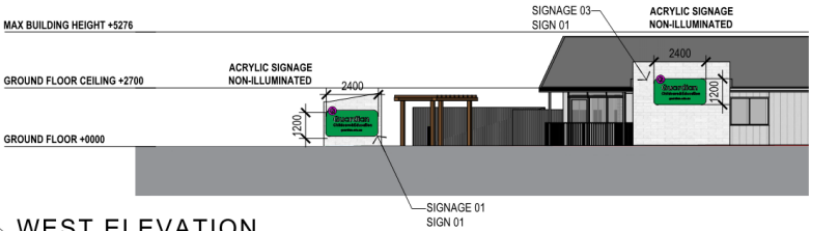
SIGN 01 - MAIN ENTRY SIGN
OPTION B - LASER CUT ACRYLIC LETTERING
SIGNAGE SPECIFICATIONS:
Logo: 10mm thick laser cut acrylic logo and letters
Backing: 30mm thick aluminium composite panel with frame, radius corners
Recommended Size: 2400mm wide x 1200mm high



NORTH ELEVATION
1:200



SOUTH ELEVATION
1:200



WEST ELEVATION
1:200

Project
120 PLACE CHILD CARE
12 BREEZE TERRACE, HILLSIDE, VIC

Drawing
SIGNAGE PLAN

Scale	As Indicated	Drawn	AR
Client	-		
Date	05/12/2024		
Job No.	202400137		
Dwg No.	**DA08**	Rev:	- A3 SHEET

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 12019 FOLIO 096 Security no : 124122100541Y
Produced 17/02/2025 08:33 PM

LAND DESCRIPTION

Lot 2003 on Plan of Subdivision 713331B.
PARENT TITLE Volume 11981 Folio 796
Created by instrument PS713331B 01/10/2018

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
KMR HILLSIDE PTY LTD of SUITE 1 40-44 ST KILDA ROAD ST KILDA VIC 3182
PS713331B 01/10/2018

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

AGREEMENT Section 173 Planning and Environment Act 1987
AK932444F 27/02/2014

AGREEMENT Section 173 Planning and Environment Act 1987
AK939508S 03/03/2014

DIAGRAM LOCATION

SEE PS713331B FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: 12 BREEZE TERRACE HILLSIDE (GREATER MELBOURNE) VIC 3037

DOCUMENT END

Imaged Document Cover Sheet

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Document Type	**Plan**
Document Identification	**PS713331B**
Number of Pages (excluding this cover sheet)	**3**
Document Assembled	**17/02/2025 20:33**

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Signed by Council: Melton City Council, Council Ref: Sub 4147, Original Certification: 16/05/2017, S.O.C.: 13/09/2018

PLAN OF SUBDIVISION

LV USE ONLY
EDITION 1

PLAN NUMBER
PS 713331B

LOCATION OF LAND

PARISH: MARIBYRNONG

TOWNSHIP: -

SECTION: B

CROWN ALLOTMENT: 2 (PART)

CROWN PORTION: -

TITLE REFERENCES: Vol. Fol.

LAST PLAN REFERENCE/S: PS 713327R (LOT F)

POSTAL ADDRESS: 868 - 898 MELTON HIGHWAY
(At time of subdivision) HILLSIDE, 3037

MGA94 Co-ordinates **E** 300 150
(of approx centre of land in plan) **N** 5 826 170
ZONE 55

COUNCIL NAME: CITY OF MELTON

VESTING OF ROADS AND/OR RESERVES

IDENTIFIER	COUNCIL/BODY/PERSON
RESERVE No.1	CITY OF MELTON
ROAD R1	CITY OF MELTON
ROAD R2	CITY OF MELTON

NOTATIONS

DEPTH LIMITATION 15·24 METRES BELOW THE SURFACE APPLIES TO ALL THE LAND IN THE PLAN.

STAGING This ~~is~~/is not a staged subdivision.
Planning permit No.

SURVEY. THIS PLAN IS~~/IS NOT~~ BASED ON SURVEY.

THIS SURVEY HAS BEEN CONNECTED TO PERMANENT MARKS No(s):
298 & 299 (MARIBYRNONG)

THIS IS A SPEAR PLAN.

STONYBROOK 5
0.865ha ***10 LOTS***

NOTATIONS

LOTS 1 - 500 AND 510 - 2002 HAVE BEEN OMITTED FROM THIS PLAN.

EASEMENT E-1 IS SHOWN IN EXAGGERATED POSITION

EASEMENT INFORMATION

LEGEND A-Appurtenant Easement E-Encumbering Easement R-Encumbering Easement (Road)

Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of
E-1	SEWERAGE	2	C/E W343617N	CITY WEST WATER LTD
E-2	DRAINAGE	SEE PLAN	PS 713327R	CITY OF MELTON
	SEWERAGE	SEE PLAN	PS 713327R	CITY WEST WATER LTD
E-3	DRAINAGE	SEE PLAN	THIS PLAN	CITY OF MELTON

0571S-05 VER D.DWG MH/MH

SMEC
Melbourne Survey T 9869 0813

SURVEYOR REF: 0571s-05

BRENDAN MUNARI VERSION D

ORIGINAL SHEET SIZE: A3 SHEET 1 OF 2

PLAN REGISTERED
TIME: 4:50 PM DATE: 1 / 10 / 2018
Laura Campbell
Assistant Registrar of Titles

Signed by: Brendan John Munari (SMEC) Surveyor's Plan Version (D) SPEAR Ref: S037298M 04/04/2017

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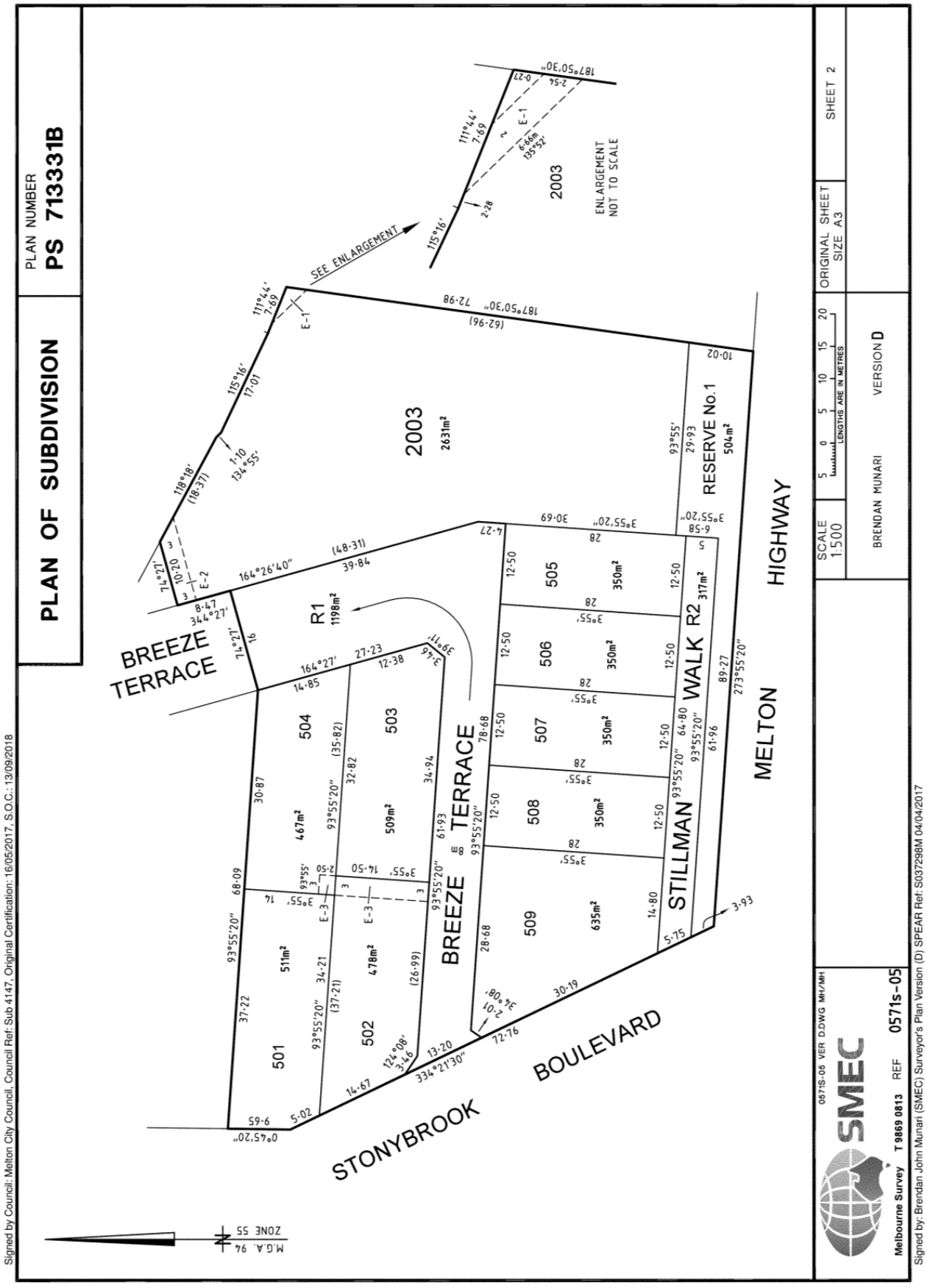

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Plan of Subdivision PS713331B

Certification of plan by Council (Form 2)

SUBDIVISION (PROCEDURES) REGULATIONS 2011

SPEAR Reference Number: S037298M
Plan Number: PS713331B
Responsible Authority Name: Melton City Council
Responsible Authority Reference Number 1: Sub 4147
Surveyor's Plan Version: D

Certification

☑ This plan is certified under section 6 of the Subdivision Act 1988

Public Open Space

A requirement for public open space under section 18 of the Subdivision Act 1988

◉ has not been made at Certification

Digitally signed by Council Delegate: Geraldine Addicott
Organisation: Melton City Council
Date: 16/05/2017

Signed by: Geraldine Addicott (Melton City Council) 16/05/2017

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Document Type	**Instrument**
Document Identification	**AK939508S**
Number of Pages (excluding this cover sheet)	**7**
Document Assembled	**17/02/2025 20:33**

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AK939508S
03/03/2014 $113 173

Section 181

APPLICATION BY A RESPONSIBLE AUTHORITY FOR THE MAKING OF A RECORDING OF AN AGREEMENT

Planning and Environment Act 1987

Lodged by: SICA & CO

Name: Matthew Pham of Sica & Co.

Phone: 9366 8044

Address: Suite 2, Level 1, 30 – 32 East Esplanade, St Albans

Ref: AGS:MP:120345

Customer Code: 1575N

The Authority having made an agreement referred to in section 181(1) of the Planning and Environment Act 1987 requires a recording to be made in the Register for the land.

Land: Volume 8663 Folio 630

Authority: *Melton City Council*
Civic Centre, 232 High Street Melton, Victoria 3337

Section and Act under which agreement made:

S 173 of Planning and Environment Act 1987

A copy of the Agreement is attached to this Application.

Signature for the Authority:

Name of Officer: Steve Finlay

Date: 27 February 2014

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THIS AGREEMENT is made on 5th day of March.

BETWEEN

MELTON CITY COUNCIL
of Civic Centre, 232 High Street, Melton

(Council)

AND

KMR HILLSIDE PTY. LTD. (ACN 117 385 716)
of 234 McIntyre Road, North Sunshine, 3020

(Owner)

RECITALS

A. Council is the responsible authority pursuant to the Act for the Planning Scheme.

B. **KMR HILLSIDE PTY. LTD.** is at the date of this Agreement, the registered proprietor of the Subject Land.

C. That by **Planning Permit No. PA2011/3202** dated 28 December, 2011 (as amended on 25 June, 2012) the Owner was required to enter into this Agreement to ensure inter alia, that building envelopes would be prepared for all lots between 300m² and 500m².

D. That the said building envelopes would be created prior to the certification of a plan of subdivision under the *Subdivision Act, 1988.*

E. That the obligations of the Owner be recorded in an agreement with Council made pursuant to Section 173 of the *Planning and Environment Act, 1987.*

F. That the parties enter into this Agreement:-

(a) to give effect to the requirements of **Planning Permit No. PA2011/3202.**

(b) to achieve and advance the objectives of planning in Victoria and the objectives of the Planning Scheme in respect of the Subject Land.

THE PARTIES AGREE

1. DEFINITIONS

In this Agreement the words and expressions set out in this clause have the following meanings unless the context admits otherwise:

Act means the *Planning and Environment Act 1987*;

Agreement means this agreement and any agreement executed by the parties expressed to be supplemental to this agreement;

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Building Envelope Plans means the plans herein referred to as **Schedule "A"** and available for inspection at the office of the Melton City Council;

Design Guidelines means the 'Stonybrook Design Guidelines' herein referred to as **Schedule "B"** and available for inspection at the office of the Melton City Council;

Owner means **KMR HILLSIDE PTY. LTD. (ACN 117 385 716)** and any person or persons who, after the date of this Agreement, is registered or entitled from time to time to be registered by the Registrar of Titles as proprietor or proprietors of an estate in fee simple of the Subject Land or any part of it and includes a mortgagee-in-possession;

Party or Parties means the Owner and Council under this Agreement as appropriate;

Planning Scheme means the Melton Planning Scheme and any other planning scheme that applies to the Subject Land ("**MPS**");

Subject Land means the land situated at **868-898 Melton Highway, Hillside** being the land referred to in **Certificate of Title Volume 8863 Folio 630**, and any reference to the Subject Land in this Agreement includes any lot created by the subdivision of the Subject Land or any part of it.

2. INTERPRETATION

In this Agreement unless the context admits otherwise:-

2.1 The singular includes the plural and vice versa.

2.2 A reference to a gender includes a reference to each other gender.

2.3 A reference to a person includes a reference to a firm, corporation or other corporate body and that person's successors in law.

2.4 If a party consists of more than one person this Agreement binds them jointly and each of them severally.

2.5 A term used in this Agreement has its ordinary meaning unless that term is defined in this Agreement. If a term is not defined in this Agreement and it is defined in the Act it has the meaning as defined in the Act.

2.6 A reference to an Act, Regulation or the Planning Scheme includes any Acts, Regulations or amendments amending, consolidating or replacing the Act, Regulation or Planning Scheme.

2.7 The introductory clauses to this Agreement are and will be deemed to form part of this Agreement.

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3. SPECIFIC OBLIGATIONS OF THE OWNER

3.1 That any dwelling or associated development be contained within the nominated building envelope for each of the lots on any plan of subdivision certified under the *Subdivision Act 1988* as specified in **Schedule "A"** (a copy of which is available for inspection at the office of the Melton City Council) except with the prior written consent of the Responsible Authority.

3.2 That each such dwelling and associated development be otherwise constructed in accordance with the standards, objectives and performance measures of the **MPS** and otherwise comply with the Design Guidelines as set out in **Schedule "B"** (a copy of which is available for inspection at the office of the Melton City Council).

3.3 That the future maintenance and repair of all fences (excluding the removal of graffiti) that abut open space or tree reserves remain the responsibility of the owner of each lot abutting the reserve (save and except where damage to any such fence is caused by Council or its representatives whilst undertaking maintenance works to the reserve).

4. FURTHER OBLIGATIONS OF THE OWNER

4.1 Notice and Registration

The Owner further covenants and agrees that the Owner will bring this Agreement to the attention of all prospective purchasers, lessees, mortgagees, chargees, transferees and assigns.

4.2 Further actions

The Owner further covenants and agrees that:

4.2.1 The Owner will do all things necessary to give effect to this Agreement;

4.2.2 The Owner will consent to Council making application to the Registrar of Titles to make a recording of this Agreement in the Register on the Certificate of Title of the Subject Land in accordance with Section 181 of the Act and do all things necessary to enable Council to do so including signing any further agreement, acknowledgement or document procuring the consent to this Agreement of any mortgagee or caveator to enable the recording to be made in the Register under that section.

4.3 Council's Costs to be Paid

The Owner further covenants and agrees that the Owner will immediately pay to Council, Council's reasonable costs and expenses (including legal expenses) of and incidental to finalisation, engrossment, execution, registration and enforcement of this Agreement which are and until paid will remain a debt due to Council by the Owner.

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5. AGREEMENT UNDER SECTION 173 OF THE ACT

Council and the Owner agree that without limiting or restricting the respective powers to enter into this Agreement and, insofar as it can be so treated, this Agreement is made as a Deed pursuant to Section 173 of the Act.

6. OWNER'S WARRANTIES

Without limiting the operation or effect which this Agreement has, the Owner warrants that apart from Melton City Council, the Owner and any other person who has consented in writing to this Agreement, no other person has any interest, either legal or equitable, in the Subject Land which may be affected by this Agreement.

7. SUCCESSORS IN TITLE

Without limiting the operation or effect that this Agreement has, the Owner must ensure that, until such time as a memorandum of this Agreement is registered on the title to the Subject Land, successors in title shall be required to:

7.1 give effect to and do all acts and sign all documents which will require those successors to give effect to this Agreement; and

7.2 execute a deed agreeing to be bound by the terms of this Agreement.

8. GENERAL MATTERS

8.1 Notices

A notice or other communication required or permitted to be served by a party on another party must be in writing and may be served:

8.1.1 by delivering it personally to that party;

8.1.2 by sending it by prepaid post addressed to that party at the address set out in this Agreement or subsequently notified to each party from time to time; or

8.1.3 by sending it by facsimile provided that a communication sent by facsimile shall be confirmed immediately in writing by the sending party by hand delivery or prepaid post.

8.2 Service of Notice

A notice or other communication is deemed served:

8.2.1 if delivered, on the next following business day;

8.2.2 if posted, on the expiration of two business days after the date of posting; or

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8.2.3 it sent by facsimile, on the next following business day unless the receiving party has requested retransmission before the end of that business day.

8.3 No Waiver

Any time or other indulgence granted by Council to the Owner or any variation of the terms and conditions of this Agreement or any judgment or order obtained by Council against the Owner will not in any way amount to a waiver of any of the rights or remedies of Council in relation to the terms of this Agreement.

8.4 Severability

If a court, arbitrator, tribunal or other competent authority determines that a word, phrase, sentence, paragraph or clause of this Agreement is unenforceable, illegal or void then it must be severed and the other provisions of this Agreement will remain operative.

8.5 No Fettering of Council's Powers

It is acknowledged and agreed that this Agreement does not fetter or restrict the power or discretion of Council to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans of subdivisions applicable to the Subject Land or relating to any use or development of the Subject Land.

9. COMMENCEMENT OF AGREEMENT

Unless otherwise provided in this Agreement, this Agreement commences on the date hereof.

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EXECUTED AS A DEED by the parties on the date set out at the commencement of this Agreement.

THE COMMON SEAL OF MELTON CITY COUNCIL)
was hereunto affixed in the presence of:)

MELTON CITY COUNCIL COMMON SEAL

.....
Mayor / Councillor

.....
Chief Executive Officer

EXECUTED by **KMR HILLSIDE PTY. LTD. (ACN 117 385 716)**)
by being signed by those persons who are authorised to sign for)
the company:)

Director .....
Name: Dominic Vezzaro
Address: 234 McIntyre Rd
Nth Sunshine 3020

Director .....
Name: JOHN SECARO
Address: 234 MCINTYRE ROAD
NTH. SUNSHINE 3020

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Section 181

APPLICATION BY A RESPONSIBLE AUTHORITY FOR THE MAKING OF A RECORDING OF AN AGREEMENT

Planning and Environment Act 1987

Lodged by:

Name: Matthew Pham of Sica & Co.

Phone: 9366 8044

Address: Suite 2, Level 1, 30 – 32 East Esplanade, St Albans

Ref: AGS:MP:120345

Customer Code: 1575N

The Authority having made an agreement referred to in section 181(1) of the Planning and Environment Act 1987 requires a recording to be made in the Register for the land.

Land: Volume 8663 Folio 630

Authority: *Melton City Council*
Civic Centre, 232 High Street Melton, Victoria 3337

Section and Act under which agreement made:

S 173 of Planning and Environment Act 1987

A copy of the Agreement is attached to this Application.

Signature for the Authority:

Name of Officer: Steve Finlay

Date: 27 February 2014

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THIS AGREEMENT is made on 5th day of March 2013

BETWEEN

MELTON CITY COUNCIL
of Civic Centre, 232 High Street, Melton

(Council)

AND

KMR HILLSIDE PTY. LTD. (ACN 117 385 716)
of 234 McIntyre Road, North Sunshine, 3020

(Owner)

RECITALS

A. Council is the responsible authority pursuant to the Act for the Planning Scheme.

B. **KMR HILLSIDE PTY. LTD.** is at the date of this Agreement, the registered proprietor of the Subject Land.

C. That by **Planning Permit No. PA2011/3202** dated 28 December, 2011 (as amended on 25 June, 2012) the Owner was required to make a monetary contribution of $150,000.00 (including a $120,000.00 towards the construction of a footbridge along the Melton Highway connecting the subject site and surrounds with the existing path network established as an outcome of the Regency Rise and Parks at Bellevue Hill developments) towards the provision and maintenance of community infrastructure in accordance with Council's Public Infrastructure Charges Plan 2001 ("the Contribution Sum").

D. That the said contribution was to be made before the issue of a statement of compliance for the first stage of the development

E. That the obligations of the Owner be recorded in an agreement with Council made pursuant to Section 173 of the *Planning and Environment Act, 1987*.

F. That the parties enter into this Agreement:-

(a) to give effect to the requirements of **Planning Permit No. PA2011/3202.**

(b) to achieve and advance the objectives of planning in Victoria and the objectives of the Planning Scheme in respect of the Subject Land.

THE PARTIES AGREE

1. **DEFINITIONS**
In this Agreement the words and expressions set out in this clause have the following meanings unless the context admits otherwise:

Act means the *Planning and Environment Act 1987*;

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Agreement means this agreement and any agreement executed by the parties expressed to be supplemental to this agreement;

Owner means **KMR HILLSIDE PTY. LTD. (ACN 117 385 716)** and any person or persons who, after the date of this Agreement, is registered or entitled from time to time to be registered by the Registrar of Titles as proprietor or proprietors of an estate in fee simple of the Subject Land or any part of it and includes a mortgagee-in-possession;

Party or Parties means the Owner and Council under this Agreement as appropriate;

Planning Scheme means the Melton Planning Scheme and any other planning scheme that applies to the Subject Land ("MPS");

Subject Land means the land situated at **868-898 Melton Highway, Hillside** being the land referred to in **Certificate of Title Volume 8663 Folio 630**, and any reference to the Subject Land in this Agreement includes any lot created by the subdivision of the Subject Land or any part of it.

2. INTERPRETATION

In this Agreement unless the context admits otherwise:-

2.1 The singular includes the plural and vice versa.

2.2 A reference to a gender includes a reference to each other gender.

2.3 A reference to a person includes a reference to a firm, corporation or other corporate body and that person's successors in law.

2.4 If a party consists of more than one person this Agreement binds them jointly and each of them severally.

2.5 A term used in this Agreement has its ordinary meaning unless that term is defined in this Agreement. If a term is not defined in this Agreement and it is defined in the Act it has the meaning as defined in the Act.

2.6 A reference to an Act, Regulation or the Planning Scheme includes any Acts, Regulations or amendments amending, consolidating or replacing the Act, Regulation or Planning Scheme.

2.7 The introductory clauses to this Agreement are and will be deemed to form part of this Agreement.

3. SPECIFIC OBLIGATIONS OF THE OWNER

The payment of a monetary contribution of $150,000.00 in accordance with the provisions of Condition No.3 of **Planning Permit No. PA2011/3202.**

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4. FURTHER OBLIGATIONS OF THE OWNER

4.1 Notice and Registration

The Owner further covenants and agrees that the Owner will bring this Agreement to the attention of all prospective purchasers, lessees, mortgagees, chargees, transferees and assigns.

4.2 Further actions

The Owner further covenants and agrees that:

4.2.1 The Owner will do all things necessary to give effect to this Agreement;

4.2.2 The Owner will consent to Council making application to the Registrar of Titles to make a recording of this Agreement in the Register on the Certificate of Title of the Subject Land in accordance with Section 181 of the Act and do all things necessary to enable Council to do so including signing any further agreement, acknowledgement or document procuring the consent to this Agreement of any mortgagee or caveator to enable the recording to be made in the Register under that section.

4.3 Council's Costs to be Paid

The Owner further covenants and agrees that the Owner will immediately pay to Council, Council's reasonable costs and expenses (including legal expenses) of and incidental to finalisation, engrossment, execution, registration and enforcement of this Agreement which are and until paid will remain a debt due to Council by the Owner.

5. AGREEMENT UNDER SECTION 173 OF THE ACT

Council and the Owner agree that without limiting or restricting the respective powers to enter into this Agreement and, insofar as it can be so treated, this Agreement is made as a Deed pursuant to Section 173 of the Act.

6. OWNER'S WARRANTIES

Without limiting the operation or effect which this Agreement has, the Owner warrants that apart from Melton City Council, the Owner and any other person who has consented in writing to this Agreement, no other person has any interest, either legal or equitable, in the Subject Land which may be affected by this Agreement.

7. SUCCESSORS IN TITLE

Without limiting the operation or effect that this Agreement has, the Owner must ensure that, until such time as a memorandum of this Agreement is registered on the title to the Subject Land, successors in title shall be required to:

7.1 give effect to and do all acts and sign all documents which will require those successors to give effect to this Agreement; and

7.2 execute a deed agreeing to be bound by the terms of this Agreement.

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8. GENERAL MATTERS

8.1 Notices

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8.1.1 by delivering it personally to that party;

8.1.2 by sending it by prepaid post addressed to that party at the address set out in this Agreement or subsequently notified to each party from time to time; or

8.1.3 by sending it by facsimile provided that a communication sent by facsimile shall be confirmed immediately in writing by the sending party by hand delivery or prepaid post.

8.2 Service of Notice

A notice or other communication is deemed served:

8.2.1 if delivered, on the next following business day;

8.2.2 if posted, on the expiration of two business days after the date of posting; or

8.2.3 it sent by facsimile, on the next following business day unless the receiving party has requested retransmission before the end of that business day.

8.3 No Waiver

Any time or other indulgence granted by Council to the Owner or any variation of the terms and conditions of this Agreement or any judgment or order obtained by Council against the Owner will not in any way amount to a waiver of any of the rights or remedies of Council in relation to the terms of this Agreement.

8.4 Severability

If a court, arbitrator, tribunal or other competent authority determines that a word, phrase, sentence, paragraph or clause of this Agreement is unenforceable, illegal or void then it must be severed and the other provisions of this Agreement will remain operative.

8.5 No Fettering of Council's Powers

It is acknowledged and agreed that this Agreement does not fetter or restrict the power or discretion of Council to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans of subdivisions applicable to the Subject Land or relating to any use or development of the Subject Land.

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9. COMMENCEMENT OF AGREEMENT
Unless otherwise provided in this Agreement, this Agreement commences on the date hereof.

10. TERMINATION OF AGREEMENT
This Agreement terminates upon the issue by council or its authorised officer of a receipt for the payment of the Contribution Sum.

EXECUTED AS A DEED by the parties on the date set out at the commencement of this Agreement.

THE COMMON SEAL OF MELTON CITY COUNCIL)
was hereunto affixed in the presence of:)

MELTON CITY COUNCIL COMMON SEAL

K. Mayd

.....
Mayor / Councillor

.....
Chief Executive Officer

EXECUTED by **KMR HILLSIDE PTY. LTD. (ACN 117 385 716)**)
by being signed by those persons who are authorised to sign for)
the company:)

Director .....
Name: DOMINIC VERLANDO
Address: 236 McINTYRE Rd
N. SUNSHINE 3020

Director .....
Name: JOHN UCCARDO
Address: 236 McINTYRE ROAD
NTH. SUNSHINE 3020.

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27/02/2014 $113 173

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

HISTORICAL SEARCH STATEMENT **Land Use Victoria** Page 1 of 1

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Volume 12019 Folio 096
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Parent title Volume 11981 Folio 796

STATEMENT END

VOTS Snapshot

VOLUME 12019 FOLIO 096
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LAND DESCRIPTION

Lot 2003 on Plan of Subdivision 713331B.
PARENT TITLE Volume 11981 Folio 796
Created by instrument PS713331B 01/10/2018

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
KMR HILLSIDE PTY LTD of SUITE 1 40-44 ST KILDA ROAD ST KILDA VIC 3182
PS713331B 01/10/2018

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

AGREEMENT Section 173 Planning and Environment Act 1987
AK932444F 27/02/2014

AGREEMENT Section 173 Planning and Environment Act 1987
AK939508S 03/03/2014

DIAGRAM LOCATION

SEE PS713331B FOR FURTHER DETAILS AND BOUNDARIES

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FINAL SEARCH STATEMENT **Land Use Victoria** Page 1 of 1

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ACTIVITY IN THE LAST 125 DAYS

NIL

ADMINISTRATIVE NOTICES

NIL

STATEMENT END

Appendix 4 – Assessment against relevant Planning Scheme controls

Planning Scheme Reference	***Assessment***
Planning Policy Framework	
Clause 11 – Settlement	The proposal is generally consistent with the requirements of this policy which seeks to facilitate the orderly development of urban areas and prevent environmental, human health and amenity problems created by siting incompatible land uses close together. The proposal involves the use and development of the subject land for the purposes of a Child Care Centre (Education Centre) within an established residential area and in proximity to a main road (Melton Highway) containing non-residential uses in proximity to the subject land including child care centres, take away food premises, a Service Station and an Ambulance Victoria Station. The proposal will facilitate the orderly development of an established urban area by providing an appropriate use to meet the needs of the local community and surrounding area for child care/early education facilities. The proposal will be compatible with the existing residential land use and development on adjoining and surrounding properties in terms of the scale/height, built form, layout, setbacks and appearance of the proposed building. The proposed development is single storey and will not adversely affect the amenity of the area in terms of noise and traffic. The child care centre building will be adequately setback from all property boundaries. An Acoustic Report has been submitted as part of the application which recommends that a 1.8 metre high timber paling acoustic fence be installed along the eastern, southern and part of the western boundary (Breeze Terrace frontage) to minimise noise generated from the outdoor play areas of the centre. This is reflected on the plans submitted as part of the application. The proposal is also unlikely to cause any amenity problems in terms of traffic. The amount of car parking provided on site is adequate and in accordance with the requirements for a Child Care Centre under the Melton Planning Scheme.

	The applicant has submitted a Traffic Impact Assessment Report which demonstrates that the level of traffic likely to be generated by the proposed use and development will not adversely impact the capacity of the local road network. The report has been assessed by Council's Traffic and Transport Department who have not raised any issues or concerns in relation to car parking or traffic generation associated with the proposed use and development.
Clause 13.05-1S – Noise Management	The proposal is generally consistent with the objective and requirements of this policy. It is considered that the proposed use and development of the land will not cause adverse amenity impacts on adjoining and surrounding sensitive land uses in terms of noise. As outlined above, an Acoustic Report has been submitted as part of the application which has assessed compliance with the relevant EPA noise guidelines for residential areas. The report recommends that a 1.8 metre high timber paling acoustic fence be installed along the eastern, southern and part of the western boundary (Breeze Terrace frontage) to minimise noise generated from the outdoor play areas of the centre. This is reflected on the plans submitted as part of the application. The proposed hours of operation are generally reasonable and normal for this type of use. Standard conditions will be included as part of the permit to ensure that delivery and waste collection vehicles do not enter the site outside the hours of operation for the proposed use. Standard amenity conditions will also be included should Council resolve to approve the proposed use and development.
Clause 13.07-1S – Land Use Compatibility	The proposal is generally consistent with the objectives of this policy. The proposed use and development of the subject land for a Child Care Centre will be compatible with the adjoining and nearby land uses which consistent of single and double storey dwellings within an established residential area (Stonybrook Estate) and the surrounding area which includes Melton Highway and a number of non-residential

	uses including child care centres, take away food premises, service station and an ambulance station in proximity to the subject land.
Clause 15.01-1S – Urban Design	The proposal is consistent with the objectives of this policy. The proposal involves the development of a new single storey building for the purposes of a Child Care Centre. The layout, setbacks, scale, height, built form and design of the building is appropriate and will complement the existing scale and built form of the existing residential area which consists of single storey and double storey detached and semi-detached brick and cement rendered dwellings with concrete tiled or colourbond roofing.
Clause 15.01-1L – Signs	The proposal is generally consistent with the strategies outlined under this policy and Council's Advertising Sign Design Guidelines (2017). All signs to be displayed are less than 3 square metres in area and the signs to be displayed along the western side (Breeze Terrace frontage) are non-illuminated to minimise any impacts on the adjacent/surrounding residential properties. The number of signs to be displayed is appropriate given that the site has frontage to Breeze Terrace and an interface with Melton Highway (south) and a Council reserve to the north and will provide appropriate business identification for the proposed use.
Clause 15.01-2S – Building Design	The proposal is consistent with the objectives of this policy. The layout, setbacks, scale, height, built form and design of the building responds appropriately to the context of the site and surrounding area. The design and external materials, colours and finishes of the building will complement those found on the existing dwellings located adjacent and directly opposite the site on the western side of Breeze Terrace. The subject land forms part of an established residential area (Stonybrook Estate) and located in proximity to Melton Highway.
Clause 19.02-2S – Education Facilities	The proposal is consistent with the requirements of this policy. The proposed

	child care centre (education centre) will integrate with the established residential area and assist with meeting the needs of the local community. A key strategy under this policy is to locate childcare, kindergarten and primary school facilities to maximise access to public transport and safe walking and cycling routes. The subject land is located in proximity of existing public transport services on Melton Highway and also located adjacent to the existing footpath network along the highway and within the Council linear public open space reserves adjoining the northern and eastern boundaries of the site.
Zone	
General Residential Zone (Schedule 1)	The proposal is consistent with the purpose of the zone which encourages educational, recreational, religious, community and a limited range of non-residential uses to serve local community needs in appropriate locations. The subject land is considered appropriate for the proposed use and development of the land based on its size and proximity (including visibility) to the Melton Highway. The proposal will provide a non-residential use (child care centre) that meets the needs of the local community and the growing demand for education uses.
Other	
Clause 52.05 – Signs	The proposal generally complies with the objectives and requirements of this clause. A total of four business identification signs (combination of non-illuminated and internally illuminated) will be displayed as part of the proposed development. All signs will display the name and website address of the proposed child care centre. The number, location, dimensions and size (display/advertisement area) of the signs are appropriate. The signs will be consistent with the built form and scale of the building, do not extend above the roofline of the building, do not create visual clutter and will not cause an adverse impact to the amenity of adjoining or surrounding properties or to the safety of road users or pedestrians. Both signs on the western side (Breeze Terrace) frontage will be non-illuminated to

	respect the amenity of the residential properties directly opposite the site on the western side of Breeze Terrace. The proposal is also consistent with the objectives and requirements of Council's Advertising Sign Design Guidelines (2017).
Clause 52.06 – Car Parking	The proposal generally complies with the objectives and requirements of this clause. The standard car parking ratio for a Child Care Centre is 0.22 car spaces per child. A total of 26 car spaces are required on site and have been provided (including one car space for people with a disability) along the northern boundary of the subject land. The dimensions of the car spaces and aisle widths adjacent to the spaces have been shown on the plans and comply with the requirements under Clause 52.06-9 of the Melton Planning Scheme.

Appendix 5 – Response to Objections

Objection	***Comment***
Insufficient on site car parking	This ground is not substantiated. Under Clause 52.06 (Car Parking) of the Melton Planning Scheme, the standard car parking rate for a child care centre is 0.22 car spaces per child. Based on this ratio and the number of children (120) to be accommodated by the centre, a total of 26 car spaces are required and have been provided on the subject land. The nature of the proposed use is that there will be a high turnover of vehicles entering and exiting the site to drop off children in the morning and pick them up in the afternoon. Therefore, it is considered that the number of car spaces provided on site will be adequate to meet the needs of staff and people attending the centre and there will be minimal impacts to on-street parking (including indented car parking) along Breeze Terrace. The dimensions of the car spaces and aisle width of the aisle between the spaces have been designed to comply with the requirements outlined under Clause 52.96-9 of this clause and will enable vehicles to enter and exit the site safely, conveniently and in a forward direction. The applicant has submitted a Traffic Impact Assessment Report to justify car parking provision for the proposed use and development. Council's Traffic and Transport Department has assessed the report and advised that it is satisfied with the provision of car parking for the proposal.
The proposal will adversely impact on existing on-street parking and a narrow local residential street (Breeze Terrace).	This ground is not substantiated. The proposal will not adversely impact on existing on-street car parking or a narrow local residential street (Breeze Terrace). Adequate car parking is provided on the subject land for the proposed use in accordance with the requirements of the Melton Planning Scheme. The on-site car parking area is also located to the rear of the site and in proximity to the entrance to the building to encourage people to use the car park rather than parking on Breeze Terrace.

	The applicant has submitted a Traffic Impact Assessment Report and a further response addressing the concerns raised by the objectors and providing justification for car parking and traffic likely to be generated by the proposed use. The width of Breeze Terrace is 7.3 metres (standard for an Access Street) and not 5 metres as claimed by the objectors. This is adequate to two vehicles to drive in opposite directions and also enable vehicles to park on one site of the road. The type of the vehicles accessing the subject land The report states that a 'No Left Turn' sign can be installed at the exit of the car park for the proposed child care centre. A 'No Entry – Residents Excepted' sign can also be installed on the corner of Stonybrook Boulevard and Breeze Terrace to ensure that vehicles do not use the laneway section of Breeze Terrace to access the subject land. This can be addressed as a condition of the permit should Council resolve to approve the application. Vehicle access to the site from Melton Highway is not possible due to the presence of a Council reserve (known as Reserve No.1). This reserve included on the plan of subdivision for the subject land to prevent direct access from the subject land to Melton Highway. In addition, Melton Highway is located in a Transport Road Zone 2 under the Melton Planning Scheme and is under the care and management of the Department of Transport and Planning (DTP). Permission is required from DTP to create a new vehicle access to Melton Highway, and it is unlikely that DTP will support vehicle access to Melton Highway for the proposal.
The proposal will adversely impact the amenity of the area in relation to noise, hours of operation and traffic.	This ground of objection is not substantiated. The proposal will not adversely impact on the amenity of the area in relation to hours of operation, noise and traffic. The hours of operation proposed as part of the use are generally acceptable and standard for a Child Care Centre. An Acoustic Report has been submitted as part of the application which has assessed compliance with the relevant EPA noise guidelines for residential areas. The report

	recommends that a 1.8 metre high timber paling acoustic fence be installed along the eastern, southern and part of the western boundary (Breeze Terrace frontage) to minimise noise generated from the outdoor play areas of the centre. This is reflected on the plans submitted as part of the application. As outlined above, the applicant has submitted a Traffic Impact Report assessing the traffic likely to be generated by the proposal and providing justification that it will not adversely impact on the existing local street network and surrounding area. The application was assessed by the Council's Traffic and Transport Department, who did not raise any concern in relation to car parking provision or the amount of traffic likely to be generated by the proposal.
The scale of the proposed development is not consistent with the residential character of the area and will adversely impact the streetscape character	This is a valid planning consideration, however it is considered that the proposal responds appropriately to the existing and preferred neighbourhood character of the area and will not adversely impact the streetscape character . The proposal involves the development of a new single storey building that is setback a minimum of 4 metres from the frontage to Breeze Terrace which is consistent with the existing streetscape character of the area in relation to the existing dwellings located directly opposite the subject site. The building has been designed with a pitched roof and external materials and finishes consisting of face brickwork, weatherboard and cement sheet cladding, glazing and colourbond roofing which will blend in with and complement the existing residential character of the area which comprises single and double storey detached (and semi-detached) brick and cement rendered dwellings with concrete tiled and colourbond clad roofing.
Loss of property values.	This is not a relevant planning consideration given numerous factors dictate property values. No evidence has been provided to substantiate this ground of objection.

Appendix 7 – Notice of Decision to Grant a Permit

Permit Address:	12 Breeze Terrace, Hillside.
Planning Scheme Clause No.	**Matter for which the permit has been granted**
Clause 32.08-2	Use of land for the purposes of a Child Care Centre
Clause 32.08-10	Construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.
Clause 52.05-13	Construct and display business identification and internally illuminated signage.

A Notice of Decision to Grant a Planning Permit is recommended to be issued subject to the following conditions:

1. Before the use and/or development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:

   (a) The existing 3 metre wide sewerage and drainage easement located at the north-west corner of the subject land.

   (b) The provision of a 'No Left Turn' sign adjacent to the exit of the car park and a 'No Entry – Residents Only' sign at the entry to Breeze Terrace from Stonybrook Boulevard.

2. Prior to the commencement of the use hereby permitted, all recommended Noise attenuation measures as outlined in the Acoustic Assessment Report prepared by Acoustic Logic Pty Ltd (Doc. Ref: 20241302.1/2101A/R1/SS Revision 1 dated 21 January 2025) must be undertaken to the satisfaction of the Responsible Authority.

3. The use and development (including signage) as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

4. The premises must only be used for the use hereby permitted between the hours of:

   - 6.30am-6.30pm (Monday to Friday).

5. Unless with the prior written consent of the Responsible Authority, no more than 120 children are permitted on the premises at any one time. This excludes children not enrolled at the centre.

6. The use must operate in accordance with the approved Waste Management Plan prepared by O'Brien Traffic Consultants dated 21 January 2025) except with the further written consent of the Responsible Authority.

7. Waste collections must at all times be undertaken outside the morning and afternoon peak periods (i.e., outside drop off and pick up times). No waste collection is permitted before 6.30am or after 6.30pm (Monday to Friday).

8. The landscaping as shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority before the occupation of the development and/or the commencement of the use or at such later date as is approved by the responsible authority in writing. Any dead, diseased or damaged plant must be replaced in accordance with the landscape plan to the satisfaction of the Responsible Authority.

9. Prior to the commencement of the use hereby permitted, a 'No Left Turn' sign adjacent to the exit of the car park and a 'No Entry – Residents Only' sign at the entry to Breeze Terrace from Stonybrook Boulevard must be installed and thereafter maintained to the satisfaction of the Responsible Authority.

10. Prior to the commencement of works, engineering plans and relevant design calculations for the proposed development must be submitted to and approved by the Responsible Authority. The engineering plans shall, as a minimum, comprise of the layout plan, drainage (OSD) plans, signage and line marking plans, pavement design plans and, where applicable, internal roads and car park lighting plans. All works within the site shall remain the property of the lot owner, except where it is located in an easement, and be maintained by the lot owner to the satisfaction of the Responsible Authority.

11. Prior to the commencement of the use hereby approved, the widening of the existing vehicle crossing must be constructed to an industrial standard in accordance with Council's Standard Drawings.

    A 'Consent to Work within a Road Reserve' must be obtained from Council prior to the commencement of construction.

12. The amount of hydrocarbon and other oil-based contaminants discharged to Council drains must not exceed 5 parts per million.

13. Stormwater must not be discharged from the site other than by means of an underground pipe drain discharged to Council's maintained legal point of discharge.

14. The maximum storm water discharge rate from the proposed development is 20.98 litres per second. An on-site stormwater detention system will need to be installed in accordance with plans and specifications to be submitted to Council's Engineering Services Unit Att: Infrastructure Planning Coordinator for approval

    The following design parameters for the on-site detention system must be used:

    - Time of Concentration for the catchment: T_c = 10.3 min
    - Travel time from the discharge point to the catchment outlet: T_{so} = 2 min
    - Weighted coefficient of runoff at the initial subdivision: C_w = 0.45

    All on-site stormwater must be collected from the hard surface areas and must not be allowed to flow uncontrolled into adjoining properties. The on-site drainage system must prevent discharge from (the/each) driveway onto the (footpath/verge).

15. Prior to the issue of certificate of occupancy for the development and commencement of use, on-site stormwater detention system must be constructed and completed in accordance with the plans as approved by the Responsible Authority. Construction works shall be inspected and approved by a suitably experienced Registered Professional Civil Engineer and must provide a written certification that the works have

been constructed in accordance with the approved plans to the satisfaction of Responsible Authority. All costs involved must be borne by the owner/developer.

16. Prior to the commencement of use, photos and plumbers certificate for the construction compliance for the on-site detention system/Stormwater quality treatment must be submitted to infrastructureplan@melton.vic.gov.au.

17. Before the use or occupation of the development starts, the area(s) set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:

(a) Constructed.
(b) Properly formed to such levels that they can be used in accordance with the plans.
(c) Sealed with a concrete or asphalt surface.
(d) Drained.
(e) Line marked to indicate each car space and all access lanes.
(f) Clearly marked to show the direction of traffic along access lanes and driveways.
(g) Signage – Staff car parking must be clearly demarcated.

to the satisfaction of the Responsible Authority.

Car spaces, access lanes and driveways must be kept available for these purposes at all times.

18. Protective kerbs of a minimum height of 150mm must be provided to the satisfaction of the Responsible Authority to prevent damage to fences or landscaped areas.

19. Civil and landscape works must be fully constructed and completed to the satisfaction of the Responsible Authority prior to the commencement of use or occupancy, whichever comes first or applies.

20. All works associated with the development that is retained as the responsibility of the owner of the site to upkeep must be maintained in perpetuity to a standard that is to the satisfaction of the Responsible Authority. Otherwise, rectification works at the direction of and to the satisfaction of the Responsible Authority must be undertaken within a timeframe as directed by the Responsible Authority.

21. All existing conditions affected by the development works must be reinstated at no cost and to the satisfaction of the Responsible Authority.

22. A minimum of one car space must be provided for the exclusive use of disabled persons. The car spaces must be provided as close as practicable to a suitable entrance of the building and must be clearly marked with a sign to indicate that the spaces must only be utilised by disabled persons. The dimensions of the disabled car spaces must be in accordance with the current Australian standards, AS 2890.6.

23. All car parking spaces must be designed to allow all vehicles to drive forwards both when entering and leaving the property. (Note that turning templates may need to be provided to Council for verification).

24. All pedestrian access to the building and the disability access ramp must be designed and constructed to comply with the Disability Discrimination Act 1992 and Building Regulations 2006.

25. No permanent structure is to be located above an easement unless approval is granted by the Responsible and /or Relevant Authorities and relevant permits are obtained.

26. The following must be undertaken to the requirements and satisfaction of the Responsible Authority:

    - The free standing sign requires structural certification from a qualified structural engineer for the design and installation.
    - All signs, including any overhang, shall be located within the property boundaries and not within the road reserve.
    - The advertising signs shall use low reflective paint to avoid being a hazard to road users.

27. The advertising signs must be constructed and maintained to the satisfaction of the Responsible Authority.

28. The signs and sign structures permitted must not:

    (a) Be animated, reflective, dynamic, electronic or contain any flashing lights.

    (b) Dazzle or distract drivers.

    (c) Be able to be mistaken for a traffic signal because it has, for example, red circles, octagons, crosses or triangles.

    (d) Be able to be mistaken as an instruction to drivers.

29. The sign lighting must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on surrounding land.

30. The premises must take all practical measures to prevent any nuisance from occurring from the property. Appropriate measures must be taken to prevent noise from the proposed business having an adverse effect on neighbouring properties. The premises must not cause a nuisance, as defined under the *Public Health and Wellbeing Act 2008.*

31. Childcare business storing, preparing or handling food intended for sale must be registered under the Food Act 1984 through Council's Environmental Health Unit prior to trading. Food business must adhere to the Food Act 1984 and Australian New Zealand Food Standards Code. It is highly recommended the business go through the plan assessment process prior to construction to ensure the premises and fit outs are compliant under relevant legislation.

32. The premises must not cause a nuisance, as defined under the *Public Health and Wellbeing Act 2008.*

33. The Environmental Protection Authority Prohibited Times relating to noise must be adhered to for both indoor and outdoor areas.

34. Businesses must abide by the *Tobacco Act 1987* for both indoor and outdoor areas.

35. The Environmental Protection Authority Prohibited Times relating to noise must be adhered to for both indoor and outdoor areas, inclusive of the construction period in which the building is erected.

36. Dispose of all waste in accordance with the *Environment Protection Act 2017* and *Environment Protection Regulation 2021*

37. Plant equipment and music playback on the land shall comply with EPA Publication 1826 – Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues at all times.

38. Noise emissions from the land shall comply with EPA Publication 1826 – Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues at all times.

39. The use must be managed to the satisfaction of the Responsible Authority so that the amenity of the area is not detrimentally affected, through the:

    (a) Transport of materials, goods or commodities to or from the land.

    (b) Appearance of any building works or materials.

    (c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

    (d) Presence of vermin.

    (e) Or in any other way determined by the Responsible Authority.

40. Construction activities must be managed so that the amenity of the area is not detrimentally affected, through the:

    (a) Transport of materials, goods or commodities to or from the land.

    (b) Inappropriate storage of any works or construction materials.

    (c) Hours of construction activity.

    (d) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste and storm water runoff, waste products, grit or oil.

    (e) Presence of vermin.

    (f) Or in any other way determined by the Responsible Authority.

41. All security alarms or similar devices installed on the land must be of a silent type approved by the Standards Association of Australia and be connected to a registered security service.

42. No amplified public address system or other amplified sound is to be used in the external areas of the childcare centre except in cases of emergency.

43. All outdoor lighting must be baffled and/or located to the satisfaction of the Responsible Authority to prevent light from the site causing detriment to the locality.

44. This permit will expire if one of the following circumstances applies:

    (a) The development is not started within two (2) years of the issue date of this permit.

(b) The development is not completed within four (4) years of the issue date of this permit.

(b) The use is not commenced within four years of the issue date or this permit or the use ceases to operate for a period of 2 consecutive years.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards (for a request to extend the time to commence the development) or twelve months after the permit expires (for a request to extend the time to complete the development).

Notes:

Engineering

- All drains contained within the allotment, except in drainage easements, must remain the property of the landowners and must not be taken over by Council for future maintenance.
- All vehicle pathways contained within the allotment, other than stated in this permit, must remain the property of the landowners and must not be taken over by Council for future maintenance.
- Relevant permits, including but not limited to a 'Consent to Work within a Road Reserve' must be obtained from the Melton City Council prior to the commencement of construction.
- The proposed vehicle crossing(s) must have clearance from other services, public light poles, street sign poles, other street furniture and any traffic management devices.
- Any damages or injury incurred as a result of these advertising signs being in the area shall be borne by the applicants.
- Any existing works affected by the development works shall be reinstated at no cost, and to the satisfaction of the Responsible Authority.

12.9 LEADWEST JOINT DELEGATED COMMITTEE MEETING MINUTES

Author: Renee Hodgson - Manager Governance
Presenter: Emily Keogh - Head of Governance

PURPOSE OF REPORT

To present the unconfirmed minutes of the LeadWest Joint Delegated Committee held on 3 September 2025 and the 2024/25 Annual Report.

RECOMMENDATION:

That Council note the unconfirmed minutes of the LeadWest Joint Delegated Committee meeting held on 3 September 2025 and the 2024/25 Annual Report, provided as **Appendix 1 and 2** respectively to this report.

REPORT

1. Executive Summary

The purpose of the LeadWest Committee is to oversee the preparation and implementation of the LeadWest Strategic Plan and identified sub projects as adopted and agreed by member Councils.

The minutes attached to this report are the unconfirmed minutes of the LeadWest Joint Delegated Committee meeting held on 3 September 2025. Also attached to this report is the 2024/25 Annual Report.

2. Background/Issues

The LeadWest Committee was established as a Joint Delegated Committee pursuant to section 64 of the *Local Government Act 2020* (Act), with the Cities of Brimbank, Hobsons Bay, Maribyrnong, Melton, and Wyndham, on and from 1 August 2021.

It has delegated powers and functions in an Instrument of Delegation and Schedule and has Terms of Reference that govern its operations, meeting, and reporting arrangements.

Attached to this report are the unconfirmed minutes of the LeadWest Joint Delegated Committee meeting held on 3 September 2025 and the 2024/25 Annual Report, provided as **Appendix 1 and 2** respectively.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2025-2029 Council and Wellbeing Plan references:

3. A progressive and trusted Council

3.2 An organisation that prioritises good governance, integrity and accountability and is community minded in its decision-making.

4. Financial Considerations

The ongoing budget for the LeadWest Committee will include two components. Firstly, to deliver the projects in the four-year implementation plan, recommendations will be made to member Councils for consideration in each Council's annual budgeting process. Secondly, a payment of a base contribution to apply equally to all Councils.

5. Consultation/Public Submissions

The LeadWest Committee provides a mechanism for a regional approach to advocacy and the delivery of a Strategic Plan. The LeadWest Strategic Plan is underpinned by a rolling four-year implementation plan which will be delivered by teams from across the member councils implementing specific projects. This Plan was prepared following extensive consultation including a focus on engaging Councillors from the member Councils.

6. Risk Analysis

The legal framework for the LeadWest Committee structure is pursuant to s.64 of the *Local Government Act 2020.* There is no perceived risk in the recommendation contained within this report.

7. Options

That Council note the unconfirmed minutes of the LeadWest Joint Delegated Committee and the 2024/25 Annual Report as per the recommendation to this report.

LIST OF APPENDICES

1. Unconfirmed Minutes LeadWest Joint Delegated Committee Meeting - 3 September 2025
2. Annual Report LeadWest Joint Delegated Committee - 2024/25

DRAFT Minutes

LeadWest Joint Delegated Committee

3 September 2025

Minutes

Meeting Details

LeadWest Joint Delegated Committee

Date	**Wednesday 3 September 2025**
Time	**3:00pm**
Location	**Brimbank City Council** Council Chambers – Level 1, Brimbank Community and Civic Centre, 301 Hampshire Road, Sunshine And online option
Chair	Cr Dr Phillip Zada
Minutes	Simone Kemp, Executive Officer, LeadWest
Attendees	**In person** Cr Lucy Nguyen (proxy), Brimbank City Council Ms Fiona Blair, Chief Executive Officer, Brimbank City Council Cr Diana Grima, Hobsons Bay City Council Ms Kerry Thomspon, Interim Chief Executive Officer, Hobsons Bay City Council Cr Dr Phillip Zada (Chair), Melton City Council Cr Susan Yengi, Maribyrnong City Council Mr Patrick Jess (proxy), Acting Chief Executive Officer, Maribyrnong City Council Cr Peter Maynard, Wyndham City Council Mr Stephen Wall, Chief Executive Officer, Wyndham City Council Ms Simone Kemp, Executive Officer, LeadWest **Online** Ms Roslyn Wai, Chief Executive Officer, Melton City Council **Guests:** **In person** Hon Melissa Horne MP, Minister for Ports and Freight, Minister for Roads and Road Safety, Minister for Health Infrastructure Samantha McArthur, Chief of Staff, Office of the Hon. Melissa Horne MP Marian Ali, Acting Senior Advisor, Strategic Advocacy & Engagement Brimbank City Council **Online** Louise Koschmann, Regional Rail Revival | Melbourne Airport Rail | Level Crossings Removal Project (VIDA Rail) Andrew Pepplinkhouse, Regional Rail Revival | Melbourne Airport Rail | Level Crossings Removal Project (VIDA Rail)

LeadWest

Minutes

1. Welcome and Acknowledgement **Introduction** **Apologies**	**Item 1 Welcome, Acknowledgement, Introduction and Apologies** The Chair declared the meeting open at **3:18pm**. The Chair acknowledged and recognised Aboriginal and Torres Strait Islander people as the first peoples and traditional custodians of the land and waterways on which we live and paid respects to Elders past, present and future. The Chair welcomed committee members and guests, including LeadWest's new Executive Officer, Simone Kemp who joined LeadWest in August. Simone provided an overview of her experience which includes 20+ years in local government. The Chair noted apologies were received from Deputy Chair, Cr Katharine Nikolic and Chief Executive Officer, Maribyrnong City Council, Celia Haddock and acknowledged proxies attending in their place – Cr Lucy Nguyen and Patrick Jess.
2. Guest Presentation in person - Hon Melissa Horne MP	**Item 2 Presentation by the Hon. Melissa Horne MP, Minister for Ports and Freight, Minister for Roads and Road Safety, Minister for Health Infrastructure.** The Chair welcomed the Hon. Melissa Horne MP Minister for Ports and Freight, Minister for Roads and Road Safety, Minister for Health Infrastructure. Minister Horne acknowledged the successful advocacy work of LeadWest and its shared vision for the western suburbs. The Minister's presentation provided an overview of major projects and opportunities/benefits for the west including the completion of the West Gate Tunnel Project; introduction of no truck zones; Sunshine Station works including first steps of Melton line electrification; the new Footscray Hospital; Melton Hospital; and other road, rail, port and freight projects. The Chair thanked Minister Horne for her presentation and attendance at the meeting.
3. Guest Presentation – online - Regional Rail Revival | Melbourne Airport Rail Level Crossing Removal Project Authority	**Item 3 Presentation by Louise Koschmann and Andrew Pepplinkhouse** The Chair welcomed Louise Koschmann and Andrew Pepplinkhouse from VIDA Rail which is the organisation delivering rail projects including the Level Crossing Removal Project, Regional Rail Revival and Melbourne Airport Rail, to present an update on the Sunshine Superhub project. The presentation included an overview of the project, including funding, current timelines, procurement strategy, and stakeholder communications and engagement. The project is focused on unlocking capacity for more passenger services and creating space for the future railway lines of the Melbourne Airport Rail and metro rail services towards Melton. The Sunshine Superhub, Sunshine Precinct and electrification of the Melton line have been key advocacy priorities for LeadWest over a number of years. The Chair thanked VIDA Rail for their presentation.

LeadWest

4. Guest presentation – online RACV Report - Refreshed Bike Superhighway Network	**Item 4 Presentation by James Williams** This presentation was deferred to December meeting.
5. Commence formal meeting	
6. Conflicts of interest	**Item 6 Conflict of Interest** *(To be declared in accordance with the 'Local Government Act 2020)* No conflicts of interest were declared.
7. Minutes from previous meeting	**Item 7 Previous Minutes** The minutes from the meeting held 4 June 2025 were adopted without amendment. **Moved:** Cr Peter Maynard **Seconded:** Cr Diana Grima **Carried:** Yes
8. Actions	**Item 8 Actions from previous meeting** The action items from the previous meeting were listed in the agenda papers. The Executive Officer advised that all actions had been successfully actioned. Cr Susan Yengi expressed concern as to whether Action 5.5 in which the EO was to organise a special meeting in July to finalise the asks for the 2026 state election campaign had been completed. It was confirmed the CEOs had met and the intention had been for the follow up discussion to happen at this (September) meeting.
9. Advocacy	**Item 9 LeadWest Advocacy** **9.1 Ministerial Meetings** The Chair provided an update on activity which included two State Ministerial Meetings with the Hon Minister Melissa Horne in June and with the Hon Gabrielle Williams in July. Cr Yengi reported the meeting with Minister Horne went well and acknowledged the work of the previous LeadWest delegates for their work that contributed to LeadWest's recent successes.

LeadWest

Cr Grima acknowledged the Chair for his work and supporting LeadWest's advocacy and keeping the committee informed.

The Chair advised the committee that booking meetings with State MPs had been held off until the completion of the state election advocacy priorities brochure.

Cr Maynard raised that it was important to work with the government and opposition in the lead up to the State Election in 2026, and once candidates are announced, to pursue meetings with relevant candidates. The Chair suggested that LeadWest should consider an event with election candidates in 2026. Executive Officer to investigate potential event.

Cr Yengi raised that she would like delegates to be notified when meetings with Ministers have been scheduled, including a follow up brief overview post meeting.

9.2 Endorse 2026 State Election Advocacy Priorities Brochure

Cr Zada provided background on the development of the advocacy brochure development which had been aligned to the LeadWest Strategic Plan and to focus on current issues. The chair highlighted the positive feedback received on LeadWest's 2025 Federal Election brochure.

Cr Maynard recommended the reference to a SmartBus service under the Melbourne Airport Rail section of the brochure be removed due to the recent announcement of a new service to start in November, and sought clarification on the details of the Outer Western Roads package.

Cr Yengi raised the opportunity for some additional topics to be considered for inclusion including the expansion of electric bus network; increased tree canopy and addressing heat island effect across the region; and the relocation of the bus interchange at Footscray Station in the context of connectivity across the west.

Cr Grima expressed support for the inclusion of the Hobsons Bay wetlands project and focus on mental health services.

The committee discussed the amount of investment being sought on specific projects and agreed that this was difficult without business cases in place and agreed that the EO would follow up the changes requested relating to greening the west and electric buses.

Motion: That the committee accepts the 2026 State Election Advocacy Priorities brochure as included in the agenda papers, subject to the changes discussed, with an updated copy to be circulated to the committee.

Moved: Cr Peter Maynard
Seconded: Cr Diana Grima
Carried: Carried

	9.3 Draft Advocacy Action Plan Cr Peter Maynard raised a typo in the draft plan presented in the agenda papers and raised the importance to using existing networks. EO to work with member councils to develop stakeholder list. **Actions:** 9.1 Ministerial Meetings • Executive Officer to investigate potential event for state election candidates. 9.3 Draft Advocacy Action Plan • Executive Officer to work with member councils to develop 2026 state elections stakeholder list.
10. Reports	**Item 10 Reports** **10.1 Media** The Executive Officer reported that there had been 13 new media opportunities for LeadWest in the last quarter. Most recently the Chair was interviewed on ABC Radio. The total number of media opportunities for this calendar year is now 45, which is higher compared to this time last year (37). In June, the second edition of the LeadWest newsletter was distributed, and the third edition will be circulated this month. On the LW website, there had been 323 site sessions in the last quarter, with 232 unique visitors. **10.2 Finance** **Motion:** That the committee accepts the Finance report as included in agenda papers. **Mover:** Cr Peter Maynard **Seconded:** Cr Susan Yengi **Carried**: Yes **10.3 Chair's Annual Report** The Chair advised that each year the Chair of LeadWest prepares a short report on the financial year activities. A copy of 2024/2025 report was included in the agenda papers. Cr Maynard raised some typographic errors within the report to be addressed before final distribution. **Action:** 10.3 Chair's Annual Report • Executive Officer to address typographic errors within the report before final distribution.
11.Terms of Reference	**Item 11 Terms of Reference** The Chair advised that the LW Terms of Reference (ToR) need to be updated to reflect the change from a 10-year strategic plan to a 4-year strategic plan, which

	would then prompt an update to the current Instrument of Delegation. A copy was attached in the agenda papers. Cr Maynard referenced some sections of the ToR which appear to require further updating. This will be done as part of a full review of the ToR over the coming 12 months. **Motion:** That the committee endorses the amended LeadWest Terms of Reference. **Moved:** Cr Diana Grima **Seconded:** Cr Susan Yengi **Carried:** Yes **Motion:** That the committee requests a review of the LeadWest Terms of Reference. **Moved:** Cr Peter Maynard **Seconded:** Cr Susan Yengi **Carried:** Yes **Action:** • Executive Officer to commence review process for LW Terms of Reference to be completed within the next 12 months.
12.Instrument of Delegation	**Item 12 Instrument of Delegation** The Chair advised that to be compliant with the requirements of the Local Government Act 2020, each Council must either endorse the existing Instrument of Delegation or adopt an amended version before 24 October 2025. The wording is identical for each Council's Instrument of Delegation. **Motion:** That the committee endorses the amended Instrument of Delegation. **Moved:** Cr Diana Grima **Seconded:** Cr Peter Maynard **Carried:** Yes
13.Moonee Valley City Council	**Item 13 Moonee Valley City Council** The Chair provided update on the invitation to Moonee Valley City Council to reconsider their membership to LeadWest. A date was offered to present at a briefing in June 2023, however this was postponed. A new date to present to Moonee Valley is yet to be received.
14.Communications Strategy	**Item 14 Communications Strategy** The EO provide overview of the approach to developing a communications strategy, including social media, following discussions at the meeting in June. The development of the strategy will look at taking a strategic approach to how LeadWest is positioned with stakeholders - and the wider public - as the united and effective advocacy voice for Melbourne's west. The EO advised the strategy would consider communication objectives; audience; key messages; owned and earned

	channels, including website, social media, publications etc. A draft communications strategy will be presented for feedback at the December committee meeting. The Chair raised the importance of LeadWest's presence on social media.
15.Other Business	**Other Business** 1. The Chair raised the potential to change to the LeadWest delegate appointment term for each member Council. The committee agreed for this to be considered as part of the Terms of Reference review. 2. The next LeadWest Meeting in December will include the election of the Chair and Deputy Chair. Wyndham confirmed they will host. Committee members were encouraged to attend in person. 3. LW committee meeting dates for 2026 – to be discussed at December meeting. 4. Cr Maynard raised that regardless of when all committee members arrive, the meeting should start on time.
Close	**Close** The Chair thanked all the members of LeadWest for their attendance and ongoing contribution. The Chair closed the Meeting at **5.11pm**
2025 Meeting Dates	**Meeting Dates** The 2025 meeting dates are **5 March, 4 June, 3 September** and **3 December**. Next meeting (3 December) will be held from 3-5pm at Wyndham Civic Centre.

Actions Summary from meeting 3 September 2025

Action item:	Action:
Item 9 LeadWest Advocacy	**1.** Executive Officer to investigate potential state elections candidates event.
	2. Executive Officer to work with member councils to develop 2026 state elections stakeholder list.
Item 10.3 Chair's Annual Report	**3.** Executive Officer to address typographic errors within the report before final distribution.
Item 11 – Terms of Reference	**4.** Executive Officer to commence review process for LW Terms of Reference to be completed within the next 12 months.

Annual Report
LeadWest Joint Delegated Committee
2024/2025

LeadWest

REPORT FROM THE CHAIR
Cr Dr Phillip Zada, Melton City Council

LeadWest is an advocacy alliance representing Melbourne's western councils of Brimbank, Hobsons Bay, Maribyrnong, Melton and Wyndham. We represent the fastest growing region in Australia.

We seek government support, co-operation, and funding to strengthen our local economies, so our communities can continue to thrive. We advocate to ensure there is investment in Melbourne's west to cater for the current population and for future growth and seek to unlock investment and create opportunities to deliver the outcomes the west needs and deserves.

LeadWest represents one million residents, or 20% of Greater Melbourne's population.

The purpose of LeadWest is to oversee the preparation and implementation of the LeadWest Strategic Plan and identified projects as adopted and agreed by the member councils.

The LeadWest Joint Delegated Committee ('LeadWest') came into force by an Instrument of Delegation of member councils in August 2021. Meetings of LeadWest are held quarterly and conducted in accordance with the procedures set out in the *LG Act 2020,* and the LeadWest Terms of Reference.

Committee members 2024/2025

In December 2024 I was honoured to be elected Chair in my inaugural year with LeadWest. I acknowledge the valued and significant contribution of Deputy Chair Cr Katharine Nikolic (Brimbank), also a newly elected Councillor.

Thank-you to outgoing LeadWest members, Cr Sophie Ramsey (Melton) who was the most recent Chair, Cr Jae Papalia (Brimbank) and Cr Bernadette Thomas (Maribyrnong). Their commitment and contributions were both appreciated and highly valued.

LeadWest welcomed new member Cr Susan Yengi (Maribyrnong) and returning members Cr Diana Grima (Hobsons Bay) and outgoing Deputy Chair Cr Peter Maynard (Wyndham).

The LeadWest membership includes the five member council CEOs: Fiona Blair (Brimbank), Aaron van Egmond (part) and interim CEO Kerry Thompson (Hobsons Bay), Celia Haddock (Maribyrnong), Roslyn Wai (Melton) and Stephen Wall (Wyndham).

LeadWest Executive Officer, Hillary Hastings is also a member of the committee.

Election year

A general election of councillors for Victorian Local Government Areas was held on Saturday 26 October 2024. The election was held by postal ballot and was conducted by the Victorian Electoral

Commission (VEC). The election caretaker period impacted the delivery of some activities and meetings with MPs which could not proceed.

LeadWest's top advocacy priorities for 2024/2025:

Priority 1 – An Enterprising Region
Priority 2 – A Vibrant Community
Priority 3 – A Connected West
Priority 4 – A Healthy and Resilient West
Priority 5 – A Liveable and Sustainable West

Federal Election 2025 advocacy

A highlight of 2025 was the Federal Election advocacy activity.

As Chair of LeadWest, I led the LeadWest delegation to Parliament House Canberra on 11 and 12 February. The purpose of the visit was to boost the profile of the alliance and to advocate for commitments ahead of the 3 May Federal Election.

The group had a busy meeting schedule including the Hon Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government; Assistant Minister for Foreign Affairs the Hon Tim Watts; Senator Steph Hodgins-May from the Australian Greens; Member for Fraser Dr Daniel Mulino; Member for Hawke Mr Sam Rae; and Member for Wills Mr Peter Khalil.

The delegation also met with senior advisers from the offices of the Opposition Leader the Hon Peter Dutton, as well as the office of the Hon Kristy McBain, Minister for Regional Development, Local Government and Territories. Requests for meetings were also submitted to The Prime Minister the Hon Anthony Albanese, the Opposition Leader the Hon Peter Dutton, Senator for Victoria Sarah Henderson, Senator for Victoria Jane Hume, Senator for Victoria Bridget McKenzie, and Senator for Victoria James Paterson, but they were unavailable.

The visit to Canberra provided a great opportunity to discuss unlocking investment to provide Melbourne's West with transport connectivity, greater economic development, employment opportunities, urban renewal, and improved wellbeing.

I would like to acknowledge those who joined the delegation for both their time and commitment to securing winning outcomes for the west.

Members of the LeadWest Canberra Delegation

- Cr Dr Phillip Zada - Melton City Council, Chair of LeadWest
- Cr Katharine Nikolic - Brimbank City Council, Deputy Chair of LeadWest
- Cr Susan Yengi - LeadWest Cr Delegate Maribyrnong City Council
- Fiona Blair, CEO Brimbank City Council
- Roslyn Wai, CEO Melton City Council
- Lucas Gosling, Director Maribyrnong City Council
- Hillary Hastings, Executive Officer LeadWest.

It was pleasing to receive positive feedback from MPs that the delegation was well prepared with both presentations and supporting documents. Additional feedback was that the LeadWest brand was strong and well recognised, and Minister's especially welcomed the opportunity to meet with the regional alliance, rather than individual councils.

Following our Canberra advocacy, seven from nine of our key 2025 Federal Election advocacy asks received funding commitments:

- $1.1 billion upgrade to the Western Highway.
- $300 million to Fix the Calder – new diamond interchange at Calder Park.
- $85 million West Link Stage 2 – road link connecting fast growing suburbs in Wyndham.
- Prime Minister Anthony Albanese announced $2 billion in funding for Melbourne's Airport Rail project. The funding will go towards creating a new rail "Superhub" at Sunshine, as the first stage before tracks can extend to the airport.
- The Prime Minister also promised a $300 million cash injection to boost rail services in the Melton growth corridor. The line to Melton will eventually be electrified as part of the Airport Rail project.
- $15 million towards the Plumpton Aquatic and Leisure Centre (through the Thriving Suburbs Program).
- $5 million for Creative West.

Federal Election advocacy activity included the development of a brochure *Advocacy Priorities 2025 Federal Election - Invest in Melbourne's West***.** The brochure was launched at an event in January and distributed with accompanying letters to all Federal MPs in our region and relevant Ministers. A media release was distributed which resulted in positive media coverage.

Since the launch of the LeadWest Federal Advocacy Campaign in January, there has been 26 media hits including 6 radio interviews, 14 articles and 6 media releases. This does not include social media posts.

State Advocacy

Our focus on Better Buses for Melbourne's West continues.

In 2024, we welcomed an announcement by the Victorian Government of a $61.2 million investment for new and improved bus services in Melbourne's west. In 2025, LeadWest welcomed the Allan Government's announcement of an additional 15 new school bus specials in our growth areas and was pleased that the 2025 State Budget allocated $12.1 million for a new bus route connecting Cairnlea and Deer Park.

The State Budget also included $162 million for new and improved bus services in Melbourne's growing suburbs, including:

- new and extended bus routes connecting passengers in growth areas to train stations including Riverwalk, King's Leigh, Mt Atkinson, Thornhill Park and Mystique estates
- new and upgraded bus services for the new West Tarneit Station
- more bus services to improve access to the Wyndham Law Courts precinct
- new bus route between Cairnlea and Deer Park
- upgraded services to improve access to Caroline Springs Town Centre and Watergardens Station the fast-growing growth areas in Melbourne's west.

Strategy 2026 State Election Advocacy Priorities and brochure

The Advocacy Officers Advisory Group worked together to recommend a list of advocacy asks for the Committee to consider as part of the Advocacy Priorities 2026 State Election brochure. Advocacy asks were aligned to the LeadWest Strategic Plan.

State MP Meetings

During the reporting period LeadWest met with the following MPs:

- Hon Tim Pallas Member for Werribee, (former) Treasurer of Victoria

- Brad Battin, Member for Berwick, Leader of the Victorian Liberal Party and Leader of the Victorian Opposition
- Hon Melissa Horne, Member for Williamstown, Minister for Ports and Freight, Minister for Roads and Road Safety, Minister for Health Infrastructure.
- Hon Natalie Hutchins, Member for Sydenham, Minister for Prevention of Family Violence, Minister for Government Services, Minister for Women, Minister for Treaty & First Peoples
- Sarah Connolly, (Labor) Member for Laverton
- Moira Deeming, (Liberal) Member for Western Metropolitan (2 Meetings)
- David Ettershank, (Legalise Cannabis Victoria) Member for Western Metropolitan
- Luba Grigorovitch, (Labor) Member for Kororoit
- Steve McGhie, (Labor) Member for Melton (2 Meetings).

This year LeadWest has:

- Reviewed our Strategic Plan.
- Developed a suite of position statements that are being used to respond to media enquiries for a proactive media approach.
- Facilitated the LeadWest Advocacy Officers Advisory Group which met five times in 2024-2025.
- Increased focus seeking media attention relating to our advocacy, with a significant increase in published articles and radio interviews from the previous year.
- Worked to develop and maintain positive relations with State and Federal governments.
- Increased the number of meetings with State and Federal Members of Parliament.
- Invited to the State Budget lock-up at Parliament House and the State Budget Lunch hosted by the Victorian Chamber of Commerce.
- Refreshed marketing materials including Federal and State Advocacy brochures and a LeadWest Strategic Plan brochure.

I would like to thank all LeadWest members for their support, in particular Deputy Chair, Cr Katharine Nikolic, and for successfully steering the evolution of advancing the advocacy of LeadWest. We have had a record number of meetings with Members of Parliament and advanced our profile through increased engagement with media. LeadWest's financial position is sound.

Thank-you to our dedicated and committed Advocacy Advisors Group. This group is made up of each member council's advocacy officers. Their combined expertise and experience have driven our increased engagement over the past 12 months.

I would also like to acknowledge the retirement of LeadWest Executive Officer, Hillary Hastings, in August 2025 and thank Hillary for her excellent work during her time with LeadWest.

In closing, we are proud to collectively represent the voice of community through LeadWest. We represent the shared interest of our members to strengthen our local economies; support sustainable population growth; improve our transport connectivity and scale up our community services to meet the current and future needs of our people.

I appreciate the privilege of being Chair.

Cr Dr Phillip Zada
Chair, LeadWest

12.10 REVIEW OF INSTRUMENT OF DELEGATION - JOINT DELEGATED COMMITTEE - LEADWEST

Author: Troy Delia - Senior Coordinator Governance
Presenter: Emily Keogh - Head of Governance

PURPOSE OF REPORT

To recommend that Council adopts the amended Instrument of Delegation to the Joint Delegated Committee under s.64 of the *Local Government Act 2020* (**Act**), known as the "LeadWest Committee".

RECOMMENDATION:

That Council:

1. Notes that Council has undertaken a review of, and varied, the Instrument of Delegation to the Joint Delegated Committee called LeadWest (**Committee**) which was established on 1 August 2021, pursuant to s.64 of the *Local Government Act 2020* (**Act**), with the Cities of Brimbank, Hobsons Bay, Maribyrnong, Melton, and Wyndham.
2. By Instrument of Delegation pursuant to s.11 of the Act, delegates to the Committee, the powers, duties and functions relevant to the LeadWest governance arrangements, in accordance with the Instrument of Delegation and Schedule in **Appendix 1**, effective from 22 September 2025.
3. Authorises the affixation of Council's Common Seal to the Instrument of Delegation.
4. Determines that the Instrument of Delegation will:
   4.1 Come into force on 22 September 2025; and
   4.2 Remain in force until Council determines to vary or revoke it.
5. Adopts the revised Terms of Reference for the Committee as detailed at **Appendix 2**.
6. Notes that the Terms of Reference for the Committee will be subject to a full review within 12 months.

REPORT

1. Executive Summary

The officer recommendation in this report is designed to ensure that an appropriate governance structure remains in place to manage the ongoing operations of the LeadWest Joint Delegated Committee to the satisfaction of all member councils.

To facilitate this, each member council must establish a Joint Delegated Committee under s.64 of the Act which mirrors the delegations and terms of reference of the other members.

2. Background/Issues

LeadWest was originally established as a company in 2007 as a regional organisation for Melbourne's west. At its inception, all 6 councils in Melbourne's West (Brimbank, Hobsons Bay, Melton, Maribyrnong, Moonee Valley and Wyndham) were members. The City of Moonee Valley withdrew its membership of LeadWest effective from 1 September 2020.

To facilitate the continued operation of LeadWest, the Member Councils established LeadWest as a Joint Delegated Committee auspiced under s.64 of the Act on 28 June 2021.

The Act requires that Council review all Instruments of Delegation made under section 11 of the Act, within 12 months of the Council's General Election.

Following the review of the current Instrument of Delegation, it was determined by all member Councils that the Instrument of Delegation and Schedule provided as **Appendix 1** be endorsed by the committee, for presentation to the member Councils.

To review the LeadWest Joint Delegated Committee's Instrument of Delegation, all participating Councils are required to adopt an identical Instrument of Delegation.

The Terms of Reference have also been revised to reflect the changes proposed to be made to the Instrument of Delegation.

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2025-2029 Council and Wellbeing Plan references:

3. A progressive and trusted Council

3.2 An organisation that prioritises good governance, integrity and accountability and is community minded in its decision-making..

4. Financial Considerations

The ongoing budget for the LeadWest Committee will be determined annually, including the proportion to be contributed by each Member Council, with the approval of the Member Councils.

5. Consultation/Public Submissions

The Committee will continue to provide a mechanism for a regional approach to advocacy and the delivery of a four year Strategic Plan. The Strategic Plan is underpinned by a rolling four-year implementation plan which will be delivered by teams from across the member councils implementing specific projects. This Plan will be prepared following extensive consultation including a focus on engaging Councillors from the Member Councils.

6. Risk Analysis

The legal framework for the LeadWest Committee structure is pursuant to s.64 of the *Local Government Act 2020.* There is no perceived risk in maintaining the LeadWest joint delegated committee structure.

7. Options

In order to renew the Instrument of Delegation for the joint delegated LeadWest Committee, all member Councils are required to adopt an identical Instrument of Delegation and Terms of Reference. If Council no longer wishes to maintain membership of the LeadWest Joint Delegated committee, it is required to give the Committee 12 months' notice.

LIST OF APPENDICES

1. LeadWest - Joint Delegated Committee - Instrument of Delegation - 2025
2. LeadWest - Joint Delegated Committee - Terms of Reference - 2025

Melton City Council

Instrument of Delegation

LEADWEST COMMITTEE

Melton City Council("Council") delegates to each person who is from time to time appointed as a member of the Delegated Committee established by resolution of Council passed on 22 September 2025 and known as the "LeadWest Committee" ("the Committee"), the powers, duties and functions set out in the Schedule and declares that:

1. this Instrument of Delegation is authorised by a resolution of Council passed on 22 September 2025;

2. a delegate can only exercise the delegations contained in this Instrument of Delegation while acting as a member of the Committee at a meeting of the Committee;

3. this delegation:

   3.1. comes into force on 22 September 2025;

   3.2. remains in force until Council resolves to vary or revoke it; and

   3.3. is to be exercised in accordance with the guidelines or policies which Council from time to time adopts; and

4. all members of the Committee will have voting rights on the Committee.

The **COMMON SEAL** of the **MELTON CITY COUNCIL** was affixed hereto In the presence of:))))

Councillor

Chief Executive Officer

Schedule
LEADWEST COMMITTEE

Powers and functions

To exercise Council's functions and powers to perform Council's duties in relation to the fulfilment of the Committee's purpose and objectives as stated in the LeadWest Joint Delegated Committee – Terms of Reference ("Terms of Reference") adopted by Council on 22 September 2025, and for those purposes:

1. to enter into contracts, and to incur expenditure;

2. to do all things necessary or convenient to be done for or in connection with the performance those functions, duties and powers, including:

    2.1. develop a strategic four year plan to foster and undertake actions that will support sustainable growth and development of the Western Region of Melbourne, including the local government areas of Wyndham, Brimbank, Hobsons Bay, Maribyrnong and Melton ("LeadWest Strategic Plan");

    2.2. develop and prioritise a rolling Four Year Implementation Program of the actions in the LeadWest Strategic Plan to be updated and approved annually ("Four Year Implementation Program");

    2.3. oversee implementation of LeadWest Strategic Plan in accordance with the agreed Four Year Implementation Program;

    2.4. make recommendations to Council and other LeadWest member Councils on budget allocations (refer Terms of Reference) to effect the implementation of the LeadWest Strategic Plan;

    2.5. progress individual initiatives in accordance with the annualised Four Year Implementation Program;

    2.6. review and recommend adjustments to the Four Year Implementation Program as required;

    2.7. monitor and report annually to LeadWest member Councils on the progress of the implementation of the LeadWest Strategic Plan; and

    2.8. perform all other functions that are set out in the Terms of Reference (attached) that are not otherwise listed above.

Exceptions, conditions and limitations

3. the Committee is not authorised by this Instrument to:

    3.1. enter into any contracts, or incur any expenditure, for an amount which exceeds the Committee's Budget as approved by Council and the other LeadWest member Councils in accordance with the Terms of Reference; and

    3.2. exercise the powers which, under section 11(2) of the *Local Government Act 2020* or otherwise, cannot be delegated, including:

3.2.1. this power of delegation;

3.2.2. to declare a rate or change;

3.2.3. to borrow money;

3.2.4. to enter into contracts for, or incur expenditure in, an amount exceeding that which has previously determined by the Council; and

3.2.5. any prescribed power.

LEADWEST JOINT DELEGATED COMMITTEE

TERMS OF REFERENCE – September 2025

1. Committee

The LeadWest Joint Delegated Committee (**Committee**) is constituted as a joint delegated committee in accordance with section 64 of the *Local Government Act 2020* (**Act**).

2. Preamble

2.1 The Cities of Brimbank, Hobsons Bay, Maribyrnong, Melton, and Wyndham (**Member Councils**) have resolved to establish the Committee as a joint delegated committee in accordance with section 64 of the Act for the purposes set out in these Terms of Reference.

2.2 Each of the Member Councils will endeavour to ensure that its budget makes provision for the resources reasonably necessary to deliver on commitments agreed in the LeadWest Strategic Plan. The budget of each member Council would be specific to meeting the LeadWest Strategic Plan actions relevant to that respective municipality. The recommended budget allocation is to be based on the perceived benefits and/or capacity of each member Council.

2.3 Any of the Member Councils may resolve to withdraw from the Committee provided that a notice period of 12 months is given.

3. Purpose and Objectives

The purpose and objectives of the Committee are to:

3.1 oversee the preparation and implementation of the LeadWest Strategic Plan;

3.2 oversee the preparation and implementation of any sub projects as determined by the Member Councils from time to time in accordance with these Terms of Reference;

3.3 identify and implement actions that support sustainable growth and development in the Western Region of Greater Melbourne (the **Region**) being the region covered by the municipalities of the Member Councils; and

3.4 provide coordinated assessment and decision-making functions with respect to the Committee's purpose.

4. Context

In fulfilling its purpose and objectives, the Committee will have regard to:

4.1 the overarching governance principles in section 9(2) of the Act;

4.2 legislative requirements generally;

4.3 available resources;

4.4 existing initiatives and programmes in the Region;

4.5 economic, social and environmental values; and

4.6 respecting individual differences between communities.

5. Role and Functions

The Committee's role and functions are those specified in clauses 5.1 to 5.3 below.

5.1 **Programming:**

5.1.1 develop and approve a four year LeadWest Strategic Plan which will underpin the activities of the Committee and is reviewed by the Committee in the first year of a new four year Council term;

5.1.2 develop and approve a rolling Four Year Implementation Program to implement actions stated in the LeadWest Strategic Plan and its subsequent reviews. This Program is to be updated and approved annually by the Committee;

5.1.3 approve individual "Project Briefs" developed to progress specific LeadWest Strategic Plan actions in accordance with the Four Year Implementation Program;

5.1.4 ensure the execution of the Four Year Implementation Program and monitor the progress of individual LeadWest Strategic Plan actions; and

5.1.5 establish the LeadWest Leadership Forums (Strategy and Implementation Committee and the Annual Forum) to provide input to the identification of regional priorities and development of the annualised Four Year Implementation Program.

5.2 **Budgeting:**

5.2.1 on or before 30 April each year, prepare an annual budget for the next financial year for submission to the Member Councils for approval, which budget will be approved by resolution of a majority of the Member Councils;

5.2.2 in consultation with the Member Councils, and by reference to the budget approved under clause 5.2.1, on or before 31 May each year, determine the amount that each Member Council will contribute annually for the cost of the Committee's functions, coordination and administration;

5.2.3 in conjunction with the budgeting processes under clauses 5.2.1 and 5.2.2 and otherwise as required, make recommendations to the Member Councils of budget allocations required to effect the implementation of specific LeadWest Strategic Plan strategies and actions for consideration in each Member Council's annual budgeting process ; and

5.2.4 seek on behalf of the Member Councils funding from external sources, being any source other than the Member Councils, for the furtherance and implementation of LeadWest Strategic Plan actions.

5.3 **Procedures Protocol:**

5.3.1 develop and adopt a protocol to provide the basis for the working relationships between the Member Councils in respect of matters within the scope of these Terms of Reference (including the role, relationships and operational processes of the Leadership Forums established under clause 12 and the LeadWest Executive Officer) and for the resolution of any issues that arise between Member Councils in respect of the LeadWest Strategic Plan and its implementation; and

5.3.2 provide advice, from time to time, to the Member Councils on the governance arrangements for the Committee.

6. Admission of New Members

Additional neighbouring Councils can be admitted as Member Councils (**New Council**) upon the recommendation of the Committee and following approval by resolution of each of the existing Member Councils, on the basis that:

6.1 the New Council agrees to adopt the LeadWest Strategic Plan and any future reviews;

6.2 the New Council agrees to provide annual funding through its budget process on the same basis as the other Member Councils (as outlined in clause 5.2);

6.3 where possible, the New Council commences its membership at the start of a financial year with approved funding in place; and

6.4 unless resolved otherwise by a majority of the existing Member Councils, the New Council is entitled to the benefit of all actions and projects already undertaken, in progress and completed by LeadWest.

7. Structure and Membership

7.1 At the time of establishment, the Committee consists of the following Member Councils:

7.1.1 Brimbank City Council;

7.1.2 Hobsons Bay City Council;

7.1.3 Maribyrnong City Council;

7.1.4 Melton City Council; and

7.1.5 Wyndham City Council.

7.2 The Committee will consist of the following voting members:

7.2.1 from each of the Member Councils:

(a) *one Councillor (or proxy), appointed in accordance with clause 7.4; and*

(b) *the Chief Executive Officer (or proxy) of the relevant Member Council; and*

7.2.2 so many independent members as determined by the Committee to be necessary from time to time, and appointed in accordance with clause 7.5, provided that the total number of independent members shall not exceed 5 at any one time.

7.3 The term of membership of each member will:

7.3.1 commence on the day respective Member Councils appoint their Councillor delegate and proxy (typically in November each year) ; and

7.3.2 be subject to clauses 7.6, 7.7 and 7.8 continue for:

(a) Councillors (and proxies) appointed by Member Councils – 1 year; and

(b) independent members – 2 years.

7.4 Each Councillor member of the Committee and their proxy will be appointed by resolution of their respective Member Councils.

7.5 Where the Committee proposes to have one to five independent members appointments will be made according to the following process:

7.5.1 the Committee will call for nominations of persons with appropriate expertise as independent members by public advertisement or invitation;

7.5.2 the Committee will assess the nominations, prepare a short list of candidates for each independent member(s) to be appointed and select a preferred candidate(s) for consideration by the Member Councils;

7.5.3 if a majority of the Member Councils accept, by resolution, the preferred candidate(s), those candidate(s) will be appointed to the Committee as an independent member(s) for the next term as specified in clause 7.3;

7.5.4 if a majority of the Member Councils reject, by resolution, the preferred candidate(s), the:

(a) *Member Councils rejecting the preferred candidate(s) will provide their reasons for doing so to the Committee; and*

(b) *process under clause 7.5.1, 7.5.2 and 7.5.3 will be repeated so to achieve a majority of the Member Councils accepting the preferred candidate(s) as independent member(s) of the Committee; and*

7.5.5 if, after two nomination processes, a majority of the Member Councils has not agreed on the independent member(s) to be appointed to the Committee, no appointment of independent members will be made for a period of at least 12 months, after which the process under clauses 7.5.1, 7.5.2 and 7.5.3 can be repeated for the appointment of independent member(s).

7.6 The appointment of an independent member to the Committee is automatically terminated on the date:

7.6.1 that the independent member is declared bankrupt or is disqualified to act as a Director of a company under the *Corporations Act 2001* (Cth);

7.6.2 that the independent member applies to take the benefit of any law for the relief of bankrupt or insolvent debtors;

7.6.3 that the independent member is convicted of an indictable offence;

7.6.4 of the third consecutive meeting of the Committee from which the independent member is absent without the leave of the Chairperson;

7.6.5 that the independent member fails, without reasonable excuse, to comply with an obligation imposed on him or her by the Act; or

7.6.6 that their term of appointment expires in accordance with clause 7.3.2(b).

7.7 The appointment of an independent member to the Committee may be terminated if a majority of the Member Councils resolves that the independent member:

7.7.1 has engaged in serious misconduct of any kind;

7.7.2 is unable to perform the duties of his or her office for any reason;

7.7.3 is otherwise unfit for the role, taking into account any recommendation of the Committee; or

7.7.4 for any other reason.

7.8 A Councillor member of the Committee ceases to be a member upon:

7.8.1 their term of appointment expiring in accordance with clause 7.3.2(a);

7.8.2 ceasing to be a Councillor; or

7.8.3 their Member Council resolving that they shall no longer be appointed to the Committee.

7.9 Any Councillor member of the Committee and any proxy will be eligible for reappointment at the expiry of their term under clause 7.3.2(a).

7.10 Any independent member of the Committee will be eligible for reappointment at the expiry of their term under clause 7.3.2, but not after termination under clauses 7.6 or 7.7, unless determined otherwise by resolution of a majority of the Member Councils.

---

8. Chairperson and Deputy Chairperson

8.1 The Chairperson of the Committee will be appointed:

8.1.1 annually at the first Committee meeting after all Member Councils appoint their Councillor delegate (typically at the committee meeting held in December);

8.1.2 from the Councillor members appointed under clause 7.2; and

8.1.3 by resolution of the Committee.

8.2 The Chairperson will:

8.2.1 chair all meetings of the Committee;

8.2.2 lead the preparation of the LeadWest Strategic Plan;

8.2.3 assist the Committee to establish sound governance practices;

8.2.4 provide guidance and advice to members of the governing body of the Committee about their conduct as members; and

8.2.5 provide leadership to the Committee.

8.3 The Deputy Chairperson will be appointed:

8.3.1 annually at the first Committee meeting after all Member Councils appoint their Councillor delegate (typically at the committee meeting held in December);

8.3.2 from the Councillor members appointed under clause 7.2;

8.3.3 by resolution of the Committee;

8.3.4 and will act as the Chairperson when the:

(a) *position of Chairperson is vacant; or*

(b) *Chairperson is absent or otherwise unable to perform the duties of the Chairperson for any reason.*

9. Proceedings of the Committee

9.1 The proceedings of the Committee will be in accordance with:

9.1.1 the Act;

9.1.2 these Terms of Reference; and

9.1.3 the Governance Rules of Brimbank City Council as amended from time to time.

9.2 In the event of any inconsistency between the documents listed in clause 9.1, the inconsistency will be resolved according to the order in which those documents are listed.

9.3 A quorum for the Committee will be 50% plus 1 of the persons appointed to the Committee.

9.4 Each member of the Committee appointed under these Terms of Reference and present at a Committee meeting is entitled to one vote.

9.5 Voting will be by a show of hands.

9.6 For a motion to be successful, a majority of the members of the Committee present at a meeting, personally or by proxy, must vote in favour of the question.

9.7 If the Chairperson and Deputy Chairperson are both absent for all or part of a Committee meeting the Committee members present at the meeting will resolve by a majority vote who from the Councillor members present at the Committee meeting will be appointed as the temporary Chairperson.

9.8 The Committee will set the times and dates for its meetings, provided that the Committee shall meet at least quarterly.

9.9 The conflict of interest provisions for members of Delegated Committees prescribed by the Act and the Governance Rules apply to members of the Committee.

9.10 The Committee may resolve to invite representatives of stakeholders in the implementation of aspects of the LeadWest Strategic Plan to attend its meetings, which representatives will:

9.10.1 be entitled to participate in any discussion, subject to direction of the Chairperson; and

9.10.2 not be entitled to vote.

10. Reporting

10.1 The business of the Committee shall be recorded in minutes kept by the LeadWest Executive Officer.

10.2 The minutes shall be:

10.2.1 distributed to each of the Member Councils within two weeks of the meeting to which they relate; and

10.2.2 included in the Register of Minutes kept by the Committee and made available for public inspection through each of the Member Councils.

10.3 The Committee shall provide an annual report to the Member Councils.

11. Administration

11.1 A LeadWest Executive Officer will be appointed by the Committee in accordance with clause 11.2 to provide administrative support to the Committee.

11.2 The Executive Officer will:

11.2.1 be an officer of one of the Member Councils;

11.2.2 be chosen by resolution of the Committee from a list of officers nominated by each of the Member Councils for the purpose, provided always that not every Member Council is obliged to nominate an officer;

11.2.3 continue as the Executive Officer until either the:

(a) Committee resolves to appoint another Executive Officer; or

(b) Member Council by which the Executive Officer is employed determines to withdraw the Executive Officer, or

(c) Executive Officer resigns in accordance with their employment contract

whichever is earlier; and

11.2.4 undertake a Coordination/Project Management role to:

(a) ensure timely and coordinated delivery of the overall annual LeadWest implementation plan; and

(b) provide the day to day oversight of the LeadWest program and specific actions.

11.3 The Executive Officer will provide to the Committee:

11.3.1 quarterly briefings at Committee meetings; and

11.3.2 six monthly progress reports,

containing such information as determined and directed by the Committee from time to time.

12. Leadership Forums

12.1 The Committee will establish two Leadership Forums:

12.1.1 a Strategy and Implementation Forum consisting of the Chief Executive Officers of each of the Member Councils; and

12.1.2 an Elected Representatives Forum consisting of all Councillors from the Member Councils.

12.2 The Leadership Forums will meet as often as is determined by the Committee from time to time, with the role of the Leadership Forums being to:

12.2.1 make recommendations to the Committee about the determination and driving of strategic regional priorities;

12.2.2 provide advice to the Committee on annual priorities for the review of the Four Year Implementation Program;

12.2.3 facilitate liaison, partnerships and coordination with stakeholders of the activities being undertaken by LeadWest, including identifying project synergies and opportunities arising from Federal, State and Local Government programs; and

12.2.4 receive updates about the review of the LeadWest Strategic Plan, progress reports and an annual report from the Committee on the Implementation Program.

12.3 Proceedings of Leadership Forum meetings will be recorded by minutes for formal tabling and consideration by the Committee.

13. Project Task Groups

13.1 The Committee is able to establish Project Task Groups from time to time for the purpose of undertaking individual project actions.

13.2 The Project Task Groups will be formulated to deliver individual LeadWest Strategic Plan actions in response to the annual work program.

13.3 The composition and funding of the Project Task Groups will be needs based and determined by the:

13.3.1 Committee, consistent with its budget submitted under clause 5.2; or

13.3.2 where the Committee's budget has no allocation for the necessary funding:

(a) *Member Council which will, at the determination of a majority of the Member Councils' Chief Executive Officers, lead and fund the relevant project; or*

(b) *majority decision of the Member Councils to share the cost of funding among their number.*

13.4 The method of budget administration will be determined on an individual project needs basis.

13.5 Day to day coordination and integration of the Project Task Groups will be managed by the LeadWest Executive Officer.

13.6 Individual 'Project Briefs' must be approved by the Committee before any funding under clause 13.3.1 is determined and allocated.

Attachment 1 Overview of the LeadWest Strategic Plan

1. To achieve its Purpose and Objectives LeadWest will, in accordance with the Terms of Reference and in reliance on the Instrument of Delegation, adopt a:

   1.1 LeadWest Strategic Plan covering a four year period; and

   1.2 rolling Four Year Implementation Program,

   both designed to foster and undertake actions that will support sustainable growth and development of the Western Region of Greater Melbourne (the **Region**).

2. The LeadWest Strategic Plan will focus on:

   2.1 jobs and skills;

   2.2 transport infrastructure and connectivity;

   2.3 health and wellbeing;

   2.4 continuing environmental rehabilitation and sustainable development;

   2.5 A vibrant social economy (sports, leisure, arts, culture, tourism)

3. In summary these areas of focus will include:

   3.1 Jobs and skills

   LeadWest will work in partnership with State and Federal Governments, the private sector, other regional bodies and stakeholders to pursue initiatives which target the needs of the Region regarding the generation and retention of jobs and continuing to build the necessary skills that are required now and in the future. The focus will include developing and utilising an evidence base to capitalise on the significant investment in the west and leverage opportunities for communities across the region.

   3.2 Transport infrastructure and connectivity

   With the rapid rate of growth and development occurring (and projected to continue for many years) in the Region, transport infrastructure and connectivity remains a critical priority for LeadWest. Capitalising on and facilitating best value outcomes resulting from the major transport initiatives occurring in and outside the Region will be a key focus.

   LeadWest will actively contribute as a strategic stakeholder to the delivery of such initiatives. In addition, LeadWest will be future focused by commissioning research to inform business cases for priority transport infrastructure and connectivity improvements that are required in the Region in the longer term.

   3.3 Health and wellbeing

   LeadWest considers health and wellbeing initiatives to be crucial to the future of the Region. Social impact investment activity is required and LeadWest will be an active participant in piloting innovative approaches in this area. LeadWest will research topics to provide an evidence base prior to addressing identified and prioritised preventative health and wellbeing indicators.

3.4 *Continuing environmental rehabilitation and sustainable development*

The Region, while similar in many ways to the rest of Greater Melbourne, also has its own environmental and development issues that need to be addressed. LeadWest will include environmental rehabilitation and sustainable development in its Strategic Plan and will encourage the piloting of innovative approaches to renewable/community energy and capitalise on the natural open space features in the Region by improving connectivity.

3.5 *A vibrant social economy*

LeadWest will work with identified strategic partners to highlight and further develop a mix of high standard sporting, leisure, arts/culture and tourism opportunities in the region that contribute to economic progress and social inclusion, and acknowledge our rich indigenous history and cosmopolitan community.

4. In progressing the above regard will be given to:

4.1 legislative requirements;

4.2 available resources;

4.3 existing initiatives and programmes;

4.4 economic, social and environmental values; and

4.5 respecting individual differences between communities.

12.11 ADVISORY COMMITTEES OF COUNCIL - AGGREGATED MEETING MINUTES

Author: Renee Hodgson - Manager Governance
Presenter: Emily Keogh - 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. Preventing Family Violence Advisory Committee – 13 August 2025
2. Disability Advisory Committee – 21 August 2025
3. Arts and Culture Advisory Committee – 2 September 2025
4. Policy Review Panel – 4 September 2025

REPORT

1. Executive Summary

Whilst not mentioned in the *Local Government Act 2020* (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 2024/25 municipal year was approved by Council at its Scheduled Meetings on 25 November and 16 December 2024.

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.	Preventing Family Violence Advisory Committee	13 August 2025
2.	Disability Advisory Committee	21 August 2025
3.	Arts and Culture Advisory Committee	2 September 2025
4.	Policy Review Panel	4 September 2025

3. Council and Wellbeing Plan Reference and Policy Reference

The Melton City Council 2025-2029 Council and Wellbeing Plan references:

3. A progressive and trusted Council

3.2 An organisation that prioritises good governance, integrity and accountability and is community minded in its decision-making..

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. Preventing Family Violence Advisory Committee - 13 August 2025
2. Disability Advisory Committee Minutes - 21 August 2025
3. Arts and Culture Advisory Committee Minutes - 2 September 2025
4. Policy Review Panel Minutes - 4 September 2025

MINUTES

Preventing Family Violence Advisory Committee Meeting

held on 13 August 2025 online via Teams

Present:	Cr Lara Carli	Deputy Mayor (Chair)
	Cr Sophie Ramsey	Councillor
	Cr Julie Shannon	Councillor
	Cr Dr Phillip Zada	Councillor
	Steve Hayes	Victoria Police
	Robert Kokoszka	Victoria Police
	Josie Mitchell	Dept of Education, Respectful Relationships
	Dylan Aldous	Western Health
	Kate McKernin	CatholicCare
	Amina Liban	MiCare
	Sobur Dhieu	Aspiring Young Africans Foundation
In Attendance:	S Prestney	Manager Libraries and Learning
	S Hiley	Coordinator Social Planning & Wellbeing
	A Tan	Coordinator Community Wellbeing and Inclusion
	D Brundell	Team Leader Community Health Promotion
	A Muminovic	Family Violence & Service Navigation Social Worker
Guests:	Nil	
Quorum:	A quorum must be achieved for a meeting to commence. A quorum is at least 50% of each member category present. 2 Councillors and 5 organisation representatives must be present.	
Chairperson:	Cr Lara Carli	Deputy Mayor
Minute Taker:	Allison Coonan	Coordinator Executive Support

1. Welcome

The Chairperson opened the meeting at 10:00am and welcomed the Committee members and attendees.

2. Acknowledgement of Country

The Chairperson gave an Acknowledgement of Country.

3. Introduction of members and stakeholders

The committee members and officers introduced themselves.

MINUTES

4. Apologies

T Scoble, Director City Life

Skye Gooch, Djirra

Alex Smith, The Orange Door

Nisha Gull e-Nishat, GenWest

5. Declaration of Interest and/or Conflict of Interest

Nil.

6. Business Arising from Previous Minutes

Nil.

7. Standing Agenda Items

7.1 Member Updates

Members informed of recent training workshop delivered to staff from local Brimbank and Melton Secondary Schools on the Respectful Relationships curriculum.

8. General Business

8.1 Council's approach to preventing family violence

An overview of Council's approach to the prevention of violence against women and gender equity was provided to the committee. This Highlighted Council's key strategy, plans, Gender Impact Assessments (GIAs) process and the Free from Violence Local Government Program.

Actions:

Circulate a copy of the Council's approach to preventing family violence presentation.

At the committee meeting in November, officers to provide an overview of the Free from Violence three-year program.

At a future meeting, officers agreed to present the draft Equality and Respect 25-27 Implementation Plan and provide the Committee with an opportunity for input and advice.

8.2 2025-26 planning

An update on plans for gender equity and prevention of family violence planned actions over the next 12 months was provided.

Actions:

Circulate a copy of the Council 2025-26 Planning update presentation.

MINUTES

8.3 Member Discussion

A discussion was held regarding future topics for engagement.

Actions:

A survey to be distributed to committee members for feedback.

At the committee meeting in November, a statistical overview of homelessness and family violence to be provided.

Victoria Police to provide a standard statistical report of homelessness and family violence that can be shared at the committee meeting in November.

Cr Carli requested the meeting in November to be in person with the option to join online.

9. Next Meeting

The next meeting is to be held on Thursday 13 November 2025 commencing at 10:00am in person with the option of joining online. Meeting room and venue to be advised.

10. Close of Business

The meeting closed at 10:56am.

MINUTES

Disability Advisory Committee Meeting

held on 21 August 2025 in Room 7, Yuille Street Building – Melton Civic Centre.

Present:	Cr K. Majdlik	Councillor
	Cr S. Ramsey	Councillor
	M. C. Agathe	Community Representative
	H. Sayers	Community Representative
	L. Campbell	Community Representative
	R. Kaur	Organisational Representative
In Attendance:	T. Scoble	Director City Life
	C. Crameri	Manager Community Care and Active Living
	A. Tan	Coordinator Community Wellbeing and Inclusion
	N. Migani-Roberts	Advocacy and Inclusion Officer
	M. Hutchinson	Acting Manager Engineering and Asset Services
	L. Brown	Executive Assistant
	A. Coonan	Coordinator Executive Support
Guests:	M. Bell	Literacy and Learning Programs Officer
Quorum:	A quorum must be achieved for a meeting to commence. A quorum is at least 50% of each member category present. 2 Councillors, 2 Community Representatives and 1 Organisational Representative must be present.	
Chairperson:	Cr K. Majdlik	Councillor
Minute Taker:	L. Brown	Executive Assistant

1. Welcome

The Chairperson opened the meeting at 12.08pm and welcomed the Committee members and attendees.

2. Acknowledgement of Country

The Chairperson gave an Acknowledgement of Country.

3. Apologies

R. Wai	Chief Executive Officer
Cr L. Carli	Councillor
A. Power	Community Representative

4. Declaration of Interest and/or Conflict of Interest

Nil.

MINUTES

5. Confirmation of Minutes of Previous Meeting

The Disability Advisory Committee ratified the out-of-session confirmation of the Minutes of the Disability Advisory Committee Meeting held on 19 June 2025 and received by Council at the Scheduled Meeting held 28 July 2025.

6. Business Arising from Previous Minutes

Actions from the Disability Advisory Committee meeting held on 19 June 2025 were discussed:

Further advice provided to the committee regarding the Marveloo and its staff resources at Council events. The committee discussed the proposal from officers for the temporary allocation of a security guard at the Marveloo. The committee raised some concerns regarding this arrangement and are seeking further discussion and clarification from Council officers.

A guest speaker from Libraries to be organised to present at the August DAC meeting. ***Actioned.***

Officers to contact the Chief Executive Officer, Melton City Council and request that an update on the Plumpton Aquatic and Leisure Centre be presented to the Committee at the August meeting if possible. *Director City Life provided a brief status update on the project.*

The Disability Advisory Committee recommends that Council promote the availability of the ReciteMe assistive technology software on the Melton City Council website through Council's social media channels. This promotion should highlight the software's importance and usability for community members with additional needs, reinforcing Council's commitment to accessibility and inclusion. ***Recommendation carried forward.***

Actions:

At the committee meeting in October, officers to present an update following further investigation regarding the committee's concerns raised about a security guard being located at the Marveloo.

At a future committee meeting, officers to provide an overview of the Cobblebank Community Services Hub.

At a future committee meeting, officers to present an update on the Plumpton Aquatic and Leisure Centre.

7. Standing Agenda Items

7.1. Guest Presenter

An overview of inclusive practices embedded within Council's Libraries and Learning programs was presented to the Committee, with a focus on the integration of Auslan in Early Years programs.

Actions:

Circulate a copy of the Libraries and Learning programs presentation, inclusive of a link to the Public Libraries Victoria Early Years Handbook for Public Libraries.

Cr Carli (previously) has requested for an Auslan educational session to be held for the Disability Advisory Committee members at a future committee meeting.

MINUTES

7.2. Advocacy and Inclusion Officer Update

An update and overview of actions implemented was provided to the committee:

a) Disability Implementation Plan Year 3 Highlights
b) CARE Expo
c) Melton Business Excellence Awards
d) All Abilities Sports Event
e) Live Close Captions for Council Meetings
f) International Day of People with Disability

Action:

Cr Ramsey requested a copy of the Disability Implementation Plan year 3 Highlights be circulated to Councillors prior to the Meeting of Council on Monday 25 August.

8. General Business

An update on local infrastructure and transport projects was provided.

Actions:

At the Committee meeting in October, officers to provide an update on the status of traffic signal synchronisation at the intersection of High Street and Coburns Road, Melton.

Cr Ramsey is to be noted as an apology for the October Committee meeting.

9. Next Meeting

The next meeting is to be held on Thursday 16 October commencing at 12.00pm at Cobblebank Stadium.

10. Close of Business

The meeting closed at 1.19pm.

MINUTES

Arts and Culture Advisory Committee Meeting

held on 2 September 2025, online via Microsoft Teams.

Present:	Cr L. Carli	Councillor
	Cr B. Morris	Councillor
	J. Bentley	Community Representative
	L. Dowel	Community Representative
	S. Thurley	Community Representative
In Attendance:	S. Prestney	Manager Libraries and Learning
	K. Bonser	Senior Art Project Officer
	L. Brown	Executive Assistant
Guests:	Nil	
Quorum:	A quorum must be achieved for a meeting to commence. A quorum requires 2 Councillors and 3 Community Representatives to be present.	
Chairperson:	Cr L. Carli	Councillor
Minute Taker:	L. Brown	Executive Assistant

1. Welcome

The Chairperson opened the meeting at 10.05am and welcomed the Committee members and attendees.

2. Acknowledgement of Country

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

3. Apologies

Cr B. Turner	Councillor
S. Singh	Community Representative
R. Chetcuti	Community Representative
B. Sauvao	Community Representative
J. Sanderson	Coordinator Arts and Events

4. Declaration of Interest and/or Conflict of Interest

Nil.

5. Confirmation of Minutes of Previous Meeting

The Arts and Culture Advisory Committee ratified the out-of-session confirmation of the Minutes of the Arts and Culture Advisory Committee Meeting held on 3 June 2025 and received by Council at the Scheduled Meeting held 28 July 2025.

MINUTES

6. Business Arising from Previous Minutes

6.1 Update of 2025 Arts and Events Team
An update on staffing arrangements for the Arts and Events team was provided.

6.2 MTC Mural Renewal
An overview of the completed MTC Mural, including images of the project was presented.

6.3 Trees at CS Gallery
Officers provided an update on the current approach to the maintenance of trees at the Caroline Springs Gallery.

The committee expressed concern regarding the impact the height of the plants has on visibility of the artwork.

Cr Morris provided a suggestion for seating to replace the current trees and garden beds.

6.4 Transporting Art at Caroline Springs
An update on the installation of the *Transporting Art* project was provided. The committee discussed the lifespan of the project. Council officers are seeking benchmarking information from VLine regarding the lifespan of similar projects.

6.5 Response to Cr Morris action re Park and ride to Djerriwarrh Festival
Officers provided an update regarding 'park and ride' options to Djerriwarrh Festival.

Cr Morris requested further investigation of parking options for major events at other suitable locations.

ACTIONS:

Council officers to hold further discussion with the relevant Council departments to provide the Committee's feedback and concerns regarding the trees and garden beds impacting the visibility of artwork outside the Caroline Springs Gallery, with an update to be provided at the committee meeting in November.

At the committee meeting in November, an update regarding the potential for inclusion of artwork at the new Melton Station will be provided.

At the committee meeting in November, a further update regarding suitable 'park and ride' locations for major events will be provided.

7. Standing Agenda Items

7.1 Engaging audiences with the Arts Program at galleries and City of Melton Major Events

Strategies to engage audiences with the Arts Program at galleries and City of Melton major events were discussed.

MINUTES

7.2 Arts Programming at Djerriwarrh Festival and Carols by Candlelight

An overview of arts programming planned for the Djerriwarrh Festival and Carols by Candlelight was provided.

7.3 CS Gallery Christmas Windows EOI

An update on the Caroline Springs Gallery Christmas Windows EOI was presented, with the committee providing feedback regarding the four (4) shortlisted artists for the program. The committee was invited to select their preferred two (2) artists for consideration by the Public Art Working Group.

7.4 Update on ASCENT 2025

An overview of the upcoming ASCENT 2025 exhibition for year 10 students was presented. Details were provided regarding the opening event scheduled for Thursday 9 October, 4.15pm – 6pm at the Caroline Springs Gallery.

8. General Business

An update regarding the *Blue Tree* project to spark conversations about mental health, was provided.

An overview of recent nature sketching workshops held within the Melton Botanic Garden was provided.

Cr Morris provided a suggestion for jazz music to be played within the gallery spaces at Caroline Spring Gallery to enhance the atmosphere of the space during normal opening hours.

ACTIONS:

Officers to follow up with the Melton Botanic Garden and program sponsor Wattyl regarding the Blue Tree Project.

At the committee meeting in November, an update in relation to the suggestion for jazz music to be played within the Caroline Springs Gallery will be provided.

9. Next Meeting

The next meeting is to be held on 25 November 2025 commencing at 10am online via Microsoft Teams.

10. Close of Business

The meeting closed at 11.13am.

MELTON CITY COUNCIL

Minutes of the Policy Review Panel Meeting of the Melton City Council

4 September 2025

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MELTON CITY COUNCIL

MINUTES OF THE POLICY REVIEW PANEL MEETING OF THE
MELTON CITY COUNCIL
HELD VIA MICROSOFT TEAMS
ON 4 SEPTEMBER 2025 AT 9:30 AM

Present:	Cr Carli (Chair)	
	Cr Majdlik	
	Cr Shannon	
	Cr Ramsey	
In Attendance:	R Wai	Chief Executive Officer
	T Scoble	Director City Life
	E Keogh	Head of Governance
	R Hodgson	Manager Governance
	C Crameri	Manager Community Care and Active Learning
	S Prestney	Manager Libraries and Learning

1. WELCOME

The Chair, Cr Carli, opened the meeting at 9.33am and welcomed the Panel Members.

2. APOLOGIES

Nil.

3. DECLARATION OF INTERESTS AND / OR CONFLICT OF INTEREST

Nil.

4. MINUTES OF PREVIOUS MEETINGS

The Policy Review Panel noted the Minutes of the Policy Review Panel meeting held on 7 August 2025 and adopted by Council at its Scheduled Meeting held on 25 August 2025.

5. OTHER BUSINESS CARRIED OVER FROM A PREVIOUS MEETING

Nil.

6. PRESENTATION OF STAFF REPORTS

6.1 VOLUNTEER POLICY

Cr Carli left the meeting at 9.47am and Cr Majdlik assumed the Chair.

Cr Carli returned to the meeting at 9.49am and assumed the Chair.

Responsible Officer: **Troy Scoble - Director City Life**

Document Author: **Coral Crameri - Manager Community Care**

Motion

Crs Ramsey/Shannon.

That the Policy Review Panel recommend Council approve the revised Council Program Volunteer Policy provided as **Appendix 2** to this report, with changes made by the Panel highlighted in yellow.

CARRIED

1. Background

1.1 The Policy

The Volunteer Policy is set out as a guide for Council Business units who manage, interact and supervise volunteers that assist with a range of Council programs and services to allow for a consistent approach. Each business unit is responsible for developing operational procedures and processes specific to the program or service that will enable required support for volunteers.

Council aims to achieve best practice standards in volunteer management; therefore, management of volunteers aligns with the National Standards for volunteers Involvement 2024.

The updated policy seeks to ensure Council remain aligned to the new National Standards for Volunteer Involvement 2024. These were update from the previous 2015 version.

1.2 Sources/benchmarking

Officers undertook desktop research with other Local Government policies for managing volunteers. The City of Melton policy is consistent in the principals, rules and procedures for managing volunteers to support Council programs and services.

1.3 Consultation

In reviewing the policy, officers undertook stakeholder engagement with Business units managing volunteers to support programs and services and volunteers themselves to determine ambiguity in their roles and responsibilities as volunteers. It was clear that Business units managing volunteers have specific procedures, positions descriptions consistent with policy principles in place for volunteers to be managed.

Based on the research there were minimum changes required to the policy beyond ensuring alignment to the new National Standards for Volunteer Management. The ownership of the policy is also being centralised to Council's People and Safety Team who will govern the management of volunteers across the organisation. This removes it from current ownership of a specific business unit. Operationally as stated above, individual business units will operate under this management framework.

Officers will be undertaking a further review of volunteer management throughout 2026.

1.4 Communication and Implementation

Once the policy has been approved, officers will update the relevant program documents and change communication plan will be developed and circulated to relevant business units that use volunteers within their Council programs and services.

1.5 Compliance

The policy is compliant with the Corporate Policy Management Framework.

1.6 Measures of Success

The success of the Policy will be measured by Business units having specific policies and procedures in place for volunteer management. These measures will also be further assessed as part of the future review of volunteer management to occur in 2026.

LIST OF APPENDICES

1. Volunteer Policy - Current
2. Volunteer Policy - Revised with Policy Review Panel changes

	Volunteer Policy
Version No.	5.0 16 June 2022
Endorsement	General Manager Community Services – June 2022 Policy Review Panel – 16 June 2022
Authorisation	Council – 18 July 2022
Review date:	16 June 2024
Responsible officer:	Manager Community Care
Policy owner	Coordinator Wellness and Engagement

1. Purpose

Council engages volunteers to support the delivery of a range of Council programs and services. This policy sets out the principles for the appropriate and consistent management of volunteers within the organisation.

2. Scope

This policy applies to Council Officers who are responsible for the management and supervision of volunteers who support the delivery of Council programs and services. Council Service Units are responsible for developing operational procedures specific to their area, to further guide and support volunteers.

3. Definitions

Word/Term	Definition
Volunteer	Council defines volunteers as people who: • Undertake activities that benefit Council and the community • Participate of their own free will and without coercion • Receive no financial payment from Council for their services • Participate in a designated Council volunteer position Council volunteers include: • Members of Council managed Advisory Committees where those roles include direct service delivery • Volunteers who participate in Council managed programs and services on an occasional, regular, short term or long-term basis

4. Policy

4.1 Background

Council acknowledges the importance of volunteers within its Council and Wellbeing Plan. Council is committed to enhancing volunteerism within the community and across the organisation, therefore having the dual role of:

- Supporting and managing volunteers who assist in the delivery of Council programs and services
- Playing a leadership role in promoting volunteerism within the municipality

Currently Council engages a significant number of volunteers. Council Officers are responsible for the recruitment, induction and management of volunteers and for the development of operational procedures that guide and support volunteers on a day to day basis.

This volunteer policy acknowledges the importance of volunteering and formalises Council's commitment to developing and implementing management systems that provide positive experiences for its volunteers. Council's volunteers will not replace paid employees or be utilised to backfill staff vacancies.

4.2 Objectives

Council aims to achieve best practice standards in volunteer management, therefore, management of Council's own volunteers is aligned with the National Standards for Volunteer Involvement 2015, developed by Volunteering Australia. The standards emphasise the importance of adopting a systems approach to managing volunteers that is continually reviewed and improved.

4.3 Council's Commitment to Volunteers

Council is committed to developing a model that integrates the National Standards into a volunteer management system that can support the organisation through growth, change and improvement. Council will aim to provide positive experiences that match expectations, interests and time commitments. Further to this Council will:

- Promote a safe work and discrimination free environment for self and others
- Provide opportunities to develop new skills through training and mentoring
- Provide clear lines of communication
- Recognise and acknowledge volunteer contributions
- Provide appropriate and adequate insurance coverage

4.4 Volunteers Commitment to Council

Volunteers supporting the delivery of Council programs and services have a responsibility to:

- Adhere to Council policies and procedures.
- Adopt safe work and non-discriminatory practices in the workplace
- Perform volunteer activities in accordance with the agreed position description and working arrangements
- Attend orientation and training opportunities as required
- Provide truthful and accurate information
- Respect privacy and confidentiality
- Ask for support or assistance when needed
- Value and support other members of the team
- Be committed to the project, organisation and the organisations values

5. Responsibility/Accountability

All Council Staff who manage and supervise volunteers are responsible for the implementation of this policy.

6. References and links to legislation and other documents

Name
Equal Opportunity Act 2010
Crimes Amendment (Bullying) Bill 2011
Occupational Health & Safety Act 2004 (Vic)
Worksafe Victoria A guide for employers Workplace Bullying March 2020
Melton City Council Discrimination, Harassment and Bullying Policy
Melton City Council Child Safe Policy, Procedure and Code of Conduct
A Handbook for Community Service Organisations Volunteer Health and Safety, WorkSafe Victoria
Melton City Council CitySafe Occupational Health and Safety Policy 2018
National Volunteer Strategy, Department of the Prime Minister and Cabinet
National Standards for Volunteer Involvement 2015, Volunteering Australia
Equality and Respect 2030
Gender Equality Act 2020

Council Program Volunteer Policy	
Date adopted	<Insert date>
Adopted by	Council
Review due	September 2027
Responsible officer	Head of People and Safety
Records reference	9179491

1. Purpose

Council engages volunteers to support the delivery of a range of Council programs and services. This policy sets out the basic principles for the appropriate and consistent management of volunteers across Council's programs and services.

2. Application And Scope

The policy applies to Council Business Units who are managing and supervising volunteers to support the delivery of Council programs and services. Council Business Units are responsible for developing operational procedures and processes specific to the program and service, to further support volunteers.

3. General Provisions

Council acknowledges the importance of volunteers in the community and within its Council and Wellbeing Plan. Council is committed to enhancing volunteerism within the community and across the organisation, therefore having the dual role of:

- Supporting and managing volunteers who assist in the delivery of Council programs and services
- Playing a leadership role in promoting volunteerism within the community

Currently Council engages volunteers to support delivery of a range of programs and services. Council Officers are responsible for the recruitment, induction and management of volunteers consistent with employees of Council and for the development of operational procedures that guide and support volunteers to perform their specific roles.

This volunteer policy formalises Council's commitment to developing and implementing management systems that provide positive experiences for its volunteers.

This policy does not support volunteers replacing existing approved paid employees or be utilised to backfill staff vacancies.

3.1. Objectives

Council aims to achieve best practice standards in volunteer management; therefore, management of Council's own volunteers is aligned with the National Standards for Volunteer Involvement 2024, developed by Volunteering Australia. The standards emphasise the importance of adopting a systems approach to managing volunteers that is continually reviewed and improved.

3.2. Council's Commitment to Volunteers

Council will aim to provide positive experiences that match expectations, interests and time commitments. Further to this Council will:

- Promote a safe work and discrimination free environment for self and others
- Provide opportunities to develop new skills through training and mentoring opportunities
- Provide clear lines of communication
- Recognise and acknowledge volunteer contributions
- Provide appropriate and adequate insurance coverage

3.2.1. Volunteer Commitment to Council

Volunteers supporting the delivery of Council programs and services have a responsibility to:

- Adhere to Council policies and procedures.
- Adopt safe work and non-discriminatory practices in the workplace
- Perform volunteer activities in accordance with the agreed organisation values, position description and working arrangements
- Attend orientation and training opportunities as required
- Respect privacy and confidentiality
- Ask for support or assistance when needed

3.2.2. Responsibility/Accountability

All Council Staff who manage and supervise volunteers are responsible for the implementation of this policy.

4. Definitions

Term	Definition
Volunteer	Council defines volunteers as people who: • Undertake activities that benefit Council and the community receiving no financial payment from Council for their services • Participate in a designated Council volunteer position

5. Related Documents

Name	Location
Equal Opportunity Act 2010	https://www.legislation.vic.gov.au/in-force/acts/equal-opportunity-act-2010/030
Crimes Amendment (Bullying) Bill 2011	https://www.legislation.vic.gov.au/bills/crimes-amendment-bullying-bill-2011
Occupational Health & Safety Act 2004 (Vic)	https://www.legislation.vic.gov.au/in-force/acts/occupational-health-and-safety-act-2004/045
Worksafe Victoria A guide for employers Workplace Bullying March 2020	https://www.worksafe.vic.gov.au/workplace-bullying-guide-employers
Melton City Council Discrimination, Harassment and Bullying Policy	SPOT - Policies and Documents
Melton City Council Child Safe Policy, Procedure and Code of Conduct	SPOT - Policies and Documents
A Handbook for Community Service Organisations Volunteer Health and Safety, WorkSafe Victoria	https://www.worksafe.vic.gov.au/volunteer-health-and-safety-community-service-organisations
Melton City Council CitySafe Occupational Health and Safety Policy 2018	SPOT - Policies and Documents
National Volunteer Strategy, Department of the Prime Minister and Cabinet	https://www.volunteeringaustralia.org/wp-content/uploads/National_Volunteering_Strategy_2011.pdf
National Standards for Volunteer Involvement 2024, Volunteering Australia	https://www.volunteeringaustralia.org/wp-content/uploads/National-Standards-for-Volunteer-Involvement-2024.pdf
Equality and Respect 2030	SPOT - Policies and Documents
Gender Equality Act 2020	https://www.legislation.vic.gov.au/in-force/acts/gender-equality-act-2020/004

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C. Crameri left the meeting at 9.55am.

6.2 COMMUNITY ACHIEVEMENT AWARDS POLICY

Responsible Officer: **Troy Scoble - Director City Life**

Document Author: **Jodie Turner - Coordinator Community Capacity**

Motion

Crs Majdlik/Ramsey.

The Policy Review Panel recommend Council approve the revised City of Melton Achievement Awards Policy, renamed City of Melton Volunteer Achievement Awards Policy provided as **Appendix 2** to this report, with changes made by the Panel highlighted in yellow.

CARRIED

1. Background

1.1 The Policy

The Community Achievement Awards (CAA) is an annual program that provides Councillors an opportunity to recognise community achievements. The Community Achievement Award Policy is due for renewal. The current policy outlines specific awards and procedures to be undertaken as part of the program.

The current CAA policy recognises community contribution through the following categories:

- Citizen of the Year – for recognition of ongoing community leadership and involvement
- Gender Equity Leader of the Year Award – for community leadership, promotion of gender equality and commitment to advancing the status of women
- Young Citizen of the Year – for community leadership under 25 years old
- Disability Access and Inclusion Leader of the Year – for commitment to improving the life of people with a disability
- Intercultural Engagement Leader of the Year – for leadership that celebrates our diverse community.

The review seeks to provide Council greater flexibility to annually determine how it seeks to recognise community achievement and contributions of residents. To modernise the policy the procedures to implement will then sit outside the policy.

1.2 Sources/benchmarking

Officers conducted benchmarking with eight other LGAs including those surrounding the City of Melton to understand the details of their community award programs and identify improvement opportunities.

1.3 Consultation

In reviewing the policy, officers undertook stakeholder engagement with previous award recipients, nominators and internal working group participants using interviews and surveys.

The benchmarking and engagement identified the following opportunities for improvement:

1. Increase community awareness of the program
2. Clarify award categories
3. Simplify the nomination process
4. Streamline assessment procedures
5. Align the awards to volunteerism in the community which continues to decline to highlight the rewards and acknowledgements of those undertaking volunteer efforts.

1.4 Communication and Implementation

Once the amended Policy has been approved, officers will update the relevant program documents and Council website including the guidelines, nomination form and assessment tools in readiness for the 2026 Program. A comprehensive communications plan will be developed to promote the Community Achievement Awards across the municipality using multiple engagement methods. Award nominations will be sought and the assessment process completed in time for the announcement of award winners in National Volunteer Week in May 2026.

1.5 Compliance

The Policy is compliant with the Local Government Act 1989 (Vic) and the Corporate Policy Management Framework.

1.6 Measures of Success

The success of the Policy is measured by levels of participation in the Award Program each year and through feedback from participants. These measures will be presented at the time of the next review of the Policy.

LIST OF APPENDICES

1. Community Achievement Awards Policy - Current
2. City of Melton Volunteer Achievement Awards Policy - revised with Policy Review Panel changes

Community Achievement Awards Policy

Date adopted	26 February 2024
Adopted by	Council – 26 February 2024
Review due	26 February 2025
Responsible officer	Manager Healthy Connected Communities
Records reference	9193133

1. Purpose

The Community Achievement Awards Program (CAA) recognises the work of individual volunteers or persons that clearly exceed the normal requirements of their paid work, and their contribution to community projects and the community. The CAA program inspires individual and community pride and strengthens community life in City of Melton.

2. Application And Scope

This policy applies to the nomination and awarding of the CAA program in the categories listed below. Annually, Council invites the community to nominate Melton City residents for the Melton Community Achievement Awards (CAA).

- Citizen of the Year – for recognition of ongoing community leadership and involvement
- Gender Equity Leader of the Year Award – for community leadership, promotion of gender equality and commitment to advancing the status of women
- Young Citizen of the Year – for community leadership under 25 years old
- Disability Access and Inclusion Leader of the Year – for commitment to improving the life of people with a disability
- Intercultural Engagement Leader of the Year – for leadership that celebrates our diverse community.

3. General Provisions

The CAA program provides a vehicle for Council to recognise and celebrate the contribution individuals make, their positive impact through community projects and the benefit achieved for the broader Melton community.

3.1. Eligibility Criteria

3.1.1. Nominees must be residents of the City of Melton who have consented to their nomination.

3.1.2. Nominees must have contributed to the City of Melton in a voluntary capacity; or must have clearly exceeded the normal requirements of their paid work.

3.1.3. Nominees cannot be a staff member or Councilor at Melton City Council.

3.1.4. Nominees must be nominated by another person who is not an immediate family member or member of their household. People cannot nominate themselves, an immediate family member (spouse, parent child, sibling) or someone that they live with.

3.1.5. Nominees cannot be nominated by a staff member or Councilor at Melton City Council.

3.1.6. Nominations must be received by the closing date; no late nominations will be accepted.

3.1.7. Nominations may be submitted through the online nomination system or by hard copy.

3.1.8. Nominees must not be a previous Community Achievement Award winner in the same category.

3.2. Selection Criteria

3.2.1. The following selection criteria applies to all awards categories to be applied by the assessment panel:

3.2.2. Commitment to improving community access, participation and involvement in the City of Melton'.

3.2.3. Commitment to fostering community partnerships in the City of Melton'; and

3.2.4. 'Commitment to demonstrating community leadership in the City of Melton.'

An additional criterion for the Disability Access and Inclusion Leader of the Year Award includes:

3.2.5. 'Commitment to advancing disability access and inclusion in the City of Melton.'

An additional criterion for the Gender Equity Leader of the Year Award includes:

3.2.6. 'Commitment to community leadership, promotion of gender equality and commitment to advancing the status of women in the City of Melton.'

An additional criterion for the Intercultural Engagement Leader of the Year includes:

3.2.7. 'Commitment to advancing the intercultural engagement in the City of Melton.'

No applicant can receive more than one award in a year.

Should no suitable nominations be submitted in a category, the panel may not award a winner for that year.

Nominees are eligible to be considered under more than one award category according to their community contributions. The assessment panel reserves the right to consider suitability of nominees for all relevant categories when conducting their assessment process.

3.3 Assessment Panel

The assessment panel is an advisory committee of Council governed by the Community Achievement Awards Assessment Panel Terms of Reference.

4. Definitions

Term	Definition
CAA	Community Achievement Awards
Gender Equity	The provision of fairness and justice in the distribution of benefits and responsibilities between women and men. It is not about equal delivery of services or distribution of resources; rather, equity recognises diversity and disadvantage and seeks to direct resources and services towards those most in need to ensure equal outcomes for all.

5. Related Documents

The Community Achievement Awards Policy aligns with the Council and Wellbeing Plan and other relevant strategies and the Gender Equality Act 2022-2025.

A Gender Impact Assessment has been completed on this policy.

The policy is compliant with the Local Government Act 2020 and with the Charter of Human Rights and Responsibilities Act 2006.

Name	Location
Local Government Act 2020	https://www.legislation.vic.gov.au/in-force/acts/local-government-act-2020
Charter of Human Rights and Responsibilities Act 2006	www.legislation.vic.gov.au
Gender Equality Act 2020	www.legislation.vic.gov.au
Council and Wellbeing Plan	Available via Council's website
Equality and Respect Strategy; Intercultural Plan; Growing and Thriving Strategy	Available via Council's website

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City of Melton Community Volunteer Achievement Awards Policy

Date adopted	<<Insert Council meeting date>>
Adopted by	Council
Review due	September 2027
Responsible officer	Manager, Healthy Connected Communities
Records reference	9193133

1. Purpose

The City of Melton Volunteer Award Achievement Program 'The Program' recognises the work of individual volunteers, and their contribution to the community. The Program inspires individual and community pride and strengthens community life in the City of Melton.

2. Application And Scope

Annually, Council invites the community to nominate Melton City residents through the Program for awards that recognise community volunteer contributions.

For the purposes of the Program, a volunteer is defined as an individual who freely offers their time, skills, or services to support an organisation or cause, without expectation of remuneration or employment. Volunteers may receive a token allowance or reimbursement to cover out-of-pocket expenses or as a gesture of appreciation. Such payments do not constitute wages or salary and do not alter the volunteer's status as a non-employee.

Award categories will be reviewed at the commencement of each term of Council and reviewed annually prior to program commencement.

3. General Provisions

The Program provides a vehicle for Council to recognise and celebrate the contribution of community members, their positive impact and the benefit achieved for the broader City of Melton community. The Policy is supported by guidelines that outline the eligibility criteria and nomination process.

3.1. Assessment Process

Decisions regarding the award recipients within the Program will be made through formal eligibility and assessment processes in compliance with the City of Melton Community Volunteer Achievement Awards Assessment Panel Terms of Reference.

The Assessment Panel is a formal Advisory Committee of Council.

4. Related Documents

The City of Melton Community Volunteer Achievement Awards Policy aligns with the Council and Wellbeing Plan 2025-2029 and other relevant strategies.

A Gender Impact Assessment has been completed on this policy.

The policy is compliant with the Local Government Act 2020 and with the Charter of Human Rights and Responsibilities Act 2006.

Name	Location
Local Government Act 2020	https://www.legislation.vic.gov.au/in-force/acts/local-government-act-2020
Charter of Human Rights and Responsibilities Act 2006	https://www.legislation.vic.gov.au/in-force/acts/charter-human-rights-and-responsibilities-act-2006
Gender Equality Act 2020	https://www.legislation.vic.gov.au/in-force/acts/gender-equality-act-2020/004
Council and Wellbeing Plan 2025-2029	Available via Council's website
Melton Community Volunteer Achievement Awards Assessment Panel Terms of Reference	Internal Council document

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T Scoble and S Prestney left the meeting at 10.21am.

7. GENERAL BUSINESS

The Panel discussed the Council Expenses Policy and noted a full review of the Policy will be undertaken as soon as practicable.

8. NEXT MEETING

The next meeting scheduled for Friday 3 October 2025 is to be rescheduled to late October 2025.

9. CLOSE OF BUSINESS

The meeting closed at 10.33am.

Confirmed

Dated this

.....CHAIRPERSON

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 988 (CR VANDENBERG) - HOPKINS ROAD, DEANSIDE

Councillor: Ashleigh Vandenberg

I hereby give notice of my intention to move the following motion at the Scheduled Meeting of Council to be held on 22 September 2025.

MOTION:

That Officers provide a report to a scheduled meeting of Council with an update on the development of Hopkins Road, Deanside including stages and next steps.

OFFICER'S COMMENTS:

Council officers will action in accordance with the Notice of Motion, subject to Council decision.

14.2 NOTICE OF MOTION 989 (CR VANDENBERG) - TARLETON ROAD, BONNIE BROOKE

Councillor: Ashleigh Vandenberg

I hereby give notice of my intention to move the following motion at the Scheduled Meeting of Council to be held on 22 September 2025.

MOTION:

That Officers provide a report to a scheduled meeting of Council on Tarleton Road, Bonnie Brooke, inclusive of road safety and future development of this road.

OFFICER'S COMMENTS:

Council officers will action in accordance with the Notice of Motion, subject to Council decision.

15. URGENT BUSINESS

16. 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:

16.1 Nomination of Advisory Committee Members for Council's Melton Weir Development 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.

16.2 Major Maintenance Contracts - Performance Report 2024/25

(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.

16.3 CEO Employment and Remuneration Committee Meeting Minutes and Recommendations

(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. CLOSE OF BUSINESS