MELTON CITY COUNCIL

Minutes of the Meeting of the Melton City Council

28 April 2025

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

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17. CLOSE OF BUSINESS **619**

MELTON CITY COUNCIL

MINUTES OF THE MEETING OF THE MELTON CITY COUNCIL HELD IN THE COUNCIL CHAMBERS, MELTON CIVIC CENTRE, 232 HIGH STREET MELTON ON 28 APRIL 2025 AT 7:00 PM

Present: Cr S Abboushi (Mayor)
Cr L Carli (Deputy Mayor)
Cr B Morris
Cr S Ramsey
Cr J Shannon
Cr B Turner
Cr J Verdon
Cr Dr P Zada

R Wai, Chief Executive Officer
P Leersen, Director Organisational Performance
S Romaszko, Director City Futures
T Scoble, Director City Life
N Whiteside, Director City Delivery
E Keogh, Head of Governance
R Hodgson, Manager Governance
B De Alencar Angus, Manager City Growth and Development
T Conway, Manager City Strategy
B Bensley, Governance Officer

1. OPENING PRAYER AND RECONCILIATION STATEMENT

The Mayor, Cr Abboushi opened the meeting at 7.12pm with the opening prayer and reconciliation statement.

2. APOLOGIES AND LEAVE OF ABSENCE

Cr K Majdlik, Cr A Vandenberg.

3. CHANGES TO THE ORDER OF BUSINESS

Nil.

4. DEPUTATIONS

Nil.

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

Nil.

6. ADOPTION AND CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

RECOMMENDATION:

That the Minutes of the Meeting of Council held on 24 March 2025 be confirmed as a true and correct record.

Motion

Crs Carli/Ramsey.

That the Minutes of the Meeting of Council held on 24 March 2025 be confirmed as a true and correct record.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

7. SUMMARY OF INFORMAL MEETING OF COUNCILLORS

7.1 SUMMARY OF INFORMAL MEETINGS OF COUNCILLORS

- Monday 17 March 2025 Summary of Informal Meeting of Councillors
- Monday 24 March 2025 Summary of Informal Meeting of Councillors
- Monday 7 April 2025 Summary of Informal Meeting of Councillors

RECOMMENDATION:

That the Summaries of Informal Meetings of Councillors dated 17 March 2025, 24 March 2025 and 7 April 2025 provided as **Appendices 1-3** respectively to this report, be received and noted.

Motion

Crs Verdon/Shannon.

That the Summaries of Informal Meetings of Councillors dated 17 March 2025, 24 March 2025 and 7 April 2025 provided as **Appendices 1-3** respectively to this report, be received and noted.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

LIST OF APPENDICES

1. Summary of Informal Meeting of Councillors - 17 March 2025
2. Summary of Informal Meeting of Councillors - 24 March 2025
3. Summary of Informal Meeting of Councillors - 7 April 2025

INFORMAL MEETING OF COUNCILLORS

MEETING DETAILS:			
Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 17 March 2025	**Time Opened:**	6.17 pm
		Time Closed:	9.05 pm
Councillors present:	Cr S Abboushi (Mayor) Cr L Carli (Deputy Mayor) (arrived 6.21pm) Cr K Majdlik Cr B Morris Cr S Ramsey Cr B Turner 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	
	P Leersen	Director Organisational Performance (CFO)	
	E Keogh	Head of Governance	
	R Hodgson	Manager Governance	
	A Ravindran	Chief Information Officer (departed 6.33pm)	
	S Prestney	Manager Libraries & Learning (departed 7.03pm)	
	J Simpson	Coordinator Open Space Planning (arrived 7.11pm, departed 7.21pm)	
	C Steele	Senior Open Space Planner (arrived 7.11pm, departed 7.21pm)	
	B De Alencar Angus	Manager City Growth & Development (arrived 7.23pm, departed 7.36pm)	
Guests	Nil		
Apologies	Cr J Shannon Cr A Vandenberg Cr J Verdon		
Matters discussed:	1. Windows 11 Update 2. Grants Review 3. Youth Summit 4. Seniors Outdoor Gyms 5. Draft Reports 6. General Updates from Officers		
CONFLICT OF INTEREST DISCLOSURES:			
Were there any conflict of interest disclosures by Councillors		No	
REPORT PRODUCED BY:			
Officer name:	Renee Hodgson, Manager Governance	**Date:**	Monday 17 March 2025

INFORMAL MEETING OF COUNCILLORS

MEETING DETAILS:			
Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 24 March 2025	**Time Opened:**	6.20 pm
		Time Closed:	6.46 pm
Councillors present:	Cr S Abboushi (Mayor) Cr L Carli (Deputy Mayor) Cr K Majdlik Cr B Morris Cr S Ramsey Cr J Shannon Cr A Vandenberg Cr J Verdon Cr Dr P Zada		
Officers present:	R Wai S Romaszko T Scoble N Whiteside P Leersen E Keogh R Hodgson B De Alencar Angus	Chief Executive Officer Director City Futures Director City Life Director City Delivery Director Organisational Performance (CFO) Head of Governance Manager Governance Manager City Growth & Development	
Guests	Nil		
Apologies	Cr Turner		
Matters discussed:	1. Council Meeting Agenda		

CONFLICT OF INTEREST DISCLOSURES:		
Were there any conflict of interest disclosures by Councillors		No. Crs Vandenberg and Verdon declared a predetermined view in relation to agenda item 14.1 and therefore did not partake in discussion on this matter.
Matter No.	**Councillor making disclosure**	**Councillor left meeting**
Agenda Item 14.1	Cr Vandenberg & Cr Verdon	Yes

REPORT PRODUCED BY:			
Officer name:	Renee Hodgson, Manager Governance	**Date:**	Monday 24 March 2025

INFORMAL MEETING OF COUNCILLORS

MEETING DETAILS:			
Meeting Name:	Briefing of Councillors		
Meeting Date:	Monday 7 April 2025	**Time Opened:**	6.16pm
		Time Closed:	9.56 pm
Councillors present:	Cr S Abboushi (Mayor) Cr L Carli (Deputy Mayor) Cr K Majdlik Cr B Morris Cr S Ramsey (online) 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 N Whiteside – Director City Delivery P Leersen – Director Organisational Performance (CFO) E Keogh – Head of Governance A Hays – Head of People and Customer S Rainford – Senior Lawyer and Property Advisor N Marino – Manager Finance A Ravindran – Chief Information Officer D Blandford – Manager Operations C Rantall – Coordinator Waste and Cleaning Operations B Oldfield – Infrastructure Pipeline Development Officer C Crameri – Manager Community Care (online) C Marshall – Manager Engineering and Assets (online) M Hutchinson – Design and Investigations Coordinator (online)		
Guests	Nil		
Apologies	Cr A Vandenberg		
Matters discussed:	1. Kerbside Waste Reforms Update 2. Contract No. 18-013 – Waste Collections Updated 3. Local Law Review Update 4. Response to Notice of Motion 952 - Boundary Road 5. Revenue and Rating Plan 6. Technology Change Program Update 7. Response to Notice of Motion 921 – Accommodation Services 8. Community Budget Submissions 9. 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:**	Monday 7 April 2025

8. CORRESPONDENCE INWARD

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

- Joe McCracken MP, Member for Western Region Victoria – Bus Services (Response to Notice of Motion 961)

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** to this report:

1. Joe McCracken MP, Member for Western Region Victoria – Bus Services (Response to Notice of Motion 961)

Motion

Crs Turner/Zada.

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** to this report:

1. Joe McCracken MP, Member for Western Region Victoria – Bus Services (Response to Notice of Motion 961)

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

LIST OF APPENDICES

1. Joe McCracken MP, Member for Western Region Victoria dated 25 March 2025

JOE McCRACKEN MP

Member for **Western Victoria Region**



25 March 2025

Cr Steve Abboushi
Mayor
City of Melton
232 High Street
MELTON VIC 3337

Dear Cr Abboushi

Thank you for your letter of 20 March 2025, in which you raised the urgent need for additional public bus services and other infrastructure throughout the municipality.

I am very much aware of the huge growth throughout the City of Melton, and of the difficulties faced by those living in Melton and surrounds, due to the absence of appropriate bus services. Current services do not meet the demand required by those needing to travel to the Melton railway station or enable them to arrive at their places of work in a timely manner. I have no doubt that the shortage of bus services impacts on your ratepayers in other ways, including travelling to shop, for medical appointments or to schools.

The increased target of 109,000 new homes in Melton by 2051, will surely show the State Government that there is not only the necessity of additional public bus routes throughout the municipality but the inclusion of various infrastructure to allow for the ongoing increase in the population.

I am pleased to offer my strong support to the City of Melton in seeking a review of the existing bus network and the need for additional infrastructure to be included in the 2025/2026 Victorian State Budget.

I have therefore made representations on behalf of the City of Melton to the Hon Gabrielle Williams MP, Minister for Transport Infrastructure and Minister for Public and Active Transport, seeking her consideration of the additional bus transport and other infrastructure.

Yours sincerely

J McCracken

Joe McCracken MP
Member for Western Victoria Region

RECEIVED
31 MAR 2025

17 Lydiard St North, Ballarat VIC 3350 joe.mccracken@parliament.vic.gov.au
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9. PETITIONS AND JOINT LETTERS

Nil.

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

Nil.

11. PUBLIC QUESTION TIME

Submitter: Samantha Jones	
Question asked of Council	**Response**
When will Binap Primary School get a school crossing supervisor specifically at Grand Scenic Drive to assist students crossing the road between 8:30am-9am and 3:00pm-3:30pm?	A new supervised school crossing is scheduled to be constructed for Binap Primary School in 2025/26 financial year as part of Council's Road Safety Around Schools Program.
Submitter: Samantha Jones	
Question asked of Council	**Response**
Could you please advise when Council will install bollards at the open field next to Binap Primary School?	The installation of bollards has been organised and is scheduled to be completed in the next 6-8 weeks.
Submitter: Karl Webster	
Question asked of Council	**Response**
Is there any truth in the proposed mosque on Harkness Rd being in size to rival the Sydney Opera house?	The current planning permit for the mosque at 171 Harkness Road Harkness includes a building footprint of 693 square metres, made up of a praying area of 400 square metres, entry verandahs of 170 square metres and an amenities area of 123 square metres.
Submitter: Donna Southern	
Question asked of Council	**Response**
Given the extreme obstruction along Leonid Drive, during school times due to parents parking on both sides of the road in their big vehicles without consideration to allow residents enough room to pass through, will Council consider making just one side of the road residents only / permit parking to enable us to get in and out of our homes so that we may go about our business?	Council's Traffic and Transport Team are scheduled to undertake a traffic study for Rockbank Primary School in Term 2, this year. This study will build on previous investigations and assess traffic movement, pedestrian movement, on street parking occupancy and other road and safety-related matters around the school. Consideration for parking restrictions on Leonid Drive will also occur as part of this study.

Submitter: Donna Southern	
Question asked of Council	**Response**
Aside from advocating and writing to VicTrack, what practical and realistic solutions to the Rockbank station parking issue have Council genuinely investigated?	Council notes and shares the concerns with access to car parking at Rockbank Train Station and many other stations in the City of Melton. Given car parking at train stations is the responsibility of the Victorian Government, Council can only advocate for an increase in provision of car parking. In relation to overflow parking in local areas surrounding train stations, Council Parking Officers continue to monitor the parking and undertake enforcement when required. Council officers have also recently commissioned a Road Safety Audit of Leakes Road to assess road safety issues and Officers will then review opportunities for safety improvements to be implemented.
Submitter: Silvia Wan	
Question asked of Council	**Response**
What plans are there to upgrade Boundary Road and if there are no plans, why not?	Council allocated funding in the 2024/25 financial year for design and approvals to progress an upgrade of Boundary Road to a two-lane road, which is in progress. Council will also be undertaking some early works to strengthen and seal the shoulders on Boundary Road this financial year. Further works are proposed in the next financial year are subject to Council's decision on the 2025/26 Budget.
Submitter: Nikhlesh Kaplish	
Question asked of Council	**Response**
When will the two new community rooms at the Diggers rest recreation reserve be available for public hire?	The community rooms within the new community facility at Diggers Rest Recreation have been activated and used by various community groups since opening in May 2024. Expressions of interest to use the community rooms on an ongoing hire basis opened in November 2024. The community rooms will also be made available for casual hire from 1 June 2025.

Submitter: Nikhlesh Kaplish	
Question asked of Council	**Response**
What can be done to improve the safety of children crossing Houdini Drive to access Diggers Rest Primary School?	A raised safety platform on Houdini Drive at the intersection of Plumpton Road is proposed for installation in 2025/26 as part of Council's decision on its 2025/26 Council Budget. A raised safety platform would improve pedestrian and cyclist safety by introducing priority crossing.
Submitter: Ravi Vadlamudi	
Question asked of Council	**Response**
Given that the Diggers Rest PSP was gazetted in 2012 with a clear requirement for early delivery of a town centre precinct, including a community centre, full-line supermarket, and civic space, why has there been no meaningful progress over more than a decade?	Council remains committed to facilitating a new town centre in the location identified in the Diggers Rest Precinct Structure Plan. Council officers are currently working with Coles who are seeking the relevant development approvals for a retail centre on the corner of Banks Drive and Vineyard Road. Council is continuing to invest in the Diggers Rest area, most recently through the development of the Diggers Rest Recreation Reserve Sporting Pavilion Community Facility, and has recently awarded a contract for the design of the Diggers Rest Childrens and Community Centre.
Submitter: Ravi Vadlamudi	
Question asked of Council	**Response**
Given that residents have been paying rates and developers have made contributions for these assets, when will Diggers Rest finally receive the completed council infrastructure it was promised over a decade ago?	The Development Contributions Plan that applies to Diggers Rest is the guiding statutory document that identifies the nature and type of infrastructure required to support the community. This infrastructure will be delivered as the development of Diggers Rest continues.

Submitter: Nitin Patel	
Question asked of Council	**Response**
Why has provision for Kindergarten not been allocated for Diggers Rest to cater for demand ahead of time and when will more capacity become available?	The current Kindergarten Service Provision is considered to be meeting the needs of the community in Diggers Rest. Consistent with Council's and State Government's Kindergarten Infrastructure Services Plan modelling, the planning and design of an Integrated Community Centre commenced early in 2025. This facility is scheduled to be operational commencing Term 1 2028. This facility will host four new kinder rooms, Maternal and Child Health, community consultation spaces for wraparound health and community services such as playgroups, supported playgroups, first time parent groups, and family support services to meet the needs of the Diggers Rest community.
Submitter: Nitin Patel	
Question asked of Council	**Response**
What can be done to ensure all rate paying residents have access to Diggers Rest Recreation Reserve community facilities?	Council allocates access to sport and recreation facilities consistent with Council's Allocation of Sport and Recreation Facilities Policy. Access is provided to community sporting clubs in summer and winter seasons for training and competition usage. Outside of these times the sportsgrounds are considered public open space useable by all of the community. Council also facilitates access to City of Melton based community groups and schools.
Submitter: Phil Galea	
Question asked of Council	**Response**
Why are there no specific guidelines within the Melton Planning Scheme regarding the location of petrol stations within residential areas, given that it is such a potentially hazardous operation, with regards to impacts on human health & safety, potential for fire, explosion, gas leakage, soil contamination & attraction to criminal activity?	State policy and zoning of permitted uses in the planning scheme are set by the Victorian Government. The EPA's Separation Distance Guidelines dated August of 2024 is an incorporated document under Clauses 13.06-1 and 13.07-1 of state policy. The guidelines specifically list service stations as appropriate in proximity to residential areas. No specific setback distance requirement is mandated.

Submitter: David O'Connor	
Question asked of Council	**Response**
Would Council please explain the rationale for removing 'Councillor's Questions Without Notice' from the meeting agenda and how this change supports transparency and accountability?	Councillors can seek information from Officers at any time and share appropriate information via their Reports at Council meetings or via other communication channels. Asking Officers questions without notice would also often result in questions being taken on notice to enable Officers to source information. Prior to this agenda item being removed, benchmarking was undertaken with other Victorian Councils, and it was found that this section of the meeting at Melton was quite out of step with what occurs across the sector.
Submitter: David O'Connor	
Question asked of Council	**Response**
Given that Diggers Rest is located within the Sunbury–Melton Growth Corridor and is experiencing significant growth pressures, how does Councils draft Rural, Interface and Growth Area Road Upgrade Strategy (RIGARUS) address future road upgrades and infrastructure planning for the Diggers Rest & Plumpton area?	The draft Rural, Interface and Growth Area Road Upgrade Strategy considers existing and modelled traffic volumes, maintenance and crash data, and community feedback to guide future upgrades to suit the needs of our growing community in all areas of our City. Community consultation has just closed and all community feedback on specific areas will be considered in finalising the strategy for Council's consideration.
Submitter: Mark Cunningham	
Question asked of Council	**Response**
When will the creek and surrounding parkland running along Lightsview blvd in the Hillgrove estate be addressed by the council clean up team?	Council maintains the parkland along Lightsview Boulevard, including litter removal, as part of Council's parks and open space maintenance program. Council officers will inspect the area this week and undertake any clean up works as required.

Submitter: Mark Cunningham	
Question asked of Council	**Response**
As the Rockbank East Childrens and Community Centre development had funds allocated as part of the current budget, when can the community expect to see construction start?	The funding in the 2024/25 financial year was provided for the design component only of the facility, which is in progress. Construction is currently scheduled to commence in the 2025/26 financial year. Note: The area has been fenced off to secure the area in preparation for Council to commence the required pre-construction activities such as ground testing and other similar requirements.

12. PRESENTATION OF STAFF REPORTS

12.1 PLANNING APPLICATION PA 2018/6314/3 - AMENDED PLANS AND PERMIT ASSOCIATED WITH A PERMIT FOR THE USE AND DEVELOPMENT OF THE LAND FOR THE DISPOSAL OF EARTHEN MATERIAL AND REMOVAL OF NATIVE VEGETATION BY INCREASING THE AREA OF THE WORKS AND EXTENDING THE EXPIRY DATE OF THE PERMIT AT 579-899 DIGGERS REST-COIMADAI ROAD, DIGGERS REST

Author: Cam Luong - Senior Development Planner
Presenter: Blake De Alencar Angus - Manager, City Growth and Development

PURPOSE OF REPORT

To consider and determine the planning application for amended plans and permit associated with the use and development of the land for the disposal of earthen material and removal of native vegetation by increasing the areas of works and extending the expiry date of the permit at 579-899 Diggers Rest-Coimadai Road, Diggers Rest.

RECOMMENDATION:

That Council issue a Notice of Decision to Amend a Permit subject to the conditions outlined in **Appendix 6** of this report.

Motion

Crs Verdon/Turner.

That Council issue a Notice of Decision to Amend a Permit subject to the conditions outlined in **Appendix 6** of this report.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

REPORT

1. Background

Executive Summary

Applicant:	Taylors Development Strategists
Proposal:	Amended plans and permit associated with a permit for the use and development of the land for the disposal of earthen material and removal of native vegetation by increasing the area of the works and extending the expiry date of the permit

Existing Land Use:	Horse Stud
Zone:	Green Wedge Zone (GWZ)
Overlays:	Environmental Significance Overlay (Schedule 2)
Permit Triggers	Green Wedge Zone (Clause 35.04-1) - A planning permit is required to use the land to dispose of earthen material (The use is defined as an innominate use). Green Wedge Zone (Clause 35.04-5) - A permit is required to undertake earthworks. Native Vegetation (Clause 52.17-1) – A planning permit is required to remove, destroy or lop native vegetation, including dead native vegetation.
Number of Objections:	10 objections
Key Planning Issues:	Is the proposal consistent with the purpose of the zone? Is the extent of filling appropriate? Is the extent of native vegetation removal acceptable? Does the operations of the site result in unreasonable amenity impacts? Has the permit holder complied with the existing conditions on the planning permit?
Recommendation:	Issue a Notice of Decision to Grant and Amended Planning Permit, subject to conditions.

This report has been prepared for Council consideration, given that more than five objections were received during the public notification process.

Planning permit history

Planning Permit No. PA2018/6314 was originally issued on 1 November 2019 and allowed for the use of land to dispose of earthen material and development works associated with such disposal and removal of native vegetation at 579 – 899 Diggers Rest Coimadai Road, Diggers Rest (the subject site). The original planning permit only included Stages 1 and 2.

The planning permit was amended on 30 May 2023. The planning permit was amended to include Stages 3 and 4, and to increase the total amount of fill allowed (as a result of the additional stages). It should be noted that the amended planning permit was placed on public notice, and no objections were received.

Filling operations at Stages 1, 2, 3, and 4 are nearing completion. The permit-holder is currently rehabilitating the land with pasture grass and controlling environmental weeds.

The current amendment proposes an additional two stages (Stage 5 and 6) of fill.

The Land and Surrounding Area

The subject site has an area of 291.11 hectares in area and is bounded by Diggers Rest-Coimadai Road to the north, and Holden Road to the south. Other features of the site are as follows:

- The site comprises of several contiguous land parcels that collectively form part of a large landholding that is used as Horse Stud, trading as Stockwell Thoroughbreds (former Emirates Park, Stockwell Stud, Callan Park).

- The site contains a caretaker's residence, numerous buildings used for agricultural purposes, and buildings and structures associated with equine training.
- The site is irregular in shape and contains patches of native vegetation. There are also native remnant trees that are scattered around the property.
- The land is also bounded by Kororoit Creek to the east, and the west branch of Kororoit Creek runs across the property.

The surrounding area can be characterized as a rural area. On the opposite side of Holden Road comprises of a mix of rural properties ranging from 1.95 hectares to 39.9 hectares in area. The properties are used for a variety of purposes including rural dwellings (and associated home business), boarding kennels and cattery (and associated caretakers residence), and a plant nursery and garden supplies.

Refer to **Appendix 1** for a locality plan

The Application

The application seeks approval to amend the planning permit and the plans endorsed under the planning permit.

The proposal is summarised as follows:

- The proposal has been amended to include additional areas where clean fill is to be placed. This would increase the total stages from 4 to 6.
- The proposal has been staged and sequenced to ensure that once filling is completed, topsoil is spread over the top of the stages, and rehabilitated and seeded with pasture grass. The topsoil will come from the previous stages and external sources.
- The proposal will increase the total amount of fill to be placed on the land from 827,255 m^3 to 1,545,150 m^3.
- The extent of the filling ranges between 0-10 metres in height, depending on the location.
- The expiry date of the planning is amended to allow the earthworks to be completed within 7 years (two additional years).

Refer to **Appendix 2** for plans of the proposal.

Refer to **Appendix 3** for Copy of Title and site photos.

Planning Controls

Zone	(Clause 35.04 – Green Wedge Zone)	Under Clause 35.04-1 of the Melton Planning Scheme, a planning permit is required to use the land to dispose of earthen material (The use is defined as an innominate use, in previous VCAT proceedings). Under Clause 35.04-5 of the Melton Planning Scheme, a permit is required to undertake earthworks.
Overlays	(Environmental Significance Overlay – Schedule 2)	No works are proposed within the area affected by the Environmental Significance Overlay (Schedule 2). In additional all fill works will be setback at least 10 metres from the edge of the Environmental Significance Overlay.

Particular Provisions	(Clause 52.17 – Native Vegetation)	Pursuant to Clause 52.17-1, a planning permit is required to remove, destroy or lop native vegetation, including dead native vegetation.

A full assessment of the proposal against the relevant planning policies is included in **Appendix 4.**

Is the land affected by a Restrictive Covenant?

The land is not affected by a Restrictive Covenant.

Is the land of Cultural Heritage Sensitivity?

The land is considered to be of cultural heritage sensitivity under the *Aboriginal Heritage Regulations 2007*; however the proposal constitutes an exempt activity which does not require a cultural heritage management plan.

2. Council and Wellbeing Plan Reference and Policy Reference

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

3. A well planned and built City: A City with a clear vision to manage growth in a sustainable and accessible way.

   3.1 A City that strategically plans for growth and development.

3. Financial Considerations

No Council related financial considerations are involved with the application.

4. Consultation/Public Submissions

Public notification of the application

The proposal does not qualify for any public notification exemptions either in the Green Wedge Zone (Clause 35.04) or elsewhere in the Melton Planning Scheme. Therefore, the application has been advertised in accordance with the Planning and Environment Act 1987.

Notification consisted of the distribution of notification letters to adjoining landowners. The notification was satisfactorily completed, and 10 objections were received.

The grounds of objection may be summarised as follows:

- Noise;
- Heavy Vehicles along Holden Road;
- Heavy Vehicles are causing damage to roads;
- Damage to vehicles from rock debris from passing trucks;
- Illegal dumping around the site;
- Dust pollution;
- Trucks are using their driveways for turning;
- Mud on roads;
- Mud splatter on cars;
- Impact of rural lifestyle/atmosphere;
- No proof that the soil is not contaminated;
- Why can’t they use the access way along Diggers Rest-Coimadai Road?;

- The plans do not indicate the finish height, and the current fill level exceeds what has been approved;
- The existing fill operations and proposed expansion have impacted views.

A response to the objections is provided in **Appendix 5.**

Referral of the application

The application has been referred to the following internal departments for comments. A summary of responses is provided in the below table:

Type of Referral	***Responses***
Infrastructure Planning	Conditional support.
Environmental Services	Conditional support.
External	
The Department of Energy, Environment, and Climate Action	Conditional support.
Melbourne Water	Conditional support.

5. Issues

Planning Assessment

Is the proposal consistent with the purpose of the zone?

The subject land is located within the Green Wedge Zone. The purpose of the Green Wedge Zone is to:

- Provide for the use of land for agriculture.
- Recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources.
- Encourage use and development that is consistent with sustainable land management practices.
- To encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses.
- To protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes.
- To protect and enhance the biodiversity of the area.

The site comprises of several contiguous land parcels that collectively form part of a large landholding that is used as Horse Stud, trading as Stockwell Thoroughbreds. The earthworks (filling) would allow for the local expansion of the agricultural activities that are already occurring on the subject site. The earthworks would provide better opportunities for a wider variety of agricultural activities, which is consistent with the purpose of the Green Wedge Zone.

The application was referred to the DEECA (Department of Energy and Environment and Climate Action), which did not raise any issues relating to biodiversity. The application was also referred to Melbourne Water, which did not raise any issues relating to the earthworks that have already taken place or the proposed expansion.

Is the extent of filling appropriate?

The earthworks (filling) proposed in Stages 1, 2, 3, and 4 have been generally completed. The permit-holder is now in the process of rehabilitating the land with pasture grass and weeding to allow it to be suitable for agricultural activities. The proposal to amend the permit to include Stages 5 and 6 will allow more of the land to be developed into flat open pasture that will be used for a wider variety of agricultural purposes. The proposed earthworks area is substantially set back from Kororoit Creek.

The proposal will increase the total amount of fill to be placed on the land from 827,255 m^3 to 1,545,150 m^3. The natural height of the land would increase by nearly 10 metres near Kororoit Creek. The overall height and extent of filling are due to the changes in natural topography of the land, which had a fall of about 25 metres (based on pre-filling contour information) from one end of the property to another. The filling would result in a gentler slope and a flatter open pasture.

The fill that is being imported onto the land is clean fill that is from subdivisional works in new estates. The acceptance of any contaminated fill is prohibited (under the planning permit) and is also a prosecutable offence with the Environmental Protection Agency.

A site inspection of the land conducted in December 2024 revealed that the filling that has occurred has no noticeable impact on the rural atmosphere of the area. In addition, it has created an expansive area of flat and open pasture, which is suitable for a wider variety of agricultural purposes.

Do the operations of the site result in unreasonable amenity impacts?

The objectors expressed concern about the ongoing amenity impacts of the fill operations over the past five years. It is important to note that only one complaint has been received by the Council's Planning Enforcement Officers during this period. The complaint occurred when the earthworks first commenced, and mud from vehicles was dragged along the roads. After this, earlier issue no other complaints were received.

The existing planning permit contains numerous amenity conditions that can be enforced if there are any breaches.

Has the permit holder complied with the existing conditions on the planning permit?

A site inspection was also conducted as part of the assessment of the current proposal to expand the filling to include Stages 5 and 6. The site inspection revealed that the filling of Stages 1, 2, 3, and 4 has been completed, and the permit holder is in the process of rehabilitating the land with pasture grass. This portion of the land is now generally a flat (with a slight slope towards the creek) and open paddock, which is now more suitable for a wider variety of agricultural purposes.

The permit-holder has also provided a UAV Lidar Survey to demonstrate that the filling of Stages 1, 2, 3, and 4 complies with the finished AHD levels as shown on the approved plans.

As part of the amended planning permit application process, the application was re-referred to Melbourne Water. A site inspection was conducted by Melbourne Water, and no concerns were raised in terms of compliance with the conditions that were imposed by Melbourne Water (sediment control, discharge into the creek, setback from the Environmental Significance Overlay, etc.).

Council's Planning Enforcement Officers have also indicated that only one complaint about mud being dragged onto Holden Road has been received. This complaint was received when the filling operation first started and was resolved swiftly by the permit holder. Thereafter, no other complaints have been received within the last 5 years. This would demonstrate strong compliance with the existing planning permit conditions.

6. Options

Council can either support the application by issuing a Notice of Decision to Amend a Permit or not support the proposal by issuing a Notice of Decision to Refuse to Grant an Amendment to a Permit.

7. Conclusion

The application has been assessed against the State Planning Policy Framework, Local Planning Policy Framework, Zone/Overlay provisions and Clause 65 of the Melton Planning Scheme.

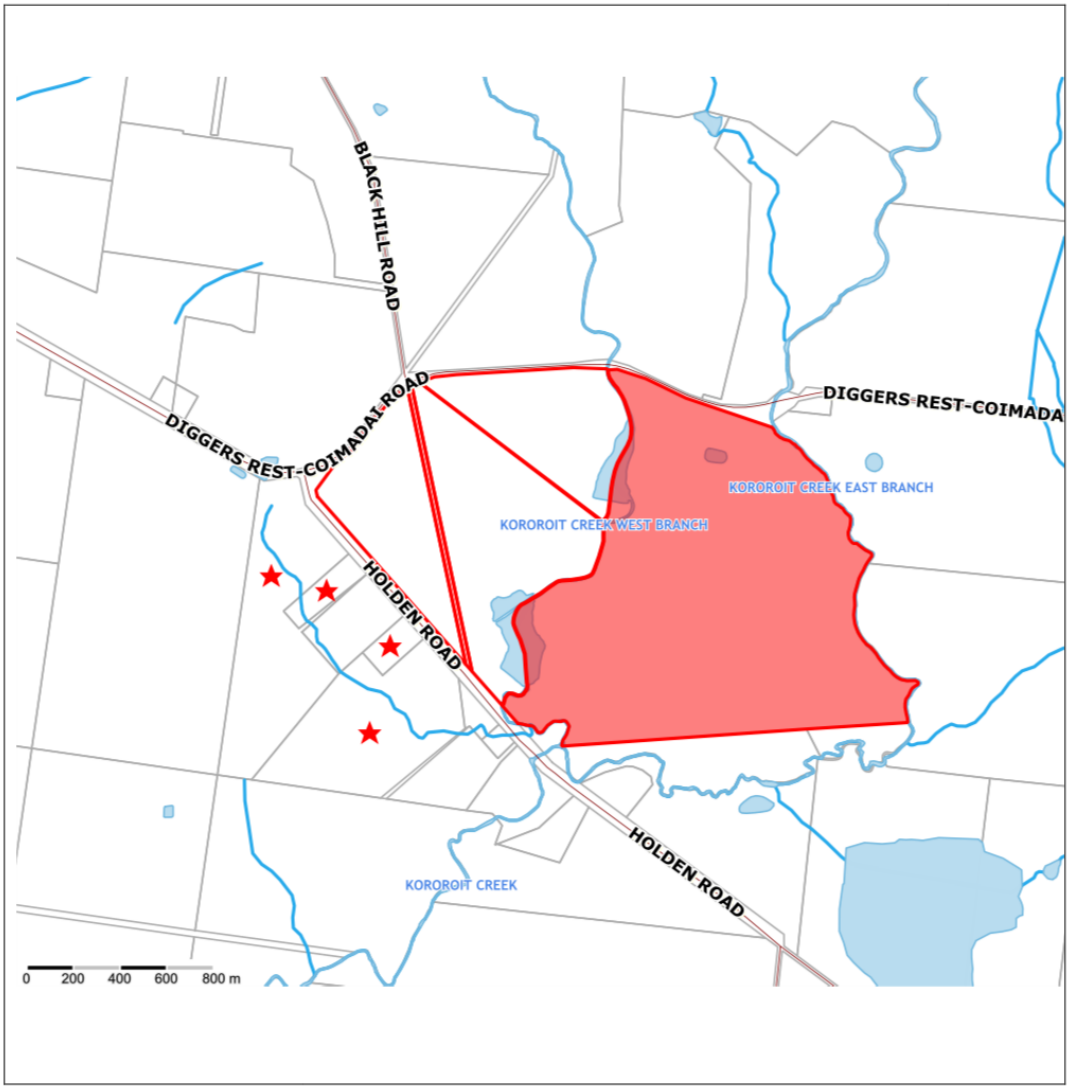
It is considered that the proposal generally complies with the relevant requirements of the Planning Scheme.

Therefore, it is recommended that the application be approved as outlined in **Appendix 6.**

LIST OF APPENDICES

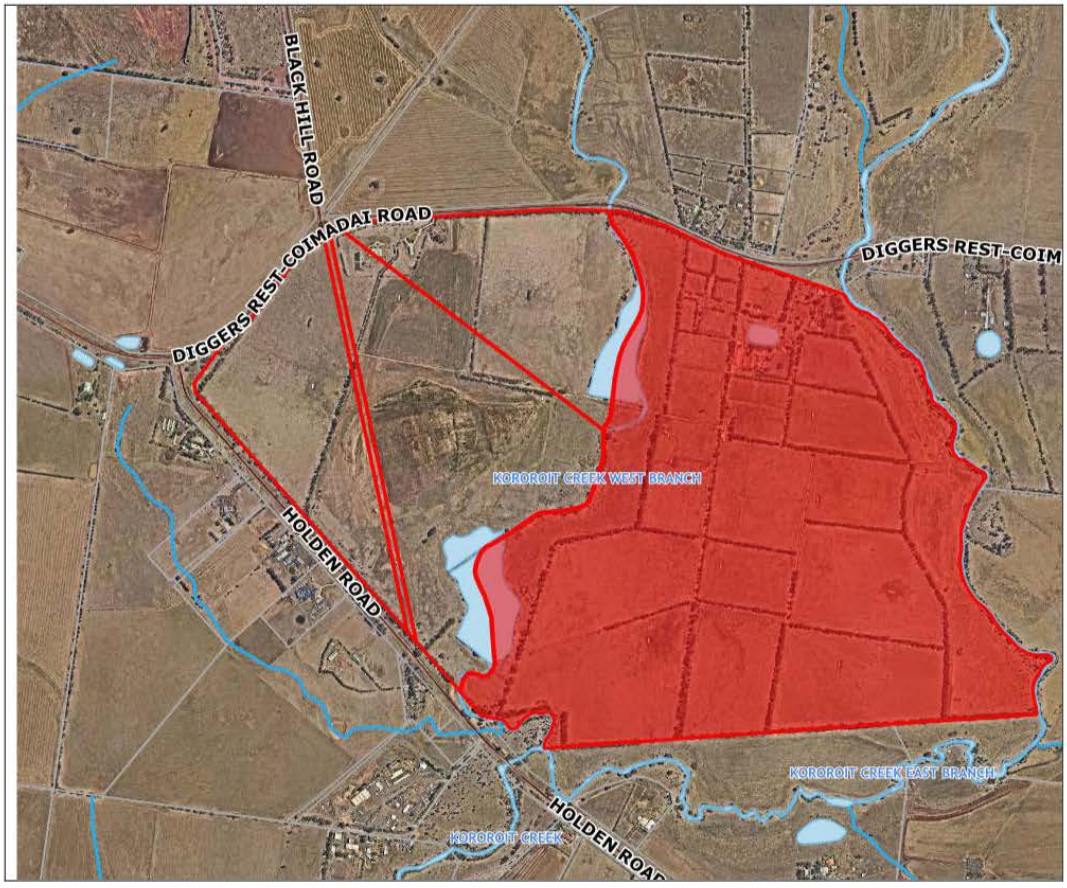
1. Locality Plan
2. Plans of Proposal
3. Title and Site Photos
4. Assessment against relevant planning policies
5. Response to objections
6. Conditions on Notice of Decision to Amend a Permit

No:	PA 2018/6314/3
Address:	579-899 Diggers Rest-Coimadai Road, Diggers Rest Vic 3427
Proposal:	Amended plans and permit associated with a permit for the use and deve lopment of the land for the disposal of earthen material and removal of native vegetation by increasing the area of the works and extending the expiry date of the permit.
Ward:	Hilltop

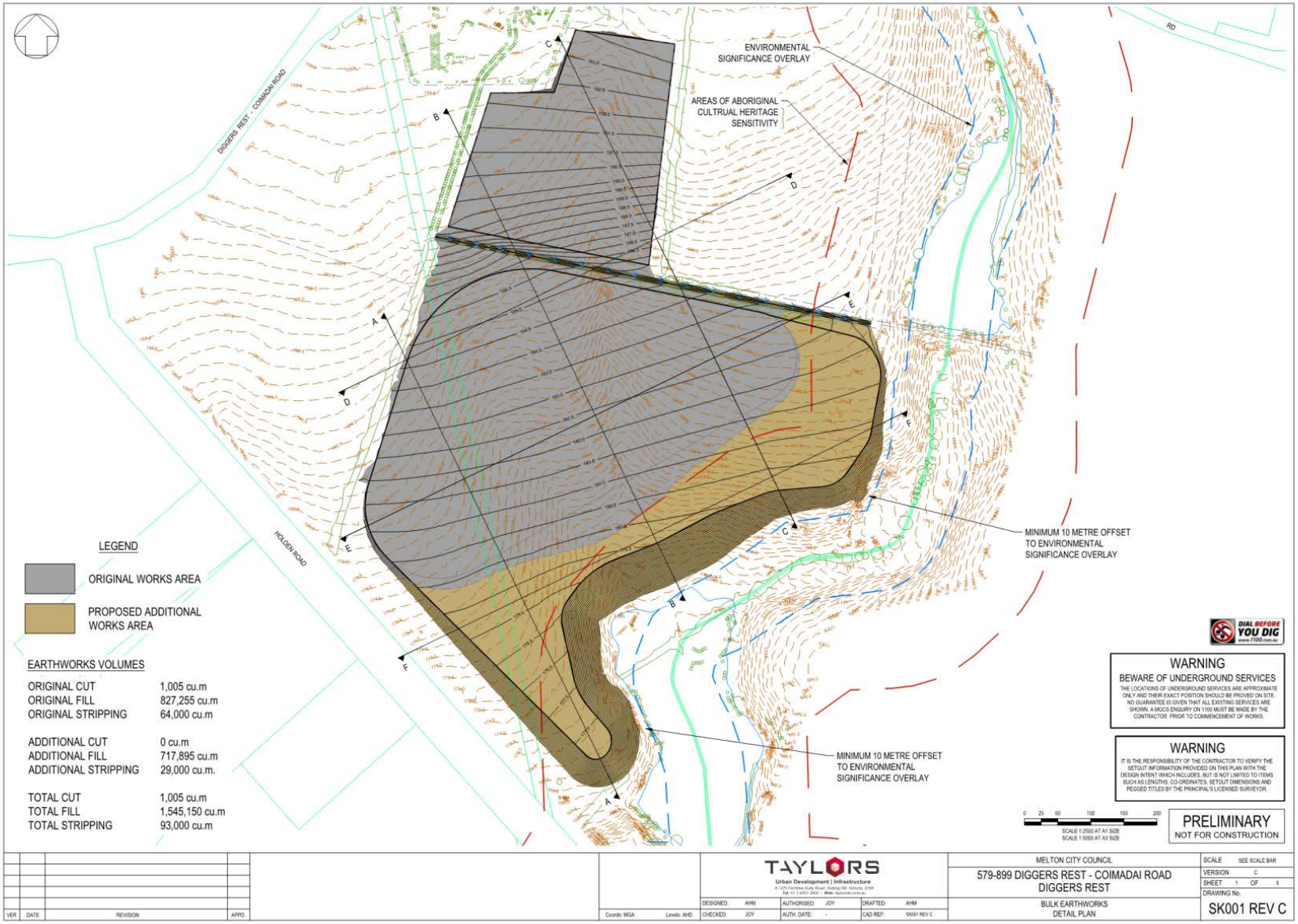


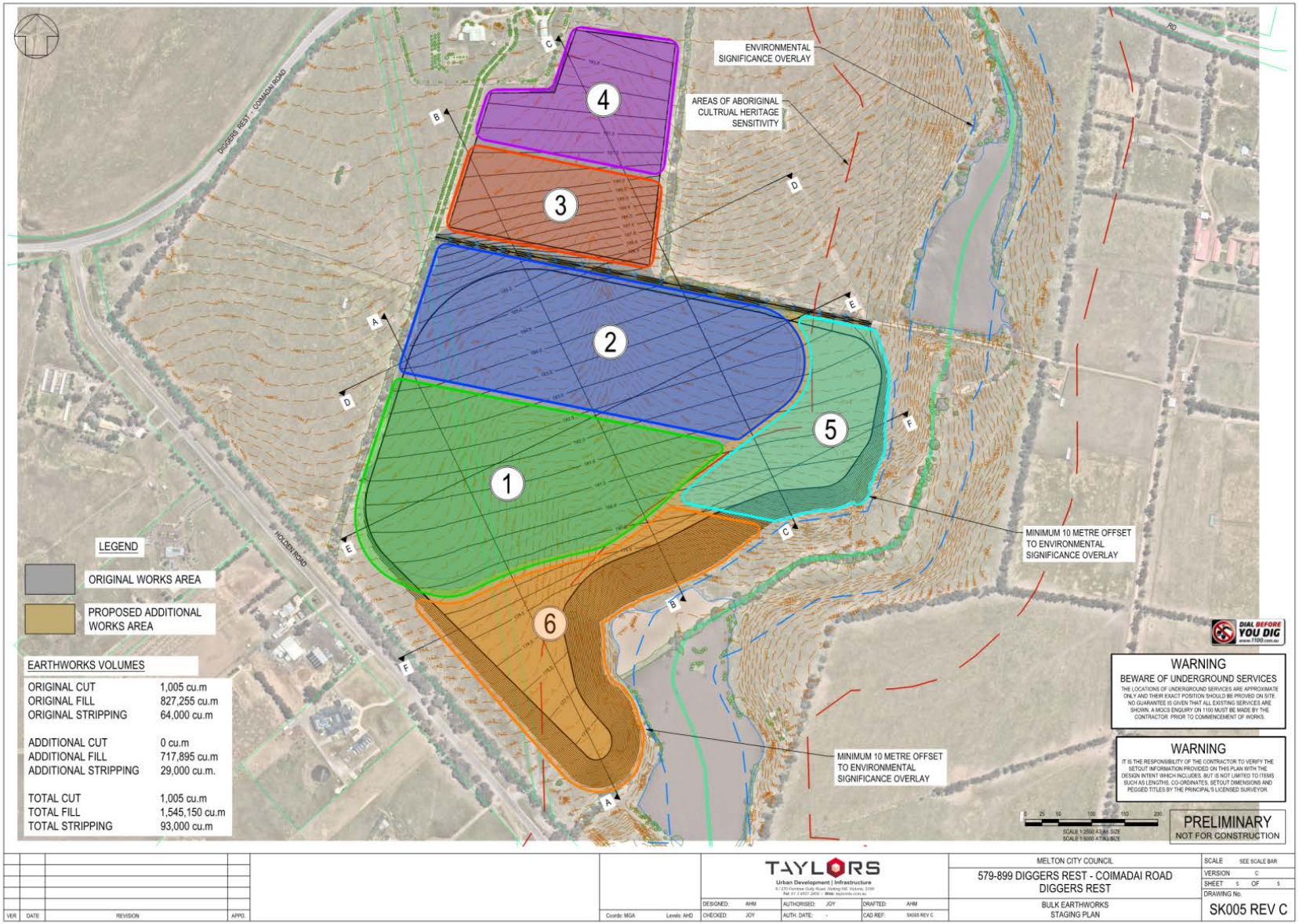
Subject Site Objections	17/03/2025 One submitter located outside of map.	N

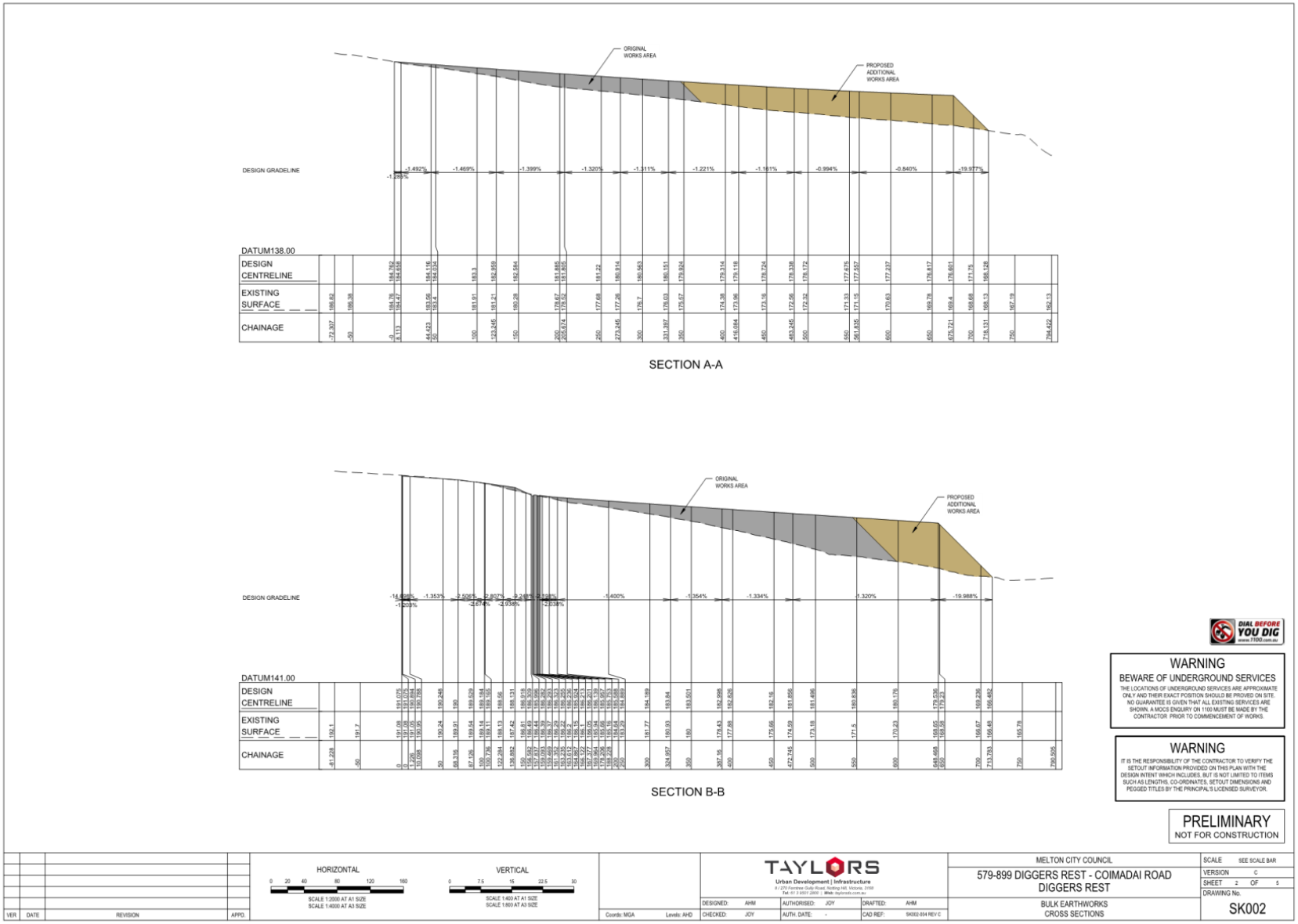
No:	PA 2018/6314/3
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Ward:	Hilltop

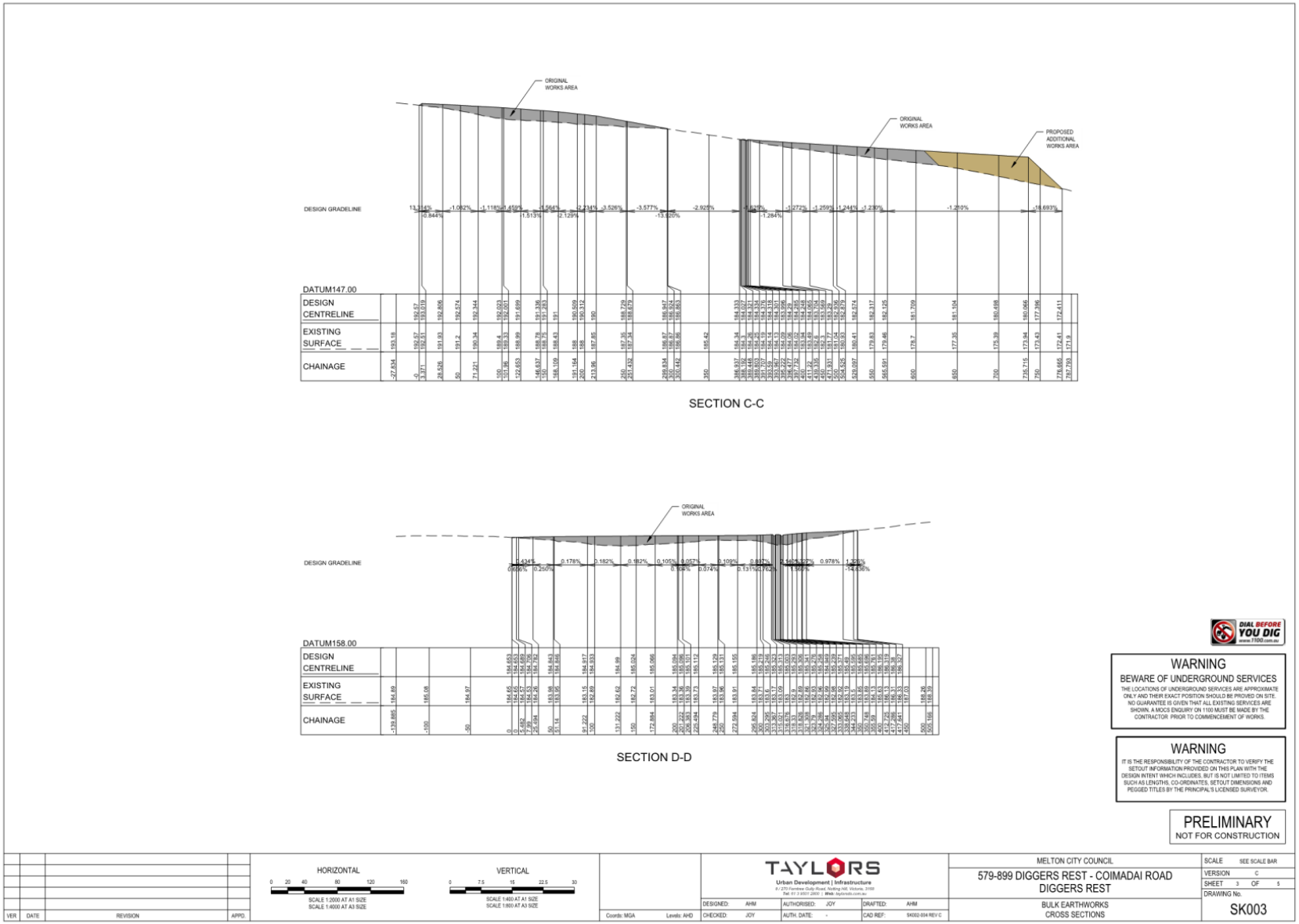


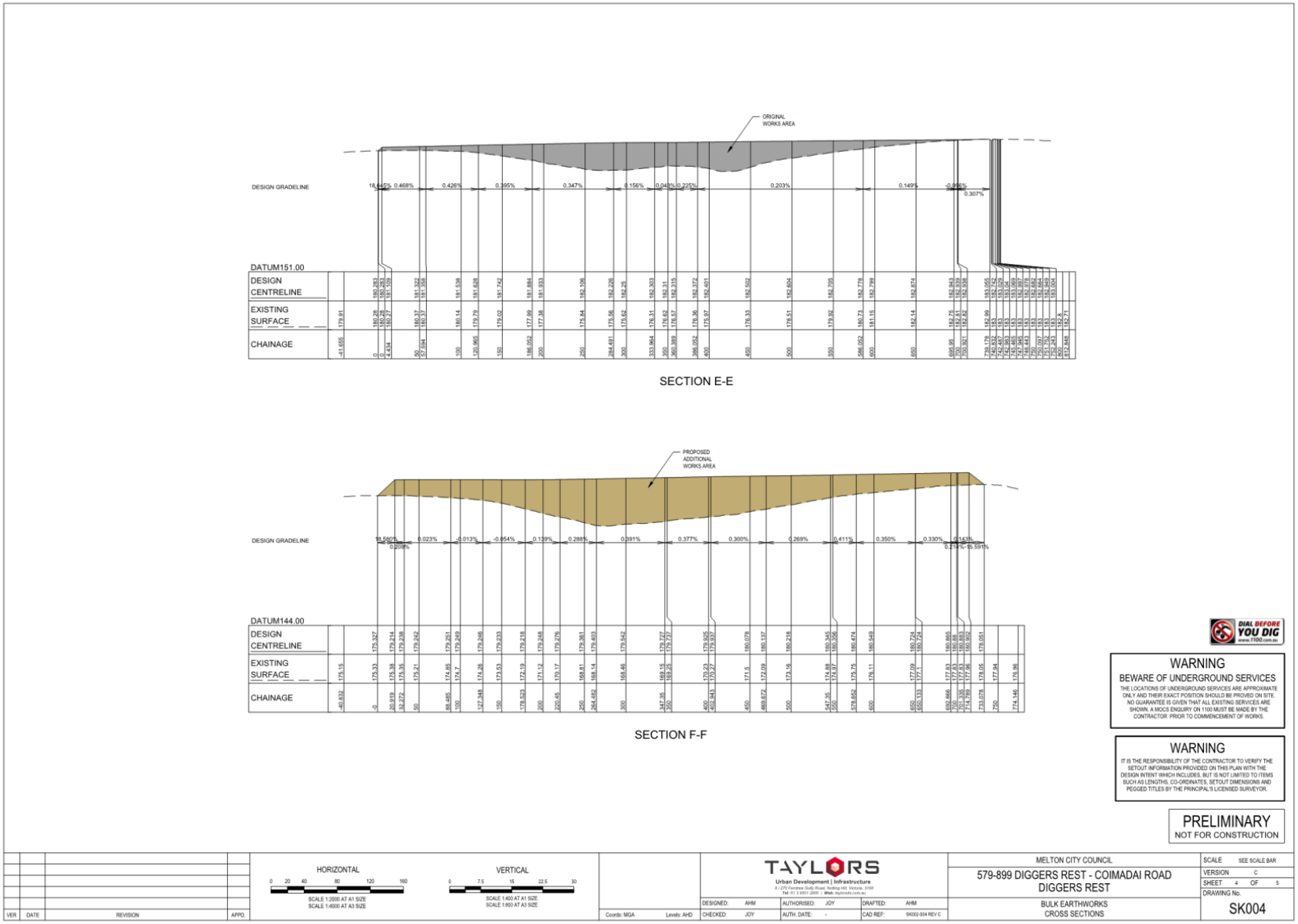
Subject Site | 17/03/2025 | N


ENVIRONMENTAL SIGNIFICANCE OVERLAY
AREAS OF ABORIGINAL CULTRUAL HERITAGE SENSITIVITY
DIGGERS REST - COIMADAI ROAD
HOLDEN ROAD
MINIMUM 10 METRE OFFSET TO ENVIRONMENTAL SIGNIFICANCE OVERLAY
MINIMUM 10 METRE OFFSET TO ENVIRONMENTAL SIGNIFICANCE OVERLAY
LEGEND
ORIGINAL WORKS AREA
PROPOSED ADDITIONAL WORKS AREA
EARTHWORKS VOLUMES
ORIGINAL CUT 1,005 cu.m
ORIGINAL FILL 827,255 cu.m
ORIGINAL STRIPPING 64,000 cu.m
ADDITIONAL CUT 0 cu.m
ADDITIONAL FILL 717,895 cu.m
ADDITIONAL STRIPPING 29,000 cu.m.
TOTAL CUT 1,005 cu.m
TOTAL FILL 1,545,150 cu.m
TOTAL STRIPPING 93,000 cu.m
DIAL BEFORE YOU DIG
WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN. A MOCS ENQUIRY ON 1100 MUST BE MADE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS.
WARNING
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE SETOUT INFORMATION PROVIDED ON THIS PLAN WITH THE DESIGN INTENT WHICH INCLUDES, BUT IS NOT LIMITED TO ITEMS SUCH AS LENGTHS, CO-ORDINATES, SETOUT DIMENSIONS AND PEGGED TITLES BY THE PRINCIPAL'S LICENSED SURVEYOR.
SCALE 1:2500 AT A1 SIZE
SCALE 1:5000 AT A3 SIZE
PRELIMINARY
NOT FOR CONSTRUCTION
TAYLORS
Urban Development | Infrastructure
MELTON CITY COUNCIL
579-899 DIGGERS REST - COIMADAI ROAD
DIGGERS REST
BULK EARTHWORKS
DETAIL PLAN
SCALE SEE SCALE BAR
VERSION C
SHEET 1 OF 5
DRAWING No.
SK001 REV C


ENVIRONMENTAL SIGNIFICANCE OVERLAY
AREAS OF ABORIGINAL CULTRUAL HERITAGE SENSITIVITY
DIGGERS REST - COIMADAI ROAD
HOLDEN ROAD
MINIMUM 10 METRE OFFSET TO ENVIRONMENTAL SIGNIFICANCE OVERLAY
MINIMUM 10 METRE OFFSET TO ENVIRONMENTAL SIGNIFICANCE OVERLAY
LEGEND
ORIGINAL WORKS AREA
PROPOSED ADDITIONAL WORKS AREA
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ORIGINAL FILL 827,255 cu.m
ORIGINAL STRIPPING 64,000 cu.m
ADDITIONAL CUT 0 cu.m
ADDITIONAL FILL 717,895 cu.m
ADDITIONAL STRIPPING 29,000 cu.m.
TOTAL CUT 1,005 cu.m
TOTAL FILL 1,545,150 cu.m
TOTAL STRIPPING 93,000 cu.m
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NOT FOR CONSTRUCTION
TAYLORS
Urban Development | Infrastructure
MELTON CITY COUNCIL
579-899 DIGGERS REST - COIMADAI ROAD
DIGGERS REST
BULK EARTHWORKS
STAGING PLAN
SCALE SEE SCALE BAR
VERSION C
SHEET 5 OF 5
DRAWING No.
SK005 REV C


ORIGINAL WORKS AREA
PROPOSED ADDITIONAL WORKS AREA
DESIGN GRADELINE
DATUM138.00
DESIGN CENTRELINE
EXISTING SURFACE
CHAINAGE
SECTION A-A
ORIGINAL WORKS AREA
PROPOSED ADDITIONAL WORKS AREA
DESIGN GRADELINE
DATUM141.00
DESIGN CENTRELINE
EXISTING SURFACE
CHAINAGE
SECTION B-B
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WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN. A MOCS ENQUIRY ON 1100 MUST BE MADE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS.
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SCALE 1:2000 AT A1 SIZE
SCALE 1:4000 AT A3 SIZE
VERTICAL
SCALE 1:400 AT A1 SIZE
SCALE 1:800 AT A3 SIZE
Coords: MGA
Levels: AHD
TAYLORS
Urban Development | Infrastructure
DESIGNED: AHM
CHECKED: JOY
AUTHORISED: JOY
AUTH. DATE: -
DRAFTED: AHM
CAD REF: SK002-004 REV C
MELTON CITY COUNCIL
579-899 DIGGERS REST - COIMADAI ROAD
DIGGERS REST
BULK EARTHWORKS
CROSS SECTIONS
SCALE SEE SCALE BAR
VERSION C
SHEET 2 OF 5
DRAWING No.
SK002


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PROPOSED ADDITIONAL WORKS AREA
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DATUM147.00
DESIGN CENTRELINE
EXISTING SURFACE
CHAINAGE
SECTION C-C
DATUM158.00
SECTION D-D
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WARNING
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NOT FOR CONSTRUCTION
HORIZONTAL
SCALE 1:2000 AT A1 SIZE
SCALE 1:4000 AT A3 SIZE
VERTICAL
SCALE 1:400 AT A1 SIZE
SCALE 1:800 AT A3 SIZE
TAYLORS
Urban Development | Infrastructure
MELTON CITY COUNCIL
579-899 DIGGERS REST - COIMADAI ROAD
DIGGERS REST
BULK EARTHWORKS
CROSS SECTIONS
SCALE SEE SCALE BAR
VERSION C
SHEET 3 OF 5
DRAWING No.
SK003


ORIGINAL WORKS AREA
DESIGN GRADELINE
DATUM151.00
DESIGN CENTRELINE
EXISTING SURFACE
CHAINAGE
SECTION E-E
PROPOSED ADDITIONAL WORKS AREA
DESIGN GRADELINE
DATUM144.00
DESIGN CENTRELINE
EXISTING SURFACE
CHAINAGE
SECTION F-F
DIAL BEFORE YOU DIG
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SCALE 1:4000 AT A3 SIZE
VERTICAL
SCALE 1:400 AT A1 SIZE
SCALE 1:800 AT A3 SIZE
TAYLORS
Urban Development | Infrastructure
MELTON CITY COUNCIL
579-899 DIGGERS REST - COIMADAI ROAD
DIGGERS REST
BULK EARTHWORKS
CROSS SECTIONS
SCALE SEE SCALE BAR
VERSION C
SHEET 4 OF 5
DRAWING No.
SK004

Appendix 3 – Titles and Site Photos

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958 Page 1 of 1

VOLUME 12062 FOLIO 957 Security no : 124085942630C
Produced 08/10/2020 11:46 AM

LAND DESCRIPTION

Lots 1,2,3 and 4 on Title Plan 905311A (formerly known as part of Section 11 Parish of Holden, part of Crown Allotment 8 Section 7, part of Crown Allotment 9 Section 7, part of Crown Allotment 9A Section 7 Parish of Yangardook).
PARENT TITLE Volume 03425 Folio 952
Created by instrument AR955275M 25/02/2019

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
EMIRATES PARK PTY LTD of 6019 NEW ENGLAND HIGHWAY MURRURUNDI NSW 2338
T746736C 28/06/1995

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.

DIAGRAM LOCATION

SEE TP905311A FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

DOCUMENT END

Title 12062/957 Page 1 of 1

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958 Page 1 of 1

VOLUME 12062 FOLIO 958 Security no : 124085942452U
Produced 08/10/2020 11:43 AM

LAND DESCRIPTION

Lot 1 on Title Plan 886685F (formerly known as part of Crown Allotment 9B Section 7 Parish of Yangardook).
PARENT TITLE Volume 06833 Folio 506
Created by instrument AR955275M 25/02/2019

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
EMIRATES PARK PTY LTD of 6019 NEW ENGLAND HIGHWAY MURRURUNDI N.S.W. 2338
T746736C 28/06/1995

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.

DIAGRAM LOCATION

SEE TP886685F 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: 579-899 DIGGERS REST-COIMADAI ROAD DIGGERS REST VIC 3427

DOCUMENT END

Title 12062/958 Page 1 of 1



Above: View onto Holden Road approximately 150 metres from the property boundary. Sheds and dwellings can be seen in the distance.

Below: The approximate location and direction photo was taken.





Above: View onto Holden Road approximately 150 metres from the property boundary. Sheds and dwellings can be seen in the distance.

Below: The approximate location and direction photo was taken.





Above: Site Photo looking north-west.

Below: The approximate location and direction photo was taken.





Above: Site Photo looking north.

Above: The approximate location and direction photo was taken.





Above: Site Photo looking east.

Below: The approximate location and direction photo was taken.





Above: Completed Stage, with pasture grass growing.

Below: The approximate location and direction photo was taken.





Above: Completed Stage, with pasture grass growing.

Below: The approximate location and direction photo was taken.





Above: Existing conditions. Proposed Stage 6, looking south.

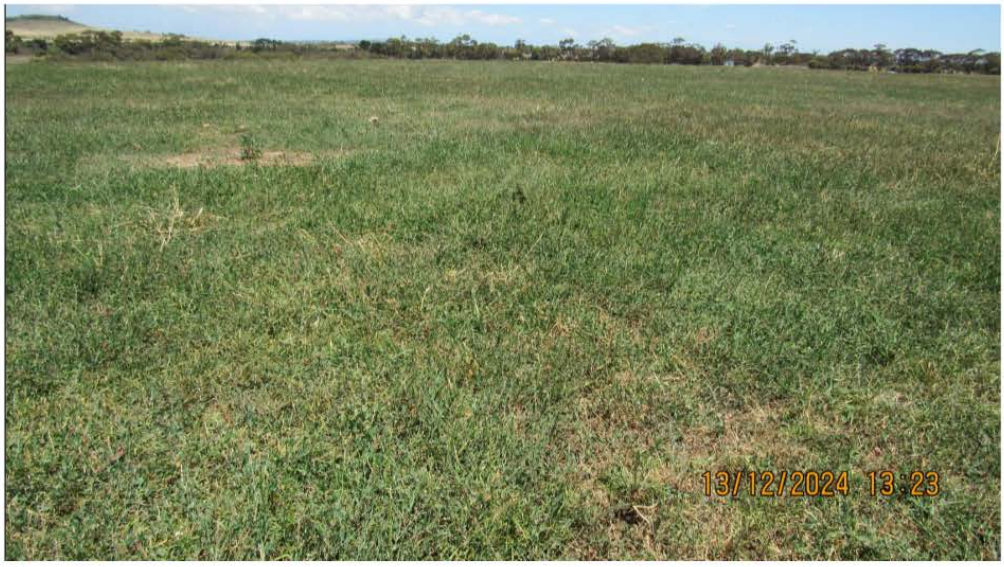
Below: The approximate location and direction photo was taken





Above: Pasture grass at completed stages.

Below: Pasture grass at completed stages.



Appendix 4 – Assessment against relevant Planning Scheme controls

Planning Scheme Reference	***Assessment***
Strategic Directions	
Clause 02.03-1 – Settlement (Non-urban land)	The direction recognizes that non-urban land is significant in providing a buffer between Melbourne's urban land and the rural hinterland. It outlines that Planning for non-urban land seeks to: • Protect the natural and cultural values of non-urban land. • Support sustainable agricultural activities. • Protect non-urban land from development that increases land fragmentation and land use conflicts. The proposal is considered to be consistent with the strategic direction as it supports the agricultural activities that are currently occurring on the land.
Clause 02.03-4 – Natural resource management (Agriculture)	The direction recognizes that the City's rural areas have traditionally been used for grazing and cropping, and agriculture continues to be the dominant uses. In particular, the equine industry is a key feature of the region's economy. It outlines that Planning for agriculture seeks to: • Protect land that has ongoing capacity for sustainable agriculture. • Support opportunities that increase the availability of recycled water The proposal is considered to be consistent with the strategic direction as it supports the agricultural activities that are currently occurring on the land.
Planning Policy Framework	
Clause 11.01-1R – Green wedges - Metropolitan Melbourne	The objective of the policy is to protect the green wedges of Metropolitan Melbourne from inappropriate development. The strategies include: • Support existing and potential agribusiness activities, forestry, food production and tourism. The proposal is considered to be consistent with the policy, given, that it would allow the land to be used for a greater diversity of agricultural uses.
Clause 14.01-1S and Clause 14.01-1L – Protection of agricultural land	The objective of the policy is to protect the state's agricultural base by preserving productive farmland. The strategies include: • Protect productive farmland that is of strategic significance in the local or regional context. • Protect productive agricultural land from unplanned loss due to permanent changes in land use.

	• Prevent inappropriately dispersed urban activities in rural areas. • Preserve areas of broad acre farming to allow for a range of agricultural and equine activities. The proposal is considered to be consistent with the policy, given, that it would allow the land to be used for a greater diversity of agricultural uses.
Clause 14.01-2S and Clause 14.01-2L - Sustainable agricultural land use	The objective of the policy is to encourage sustainable agricultural land use. The strategies include: • Ensure agricultural and productive rural land use activities are managed to maintain the long-term sustainable use and management of existing natural resources. • Assist genuine farming enterprises to embrace opportunities and adjust flexibly to market changes. • Facilitate ongoing productivity and investment in high value agriculture. • Ensure that the use and development of land for animal keeping or training is appropriately located and does not detrimentally impact the environment, the operation of surrounding land uses and the amenity of the surrounding area. The proposal is considered to be consistent with the policy, given, that it would allow the land to be used for a greater diversity of agricultural uses.
Zone	
Clause 35.04 – Green Wedge Zone	The purpose of the Green Wedge Zone is: • To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies. • To provide for the use of land for agriculture. • To recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources. • To encourage use and development that is consistent with sustainable land management practices. • To encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses. • To protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes. • To protect and enhance the biodiversity of the area.

	The proposal is considered to be consistent with the purpose of the zone.
Particular Provisions	
Clause 52.17 – Native Vegetation	The purpose of the provision is to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017) (the Guidelines). Council's Environmental Services and the Department of Energy Environment and Climate Action have provided suitable conditions to address this requirement.
General Provisions	
Clause 65 - Decision Guidelines	The provision outlines that before deciding on an application the responsible authority must consider amongst other things: • *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.* • *The purpose of the zone, overlay or other provision.* • *Any matter required to be considered in the zone, overlay or other provision.* • *The orderly planning of the area.* • *The effect on the amenity of the area.* The proposal is considered to be consistent with the decision guidelines. The amenity concerns raised by objectors are acknowledged; however, are not considered to be detrimental to the application.

Appendix 5 – Response to Objections

Objection	***Comment***
Noise	Complaints about machinery operating throughout the day and night. The hours of operation on the permit are: • 7.00am to 5.00pm, Monday to Friday. • 8.00am – 1.00pm, Saturday. No changes are proposed to hours of operation, and no complaints have been received by Council's enforcement officers in relation in the noise over the last 5 years. As such, the issue raised in the objection is unsubstantiated. The hours of operation are also considered to be reasonable. As it does not operate outside of normal business, or late into the evening, whereby background noise levels are lower. There are existing noise amenity conditions on the permit, which can be enforced, should complaints be received. The issue raised by the objector is noted, however, cannot be addressed as part of this application.
Heavy Vehicles along Holden Road	Holden Road is a public road. Not all the vehicles along this road are associated with the site. Other sources of heavy vehicles include deliveries to and from the Blackhill Road Quarry. Council's Engineers have not raised any concerns about the amount of vehicles along Holden Road. Complaints concerning excessive noise from under-serviced vehicles can be reported to the Melton Police. The issue raised by the objector is noted, however, cannot be addressed as part of this application.
Heavy Vehicles are causing damage to roads	The concern is general in nature. Council's Engineering Services Department has not raised any concerns.

	Concerns relating to urgent repairs to roads can be raised with Council's operation department.
Damage to vehicles from rock debris from passing trucks.	The concern is general in nature. These situations happen on all Australian roads, it is up to the objector to take it up with their insurance provider.
Illegal dumping around the site	Council's Planning Enforcement officer has indicated that illegal dumping has occurred around the site before it started operations. Council's Planning Enforcement officers have added that illegal dumping occurs throughout the municipality. As such, illegal dumping cannot be directly linked to the site. The issue raised by the objector is noted, however, cannot be addressed as part of this application.
Dust pollution	The existing planning permit already has conditions requiring "Dust emissions must be controlled by watering of unsealed vehicle access areas and stockpiles of the earthen material / clean fill material to the satisfaction of the Responsible Authority" No complaints in relation to dust emissions have been received Council's Planning Enforcement Officer within the last years, as such the complaint from the objector cannot be substantiated.
Trucks are using their driveways for turning.	There is sufficient turning movement for vehicles to safely enter and exit the site. The objector is referring to isolated instances, whereby vehicles use crossovers (still within the road reserve) to safely perform turning manoeuvres. It is important to note, that these isolated instances will happen from time-to-time. The issue raised by the objector is noted, however, cannot be addressed as part of this application, given, that this is a common behaviour among all road users when making u-turns on rural and urban roads.
Mud on roads	Council's Planning Enforcement Officers have only received on complaint relating to mud being drag into the road, when fill

	operations first started. This issue was quickly resolved after Council officers contacted the permit-holder. No further complaints have been received. There are sufficient conditions on the planning permit to resolve these issues.
Mud splatter on cars.	Mud splatter on roads is a common occurrence. The issue raised by the objector is noted, however, cannot be addressed as part of this application.
Impact of rural lifestyle/atmosphere.	The amount of earth-moving machinery on site is insignificant, and the operations stop at 5 pm every day. The land has been turned into a flat open paddock with a gentle slope towards the creek. The filling operations will only have a temporary impact on the rural lifestyle/atmosphere (during normal business hours) is not viewed as having detrimental impact on the surrounding area. The issue raised by the objector is noted, however, cannot be substantiated.
No proof that the soil is not contaminated	This assertion is unsubstantiated. If objector believes that the soil is contaminated, they can report it to the Environmental Protection Agency.
Why can't they use the access way along Diggers Rest-Coimadai Road	The access from Diggers Rest-Coimadai Road, given, that there are substantially more vehicles travelling along Diggers Rest-Coimadai Road, and the access is on an acute angle/slope, which would make it more difficult and dangerous for large vehicles to turn into the site.
The plans do not indicate the finish height, and the current fill level exceeds what has been approved.	The finished levels are clearly shown on the plans. The objector has mis-understood the plans. The permit-holder has provided UAV Lidar Survey to demonstrate compliance with AHD levels for Stages 1 and 2 as shown on the endorsed plans.
The existing fill operations and proposed expansion have impacted views.	Stages 1, 2, 3 and 4 of the fill operations have already been completed (on-going weeding and rehabilitation is still occurring).

	There is no noticeable detrimental impact on the view lines along Holden Road. As such, the concerns raised by the objector are unsubstantiated.

APPENDIX 6 - CONDITIONS ON NOTICE OF DECISION TO AMEND A PERMIT

TO WHAT CONDITIONS IS THE AMENDMENT SUBJECT?

1. Prior to commencement of works, 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 proposed vehicle access point.

2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

3. No fill is to be placed beyond the areas as shown on the endorsed plans.

4. Except with the prior written consent of the Responsible Authority, the total volume of earthen material / clean fill permitted to be placed on the site must not exceed 1,545,150 m^3.

5. Every 12 months from the commencement of the use and development, the permit applicant must submit a survey plan which was undertaken by a qualified licenced surveyor confirming the current amount of earthen material / clean fill that has been disposed of on the site. Attached to this report must be an explanation of the sources of the fill material and the projected timeframes from completion.

6. Upon completion of the works, the permit applicant must submit a survey plan which was undertaken by a qualified licenced surveyor confirming that the finished levels on the site are compliant with the endorsed plans to the satisfaction of the Responsible Authority.

7. Dust emissions must be controlled by watering of unsealed vehicle access areas and stockpiles of the earthen material / clean fill material to the satisfaction of the Responsible Authority.

8. Earthwork machinery must be operated in a manner that ensures that dust is not emitted.

9. No additional earthen material / clean fill other than that proposed or approved is to be deposited onto the site unless with the prior written consent of the Responsible Authority.

10. The use and development must not allow earthen material / clean fill material to be deposited onto Holden Road and Diggers Rest-Coimadai Road.

11. Checks of the road condition must be conducted 3 times daily and logged for providing to the responsible authority within 2 hours upon request.

12. At all times Holden Road must be kept clean and free of any damage, and must be lawfully remediated by the operator of the site immediately as required.

13. Any earthen material / clean fill brought into the site must be classified as natural soil and earthen material / clean fill material which has been generated through the excavation of Greenfield subdivisions with an address of originating site to be obtained and recorded, and must be provided to the Responsible Authority when requested. No industrial waste or contaminated soil is to be brought onto the site.

14. No use, earthworks, compaction or modification of existing drainage patterns may be undertaken which present a risk to any remnant trees, understorey, or revegetation areas without the written consent of the Responsible Authority.

15. Prior to commencement of the use and development, a landscape plan prepared by a person suitably qualified, or a person experienced in landscape design must be submitted to and approved by the Responsible Authority. When approved, the plan 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) Revegetation of all used, disturbed and filled areas on completion of the use and development works with pasture grass.
    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.

    All species selected must be to the satisfaction of the Responsible Authority.

16. Within 3 months of the completion of the use and development, the approved re-vegetation landscape plan must be implemented to the satisfaction of the responsible authority. The landscaping must be maintained to the satisfaction of the Responsible Authority for a period of two years including replacement of any dead, diseased or damaged plants.

17. Prior to the commencement of the use and development, a traffic management plan prepared by a suitably qualified person to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the plan will be endorsed and will then form part of the permit.

Infrastructure Planning Unit

18. Earthen material / clean fill must not be placed beyond the boundaries of the property.

19. No polluted and/or sediment must be discharged off the site and into any adjacent property or waterway.

20. The earthen material / clean fill placed on the property must not alter the existing drainage flows, unless approved by the Responsible Authority.

21. Any existing works affected by the use and development shall be rectified at no cost and to the satisfaction of the Responsible Authority.

22. Prior to the commencement of the use and development, any proposed vehicle crossing must be constructed to rural standard in accordance with Council's Standard Drawings.

23. A 'Consent to Work within a Road Reserve' must be obtained from Council prior to the commencement of any construction.

24. All disused or redundant vehicle crossings must be removed and the area reinstated to the satisfaction of the Responsible Authority.

City Environment and Sustainability Unit

25. Before the use and development begins, or vegetation is removed, the permit holder must advise all persons undertaking any vegetation removal or use and development on the site of all relevant permit conditions and associated statutory requirements or approvals.

26. A full copy of the most recently endorsed planning permit and the most recently endorsed plans must be mounted and clearly displayed at the entry point of the land or any entrance booth related to the use and development, so as to be visible to any person entering the site.

27. Before the commencement of the use and development, a native vegetation protection fence must be erected around all patches of native vegetation to be retained on site. This fence must be erected around the patch of native vegetation at a distance of 2 metres from retained native vegetation. The protection fence must be constructed of star pickets/ chain mesh/or similar to the satisfaction of the responsible authority.

    - The protection fence must remain in place until all use and development are completed to the satisfaction of the responsible authority.

    - Except with the written consent of the responsible authority, within the area of native vegetation to be retained and any associated tree protection zone, the following are prohibited:
        - Trenching or soil excavation
        - Storage or dumping of any soils, materials, equipment, vehicles, machinery or waste products
        - Entry and exit pits for underground services
        - Any other actions or activities that may result in adverse impacts to retained native vegetation.

28. Prior to the commencement of the use and development, to offset the removal of 0.029 hectares of native vegetation the permit holder must secure a native vegetation offset, in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017) as specified below:

29. A general offset of 0.008 general habitat units:

    - Located within the Port Philip and Westernport Catchment Management boundary or Melton City Council municipal district

    - With a minimum strategic biodiversity score of at least [0.344]

30. A copy of the offset evidence will be endorsed by the responsible authority and form part of this permit.

    - Within 30 days of endorsement of the offset evidence by the responsible authority, a copy of the endorsed offset evidence must be provided to the Department of Environment, Land, Water and Planning.

31. Before the use and development commences, a Construction Environmental Management Plan (CEMP) must be prepared and the CEMP must be endorsed by the Responsible Authority. The CEMP must be implemented to the satisfaction of the Responsible Authority. The CEMP must include:

    - Contractors working on the site must be inducted into an environmental management program for construction work;
    - Any native vegetation permitted to be removed must be clearly marked on site;
    - A Vegetation Protection Plan;
    - Proposed working hours;
    - Haulage routes to the site;
    - Methods of dust suppression;
    - Sediment control and gross pollutant management;
    - Procedures to ensure that no significant adverse environmental impacts occur as a result of the use and development;
    - Location of stockpiling, machinery wash down, lay down, storage and personnel rest areas and vehicle exclusion areas;
    - A Weed Management Plan, which outlines measures to manage weeds before, during and post use and development to the satisfaction of the Responsible Authority. The Weed Management Plan must be implemented to the satisfaction of the Responsible Authority. This plan must include (not limited to):

        - Protocols for management of weeds before, during and post use and development.
        - All vehicles, earth-moving equipment and other machinery must be cleaned of soil and plant material before entering and leaving the site to prevent the spread of weeds and pathogens.
        - Location of a designated washdown area to achieve the above.
        - All declared noxious weeds must be controlled.
        - All weed infestations resulting from soil disturbance and/or the importation of sand, gravel and other material must be controlled.

    - All construction stockpiles and machinery must be placed away from areas supporting native vegetation to be retained and watercourses/drainage lines to the satisfaction of the Responsible Authority;

    - Measures must be taken to ensure that no polluted water and/or sediment laden runoff is to be discharged directly or indirectly into stormwater drains or

watercourses during the use and development (including the removal of native vegetation);

- All use and development must be undertaken in a manner that will minimise soil erosion and adhere to *Construction Techniques for Sediment Pollution Control* (EPA 1991) and *Environmental Guidelines for Major Construction Sites* (EPA 1995);
- Water run-off must be designed to ensure that native vegetation to be protected on adjacent sites and watercourses are not compromised; and
- Non-compliance identified by the Responsible Authority must be rectified immediately at no cost to Council.

32. Before the use and development commences, a report must be submitted to the responsible authority by a suitably qualified planning consultant or ecologist which proves that all items required by the endorsed Construction Environmental Management Plan (CEMP) have been installed and are available to be utilised.

33. Upon the request of the responsible authority water quality monitoring must be conducted to ensure compliance with State Environment Protection Policy (Waters) or any such subsequent requirement.

34. No environmental weeds are to be planted (refer to Melton City Council's *Gardens for Wildlife Booklet* (2018) and the Department of Environment, Land, Water and Planning's *Advisory list of Environmental Weeds in Victoria* (DELWP 2018; Arthur Rylah Institute for Environmental Research technical Series Report Number 287).

35. Prior to felling any tree which is to be removed, the tree must be examined by a suitably qualified zoologist for the presence of fauna in hollows or external nests. If native fauna species are located, they must be salvaged and translocated to the closest suitable vegetation in consultation with the Department of Environment, Land, Water and Planning.

36. Removal of trees, including pruning, must be undertaken by a suitably qualified arborist (Level 5) and be carried out in accordance with *Australian Standard 4373 – 2007 Pruning of Amenity Trees* to the satisfaction of the Responsible Authority. The use of an excavator, backhoe, bulldozer blade or loader to trim branches of trees is not permitted.

Melbourne Water

37. Filling with earthen material / clean fill is permitted within the endorsed area. No filling with earthen material / clean fill is permitted within the flood extent or higher than Melbourne Water's grading flood levels. (Refer to attached document – Melbourne Water's Flood Extent and Grading Flood Levels 10/10/2018) (The 173.48 metres to AHD value is the parcel's allocated blanket flood level. The graded flood level is shown with the light blue lines).

38. Prior to start of the use and development, methods to prevent batter failures and erosion at points coinciding with drainage lines on the waterway must be demonstrated and submitted to Melbourne Water for assessment and approval.

    Appropriate measures may include:

    - Rock armouring of formalised drainage line/s on the south-east facing batter slope;
    - Silt protection measures at the base of the batter slope during use and development works and during vegetation establishment to prevent silt flow into the creek.

39. Prior to start of the use and development, control measures to minimise colonisation of the exposed fill must be submitted to Melbourne Water for approval. It is noted there is a moderate infestation of gorse south east of the fill site.

40. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into the waterway.

41. Prior to the commencement of the use and development, a separate application direct to Melbourne Water must be made for approval of any new or modified storm water connection to Melbourne Water's drains or watercourses.

42. The use and development hereby approved must be managed to the satisfaction of the Responsible Authority so that the amenity of the area is not detrimentally affected, through:

    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) In any other way as determined by the Responsible Authority.

    In the event of any nuisance being caused to the neighbourhood by activities related to the use and development, the Responsible Authority may direct, in writing, such actions or works, as deemed appropriate, to eliminate or mitigate such nuisance being undertaken.

43. Noise levels emanating from the premises must not exceed those required to be met under State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade), No. N-1.

44. Except with the prior written consent of the Responsible Authority deliveries to and from the site, and use of any machinery onsite, must only take place between:

    7.00am to 5.00pm, Monday to Friday.
    8.00am – 1.00pm, Saturday.

    Unless due to complaint, the Responsible Authority requires a later start time to occur and in that instance, the times will be -

    8.00am to 5.00pm, Monday to Friday.
    9.00am – 1.00pm, Saturday.

    Or as advised in writing by the responsible authority to ensure amenity impacts are rectified.

45. Except with the prior written consent of the responsible authority, up to a maximum of 216 truck movements (noting that a truck that enters and exits the site equates to 2 truck movements) can occur Monday to Friday excluding public holidays and up to a maximum of 120 truck movements on Saturday.

    Unless due to complaint, the responsible authority requires amendments to be made.

46. Trucks entries must be logged for providing to the Responsible Authority within 2 hours upon request.

47. Once the use has been commenced, remedial / development works must be conducted and completed to the satisfaction of the responsible authority.

DEECA

48. Before works start, the permit holder must advise all persons undertaking the vegetation removal or works on site of all relevant permit conditions and associated statutory requirements or approvals.

49. The total area of native vegetation proposed to be removed totals 0.029 hectare, comprised of:
    a) 2 patches of native vegetation with a total area of 0.029 hectares [containing 0 large trees]
    b) 0 large scattered trees
    c) 0 small scattered trees

50. To offset the permitted clearing in accordance with Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017), the permit holder must secure general offset of 0.008 general habitat units:
    a) located within the Melbourne Water Catchment Management boundary or Melton City municipal area.
    b) with a minimum strategic biodiversity score of at least 0.344.

51. Before any native vegetation is removed evidence that the required offset by this permit has been secured must be provided to the satisfaction of the responsible authority. This evidence must be one or both of the following:
    a) an established first party offset site including a security agreement signed by both parties, and a management plan detailing the 10-year management actions and ongoing management of the site, and/or
    b) credit extract(s) allocated to the permit from the Native Vegetation Credit Register.

52. A copy of the offset evidence will be endorsed by the responsible authority and form part of this permit. Within 30 days of endorsement of the offset evidence, a copy of the endorsed offset evidence must be provided to Planning Approvals at the Department of Energy, Environment and Climate Action Port Phillip regional office.

53. Where the offset includes a first party offset(s), the permit holder must provide an annual offset site report to the responsible authority by the anniversary date of the execution of the offset security agreement, for a period of 10 consecutive years. After the tenth year, the landowner `must provide a report at the reasonable request of a statutory authority.

54. Within 6 months of the conclusion of the permitted clearing of native vegetation under this permit, the offset requirements can be reconciled with the written agreement of the responsible authority and the Department of Energy, Environment and Climate Action.

55. If any native vegetation is subsequently considered lost/removed/destroyed as a result of the proposed works, then it must be offset in accordance with the Guidelines for removal, destruction and lopping of native vegetation (DELWP 2017) to the satisfaction of the Responsible Authority.

56. If wildlife are present when removing native vegetation, only a suitably qualified wildlife handler or zoologist can handle wildlife to ensure it is not harmed. If displaced wildlife cannot be relocated on site to an appropriate location away from the construction footprint, or injured wildlife is captured, please contact DEECA on 136 186 for further advice.

57. This permit will expire if one of the following circumstances applies:

    a) The use and development and use is not started within two years of the date of this permit.
    b) The use and development is not completed within seven years from the date of this permit.
    c) The use is discontinued for a period of two 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).

WHAT AMENDMENT IS BEING MADE TO THE PERMIT?

Brief description of the amendment
The following changes have been made to the planning permit: • Condition 4 has been amended to increase the amount of fill to 1,545,150 m3.

- Condition 28 is amended to outline that 0.029 hectares of native vegetation is to be removed.
- Condition 29 is amended to outline that 0.08 general habitat units are required, with a minimum biodiversity score of 0.344.
- The nine conditions requested by the Department of Energy, Environment and Climate Action are included as Conditions 48 to 56, and the expiry condition has been re-numbered to Condition 57.
- Condition 57.b) has been amended to extend the completion to 7 years from the date of the permit.

12.2 PLANNING APPLICATION PA 2024/8766/1 - DEVELOPMENT OF THE LAND WITH SIX DOUBLE-STOREY DWELLINGS AT 51 CHURCH STREET, MELTON

Author: Cam Luong - Senior Development Planner
Presenter: Blake De Alencar Angus - Manager, City Growth and Development

PURPOSE OF REPORT

To consider and determine the planning application for the development of land with six double-storey dwellings at 51 Church Street, Melton.

RECOMMENDATION:

That Council issue a Notice of Decision to Grant a Permit subject to the conditions outlined in **Appendix 6** of this report.

Motion

Crs Carli/Ramsey.

That Council issue a Notice of Decision to Grant a Permit subject to the conditions outlined in **Appendix 6** of this report.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

REPORT

1. Background

Executive Summary

Applicant:	Dream Design & Drafting
Proposal:	Development of the land with six double-storey dwellings
Existing Land Use:	Existing single-storey dwelling
Zone:	Residential Growth Zone (Schedule 1)
Overlays:	None
Permit Triggers	Residential Growth Zone (Clause 32.07—6) – A permit is required to construct two or more dwellings on the lot.
Number of Objections:	7
Key Planning Issues:	Strategic justification Respect for Neighbourhood Character Adequacy of on-site car parking Intensification of development
Recommendation:	Issue a Notice of Decision to Grant a Planning Permit, subject to conditions.

This report has been prepared for Council consideration, given that more than five objections were received during the public notification process.

The Land and Surrounding Area

The subject site has an area of 920m² and is located on the southern side of Church Street in Melton. Other features of the site are as follows:

- The site is regular in shape.
- The site contains an existing single storey dwelling located near the front of the site.
- There is an existing 1.83m wide sewerage easement which adjoins the rear boundary.

The surrounding area can be characterised as predominantly residential with single storey dwellings. Approximately 250m south of the site is Melton Town Centre shopping strip located on High Street. There are numerous examples of medium density developments in the immediate area.

Refer to **Appendix 1** for a locality plan

The Application

The application seeks approval for the development of six double-storey dwellings on the land.

The proposed development is summarised as follows:

- The existing dwelling is proposed to be demolished.
- The six new dwellings will be arranged in a tandem arrangement.
- The front dwelling will be setback 4.1 metres from the Church Street frontage.
- The development will also have:
    - a minimum setback of 3.15 metres from the eastern boundary,
    - a minimum setback of 2.85 metres from the western boundary (with the exception of carport for dwelling 6).
    - a minimum setback of 1.98 metres from the southern boundary (with the exception of carport for dwelling 6).
- Each of the dwellings will comprise of two bedrooms and the usual amenities.
- The front dwelling will be in a reverse living arrangement, whereby the kitchen and living room will be located on the first floor with a balcony being directly accessed from the living/meals area.
- Each dwelling will be provided with a single-car garage/carport, and one visitor's car parking space will be provided on the site within the common property area.
- The material and finishes of the dwellings will include brick veneer, rendered polystyrene cladding, James Hardie Scyon Axon Cladding, aluminium windows, and colorbond roofing, and James Hardie cladding finishes.
- The dwellings will have flat and skillion roof-form.

Refer to **Appendix 2** for plans of the proposal

Refer to **Appendix 3** for title and site photos

Planning Controls

Zone	(Clause 32.07-6 – Residential Growth Zone)	A permit is required to construct two or more dwellings on a lot.
Provisions	(Clause 52.06 – Car Parking)	The provision outlines that one car parking space needs to be provided for every one- or two-bedroom dwelling; two car parking spaces need to be provided for every three or more bedroom dwelling; and that one visitor car parking space needs to be provided for every five dwellings. The proposal fully satisfies the car parking provisions.
	(Clause 55 – Two or more Dwellings on a lot and Residential Buildings)	The proposal generally complies with the relevant Particular Provisions. Minor changes to address the setback of kitchen windows from the accessway, mailboxes to be shown on plans, and overlooking from the front balcony will need to be addressed as conditions on the permit.

A full assessment of the proposal against the relevant State and Local planning policies is included in **Appendix 4.**

Is the land affected by a Restrictive Covenant?

The land is not affected by a Restrictive Covenant.

Is the land of Cultural Heritage Sensitivity?

The land is not considered to be of cultural heritage sensitivity under the *Aboriginal Heritage Regulations 2007*.

2. Council and Wellbeing Plan Reference and Policy Reference

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

3. A well planned and built City: A City with a clear vision to manage growth in a sustainable and accessible way.

   3.1 A City that strategically plans for growth and development.

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 public notification. The notification was satisfactorily completed and seven objections were received.

The grounds of objection may be summarised as follows:

- The proposal is an overdevelopment of the site.
- The development does not respect the neighbourhood character of the area.
- Traffic congestion and car parking.
- The setbacks do not comply with Standard B6 of ResCode.

A response to the objections is provided in **Appendix 5.**

Referral of the application

The application has been referred to the following internal departments for comments. A summary of responses is provided in the below table:

Department	**Comments**
Infrastructure Planning	Conditional support.
Traffic and Transport	Conditional support.
Waste Services	Conditional support.
External	
Greater Western Water	Conditional support.

5. Issues

Planning Assessment

Is the scale and intensity of the proposal appropriate for the zone?

Pursuant to the Melton Planning Scheme, the subject site is situated within the Residential Growth Zone. The purpose of the Residential Growth Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide housing at increased densities in buildings up to an including four storey buildings.*
- *To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.*
- *To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.*
- *To ensure residential development achieves design objectives specified in a schedule to this zone.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

The land is located in the Residential Growth Zone, which is to provide housing at increased densities in buildings up to and including four storey buildings. The Residential Growth Zone encourages a diversity of housing types in locations offering good access to services and transport including activity centres and town centres. The proposal meets the overarching objectives of the Planning Policy Framework. It provides for urban consolidation in an area which has excellent access to local services and facilities and is a development that improves housing choice and accommodates future housing needs.

Does the proposal respect the neighbourhood character of the area?

Unlike the Neighbourhood Residential Zone and the General Residential Zone, the need to respect neighbourhood character is not explicitly listed in the purpose of the Residential Growth Zone. The Residential Growth Zone was applied to areas where the Council would like to see the most redevelopment and in the highest intensity.

The proposed development comprises six semi-detached townhouses that incorporate brick, rendered and James Hardie cladding finishes. The dwellings will have flat and skillion roof-form which is becoming more common in modern townhouse developments throughout Victoria. The proposed dwellings are also generally well setback from the eastern and western property boundaries. The front dwelling is in the reverse living arrangement and also incorporates a balcony on the first floor, which provides a degree of passive surveillance. The scale and intensity of the proposal is generally similar to other approved and constructed medium density developments along Church Street and Unitt Street within close proximity to the Melton Town Centre.

The proposal generally complies with the guidelines for the Garden Suburban 2 (GS2) character area under Council's Housing Character Assessment and Design Guidelines and the ResCode requirements, subject to conditions. The proposal will complement the emerging character as supported under the Residential Growth Zone.

It should be noted that the adjoining property at 53 Church Street, Melton was subject to a VCAT proceeding (Tessera v Melton CC [2020] VCAT 1155) where Council had previously refused an application to develop the land with multiple dwellings. Ultimately, VCAT overturned the Council's decision and directed that a permit be issued. The Tribunal Member outlined that:

> *'29. If respecting the existing neighbourhood character, as promoted by respondents, means that a development should be no larger than existing developments in Church Street, it would make nonsense of the zoning of the land and planning policies in increasing housing densities for sites adjacent to activity centres. To develop the land for more of the same, say three single storey dwellings on the land will be an opportunity lost for the site where the planning fundamentals are for a more intensive development.*
>
> *30. The Residential Growth Zone allows for development up to four storeys and an apartment type is preferred, especially for land closer to the commercial town centre. The proposal is for four double storey dwellings down the land, all with their secluded private open space on ground level (as distinct from 'townhouse' development which often has a reverse living arrangement), is in a scale that is no more than one storey higher than adjoining developments, and the setbacks of development (side and rear) generously meeting standard B17 of ResCode. This means the amount of visual bulk experienced by neighbouring properties as an amenity impact is acceptable.'*

The current proposal exhibits many similarities with the development approved by VCAT on the adjoining property to the west. The proposal is deemed to be consistent with the emerging character, which is undergoing transformation owing to the zoning of the land and proximity to the Melton Town Centre.

Is car parking and traffic congestion an issue?

The Car Parking provision at Clause 52.06 of the Melton Planning Scheme, outlines that one car parking space needs to be provided for every one or two bedroom dwelling; and that one visitor car parking space needs to be provided for every five dwellings.

Each dwelling will be provided with a single-car garage/carport, and one visitor's car parking space will be provided on the site within the common property area. Therefore, the proposal fully satisfies the car parking provisions of this clause of the Melton Planning Scheme.

Council's Transport and Traffic Engineers are satisfied that the local road network can accommodate the anticipated increase in traffic that will be generated by the proposal.

Recent state government policy directions and announcements relating to increasing housing throughout the state.

On 6 March 2025, Planning Scheme Amendment VC267 was published in the Victorian Government Gazette. The operation date of the Planning Scheme Amendment VC267 was on 31 March 2025. The planning scheme amendment makes fundamental changes that apply to all Victorian Planning Schemes to allow medium density applications to be processed promptly. Of particular interest are the changes to the following:

- Clause 55 of the Melton Planning Scheme is replaced with a new clause that applies to applications for the construction of residential developments (two or more dwellings and residential buildings) up to and including three storeys in a residential zone.
- Removes the ability to specify local variations in Clause 55 standards for landscaping, permeability, side and rear setbacks, and walls on boundaries. A consequential amendment will be made to remove the ability to specify local variations in relevant zone schedules in all planning schemes.
- Inserts a transition provision in residential zones to provide that any application lodged before the commencement date can continue to be assessed under the provisions in force immediately before the commencement date.
- In deciding the application to which Clause 55 applies, the responsible authority is exempt from considering any other matter or decision guideline in the Planning Scheme and specified matters under section 60 of the *Planning & Environment Act 1987*.
- Where all standards are deemed to be met there is no third-party appeal.

The application is lodged before the approval date of Planning Scheme Amendment VC267. As such, the application needs to be assessed under the existing Planning Scheme controls. However, it is important to recognise that the applicant can simply reapply for a new application to benefit from the less restrictive controls, exemptions relating to the need to consider objections and submissions, and the loss of third-party appeal rights.

Does the use comply with relevant planning policy within the Melton Planning Scheme?

Approval of the application is recommended, given, that the proposal exhibits strong compliance with the objectives and standards contained in Clause 55 of the Melton Planning Scheme. There are three minor areas of non-compliance with Clause 55, which can be addressed through amended plan requirements applied as conditions on any approval given.

These changes relate to the need to increase the sill height for the kitchen because they are not setback the minimum distance from the common property driveway, the mailboxes to be shown on the plans, and the need for the balcony of Unit 1 to be appropriately screened to prevent overlooking into the rear yard of the adjoining property at 19 Lindsay Court.

A full assessment of the proposal against Clause 55 is included in **Appendix 4** of this report.

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 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 6.**

LIST OF APPENDICES

1. Locality Plan
2. Plans of Proposal
3. Title and Site Photos
4. Assessment against relevant planning policies
5. Response to objections
6. Conditions

No:	PA 2024/8766/1
Address:	51 Church Street, Melton Vic 3337
Proposal:	Development of the land with six double-storey dwellings and associated car parking.
Ward:	Watts



Subject Site

Objections

25/03/2025

N

No:	PA 2024/8766/1
Address:	51 Church Street, Melton Vic 3337
Proposal:	Development of the land with six double-storey dwellings and associated car parking.
Ward:	Watts



Subject Site	25/03/2025	N

PROPOSED 6 TOWNHOUSE DEVELOPMENT
AT: 51 CHURCH STREET, MELTON.



SITE ANALYSIS

SITE ANALISIS

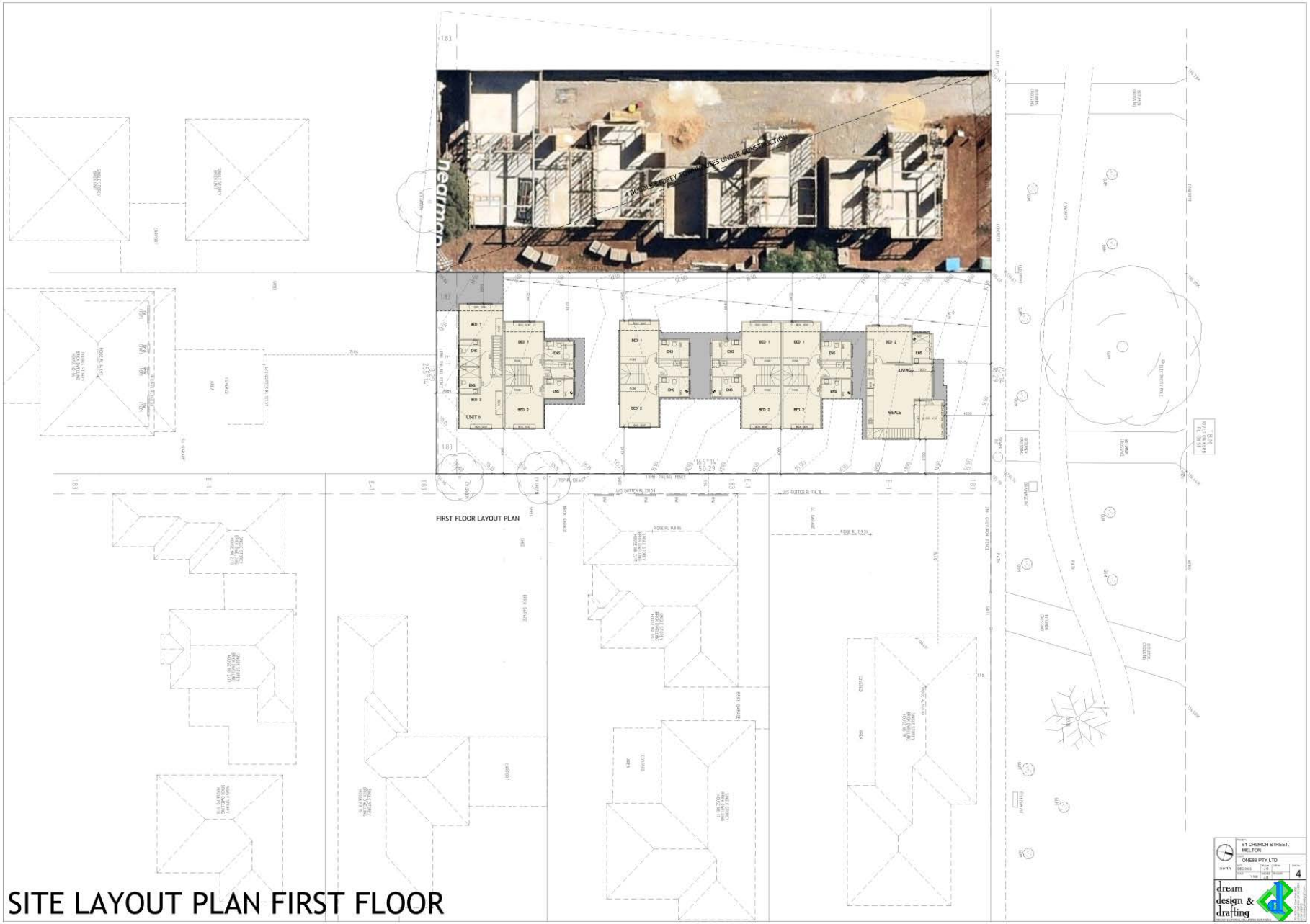
51 CHURCH STREET, MELTON
ONE8 PTY LTD
1
dream design & drafting



DESIGN RESPONSE

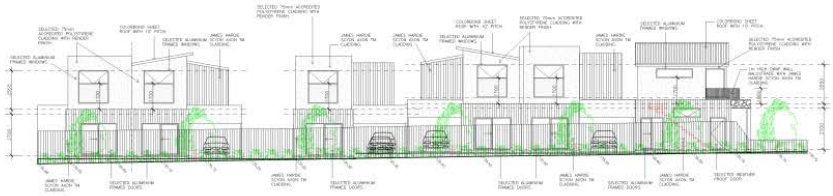
DESIGN RESPONSE


SITE LAYOUT PLAN GROUND FLOOR
CHURCH STREET
DEVELOPMENT SUMMARY
51 CHURCH STREET, MELTON
ONE88 PTY LTD
dream design & drafting

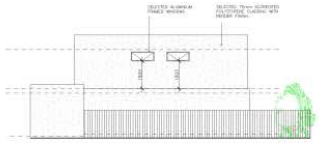

4 DOUBLE STOREY TOWNHOUSES UNDER CONSTRUCTION
FIRST FLOOR LAYOUT PLAN
SITE LAYOUT PLAN FIRST FLOOR
51 CHURCH STREET, MELTON
ONE88 PTY LTD
dream design & drafting



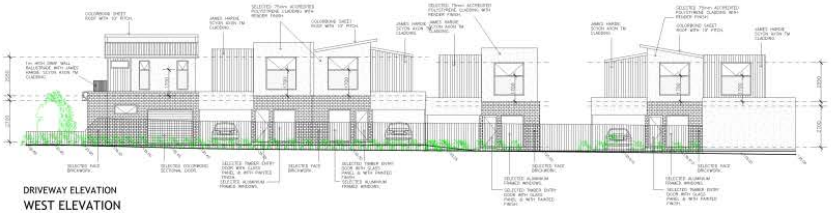
FRONT ELEVATION
NORTH ELEVATION



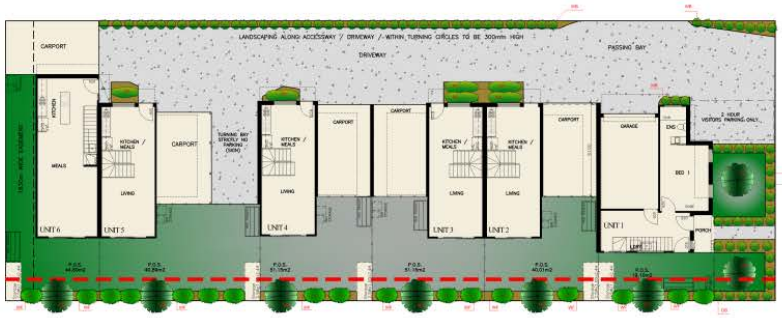
EAST ELEVATION



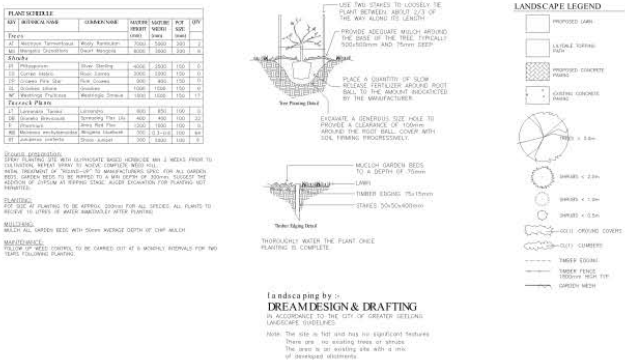
SOUTH ELEVATION



DRIVEWAY ELEVATION
WEST ELEVATION



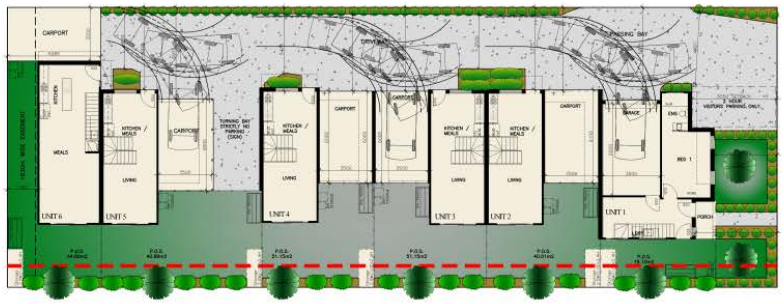
LANDSCAPE PLAN



ELEVATIONS / LANDSCAPE PLAN



UNIT 1-6 (IN) TURNING CIRCLE

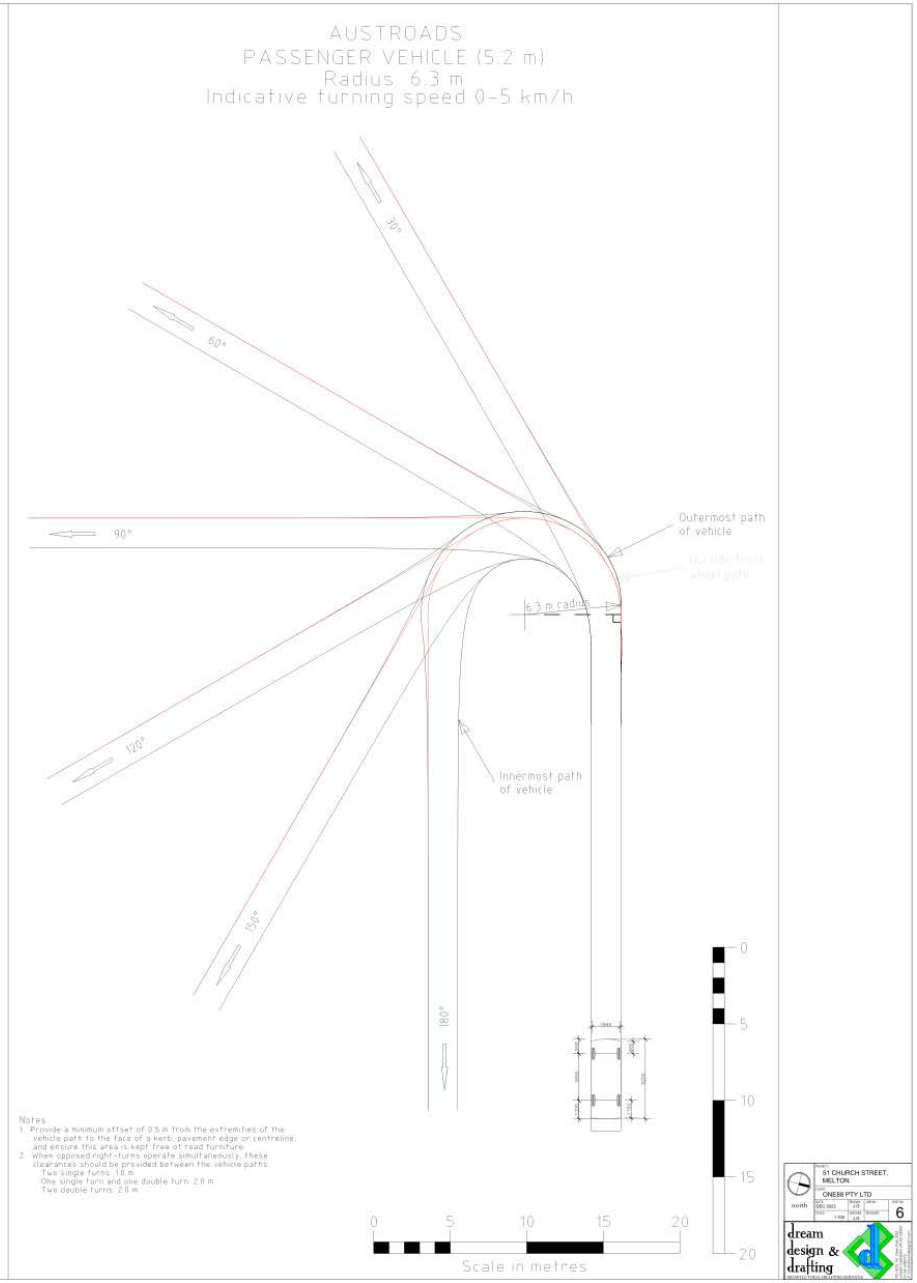


UNIT 1-6 (OUT) TURNING CIRCLE



UNIT 6 (OUT) TURNING CIRCLE

TURNING CIRCLES





9am SHADOW



12pm SHADOW



3pm SHADOW



51 CHURCH STREET, MELTON
ONE88 PTY LTD
7
dream design & drafting

SHADOW DIAGRAMS

Appendix 3 – Title and Site Photos

Register Search Statement - Volume 8679 Folio 995

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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 08679 FOLIO 995 Security no : 124114276496V
Produced 18/04/2024 12:00 PM

LAND DESCRIPTION

Lot 4 on Plan of Subdivision 031143.
PARENT TITLE Volume 08612 Folio 714
Created by instrument C797532 07/06/1967

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
ONE 88 PTY LTD of LEVEL 17 31 QUEEN STREET MELBOURNE VIC 3000
AW320755V 30/11/2022

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AW320756T 30/11/2022
PERPETUAL TRUSTEE COMPANY LTD

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 or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE LP031143 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: 51 CHURCH STREET MELTON VIC 3337

ADMINISTRATIVE NOTICES

NIL

eCT Control 18440T MSA NATIONAL
Effective from 30/11/2022



Above: Subject site

Appendix 3 – Assessment against relevant Planning Scheme controls

Planning Scheme Reference	***Assessment***
Planning Policy Framework (PPF)	
Clause 11 (Settlement)	Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities. Planning is to recognise the need for, and as far as practicable contribute towards diversity of choice, a high standard of urban design and amenity and energy efficiency. The proposal will make more efficient use of residential land which is fully serviced and has access to a wide range of 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. The proposed development makes more efficient use of the land with the provision of four dwellings, on a site that currently contains a single dwelling.
Clause 15.01-2S (Building Design)	The objective of this clause is to achieve building design outcomes that contribute positively to the local context and enhance the public realm. The proposal complies with this clause.
Clause 15.01-1S (Urban Design)	The objective of this clause is to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. The built form of the proposal is generally consistent with the existing buildings in the surrounding area.
Clause 15.01-5S (Neighbourhood character)	The objective of this clause is to recognise, support and protect neighbourhood character, cultural identity, and sense of place. The design response is in keeping with the character of the area in terms of scale, form and appearance.
Clause 15.02-1S (Energy and resource efficiency)	The objective of this clause is to encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions. The proposal generally complies with this clause.
Clause 16 (Housing)	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. Planning for housing should include the provision of land for affordable housing. The proposal generally complies with this clause.
Clause 16.01-4S (Housing affordability)	The objective of this clause is to deliver more affordable housing closer to jobs, transport and services. The proposal generally complies with this clause.
Clause 16.01-3S (Housing diversity)	The objective of this clause is to provide for a range of housing types to meet diverse needs. The proposed development will add to dwelling diversity in the area.
Clause 16.01-2S (Location of residential development)	The objective of this clause is to locate new housing in designated locations that offer good access to jobs, services and transport. The proposal will add to the housing diversity in this location and make a modest contribution towards urban consolidation i.e. reducing the need for brand new residential estates on the edge of Melbourne.
Clause 16.01-1S (Integrated housing)	The objective of this clause is to promote a housing market that meets community needs. The proposal complies with this clause.
Zone	
Clause 32.07 (Residential Growth Zone)	The purpose of this clause is: • To implement the Municipal Planning Strategy and the Planning Policy Framework. • To provide housing at increased densities in buildings up to and including four storey buildings. • To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres. • To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas. • To ensure residential development achieves design objectives specified in a schedule to this zone. • To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations. The proposed design response is consistent with the purpose of the zone.
Particular Provisions	

Clause 52.06 (Car parking)	This purpose of Clause 52.06 includes the need to ensure the provision of an appropriate number of car spaces having regard to the activities on the land and the nature of the locality. Provision of car parking within the development accords with Clause 52.06.
Clause 55 (Construct two or more dwellings on the lot)	The purpose of this clause is to achieve residential development that respects the existing neighbourhood character and encourages residential development that provides reasonable standards of amenity for existing and new residents. The proposal generally complies with the requirements of Clause 55. A detailed assessment of the proposal against the provisions of Clause 55 is detailed in Table 1.
Clause 65 Decision Guidelines	Because a permit can be granted does not imply that a permit should or will be granted. The responsible authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause. The proposal generally complies with the decision guidelines of Clause 65.

Table 1, Clause 55 Assessment (Rescode)

	✓- Compliance × - Non compliance	**Objectives**	**Standards**	**Comments**
B1	Neighbourhood Character	✓	✓	It is considered that the proposed development is generally consistent with the character of the area, which is under-going gentrification.
B2	Residential Policy	✓	✓	The proposed development will help consolidate the existing urban area which has good access to public transport, community facilities and infrastructure.
B3	Dwelling Diversity	✓	✓	Complies.
B4	Infrastructure	✓	✓	The subject site is located in an established urban area with access to all required services.
B5	Integration with the street	✓	✓	The proposed dwellings are oriented towards Church Street (and the internal access way).
B6	Street setback	✓	✓	The dwelling to the west is setback 5 metres, and the

				dwelling to the west is setback 2 metres (to Church Streeet). The average setback of the two adjoining properties is 3.5 metres. The proposal complies with the setback requirements.
B7	Building height	✓	✓	Complies. The overall building height of the development is less than 11 metres.
B8	Site coverage	✓	✓	The proposal has a site coverage of approximately 38.30 % which is less than the permitted 60% site coverage.
B9	Permeability	✓	✓	The site has a permeability of 34.77% which is more than the 20% permitted by this standard.
B10	Energy efficiency	✓	✓	Complies.
B11	Communal and public open space	✓	✓	Complies.
B12	Safety	✓	✓	The layout of the development will ensure the future safety and security of residents. The entrance of the proposed dwelling will be visible from the street.
B13	Landscaping	✓	✓	A landscape plan has been submitted with the proposal.
B14	Access	✓	✓	Complies.
B15	Car parking facilities.	✓	✓	Complies.
B17	Side and rear setbacks	✓	✓	Complies.
B18	Walls on boundaries	✓	✓	Complies.
B19	Daylight to existing windows	✓	✓	Complies.
B20	North-facing windows	✓	✓	Complies.
B21	Overshadowing open space	✓	✓	The proposed development will not result in unreasonable overshadowing impacts to adjoining properties. The extent of overshadowing can potentially be reduced further by increasing the

				setbacks of the first floor from the southern and eastern property boundaries.
B22	Overlooking	✓	×	Complies subject to conditions. Amended plans showing appropriate screening to be provided to the balcony of Unit 1 will be addressed as a condition on permit.
B23	Internal views	✓	✓	Complies subject to conditions.
B24	Noise impacts	✓	✓	No external noise impacts have been identified.
B25	Accessibility	✓	✓	Complies.
B26	Dwelling entry	✓	✓	The entrance of the proposed dwellings will be visible from the street.
B27	Daylight to new windows	✓	✓	Complies. All habitable room windows will receive adequate amounts of daylight.
B28	Private open space	✓	✓	Complies. The existing and proposed dwelling will be provided with at least 40m² of private open space consisting 25m² of secluded private open space.
B29	Solar access to open space	✓	✓	Complies.
B30	Storage	✓	✓	Each dwelling has at least 6m³ of external storage space.
B31	Design detail	✓	✓	Complies.
B32	Front fences	✓	✓	No front fence is proposed.
B33	Common property	✓	✓	Complies.
B34	Site Services	✓	×	Complies subject to conditions. The mailboxes are currently not shown on the plans. It can be addressed as a condition on permit.

House Rules – Housing Character Statements and Design Guidelines

In the House Rules document, the site is included within the Garden Suburban 2 (GS2) area. The proposal is assessed against the following Design Guidelines for the character area in the table below:

Garden Suburban 2 (GS2)

Design Response	Comments
Front Setback The front setback should be no less than the average setback of the adjoining two dwellings. The area of paving and other hard surfaces, including driveways and crossovers, in front garden areas should be minimised. A landscaped strip, minimum width 0.5 metres, should be provided between a driveway and the side boundary of the property. **Minimum 5 metre front setback.** **Minimum 60% permeable area in front setback.**	Complies.
Any new wall constructed on the boundary setback at least 3 metres from the front building facade.	Complies.
Sites should be consolidated to provide apartment development.	Not applicable.
Garages & Carports Car parking structures should be set back behind line of the dwelling. Car parking structures should be set back 5.4 metres from the front boundary.	Complies.
Vehicle Crossing Only one vehicular crossover should be provided per frontage. Replace any street tree removed with another tree that provides for regular spacing of street trees in the street.	Complies.
Height & Form The maximum building height should be 13.5 metres. Building heights should be 2 storeys (8 metres) closer to General Residential areas and up to 4 storeys (13.5 metres) closer to commercial areas. Parts of the building over 2 storeys should be recessed from the facade of the lower levels where appropriate. Building elements and details (e.g. windows) should be used to break up the mass of larger wall surfaces. For corner lots, continue articulation and materials provided on the primary façade along the secondary façade.	Complies.
Trees & Other Vegetation	Complies.

Large, established trees should be retained wherever possible. Site layout and subdivisions should be designed around existing vegetation that contributes to the area's character. **At least one canopy tree should be provided for each original subdivided lot.**	
Front Fence Front fences, other than very low (less than 0.6 metres in height) should be of open or transparent construction. **Maximum front fence height of 1.2 metres**.	No front fence is proposed.
Colours & Materials Where possible, use materials and colours that are already a common feature of the area (e.g. brown, red or orange brick and brown, red or black tiles).	Complies.

Appendix 5 – Response to Objections

Objection	***Comment***
The proposal is an overdevelopment of the site.	The land is located in the Residential Growth Zone, which is to provide housing at increased densities in buildings up to and including four storey buildings. The Residential Growth Zone encourages a diversity of housing types in locations offering good access to services and transport including activity centres and town centres. The proposal meets the overarching objectives of the Planning Policy Framework. It provides for urban consolidation in an area which has excellent access to local services and facilities and is a development that improves housing choice and accommodates future housing needs. The overall scale and intensity of proposal appropriately respond to the site and surroundings.
The development does not respect the neighbourhood character of the area.	The proposed development comprises six semi-detached townhouses that incorporate brick, rendered, and James Hardie cladding finishes. The dwellings will have flat and skill-roof forms which is becoming more common in modern townhouse developments throughout Victoria. The proposed dwellings are also generally well setback from the eastern and western property boundaries. The front dwelling is in the reverse living and also incorporates a balcony on the first floor, which provides a degree of passive surveillance. The scale and intensity of the proposal is generally similar to other approved and constructed medium density developments along Church Street and Unitt Street. The current proposal exhibits many similarities with the development approved by VCAT on the adjoining property to the west. The proposal is deemed to be consistent with the emerging character, which is undergoing gentrification.
Traffic congestion and car parking .	Each dwelling would be provided with a single car garage, and a parking space at the front of each dwelling. Visitor car parking spaces are not required for the proposal. The proposal complies with Clause 52.06 of the Melton Planning Scheme, which is the

	relevant provision in assessing car parking provision. Council's Transport and Traffic Department has reviewed the proposal and have not raised any concerns.
The setbacks do not comply with Standard B6	The dwellings (under construction) on the adjoining property at 53 Church Street have a minimum front setback of 5 metres, and the dwelling on the adjoining property at 19 Lindsay Court is setback 2 metres from it's secondary frontage to Church Street. The average setback of the two adjoining properties is 3.5 (5+2/2) metres. Unit 1 is shown to have a setback 4.1 metres from Church Street. Therefore, the proposal complies with Standard B6.

Appendix 6 – Conditions

Amended Plans

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) The sill height of the kitchen windows for Units 2, 3, 4, and 5 is increased to a minimum of 1.4 metres above the finished floor level of the dwelling.
   (b) The balcony of Unit 1 is designed to be screened in accordance with the requirements of Clause 55.04-6 to prevent direct overlook of the adjoining property to the east. Details must be included on the plans.
   (c) The location of Mailboxes must be shown. A note is to be placed indicating that the location is to the satisfaction of Australia Post.

Landscape Plans

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 plan 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) A survey (including botanical names) of all existing vegetation to be retained and/or removed.
   (d) Buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary.
   (e) Details of surface finishes of pathways and driveways.
   (f) All species selected must be to the satisfaction of the Responsible Authority.

Engineering Plans

3. Before the development starts, drainage design calculations and a drainage layout plan for the proposed development shall be submitted to and approved by the Responsible Authority.

4. The maximum storm water discharge rate from the proposed development is 5.50 litres per second. An on-site stormwater detention system will need to be installed in accordance with plans and specifications to be submitted to and approved by the Responsible Authority.

   The following design parameters for the on-site detention system shall be used:

   - Time of Concentration for the catchment: Tc = 18 min
   - Travel time from the discharge point to the catchment outlet: Tso = 8 min
   - Weighted coefficient of runoff at the initial subdivision = 0.45

5. All on-site stormwater shall 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 each driveway onto the footpath.

6. 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.

7. Before the on-site detention system is covered (by concrete and the like), the permit-holder must contact Council's Engineering Services Unit to organise an inspection of the property to verify the instalment, as per the endorsed drainage plans.

Layout not altered

8. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

Waste Management Plan

9. Before the development starts, a Waste Management Plan 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.

10. Before the development starts, the owner must enter into an agreement with Council made pursuant to Section 173 of the Planning and Environment Act 1987 to provide for the following:
    (a) Requiring waste management to be undertaken in accordance with the Waste Management Plan endorsed under this permit.

    An application must be made to the Registrar of Titles to register the Section 173 agreement on the title to the land under Section 181 of the Act.

    The landowner under this permit must pay the reasonable costs of the preparation, execution and registration of the Section 173 agreement.

Tree removal

11. Before the development starts, the street tree(s) earmarked for removal as shown on the endorsed plans must be removed to the satisfaction of the Responsible Authority.

    The permit-holder permit must contact Councils' Operations Department to organise the removal of the tree, and must pay for the costs associated with such removal and relocation as well as the relevant 'Amenity Value Fee' as outlined in the City of Melton's Tree Planting and Removal Policy.

Build over easement approval

12. Before the development starts, Build-Over Easement Approval must be granted by the relevant authority and the Responsible Authority.

    No permanent structure (including sheds) is to be located above an easement unless approval is granted by the relevant authority and the Responsible Authority.

Occupancy requirements

13. The following must be undertaken to the requirements and satisfaction of the Responsible Authority prior to the occupation of the buildings hereby permitted:

    (a) The buildings and works as described on the endorsed plan must be completed.
    (b) The landscaping works as described on the endorsed plan are completed and thereafter maintained.
    (c) Drainage from all new buildings is directed to the approved legal point of discharge.
    (d) The development is connected to reticulated water supply, sewerage, drainage and underground electricity to the requirements of the relevant servicing authority.
    (e) The proposed vehicle crossing must be constructed to an industrial standard in accordance with Council's Standard Drawings. A cross-over permit shall be obtained from Council prior to construction.
    (f) All disused or redundant vehicle crossings must be removed and the area reinstated to kerb and channel to the satisfaction of the Responsible Authority.
    (g) Any existing works affected by the development works shall be reinstated at no cost and to the satisfaction of the Responsible Authority.

Greater Western Water

14. WATER
    It is essential the owner of the land enters into an agreement with Greater Western Water for the provision of water supply.

15. SEWER
    It is essential the owner of the land enters into an agreement with Greater Western Water for the provision of sewerage.

Amenity

16. 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) In any way as determined by the Responsible Authority.

17. The use and development must be managed to the satisfaction of the Responsible Authority so that the amenity of the area is not detrimentally affected, through the:
    (b) Transport of materials, goods or commodities to or from the land.
    (c) Inappropriate storage of any works or construction materials.
    (d) Hours of construction activity.
    (e) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste and storm water runoff, waste products, grit or oil.
    (f) Presence of vermin.
    (g) In any way as determined by the Responsible Authority.

Expiry

18. This permit will expire if one of the following circumstances applies:
    - The development is not commenced within two years of the date of this permit.
    - The development is not completed within four years of the date of this permit.

    The Responsible Authority may extend the periods referred to if a request is made, in writing, before or within six months of the relevant expiry date.

COUNCIL NOTES:

- The building must comply with the Building Regulations and the Building Code of Australia.
- All drains contained within the allotment, except in drainage easements, shall remain the property of the landowners and shall not be taken over by Council for future maintenance.
- All vehicle pathways contained within the allotment, other than stated in this permit, shall remain the property of the landowners and shall not be taken over by Council for future maintenance.
- Relevant permits, including but not limited to a vehicle-crossing permit, build over easement permit and/or road-opening permit will be required from Council prior to development.
- Drainage plans and design calculations must be marked to the attention of the Infrastructure Planning Coordinator, Council's Engineering Services Unit.

GREATER WESTERN WATER NOTES:

- The applicant should be made aware that a Commercial/Multi-unit Plumbing Application – with fire service or with no fire service for the proposed development is required to be lodged with Greater Western Water in order to obtain our servicing requirements. The online application is accessible via our website https://propertyplus.gww.com.au/pplus/guest
- The applicant should be informed that to build over an easement in favour of Greater Western Water Corporation, they must lodge a Build Over Easement Application with the Property Development Department. The online application is accessible via our website https://propertyplus.gww.com.au/pplus/guest

12.3 PLANNING APPLICATION PA 2024/8905/1 - USE AND DEVELOPMENT OF THE LAND FOR A SERVICE STATION, FOOD AND DRINK PREMISES AND CAR WASH, ERECTION AND DISPLAY OF BUSINESS IDENTIFICATION SIGNS, ILLUMINATED SIGNS, ELECTRONIC SIGNS, AND POLE SIGNS, AND ALTERATION OF ACCESS TO A ROAD IN A TRANSPORT 2 ZONE AT 1333 PLUMPTON ROAD, FRASER RISE

Author: Jonathon Carter - Graduate Planner
Presenter: Blake De Alencar Angus - Manager, City Growth and Development

PURPOSE OF REPORT

To consider and determine the planning application for the Use and development of the land for a service station, food and drink premises and car wash, erection and display of business identification signs, illuminated signs, electronic signs, and pole signs, and alteration of access to a road in a Transport 2 Zone at 1333 Plumpton Road, Fraser Rise.

RECOMMENDATION:

That Council issue a Notice of Decision to Grant a Permit subject to the conditions outlined in **Appendix 8** of this report.

Motion

Crs Shannon/Verdon.

That Council issue a Notice of Decision to Grant a Permit subject to the conditions outlined in **Appendix 8** of this report.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner and Verdon

Against: Cr Dr Zada

Abstained: Nil

CARRIED

REPORT

1. Background

Executive Summary

Applicant:	Sebastian Lorenzo - Toro Planning
Proposal:	Use and development of the land for a service station, food and drink premises and car wash, erection and display of business identification signs, illuminated signs, electronic signs, and pole signs, and alteration of access to a road in a Transport 2 Zone
Existing Land Use:	Vacant Land
Zone:	Urban Growth Zone – Schedule 11 (applied General Residential Zone)

Overlays:	Infrastructure Contributions Overlay – Schedule 1
Permit Triggers:	32.08-2 Use of the land for a service station. 32.08-2 Use of the land for a food and drink premises. 32.08-2 Use of the land for a car wash. 32.08-10 Construct a building or carry out works associated with a Section 2 use. 52.05-13 Construct and display business identification signs. 52.05-13 Construct and display pole signs. 52.05-13 Construct and display electronic signs. 52.05-13 Construct and display internally illuminated signs. 52.29-2 Create or alter access to a road in a Transport Zone 2.
Number of Objections:	42
Number of Supports:	9
Key Planning Issues:	• Whether the proposal meets the requirements and objectives of the Melton Planning Scheme. • Whether the uses are appropriate at the subject site and compatible with the surrounding area, • Whether the uses will have adverse off-site impacts on amenity. • Whether the design of the buildings, signs and accessways are acceptable and safe urban design outcomes.
Recommendation:	Issue a Notice of Decision to Grant a Permit, subject to conditions.

The Land and Surrounding Area

The subject site is described as Lot: B on Plan of Subdivision PS831701J, 1333 Plumpton Road, Fraser Rise. The land is relatively flat, rectangular in shape, and approximately 3711 square metres in area. The subject site is within Stage 12 of Monument Estate, created under Planning Permit PA2017/5638.

The site abuts Taylors Road to the south and Plumpton Road to the west. The intersection of Plumpton Road and Taylors Road is located at the south-west corner of the subject site. Works are currently underway to upgrade the intersection to be at a signalised interim standard in accordance with the Plumpton and Kororoit Precinct Structure Plans. The ultimate design for Taylors Road will be a six-lane arterial road.

To the north is a property currently used as a dwelling. To the east is a local street (Sagrada Way) with dwellings on the opposite side. To the west and across Plumpton Road is a reserve.

The surrounding area to the north forms part of the Plumpton Precinct Structure Plan. A neighbourhood activity centre will be located approximately 500m north-west, fronting Plumpton Road. The land to the immediate south forms part of the Kororoit Precinct Structure Plan and will be developed for residential uses.

Refer to **Appendix 1** for a locality plan.

Refer to **Appendix 2** for photos of the site and the surrounding area.

The Application

The application proposes the use and development of the land for a service station, food and drink premises and car wash, signage and alteration of access to a road in a Transport 2 Zone.

Use of the Land

The area of the subject site will be divided into the following uses:

- Allotment total – 3711 sqm.
- Service Station, Food and drink Premises (including building component, fuel bowsers and canopy, associated accessways, car parking and landscaping) – 2825sqm.
- Car wash site (including vacuum bays, associated accessways and landscaping) – 866sqm.

The characterisation of the uses as described in the application documents aligns with the definitions of the uses under Clause 73.03 of the Melton Planning Scheme (and/or their ordinary meanings). Details are summarised as follows:

Use	Details
Service Station	• Operator is to be BP, and ancillary component to be a Wild Bean Café. • 6 fuel bowsers (12 pumps total) • Proposed to operate 24 hours a day, 7 days a week. • Up to 16 patrons can utilise the seating area and café component.
Food and Drink Premises	• Operator to be confirmed at a later date. • Proposed to operate between 7am to 11pm, 7 days a week. • Up to 10 patrons can utilise the seating area.
Car Wash	• Operator to be confirmed at a later date. • Proposed to operate between 7am to 10pm, 7 days a week. • Accommodates 4 car wash bays, two vacuum bays, and a queue area for waiting vehicles more cars.

Buildings / Design

The built form includes three main components:

- A service station, with the ancillary convenience shop and cafe, and a separate food and drinks premises located in one building at the west of the site.
- Six (6) fuel bowsers and cover canopy at the centre of the site.
- A Car Wash located at the eastern side of the subject site.

The main building is positioned at the south-western corner of the site, providing activation to Taylors Road to the south, and partial activation to Plumpton Road to the west. The loading bay/ waste area is to be screened by feature-built form and landscaping on the western frontage. The building will be a maximum height of 7.5 metres (where parapets provide screening of roof plant equipment), the fuel bowser canopy will be a maximum height of 5.9 metres, and the car wash structures will be 4.1 metres. The building colours are consistent with the branding of the tenants (BP and Wild Bean Cafe), providing a mixture of variations of green, yellow and grey. The materials are contemporary, with precast cement panels cladded by metal, Colourbond, and tile materials. There is feature glazing on all 4 elevations of the main building.

Signage

A total of 11 signs are proposed.

Sign No.	Sign Type (Clause 73.02)	Details
1	• Business Identification Signs. • Internally Illuminated Signs. • Sky Signs. • Electronic Signs.	2x Pylon structures, one on Taylors Road frontage and one on Plumpton Road frontage, both are double sided. Sky sign structure height of 8.825m and width of 2.29m. 3 logo boxes for the main tenancies, and digital display for fuel prices, internal illumination. Display area of each electronic component is 760mm x 380mm
2	• Business Identification Sign. • Internally Illuminated Sign.	Canopy structure trim, with affiliated logo and colours. Logo area approx. 900mm x 900mm.
3	• Business Identification Sign. • Internally Illuminated Sign.	Identifies the service station, entry sign above door. 3.9m wide x 250mm height.
4	• Business Identification Sign. • Internally Illuminated Sign.	Identifies the service station's ancillary cafe, located on eastern elevation. 1.23m wide x 1.75mm height.
5	• Business Identification Sign. • Internally Illuminated Sign.	For the logo of the food and drink premises, located on west and south elevations. Two signs of 1 x 1 metres.
6	• Internally illuminated signs.	Entry/ Exit direction signage at Taylors Road entry crossover, and at car wash entry. 1.07m x 600mm
7	• Business Identification sign. • Internally illuminated sign.	For the logo of the car wash operator, located on the west elevation of the car wash structure. 1.6m x 2.7m
8	• Internally illuminated signs.	Located above each car wash bay entry. 250mm x 1.02m.
9	• Internally illuminated signs.	Located above each car wash bay exit. 250mm x 1.02m.
10	• Business Identification sign. • Internally Illuminated sign.	For logo and identification of entry to food and drink premises (above entry on east elevation). 750mm x 3m
11	• Business Identification sign. • Internally Illuminated sign.	On the north/west elevation of corner of the food and drink tenancy. 1.5m x 1.5m.

Notation on the plan "N/I" indicates a sign not to be illuminated. This includes all signs facing the northern boundary (except for Sign 1 on the Plumpton Road frontage).

Car Parking Spaces, Bicycle Parking and Access

The proposal provides the following vehicle spaces:

- Car parking spaces: 12
- Petrol bowser car spaces: 12
- Car wash bays: 4
- Vacuum bays: 2
- Bike parking spaces: 4
- Loading bay: 1

Waste Collection & Delivery

Waste storage areas are provided within the building and enclosed areas to the west. There is an enclosed loading bay for delivery and waste collection vehicles. There will be fuel tanks located under the accessways which can be re-filled from above.

Landscaping & Fencing

A 2-metre wide landscape buffer is to be provided on the northern boundary and southern interface with Taylors Road. A 2.5-metre-wide landscape buffer is provided to the east, and a 2.5 metre landscape buffer is provided to the west interface with Plumpton Road. A small landscaped area is provided between the car wash and the car parking area within the site. The planting schedule identifies numerous trees, shrubs, plants and ground covers. This includes native species.

The site will be partially enclosed by an acoustic timber paling fence on the north and east boundaries. The fencing will range from 2.1 to 3 metres in height.

Refer to **Appendix 3** for plans of the proposal.

Planning Controls

Zone	Clause 32.08-2 (General Residential Zone)	A permit is required to Use of the land for a service station.
	Clause 32.08-2 (General Residential Zone)	A permit is required to Use of the land for a food and drink premises.
	Clause 32.08-2 (General Residential Zone)	A permit is required to Use of the land for a car wash.
	Clause 32.08-10 (General Residential Zone)	A permit is required to Construct a building or carry out works associated with a Section 2 use of Clause 32.08-2.
Particular Provisions	Clause 52.05-13 (Signs)	A permit is required to Construct and display business identification signs.

	Clause 52.05-13 (Signs)	A permit is required to Construct and display pole signs.
	Clause 52.05-13 (Signs)	A permit is required to Construct and display electronic signs.
	Clause 52.05-13 (Signs)	A permit is required to Construct and display internally illuminated signs.
	Clause 52.29-2 (Land adjacent to the principal road network)	A permit is required to Create or alter access to a road in a Transport Zone 2.

A full assessment of the proposal against the relevant State and Local planning policies and other relevant decisions is included in **Appendix 5.**

Is the land affected by a Restrictive Covenant?

The Certificate of Title submitted with the application (Volume: 12300, Folio: 254), Produced 12 September 2024, indicates the following encumbrances apply to the land:

Section 45 MSA Notice - AT390550V

A MSA Levy payment must be made within specified timeframes after either receiving statement of compliance for a subdivision, or a building permit being issued for a development.

DEECA's MSA Levy Estimator (GIS) identifies that the subject site is already subject to a staged payment plan.

Section 173 Agreement AT383201N

The Agreement required the Developer to pay infrastructure contributions prior to the issue of statement of compliance for each stage. Statement of Compliance has been issued for Stage 12 of Monument Estate (comprising the subject site), so the infrastructure contribution and other obligations of the Agreement have been completed.

Plan of Subdivision PS831701J

The subject site (Lot B on PS831701J) is free of any easements.

The proposal does not breach any of the encumbrances on titles.

Is the land of Cultural Heritage Sensitivity?

The land is within an area of Aboriginal Cultural Heritage Sensitivity. Pursuant to Section 6 of the Aboriginal Heritage Regulations 2018, a Cultural Heritage Management Plan (CHMP) would be required to be prepared for this activity. CHMP No. 14128 prepared by Andrew Long and Associates was submitted with the application. The activity description of the CHMP covers permissible uses within the applied zones and is therefore sufficient for the purposes of this application for a planning permit.

Metropolitan Planning Levy Certificate

A leviable planning permit application is an application made to a responsible authority or planning authority under sections 47 and 96A of the *Planning and Environment Act 1987* for a permit required for the development of land in metropolitan Melbourne, where the estimated cost of the development for which the permit is required exceeds the threshold amount. The applicant must give the responsible authority or planning authority a current MPL Certificate. The estimated cost of development stated in the MPL Certificate must be equal to or greater than the estimated cost of the development stated in the leviable planning permit application.

The MPL Certificate and estimated cost of development ($2,200,000) aligns with the details on the submitted application form.

2. Council and Wellbeing Plan Reference and Policy Reference

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

3. A well planned and built City: A City with a clear vision to manage growth in a sustainable and accessible way.

   3.1 A City that strategically plans for growth and development.

3. Financial Considerations

No Council related financial considerations are involved with the application.

4. Consultation/Public Submissions

Public notification of the application

The application did not qualify for exemption of the public notification requirements under the Urban Growth Zone (37.07-13), or anywhere else under the Melton Planning Scheme. Therefore, the application has been advertised in accordance with the *Planning and Environment Act 1987*. All duties of the applicant under Section 53 of the *Planning and Environment Act 1987* have been satisfactorily completed.

Notification consisted of three signs placed (one for each street frontage) of the subject site for a period of 14 days. Letters were sent to all adjoining landowners and occupiers. Additionally, letters were sent to owners and occupiers of dwellings on nearby local streets with views of the subject site.

42 objections to the application were received. The plan in **Appendix 1** identified location of objectors near to the subject site.

The relevant grounds of objection may be summarised as follows:

- Emissions and air, ground and water contamination.
- Light pollution and amenity, hours of operation.
- Noise and amenity, hours of operation.
- Traffic/ pedestrian safety and traffic congestion.
- Dangerous goods, risk and safety.

- Crime and safety.
- Separation distance to dwellings.
- Urban design and residential character of the area.
- Suitability in the applied General Residential Zone, and suitability for an out-of-centre commercial development.
- Impacts to 3rd party trees and wildlife.

A response to the objections is provided in **Appendix 6.**

9 submissions of support for the proposal were received.

Referral of the application
The application was referred to numerous Council Departments and external referral authorities for comment and advice, including:

Referral	Type	Response
Urban Design	Internal	Initially raised concerns relating to the design treatment and street interfaces. Design issues were resolved under the submission of amended plans.
Infrastructure Planning	Internal	Conditional support. Conditions on the permit would require detailed design plans for civil and drainage, and standard conditions.
Traffic	Internal	Conditional support. Conditions on the permit would require amended plans to detail pedestrian and traffic safety features internal to the site, and standard conditions.
Waste Services	Internal	Conditional support. Conditions on the permit require an amended waste management plan.
Landscape Development	Internal	Supported the landscaping treatment proposed.
Environmental Protection Authority	External – Section 52 (Notice)	No concerns with the proposal. Recommended a note to go on the permit informing of additional EPA requirements under other legislation.
WorkSafe	External – Section 52 (Notice)	Requested further information. Information can be provided directly to WorkSafe outside of the planning permit process, as required under other legislation.
Department of Energy Environment and Climate Action (DEECA)	External – Section 52 (Notice)	No objections.
Head, Transport for Victoria (TfV)	External – Section 55 (Determining Referral Authority)	Conditional support.

Details of referral responses is included in **Appendix 7**.

5. Issues

Planning Assessment

A recommendation to support the proposal is based on an assessment against the requirements of the Melton Planning Scheme and consideration of written objections and referral responses, as outlined in **Appendix items 5, 6 and 7.**

It is considered that the proposed service station, car wash and food and drink premises is compliant with the objectives and other relevant requirements of the Melton Planning Scheme and the *Planning and Environment Act 1987*. **The key issues** are addressed below:

Are the uses appropriate in this location/ the General Residential Zone?

The land uses are not prohibited under the General Residential Zone, provided the use (service station) abuts a road in the Transport 2 Zone. The subject site meets these requirements and can be considered under this assessment.

The purpose of the General Residential Zone states:

- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Local and State Policy in Clauses 11 and 17 (Planning Policy Framework) relating to out of centre developments (commercial uses in a residential zone) identify smaller sites like this to be acceptable, when the retail floor area is not substantial, and the location is outside of walkable catchments from existing/planned activity centres. The Plumpton PSP identifies the walkable catchment of the nearest planning activity centre, in which the walkable catchment does not extend to the subject site. Whilst the use is predominantly car-oriented, the site is to provide local amenity with the ancillary convenience shop, café and the food and drink premises.

The subject site is abutting the Taylors Road Corridor (future 6-lane arterial), which further justifies the proposed service station and car wash. The location on a major arterial road is appropriate, as opposed to being located on local or connector streets (such as Plumpton Road).

Will the development result in detrimental health amenity impacts?

Clause 13 of the Melton Planning Scheme (Planning Policy Framework) identifies objectives which must be met, and strategies which should be met. With regard to Noise (13.05), Air Quality (13.06), and Land Use Compatibility (13.07), policy documents are provided to assist in the assessment of these objectives. The responsible authority can only consider the Melton Planning Scheme (and its incorporated documents) when deciding on this matter.

The main issues is whether service stations pose a human health risk to the occupants of the surrounding dwellings. The policy document *Separation Distance Guideline (Environment Protection Authority, August 2024)* does not require separation distances for service stations, and actually states that service stations are an appropriate interface to residential areas. Operation of the use must comply with relevant guidelines to ensure they do not pose a health risk, which can ultimately be enforced by the EPA, WorkSafe, etc. There are no other requirements of the Melton Planning Scheme which require a separation distance for these uses.

VCAT decisions on similar proposals have made it evident that matters of compliance with Environmental Protection Act or Dangerous Goods Regulations (except were referenced as policy documents in the relevant Planning Scheme) are not to be considered under a planning application and are matters requiring separate approvals, notice and enforcement under other relevant legislation. Some recent VCAT decisions are summaries below:

OTR 326 Pty Ltd v Yarra Ranges CC [2025]

An objector has noted an application which was refused by Yarra Ranges Council as a reason for Melton Council to also refuse this proposal. The decision from Yarra Ranges Shire was recently overturned by VCAT.

The proposal included a Service Station and Car Wash on land abutting a school. The proposal received 194 objections and a petition and was refused by Yarra Ranges Council on the grounds of proximity to sensitive uses such as a school and residential areas. This decision was overturned by VCAT, and a permit was issued. Numerous grounds of refusal were tested at the hearing. The most relevant ground of refusal that was overturned by the tribunal relates to whether service stations require separation from sensitive uses. The following commentary is relevant in regard to the role of the planning system in assessing separation distances and air quality/ pollution risk:

- *The planning scheme … refers to the separation distance guidelines. The purpose of the guidelines is to provide a suitable separation between industry and sensitive use areas when there is an unintended release of odours or dust from the industry. The guidelines are not intended to provide ongoing protection from industrial emissions; ongoing industrial emissions are covered by other EPA regulations and guidelines.*
- *Notwithstanding the ongoing emission requirements of industry, the separation distance guidelines recommend that the separation distance between industry and sensitive use areas (interface land) can be used for benign industrial activities such as service stations.*
- *The implication being that the inclusion of service stations in the guidelines iterated as interface land area means that service stations are not a significant concern with respect to air pollutants and odours from industrial sites.*

Gaage Developments Pty Ltd v Greater Geelong CC [2023] (with reference to Spectrum Retail Group Pty Ltd v Horsham Rural CC [2023])

The proposal included a service station in a Low Density Residential Zone. VCAT overturned Geelong CCs refusal and directed that a permit be issued. The following quote from the VCAT Member is of particular relevance and may be applied in the assessment of this application:

[71] … the submissions made regarding the potential for fumes from a Service station to pose a human health risk, such a risk has not resulted in the Victorian Government, or any other authority such as the EPA, to introduce regulations requiring Service stations to have a buffer from residential properties. Further, it is not the role of the Tribunal to create any such regulations. Therefore, while I sympathise with the submissions that have been made, the potential health risk posed by a Service station is not a relevant consideration in this planning application.

The above quote sets precedence for the limitations in what a responsible authority (and the tribunal) can consider within a planning permit application.

Considering the Melton Planning Scheme, the EPA's referral response, previous VCAT decisions, and examples of service stations elsewhere in both established and growth areas (particularly on corner allotments on major roads), a precedent is established that suggests service stations are acceptable being located adjoining residential areas.

The location of the service station at 1333 Plumpton Road Fraser Rise is deemed acceptable in regard to the requirements of Clause 13.05, 13.06 and 13.07 of the Melton Planning Scheme. Impacts to the surrounding natural environment can also be addressed under conditions on the permit, particularly relating to drainage (including in the event of a spill incident).

Is the proposed site layout and building design acceptable for safety, amenity and character?

Clause 15 of the Melton Planning Scheme (Planning Policy Framework) relates to built environment and urban design. The proposal meets the relevant objectives of Clause 15.

Issues relating to visual dominance of the built form, signage, and lighting/ illumination impacts on the amenity of the area, can be mitigated and addressed by conditions on a permit. Conditions can require lighting to be baffled internal to the site and landscaping, fencing, and building articulation treatments can screen dominant built form.

The proposal responds to Melton Council's Local Signs policy at Clause 15, particularly by limiting the number of business identification and pole signs to the minimal extent to address each frontage. The signage has been incorporated into the buildings and landscaping areas.

The proposed buildings address both main street frontages, whilst screening the loading/ waste collection area with architectural treatment and landscaping. The interface to Sagrada Way will contain an acoustic fence and landscaping to prioritise the amenity of the occupants' dwellings.

The internal accessways, and the access to the roads will require minor alterations to the satisfaction of both Council and the Head, Transport for Victoria prior the approval of the plans. However, the current design proposed layout is considered generally acceptable, with pedestrian crossings at the vehicle crossovers to be provided.

The proposed pole/pylon signage exceeds the maximum height and is prohibited under the General Residential Zone of the Melton Planning Scheme. As such, conditions on the permit will require the height of the pole/pylon signs is reduced to be within a maximum height of 7 metres.

Traffic Impacts

The proposal will create and alter access to Taylors Road and Plumpton Road (both at interim conditions) and impact the traffic conditions in the area. A Traffic Impact Assessment was submitted with the application and identifies anticipated traffic volumes generated. The uses will utilise the existing passing local traffic and generate additional traffic at a 'moderate' level.

The proposal provides for sufficient on-site car parking in accordance with the requirements of Clause 52.06. Bicycle facilities are provided in accordance with Clause 52.34.

The application received conditional support from the Head, Transport for Victoria, and Melton Council's Traffic Department. Conditions on the permit will address the access arrangements (i.e by requiring "left-in left-out" only access) and pedestrian safety within and around the subject site, requiring priority crossings, visibility splays at crossovers, and traffic calming within 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/Overlay 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 and a notice of decision to grant a permit be issued subject to conditions as outlined in **Appendix 8.**

LIST OF APPENDICES

1. Locality Plans
2. Site Photos
3. Development and Landscape Plans
4. Certificate of Title and Plan of Subdivision
5. Melton Planning Scheme Assessment
6. Response to Objections
7. Referral Responses
8. Recommendation

No:	PA2024/8905/1
Address:	1333 Plumpton Road, Fraser Rise 3336
Proposal:	Use and development of the land for a service station, food and drink premises and car wash with associated signage and the alteration of access to a road in the Transport Zone 2
Ward:	Jackwood



Subject Site

31/03/2025

N

No:	PA2024/8905/1
Address:	1333 Plumpton Road, Fraser Rise 3336
Proposal:	Use and development of the land for a service station, food and drink premises and car wash with associated signage and the alteration of access to a road in the Transport Zone 2
Ward:	Jackwood



Subject Site
Objections
Supports

31/03/2025

N

Appendix Item 1a

Site Photos Dated 7 February 2025 – View from Sagrada Way looking West

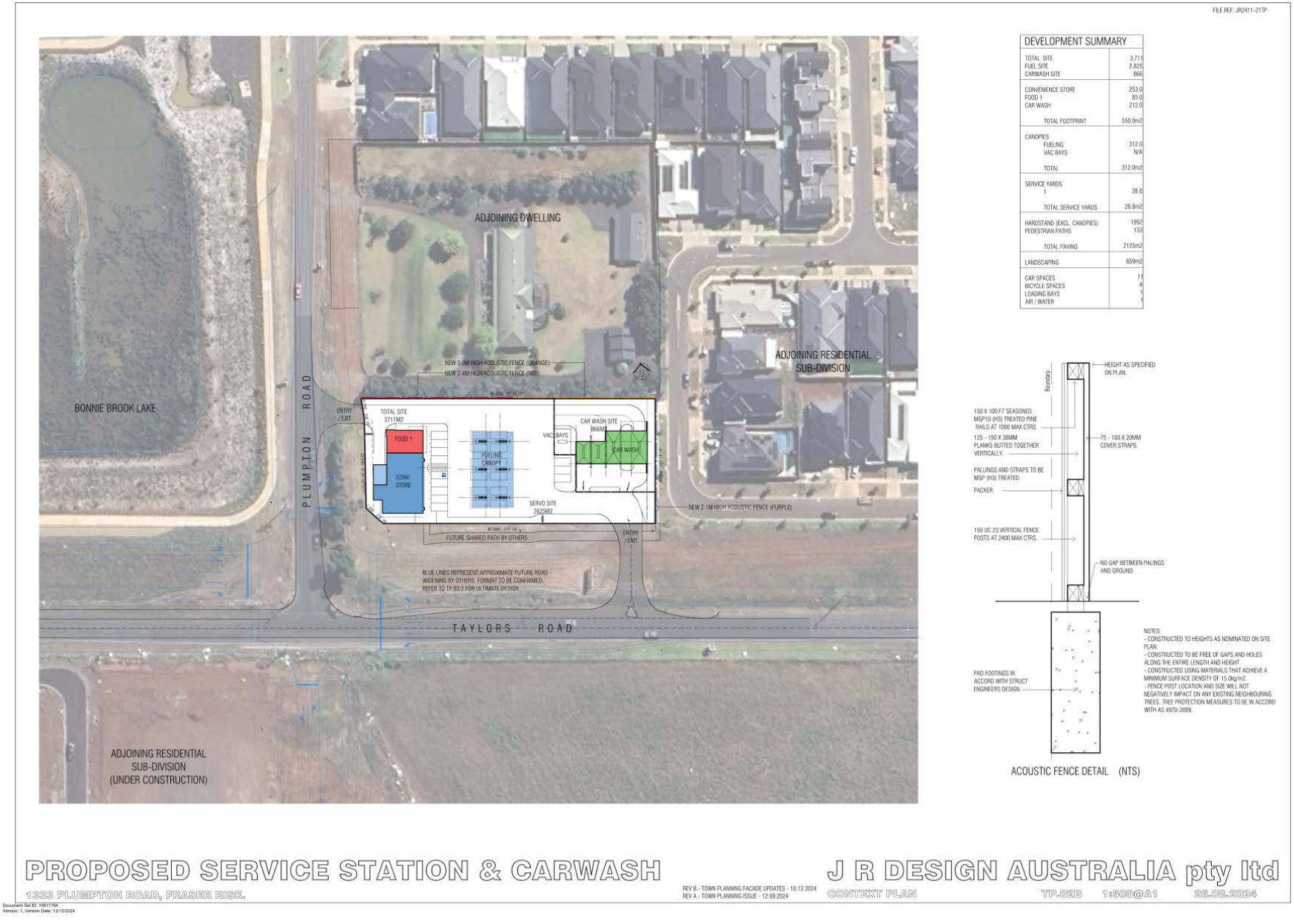




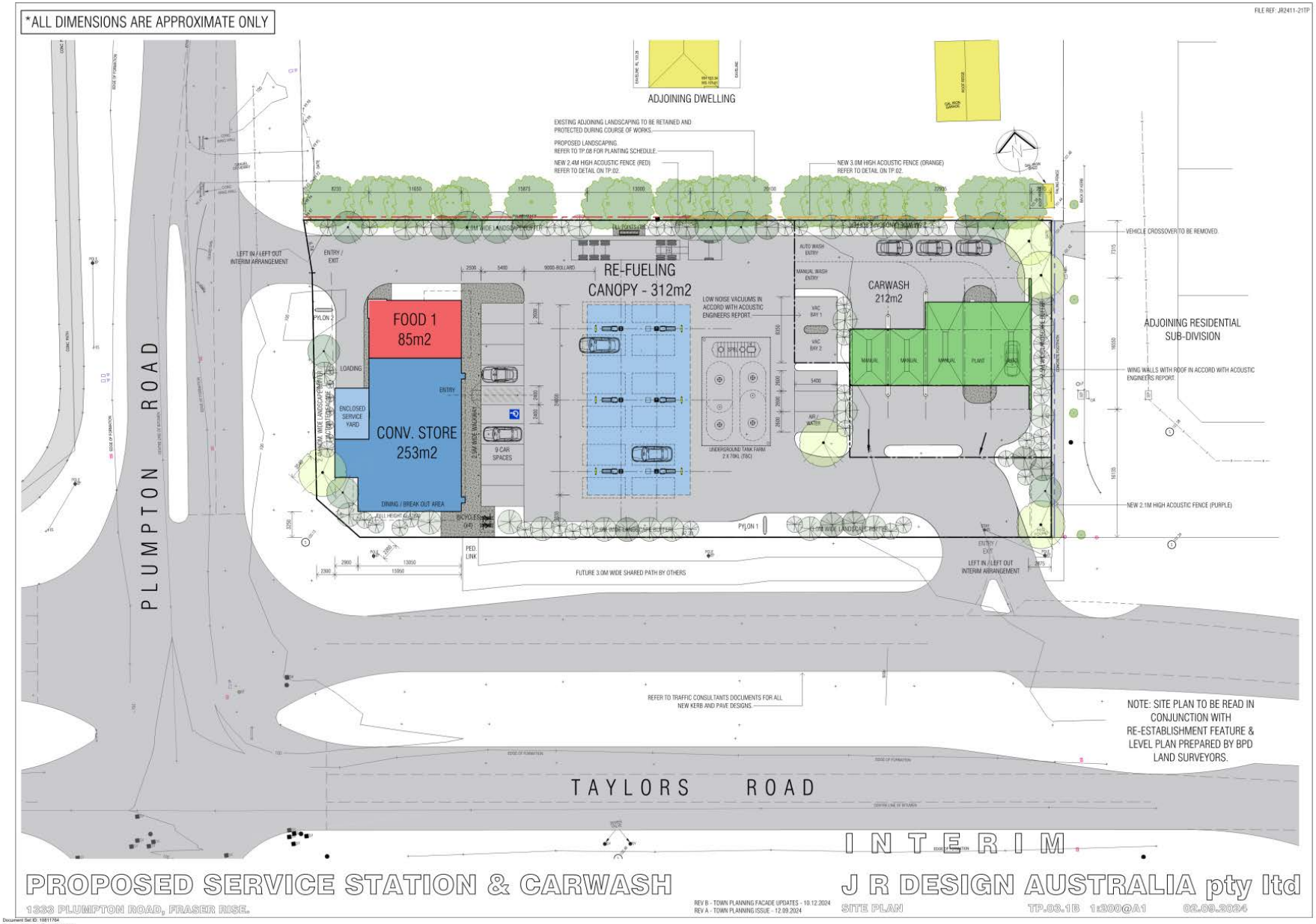


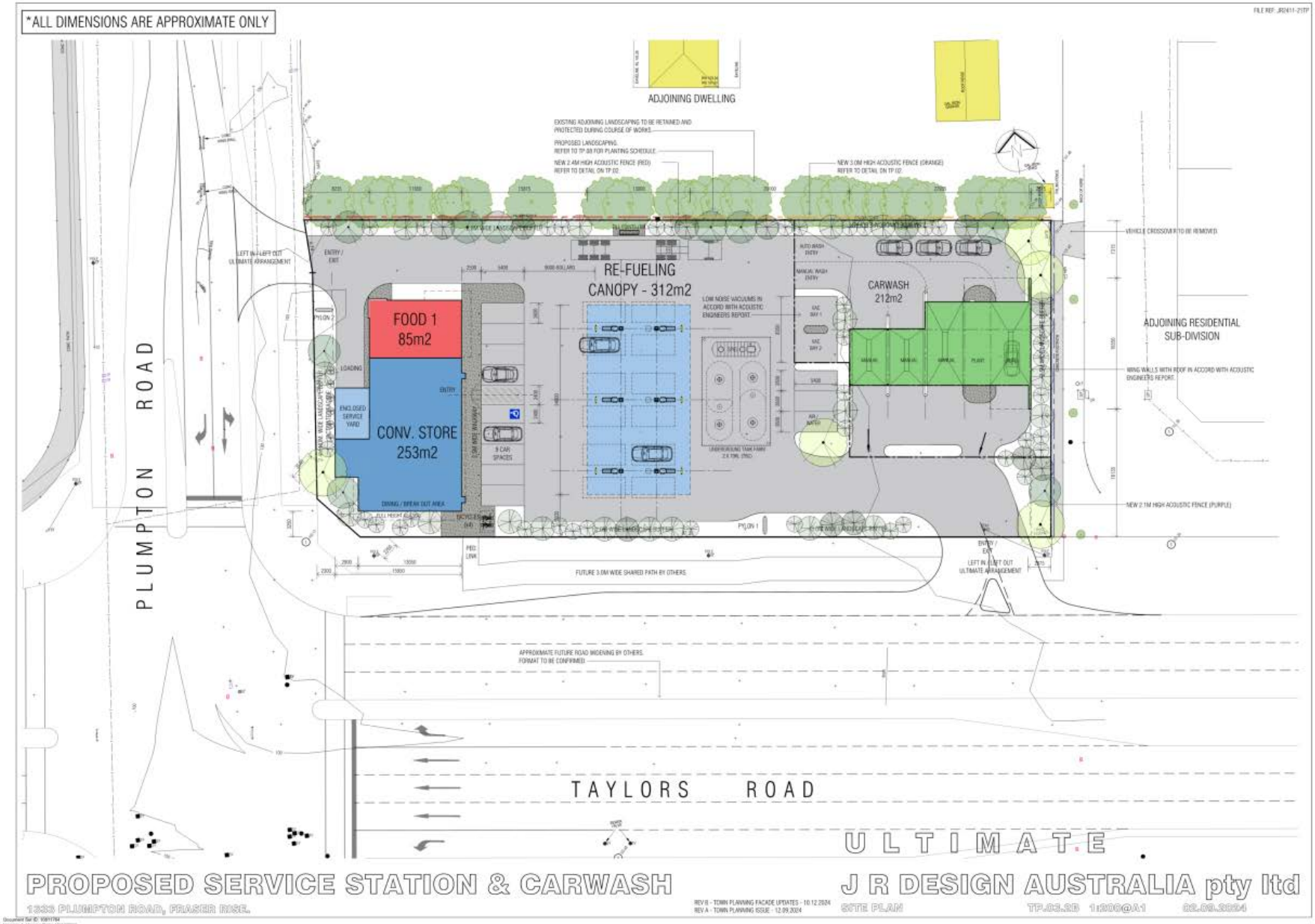


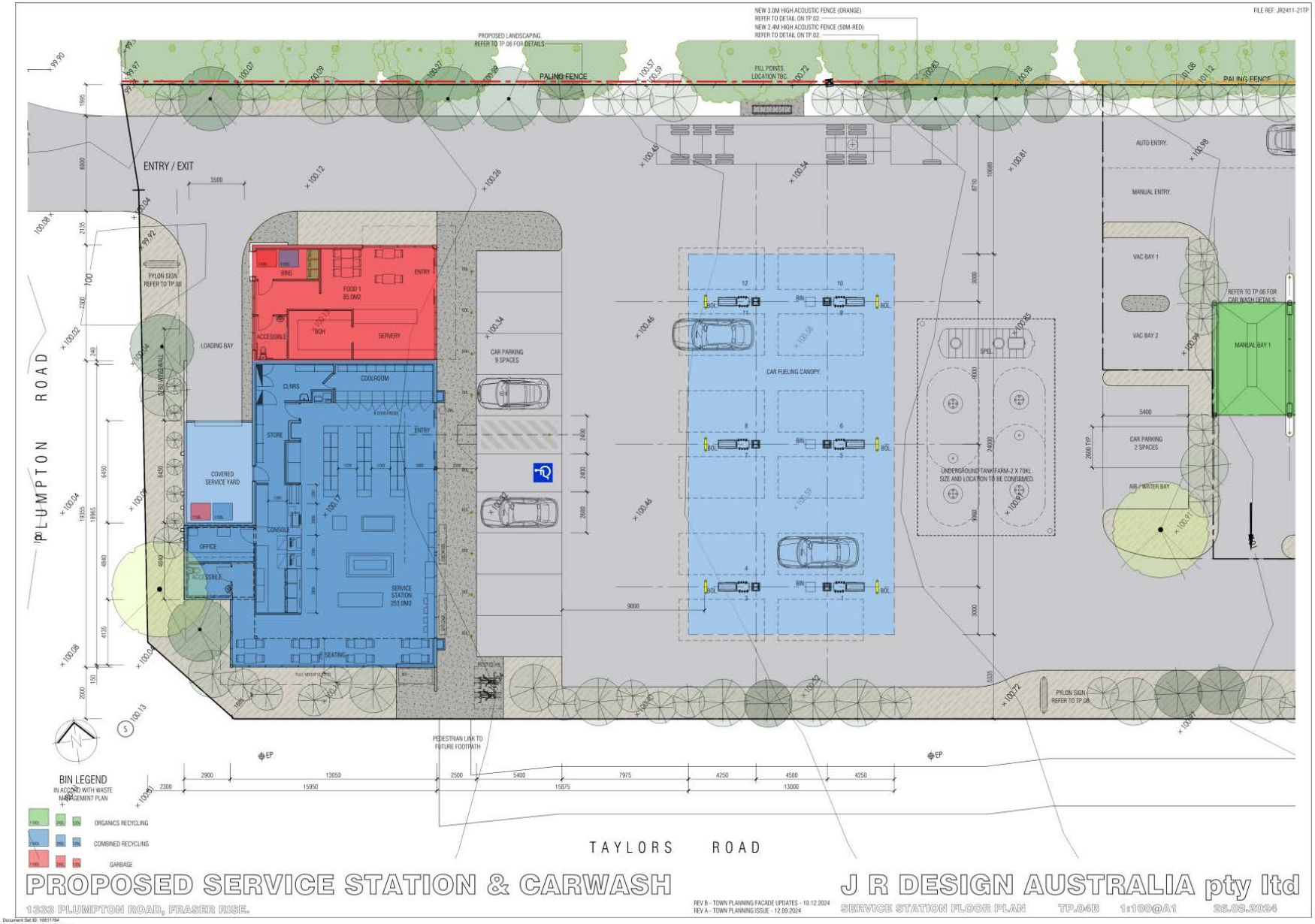

FILE REF: JR2411-21TP
BONNIE BROOK
KORORoIT CREEK
BEATTYS ROAD
PLUMPTON ROAD
YARRABING SECONDARY COLLEGE
THE DALES
TAYLORS ESTATE
FRASER RISE
SUBJECT SITE
TAYLORS ROAD
TAYLORS RUN
AINTREE
VERE COURT
DEANSIDE PRIMARY SCHOOL
KORORoIT CREEK
LITTLE SPRINGS LAND ESTATE
BACCHUS MARSH GRAMMAR
DEANSIDE WETLANDS
WESTERN FWY
Google Earth
PROPOSED SERVICE STATION & CARWASH
1333 PLUMPTON ROAD, FRASER RISE.
REV B - TOWN PLANNING FACADE UPDATES - 10.12.2024
REV A - TOWN PLANNING ISSUE - 12.09.2024
J R DESIGN AUSTRALIA pty ltd
LOCALITY PLAN
TP.01B
NTS@A1
26.08.2024

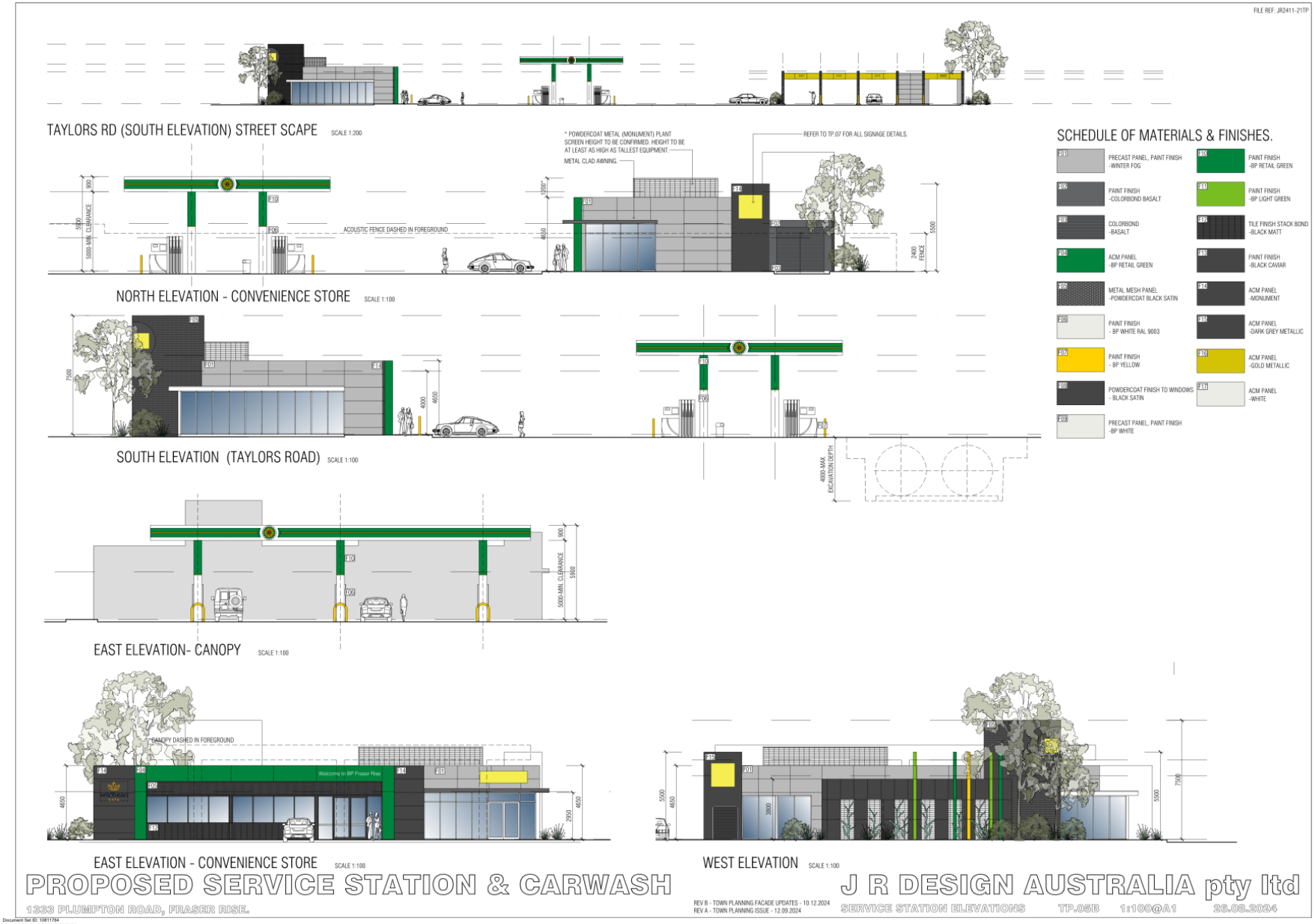

FILE REF: JR2411-21TP
ADJOINING DWELLING
BONNIE BROOK LAKE
PLUMPTON ROAD
ADJOINING RESIDENTIAL SUB-DIVISION
NEW 3.0M HIGH ACOUSTIC FENCE (ORANGE)
NEW 2.4M HIGH ACOUSTIC FENCE (RED)
ENTRY / EXIT
TOTAL SITE 3711M2
FOOD 1
CONV. STORE
FUELING CANOPY
VAC BAYS
CAR WASH SITE 866M2
CAR WASH
SERVO SITE 2820M2
NEW 2.1M HIGH ACOUSTIC FENCE (PURPLE)
FUTURE SHARED PATH BY OTHERS
ENTRY / EXIT
BLUE LINES REPRESENT APPROXIMATE FUTURE ROAD WIDENING BY OTHERS. FORMAT TO BE CONFIRMED. REFER TO TP.03.2 FOR ULTIMATE DESIGN.
TAYLORS ROAD
ADJOINING RESIDENTIAL SUB-DIVISION (UNDER CONSTRUCTION)
DEVELOPMENT SUMMARY
TOTAL SITE 3,711
FUEL SITE 2,825
CARWASH SITE 866
CONVENIENCE STORE 253.0
FOOD 1 85.0
CAR WASH 212.0
TOTAL FOOTPRINT 550.0m2
CANOPIES
FUELING 312.0
VAC BAYS N/A
TOTAL 312.0m2
SERVICE YARDS
1 28.8
TOTAL SERVICE YARDS 28.8m2
HARDSTAND (EXCL. CANOPIES) 1992
PEDESTRIAN PATHS 133
TOTAL PAVING 2125m2
LANDSCAPING 659m2
CAR SPACES 11
BICYCLE SPACES 4
LOADING BAYS 1
AIR / WATER 1
Boundary
HEIGHT AS SPECIFIED ON PLAN.
150 X 100 F7 SEASONED MGP10 (H3) TREATED PINE RAILS AT 1000 MAX CTRS.
125 - 150 X 38MM PLANKS BUTTED TOGETHER VERTICALLY.
75 - 100 X 20MM COVER STRAPS.
PALLINGS AND STRAPS TO BE MGP (H3) TREATED.
PACKER.
150 UC 23 VERTICAL FENCE POSTS AT 2400 MAX CTRS.
NO GAP BETWEEN PALINGS AND GROUND.
PAD FOOTINGS IN ACCORD WITH STRUCT ENGINEERS DESIGN.
NOTES:
- CONSTRUCTED TO HEIGHTS AS NOMINATED ON SITE PLAN.
- CONSTRUCTED TO BE FREE OF GAPS AND HOLES ALONG THE ENTIRE LENGTH AND HEIGHT
- CONSTRUCTED USING MATERIALS THAT ACHIEVE A MINIMUM SURFACE DENSITY OF 15.0kg/m2.
- FENCE POST LOCATION AND SIZE WILL NOT NEGATIVELY IMPACT ON ANY EXISTING NEIGHBOURING TREES. TREE PROTECTION MEASURES TO BE IN ACCORD WITH AS 4970-2009.
ACOUSTIC FENCE DETAIL (NTS)
PROPOSED SERVICE STATION & CARWASH
1333 PLUMPTON ROAD, FRASER RISE.
REV B - TOWN PLANNING FACADE UPDATES - 10.12.2024
REV A - TOWN PLANNING ISSUE - 12.09.2024
J R DESIGN AUSTRALIA pty ltd
CONTEXT PLAN
TP.02B 1:500@A1 26.08.2024
Document Set ID: 10811764
Version: 1, Version Date: 13/12/2024

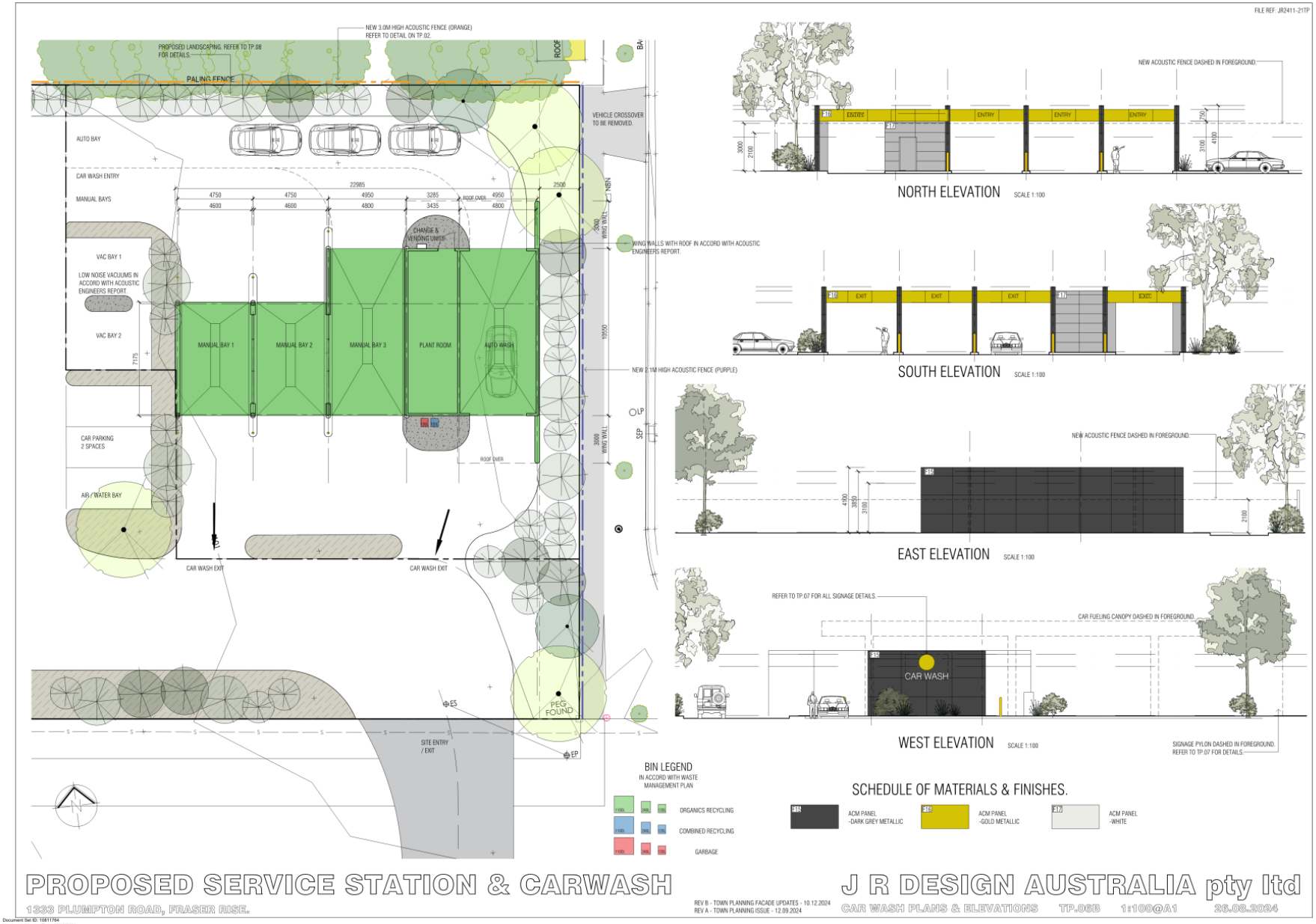

*ALL DIMENSIONS ARE APPROXIMATE ONLY
FILE REF: JR2411-21TP
ADJOINING DWELLING
EXISTING ADJOINING LANDSCAPING TO BE RETAINED AND PROTECTED DURING COURSE OF WORKS.
PROPOSED LANDSCAPING REFER TO TP.06 FOR PLANTING SCHEDULE
NEW 2.4M HIGH ACOUSTIC FENCE (RED) REFER TO DETAIL ON TP.02
NEW 3.0M HIGH ACOUSTIC FENCE (ORANGE) REFER TO DETAIL ON TP.02
PLUMPTON ROAD
FULL TURN IN EXISTING CONDITIONS
ENTRY / EXIT
RE-FUELING CANOPY - 312m2
FOOD 1 85m2
CONV. STORE 253m2
ENCLOSED SERVICE YARD
LOADING
ENTRY
DINING / BREAK OUT AREA
9 CAR SPACES
LOW NOISE VACUUMS IN ACCORD WITH ACOUSTIC ENGINEERS REPORT
UNDERGROUND TANK FARM 2 X 70kL (95C)
CARWASH 212m2
AUTO WASH ENTRY
MANUAL WASH ENTRY
VAC BAY 1
VAC BAY 2
MANUAL
PLANT
AIR / WATER
VEHICLE CROSSOVER TO BE REMOVED.
ADJOINING RESIDENTIAL SUB-DIVISION
WING WALLS WITH ROOF IN ACCORD WITH ACOUSTIC ENGINEERS REPORT.
NEW 2.1M HIGH ACOUSTIC FENCE (PURPLE)
PYLON 1
PYLON 2
PED. LINK
FUTURE 3.0M WIDE SHARED PATH BY OTHERS
ROAD RESERVE
LEFT IN / LEFT OUT EXISTING CONDITIONS
NOTE: SITE PLAN TO BE READ IN CONJUNCTION WITH RE-ESTABLISHMENT FEATURE & LEVEL PLAN PREPARED BY BPD LAND SURVEYORS.
TAYLORS ROAD
EXISTING
PROPOSED SERVICE STATION & CARWASH
1333 PLUMPTON ROAD, FRASER RISE.
REV B - TOWN PLANNING FACADE UPDATES - 10.12.2024
REV A - TOWN PLANNING ISSUE - 12.09.2024
J R DESIGN AUSTRALIA pty ltd
SITE PLAN
TP.03B 1:200@A1 02.09.2024

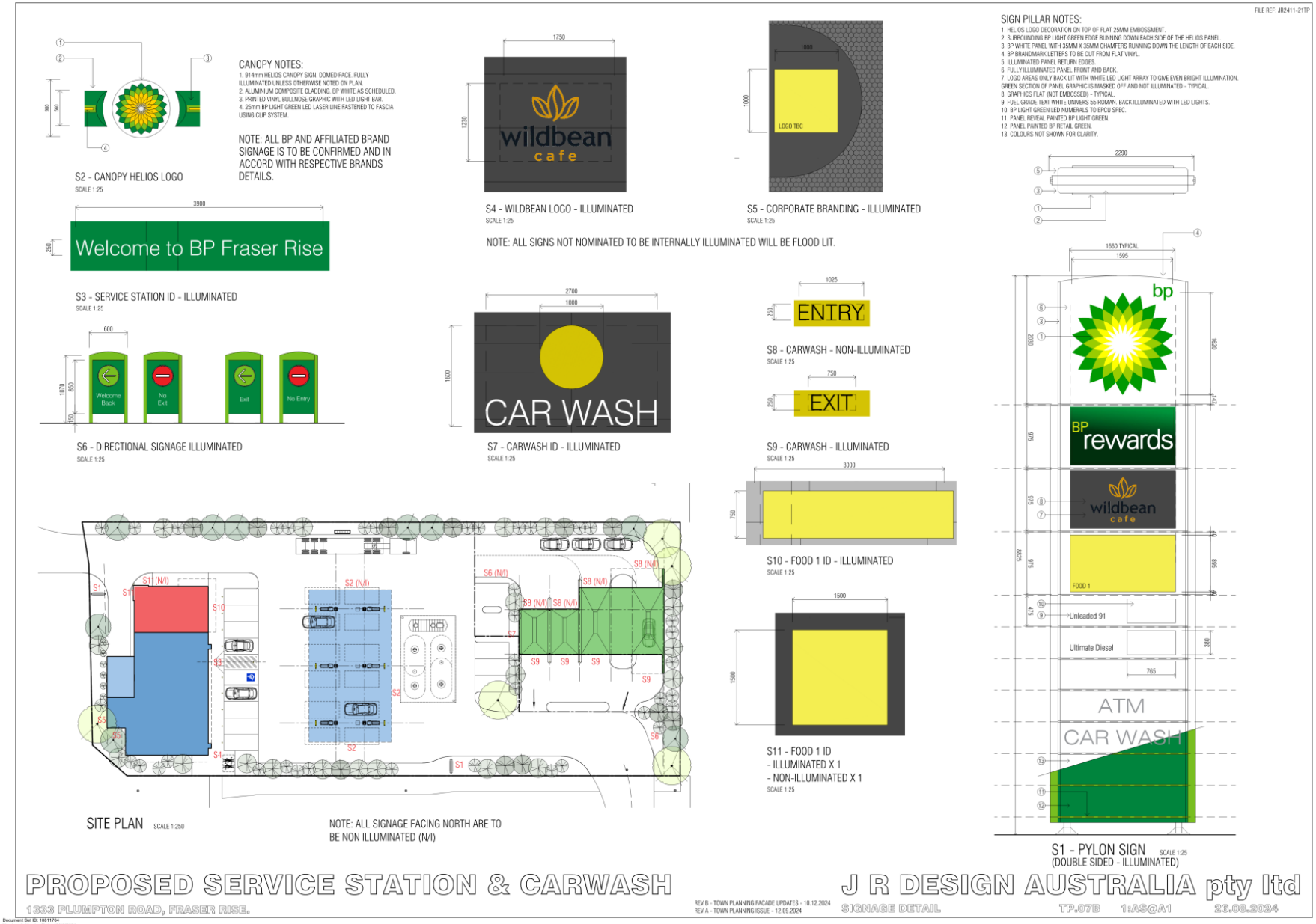

*ALL DIMENSIONS ARE APPROXIMATE ONLY
FILE REF: JR2411-21TP
ADJOINING DWELLING
EXISTING ADJOINING LANDSCAPING TO BE RETAINED AND PROTECTED DURING COURSE OF WORKS.
PROPOSED LANDSCAPING. REFER TO TP.08 FOR PLANTING SCHEDULE.
NEW 2.4M HIGH ACOUSTIC FENCE (RED) REFER TO DETAIL ON TP.02.
NEW 3.0M HIGH ACOUSTIC FENCE (ORANGE) REFER TO DETAIL ON TP.02.
PLUMPTON ROAD
LEFT IN / LEFT OUT INTERIM ARRANGEMENT
ENTRY / EXIT
RE-FUELING CANOPY - 312m2
FOOD 1 85m2
CONV. STORE 253m2
ENCLOSED SERVICE YARD
LOADING
ENTRY
DINING / BREAK OUT AREA
9 CAR SPACES
LOW NOISE VACUUMS IN ACCORD WITH ACOUSTIC ENGINEERS REPORT
UNDERGROUND TANK FARM 2 X 70KL (TBC)
CARWASH 212m2
AUTO WASH ENTRY
MANUAL WASH ENTRY
VAC BAY 1
VAC BAY 2
AIR / WATER
VEHICLE CROSSOVER TO BE REMOVED.
ADJOINING RESIDENTIAL SUB-DIVISION
WING WALLS WITH ROOF IN ACCORD WITH ACOUSTIC ENGINEERS REPORT
NEW 2.1M HIGH ACOUSTIC FENCE (PURPLE)
PYLON 1
PYLON 2
PED. LINK
FUTURE 3.0M WIDE SHARED PATH BY OTHERS
REFER TO TRAFFIC CONSULTANTS DOCUMENTS FOR ALL NEW KERB AND PAVE DESIGNS.
NOTE: SITE PLAN TO BE READ IN CONJUNCTION WITH RE-ESTABLISHMENT FEATURE & LEVEL PLAN PREPARED BY BPD LAND SURVEYORS.
TAYLORS ROAD
INTERIM
PROPOSED SERVICE STATION & CARWASH
1333 PLUMPTON ROAD, FRASER RISE.
REV B - TOWN PLANNING FACADE UPDATES - 10.12.2024
REV A - TOWN PLANNING ISSUE - 12.09.2024
J R DESIGN AUSTRALIA pty ltd
SITE PLAN
TP.03.1B 1:300@A1 02.09.2024

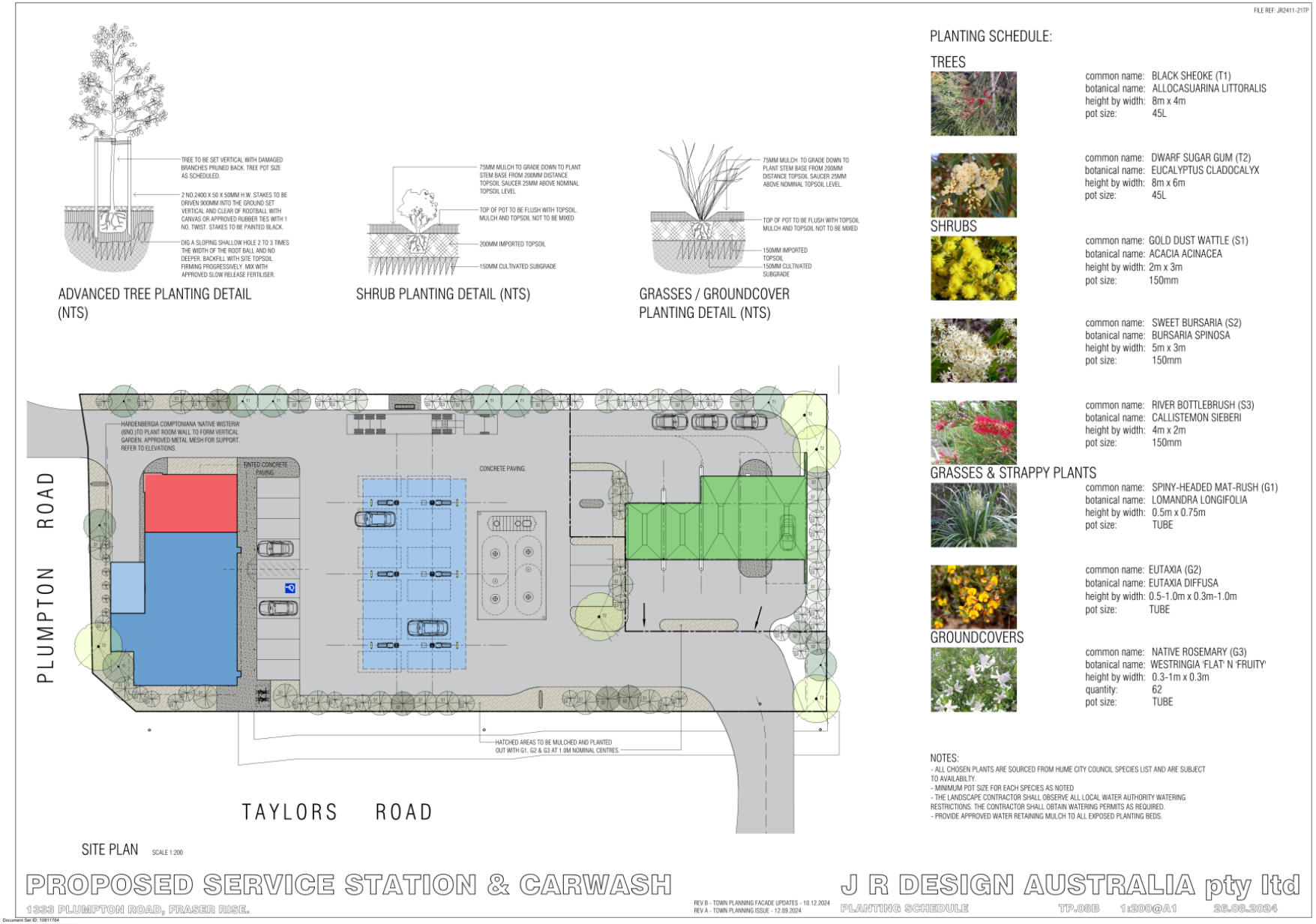

*ALL DIMENSIONS ARE APPROXIMATE ONLY
ADJOINING DWELLING
RE-FUELING CANOPY - 312m2
CARWASH 212m2
FOOD 1 85m2
CONV. STORE 253m2
ADJOINING RESIDENTIAL SUB-DIVISION
PLUMPTON ROAD
TAYLORS ROAD
FUTURE 3.0M WIDE SHARED PATH BY OTHERS
APPROXIMATE FUTURE ROAD WIDENING BY OTHERS. FORMAT TO BE CONFIRMED
ULTIMATE
PROPOSED SERVICE STATION & CARWASH
1333 PLUMPTON ROAD, FRASER RISE.
J R DESIGN AUSTRALIA pty ltd


PROPOSED SERVICE STATION & CARWASH
1333 PLUMPTON ROAD, FRASER RISE.
J R DESIGN AUSTRALIA pty ltd
SERVICE STATION FLOOR PLAN
TP.04B
1:100@A1
26.08.2024
PLUMPTON ROAD
TAYLORS ROAD
ENTRY / EXIT
PALING FENCE
LOADING BAY
COVERED SERVICE YARD
CAR PARKING 9 SPACES
CAR FUELING CANOPY
UNDERGROUND TANK FARM-2 X 70KL SIZE AND LOCATION TO BE CONFIRMED
AUTO ENTRY
MANUAL ENTRY
VAC BAY 1
VAC BAY 2
MANUAL BAY 1
CAR PARKING 2 SPACES
AIR / WATER BAY
PYLON SIGN REFER TO TP.08
PEDESTRIAN LINK TO FUTURE FOOTPATH
BIN LEGEND
ORGANICS RECYCLING
COMBINED RECYCLING
GARBAGE


FILE REF: JR2411-21TP
TAYLORS RD (SOUTH ELEVATION) STREET SCAPE SCALE 1:200
* POWDERCOAT METAL (MONUMENT) PLANT SCREEN HEIGHT TO BE CONFIRMED. HEIGHT TO BE AT LEAST AS HIGH AS TALLEST EQUIPMENT.
METAL CLAD AWNING.
REFER TO TP 07 FOR ALL SIGNAGE DETAILS.
ACOUSTIC FENCE DASHED IN FOREGROUND
NORTH ELEVATION - CONVENIENCE STORE SCALE 1:100
SOUTH ELEVATION (TAYLORS ROAD) SCALE 1:100
EAST ELEVATION- CANOPY SCALE 1:100
CANOPY DASHED IN FOREGROUND
EAST ELEVATION - CONVENIENCE STORE SCALE 1:100
WEST ELEVATION SCALE 1:100
SCHEDULE OF MATERIALS & FINISHES.
PRECAST PANEL, PAINT FINISH -WINTER FOG
PAINT FINISH -BP RETAIL GREEN
PAINT FINISH -COLORBOND BASALT
PAINT FINISH -BP LIGHT GREEN
COLORBOND -BASALT
TILE FINISH STACK BOND -BLACK MATT
ACM PANEL -BP RETAIL GREEN
PAINT FINISH -BLACK CAVIAR
METAL MESH PANEL -POWDERCOAT BLACK SATIN
ACM PANEL -MONUMENT
PAINT FINISH - BP WHITE RAL 9003
ACM PANEL -DARK GREY METALLIC
PAINT FINISH - BP YELLOW
ACM PANEL -GOLD METALLIC
POWDERCOAT FINISH TO WINDOWS - BLACK SATIN
ACM PANEL -WHITE
PRECAST PANEL, PAINT FINISH -BP WHITE
PROPOSED SERVICE STATION & CARWASH
1333 PLUMPTON ROAD, FRASER RISE.
REV B - TOWN PLANNING FACADE UPDATES - 10.12.2024
REV A - TOWN PLANNING ISSUE - 12.09.2024
J R DESIGN AUSTRALIA pty ltd
SERVICE STATION ELEVATIONS TP.05B 1:100@A1 26.08.2024


FILE REF: JR2411-21TP
NEW 3.0M HIGH ACOUSTIC FENCE (ORANGE) REFER TO DETAIL ON TP.02.
PROPOSED LANDSCAPING. REFER TO TP.08 FOR DETAILS.
PALING FENCE
VEHICLE CROSSOVER TO BE REMOVED.
AUTO BAY
CAR WASH ENTRY
MANUAL BAYS
VAC BAY 1
LOW NOISE VACUUMS IN ACCORD WITH ACOUSTIC ENGINEERS REPORT.
VAC BAY 2
CHANGE & VENDING UNITS
WING WALLS WITH ROOF IN ACCORD WITH ACOUSTIC ENGINEERS REPORT.
MANUAL BAY 1
MANUAL BAY 2
MANUAL BAY 3
PLANT ROOM
AUTO WASH
NEW 2.1M HIGH ACOUSTIC FENCE (PURPLE)
CAR PARKING 2 SPACES
AIR / WATER BAY
ROOF OVER
CAR WASH EXIT
CAR WASH EXIT
SITE ENTRY / EXIT
PEG FOUND
NEW ACOUSTIC FENCE DASHED IN FOREGROUND.
NORTH ELEVATION SCALE 1:100
SOUTH ELEVATION SCALE 1:100
EAST ELEVATION SCALE 1:100
REFER TO TP.07 FOR ALL SIGNAGE DETAILS.
CAR FUELING CANOPY DASHED IN FOREGROUND.
CAR WASH
WEST ELEVATION SCALE 1:100
SIGNAGE PYLON DASHED IN FOREGROUND. REFER TO TP.07 FOR DETAILS.
BIN LEGEND
IN ACCORD WITH WASTE MANAGEMENT PLAN
ORGANICS RECYCLING
COMBINED RECYCLING
GARBAGE
SCHEDULE OF MATERIALS & FINISHES.
ACM PANEL -DARK GREY METALLIC
ACM PANEL -GOLD METALLIC
ACM PANEL -WHITE
PROPOSED SERVICE STATION & CARWASH
1333 PLUMPTON ROAD, FRASER RISE.
REV B - TOWN PLANNING FACADE UPDATES - 10.12.2024
REV A - TOWN PLANNING ISSUE - 12.09.2024
J R DESIGN AUSTRALIA pty ltd
CAR WASH PLANS & ELEVATIONS TP.06B 1:100@A1 26.08.2024


CANOPY NOTES:
1. 914mm HELIOS CANOPY SIGN. DOMED FACE. FULLY ILLUMINATED UNLESS OTHERWISE NOTED ON PLAN.
2. ALUMINIUM COMPOSITE CLADDING. BP WHITE AS SCHEDULED.
3. PRINTED VINYL BULLNOSE GRAPHIC WITH LED LIGHT BAR.
4. 25mm BP LIGHT GREEN LED LASER LINE FASTENED TO FASCIA USING CLIP SYSTEM.
NOTE: ALL BP AND AFFILIATED BRAND SIGNAGE IS TO BE CONFIRMED AND IN ACCORD WITH RESPECTIVE BRANDS DETAILS.
S2 - CANOPY HELIOS LOGO
SCALE 1:25
Welcome to BP Fraser Rise
S3 - SERVICE STATION ID - ILLUMINATED
SCALE 1:25
Welcome Back
No Exit
Exit
No Entry
S6 - DIRECTIONAL SIGNAGE ILLUMINATED
SCALE 1:25
wildbean cafe
S4 - WILDBEAN LOGO - ILLUMINATED
SCALE 1:25
LOGO TBC
S5 - CORPORATE BRANDING - ILLUMINATED
SCALE 1:25
NOTE: ALL SIGNS NOT NOMINATED TO BE INTERNALLY ILLUMINATED WILL BE FLOOD LIT.
CAR WASH
S7 - CARWASH ID - ILLUMINATED
SCALE 1:25
ENTRY
S8 - CARWASH - NON-ILLUMINATED
SCALE 1:25
EXIT
S9 - CARWASH - ILLUMINATED
SCALE 1:25
S10 - FOOD 1 ID - ILLUMINATED
SCALE 1:25
S11 - FOOD 1 ID
- ILLUMINATED X 1
- NON-ILLUMINATED X 1
SCALE 1:25
SITE PLAN SCALE 1:250
NOTE: ALL SIGNAGE FACING NORTH ARE TO BE NON ILLUMINATED (N/I)
SIGN PILLAR NOTES:
1. HELIOS LOGO DECORATION ON TOP OF FLAT 25MM EMBOSSMENT.
2. SURROUNDING BP LIGHT GREEN EDGE RUNNING DOWN EACH SIDE OF THE HELIOS PANEL.
3. BP WHITE PANEL WITH 35MM X 35MM CHAMFERS RUNNING DOWN THE LENGTH OF EACH SIDE.
4. BP BRANDMARK LETTERS TO BE CUT FROM FLAT VINYL.
5. ILLUMINATED PANEL RETURN EDGES.
6. FULLY ILLUMINATED PANEL FRONT AND BACK.
7. LOGO AREAS ONLY BACK LIT WITH WHITE LED LIGHT ARRAY TO GIVE EVEN BRIGHT ILLUMINATION. GREEN SECTION OF PANEL GRAPHIC IS MASKED OFF AND NOT ILLUMINATED - TYPICAL.
8. GRAPHICS FLAT (NOT EMBOSSED) - TYPICAL.
9. FUEL GRADE TEXT WHITE UNIVERS 55 ROMAN. BACK ILLUMINATED WITH LED LIGHTS.
10. BP LIGHT GREEN LED NUMERALS TO EPCU SPEC.
11. PANEL REVEAL PAINTED BP LIGHT GREEN.
12. PANEL PAINTED BP RETAIL GREEN.
13. COLOURS NOT SHOWN FOR CLARITY.
bp
BP rewards
wildbean cafe
FOOD 1
Unleaded 91
Ultimate Diesel
ATM
CAR WASH
S1 - PYLON SIGN SCALE 1:25
(DOUBLE SIDED - ILLUMINATED)
PROPOSED SERVICE STATION & CARWASH
1333 PLUMPTON ROAD, FRASER RISE.
REV B - TOWN PLANNING FACADE UPDATES - 10.12.2024
REV A - TOWN PLANNING ISSUE - 12.09.2024
J R DESIGN AUSTRALIA pty ltd
SIGNAGE DETAIL
TP.07B 1:AS@A1 26.09.2024


FILE REF: JR2411-21TP
TREE TO BE SET VERTICAL WITH DAMAGED BRANCHES PRUNED BACK. TREE POT SIZE AS SCHEDULED.
2 NO.2400 X 50 X 50MM H.W. STAKES TO BE DRIVEN 900MM INTO THE GROUND SET VERTICAL AND CLEAR OF ROOTBALL WITH CANVAS OR APPROVED RUBBER TIES WITH 1 NO. TWIST. STAKES TO BE PAINTED BLACK.
DIG A SLOPING SHALLOW HOLE 2 TO 3 TIMES THE WIDTH OF THE ROOT BALL AND NO DEEPER. BACKFILL WITH SITE TOPSOIL FIRMING PROGRESSIVELY. MIX WITH APPROVED SLOW RELEASE FERTILISER.
ADVANCED TREE PLANTING DETAIL (NTS)
75MM MULCH TO GRADE DOWN TO PLANT STEM BASE FROM 200MM DISTANCE TOPSOIL SAUCER 25MM ABOVE NOMINAL TOPSOIL LEVEL.
TOP OF POT TO BE FLUSH WITH TOPSOIL. MULCH AND TOPSOIL NOT TO BE MIXED
200MM IMPORTED TOPSOIL
150MM CULTIVATED SUBGRADE
SHRUB PLANTING DETAIL (NTS)
75MM MULCH TO GRADE DOWN TO PLANT STEM BASE FROM 200MM DISTANCE TOPSOIL SAUCER 25MM ABOVE NOMINAL TOPSOIL LEVEL.
TOP OF POT TO BE FLUSH WITH TOPSOIL MULCH AND TOPSOIL NOT TO BE MIXED
150MM IMPORTED TOPSOIL
150MM CULTIVATED SUBGRADE
GRASSES / GROUNDCOVER PLANTING DETAIL (NTS)
HARDENBERGIA COMPTONIANA 'NATIVE WISTERIA' (6NO.)TO PLANT ROOM WALL TO FORM VERTICAL GARDEN. APPROVED METAL MESH FOR SUPPORT. REFER TO ELEVATIONS.
TINTED CONCRETE PAVING.
CONCRETE PAVING.
HATCHED AREAS TO BE MULCHED AND PLANTED OUT WITH G1, G2 & G3 AT 1.0M NOMINAL CENTRES.
PLUMPTON ROAD
TAYLORS ROAD
SITE PLAN SCALE 1:200
PLANTING SCHEDULE:
TREES
common name: BLACK SHEOKE (T1)
botanical name: ALLOCASUARINA LITTORALIS
height by width: 8m x 4m
pot size: 45L
common name: DWARF SUGAR GUM (T2)
botanical name: EUCALYPTUS CLADOCALYX
height by width: 8m x 6m
pot size: 45L
SHRUBS
common name: GOLD DUST WATTLE (S1)
botanical name: ACACIA ACINACEA
height by width: 2m x 3m
pot size: 150mm
common name: SWEET BURSARIA (S2)
botanical name: BURSARIA SPINOSA
height by width: 5m x 3m
pot size: 150mm
common name: RIVER BOTTLEBRUSH (S3)
botanical name: CALLISTEMON SIEBERI
height by width: 4m x 2m
pot size: 150mm
GRASSES & STRAPPY PLANTS
common name: SPINY-HEADED MAT-RUSH (G1)
botanical name: LOMANDRA LONGIFOLIA
height by width: 0.5m x 0.75m
pot size: TUBE
common name: EUTAXIA (G2)
botanical name: EUTAXIA DIFFUSA
height by width: 0.5-1.0m x 0.3m-1.0m
pot size: TUBE
GROUNDCOVERS
common name: NATIVE ROSEMARY (G3)
botanical name: WESTRINGIA 'FLAT' N 'FRUITY'
height by width: 0.3-1m x 0.3m
quantity: 62
pot size: TUBE
NOTES:
- ALL CHOSEN PLANTS ARE SOURCED FROM HUME CITY COUNCIL SPECIES LIST AND ARE SUBJECT TO AVAILABILITY.
- MINIMUM POT SIZE FOR EACH SPECIES AS NOTED
- THE LANDSCAPE CONTRACTOR SHALL OBSERVE ALL LOCAL WATER AUTHORITY WATERING RESTRICTIONS. THE CONTRACTOR SHALL OBTAIN WATERING PERMITS AS REQUIRED.
- PROVIDE APPROVED WATER RETAINING MULCH TO ALL EXPOSED PLANTING BEDS.
PROPOSED SERVICE STATION & CARWASH
1333 PLUMPTON ROAD, FRASER RISE.
REV B - TOWN PLANNING FACADE UPDATES - 10.12.2024
REV A - TOWN PLANNING ISSUE - 12.09.2024
J R DESIGN AUSTRALIA pty ltd
PLANTING SCHEDULE
TP.08B 1:200@A1 26.08.2024
Document Set ID: 10811764
Version: 1, Version Date: 13/12/2024

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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 12300 FOLIO 254 Security no : 124118215063U
Produced 12/09/2024 09:34 PM

LAND DESCRIPTION

Lot B on Plan of Subdivision 831701J.
PARENT TITLE Volume 12269 Folio 816
Created by instrument PS831701J 28/04/2021

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MONUMENT CHILDCARE PTY LTD of 145-147 KNEES ROAD PARK ORCHARDS VIC 3114
AU523983S 30/06/2021

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AV900842C 28/07/2022
DENWARD DELL PTY LTD
THE CONSULTING CORPORATION PTY LTD

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.

NOTICE Section 45 Melbourne Strategic Assessment (Environment Mitigation Levy) 2020
AT390550V 01/07/2020

AGREEMENT Section 173 Planning and Environment Act 1987
AT383201N 29/06/2020

DIAGRAM LOCATION

SEE PS831701J 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: 1333 PLUMPTON ROAD FRASER RISE VIC 3336

ADMINISTRATIVE NOTICES

NIL

eCT Control 19219M PURCELL PARTNERS
Effective from 28/07/2022

DOCUMENT END

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PLAN OF SUBDIVISION

LRS USE ONLY
EDITION 1

PLAN NUMBER
PS 831701J

LOCATION OF LAND

PARISH: MARIBYRNONG

TOWNSHIP: - - - -

SECTION: B

CROWN ALLOTMENT: 4 (PART)

CROWN PORTION: - - - -

TITLE REFERENCES: VOL. 12269 FOL. 816

LAST PLAN REFERENCE: LOT B ON PS831697V

POSTAL ADDRESS: 1267-1275 PLUMPTON ROAD
(at time of subdivision) FRASER RISE 3336

MGA 94 CO-ORDINATES: E: 296 780 ZONE: 55
(of approx. centre of plan) N: 5 823 170 DATUM: GDA94

Council Name: Melton City Council

Council Reference Number: Sub5554
Planning Permit Reference: PA2017/5638/1
SPEAR Reference Number: S151062C

Certification

This plan is certified under section 11 (7) of the Subdivision Act 1988
Date of original certification under section 6: 08/07/2020

Public Open Space

A requirement for public open space under section 18 of the Subdivision Act 1988 has not been made

Digitally signed by: Geraldine Addicott for Melton City Council on 09/02/2021

Statement of Compliance issued: 09/04/2021

VESTING OF ROADS OR RESERVES

IDENTIFIER	COUNCIL/BODY/PERSON
ROAD R1	MELTON CITY COUNCIL
ROAD R2	MELTON CITY COUNCIL
RESERVE No.1	POWERCOR AUSTRALIA LTD

NOTATIONS

DEPTH LIMITATION 15.24m

SURVEY: THIS PLAN IS BASED ON SURVEY

THIS SURVEY HAS BEEN CONNECTED TO PERMANENT MARKS No(s). KOROROIT PM 53

LAND IS NOT IN A PROCLAIMED SURVEY AREA

STAGING
THIS IS NOT A STAGED SUBDIVISION
PLANNING PERMIT No. PA2017/5638/1

NOTATIONS

LOTS 1 TO 1200 (BOTH INCLUSIVE) HAVE BEEN OMITTED FROM THIS PLAN

TOTAL ROAD R1 AREA: 4482m²
TOTAL ROAD R2 AREA: 521m²

ESTATE: MONUMENT 12 **AREA:** 1.291 ha **No. OF LOTS:** 20 **MELWAY:** 355:G:5

EASEMENT INFORMATION

LEGEND: A - APPURTENANT E - ENCUMBERING EASEMENT R - ENCUMBERING EASEMENT (ROAD)

EASEMENT REFERENCE	PURPOSE	WIDTH (METRES)	ORIGIN	LAND BENEFITED OR IN FAVOUR OF
(E-1)	DRAINAGE	SEE PLAN	THIS PLAN	MELTON CITY COUNCIL
(E-2)	POWER LINE	SEE PLAN	THIS PLAN - SECTION 88 ELECTRICITY INDUSTRY ACT 2000	POWERCOR AUSTRALIA LTD

Breese Pitt Dixon Pty Ltd
1/19 Cato Street
Hawthorn East Vic 3123
Ph: 8823 2300 Fax: 8823 2310
www.bpd.com.au info@bpd.com.au

CHECKED TT DATE: 05/02/21

REF: 9170/12 VERSION: 11

Digitally signed by: David John Versteegen, Licensed Surveyor,
Surveyor's Plan Version (11),
08/02/2021, SPEAR Ref: S151062C

ORIGINAL SHEET SIZE A3 SHEET 1 OF 4 SHEETS

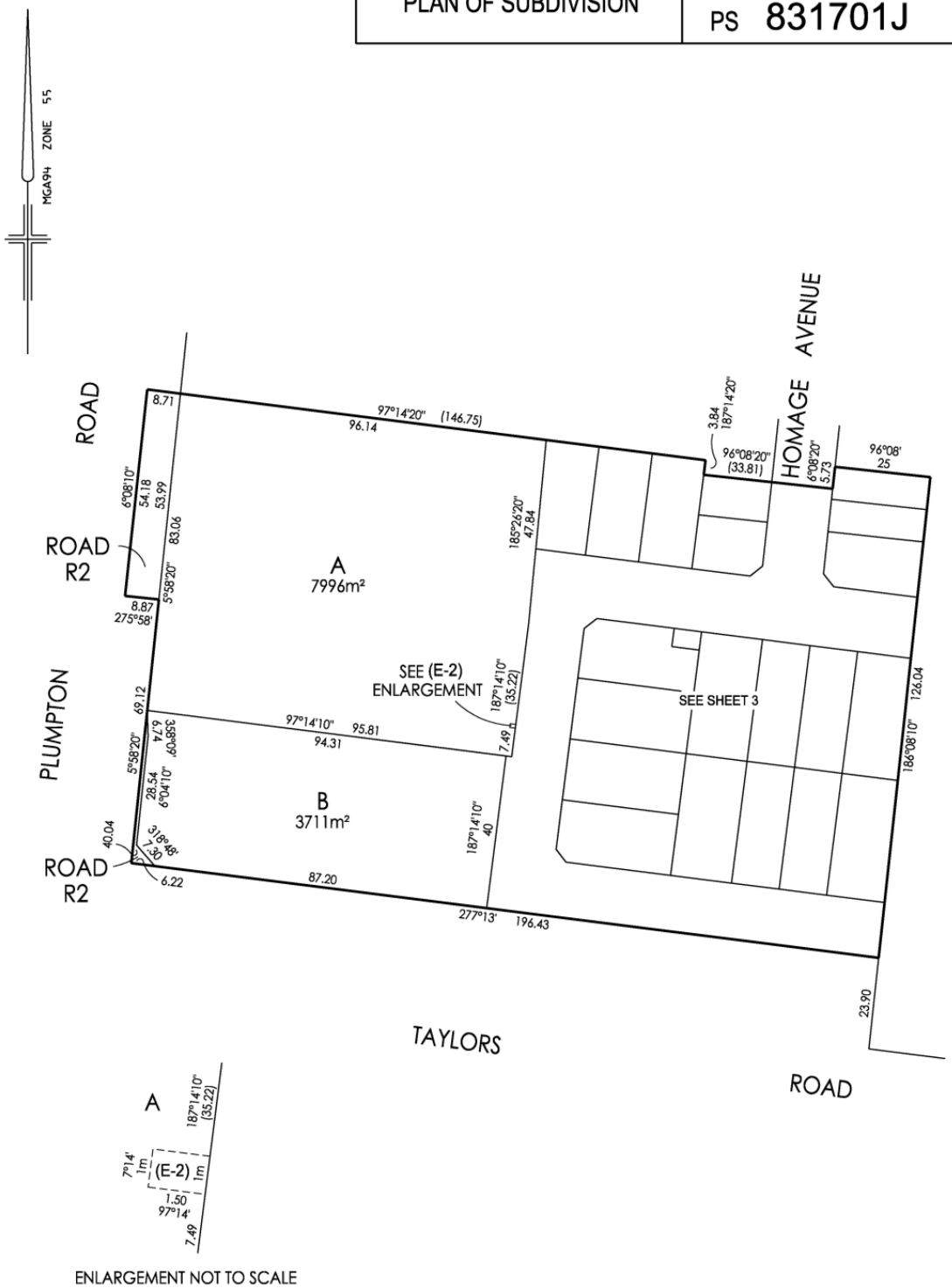
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TIME: 4.53pm DATE: 28/04/2021
J.Beckingham
Assistant Registrar of Titles

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PLAN OF SUBDIVISION

PLAN NUMBER
PS 831701J



ENLARGEMENT NOT TO SCALE

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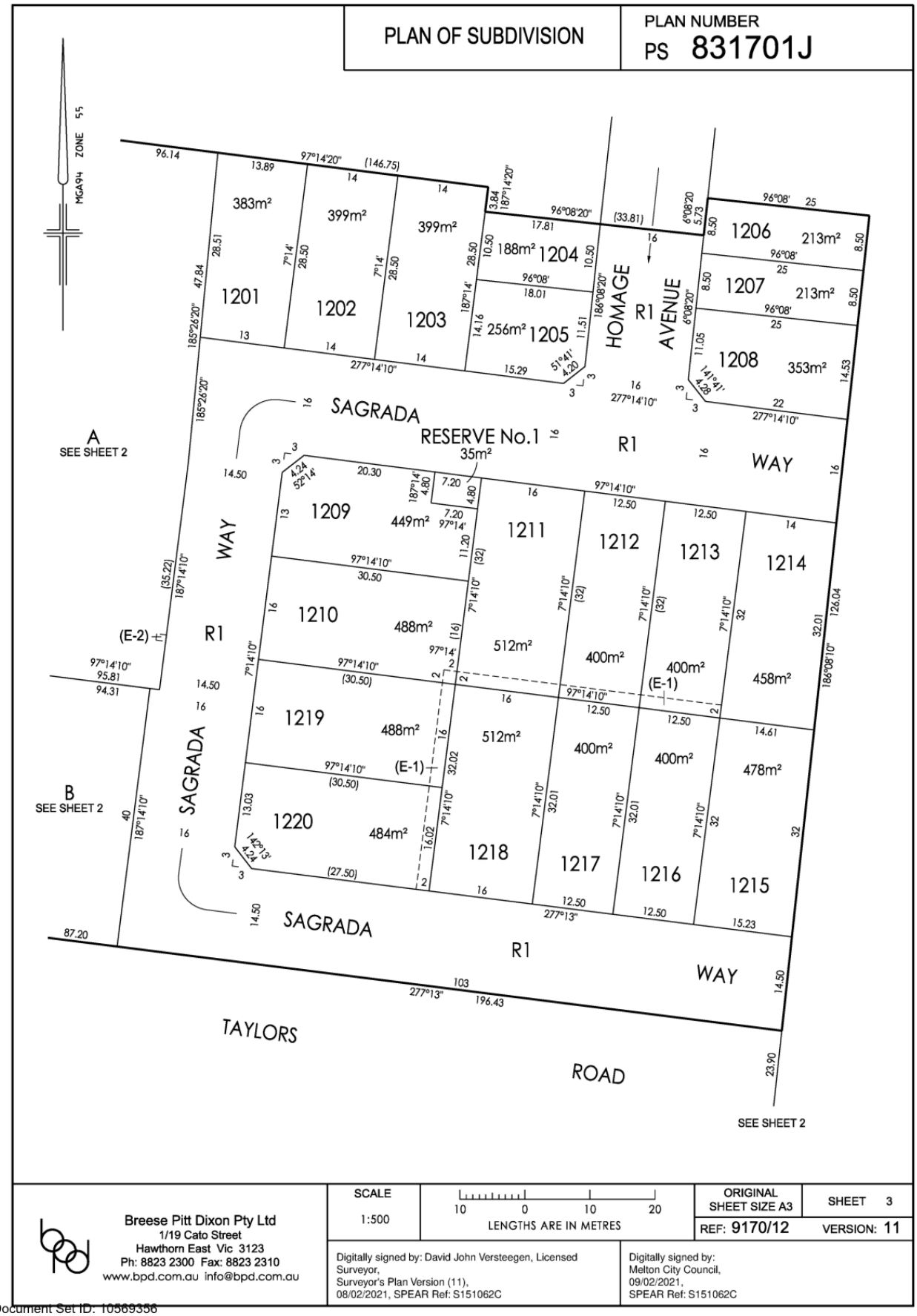
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Digitally signed by: David John Versteegen, Licensed Surveyor, Surveyor's Plan Version (11), 08/02/2021, SPEAR Ref: S151062C

Digitally signed by: Melton City Council, 09/02/2021, SPEAR Ref: S151062C

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PLAN OF SUBDIVISION	PLAN NUMBER PS 831701J

SUBDIVISION ACT 1988

CREATION OF RESTRICTION

Upon registration of the plan, the following restriction is to be created.

For the purposes of this restriction:

Land to benefit : Lots 1201 to 1220 (both inclusive).
Land to burdened: Lots 1201 to 1220 (both inclusive).

Description of Restriction :

(1) Except with the written consent of the Monument Design Assessment Panel the registered proprietor or proprietors for the time being of any burdened lot on the plan of subdivision shall not;

(a) Construct or allow to be constructed any building, or structure other than a building, that is not in accordance with the "Design Guidelines endorsed under PA2017/5638".

(2) The registered proprietors for the time being of any lot forming part of the Land to be burdened must not, without the permission of the Responsible Authority, construct or permit to be constructed;

(a) In the case of lots less than 300m² any dwellings unless in accordance with the small lot housing code or unless a specific planning permit for the said dwelling has been obtained from Melton City Council.

For the purposes of this restriction the following applies:

Type A lots - Lots 1204 to 1207 (both inclusive).
Type B lots - Nil.

These restrictions will cease to affect any of the burdened lots ten years after the date of registration of this plan.

Breese Pitt Dixon Pty Ltd 1/19 Cato Street Hawthorn East Vic 3123 Ph: 8823 2300 Fax: 8823 2310 www.bpd.com.au info@bpd.com.au	SCALE	ORIGINAL SHEET SIZE A3	SHEET 4
		REF: 9170/12	VERSION: 11
Digitally signed by: David John Versteegen, Licensed Surveyor, Surveyor's Plan Version (11), 08/02/2021, SPEAR Ref: S151062C		Digitally signed by: Melton City Council, 09/02/2021, SPEAR Ref: S151062C	

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Planning Controls and Permit Triggers

Urban Growth Zone Schedule 11 – Plumpton PSP

The Urban Growth Zone Schedule 11 identifies the applied zone for the subject site and surrounding area. The subject site sits within the applied General Residential Zone, and adjoins land with the applied Transport 2 Zone.

There are no specific controls or permit triggers in the Urban Growth Zone or Schedule 11 relating to the land or this type of application.

Applied General Residential Zone – Schedule 1

Pursuant to Clause 32.08-2 (**Permit Trigger**), a *Service Station* is a Section 2 use and must meet the following conditions:

The site must either:

- *Adjoin a commercial zone or industrial zone.* – not applicable, refer below
- *Adjoin, or have access to, a road in a Transport Zone 2 or a Transport Zone 3.* - yes

The subject site adjoins Taylors Road, which has an applied Transport Zone 2.

The site must not exceed either:

- *3600 square metres if it adjoins on two boundaries a road in a Transport Zone 2 or a Transport Zone 3.* – not applicable, refer below
- *3000 square metres.* – yes, refer below

The area of the site to be used for a *Service Station* will not exceed 3000 square metres, and will only occupy 2825sqm of the site.

Division of the lot into separate uses (individual sites) to meet the Section 2 Use condition has been tested at VCAT. VCAT decided in two instances (*BP Australia Ltd v Bayside CC 2004* and *Tag-Waterford Rise Pty Ltd v Baw Baw SC 2019)* to allow a service station on lots over 3000 or 3600 square metres, where under similar circumstances the site area of each use was considered, instead of the lot area.

Pursuant to Clause 32.08-2 (**Permit Trigger**), a *Car Wash* is a Section 2 use and must meet the following conditions:

- *The site must adjoin, or have access to, a road in a Transport Zone 2 or a Transport Zone 3.* - yes

Pursuant to Clause 32.08-2 (**Permit Trigger**), a *food and drink premises* is a Section 2 use.

Pursuant to Clause 32.08-10 (**Permit Trigger**), a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.

Altering Access to a Road in the Transport Zone 2

The proposal will alter access to Taylors Road, which is in the applied Transport 2 Zone.

Pursuant to Clause 52.29-2 (**Permit Trigger**), a permit is required to create or alter access to a road in a Transport Zone 2.

Signage

Pursuant to Clause 52.05-13 (**Permit Trigger**), a permit is required to construct and display the following types of signs in Category 3 (proposed under this application):

- Internally Illuminated Signs.
- Electronic Signs (which must not exceed 3sqm in area)
- Business Identification Signs.
- Pole signs.

The application proposal describes two pole signs (identified as Sign 1). However, these signs actually meet the definition of a Sky Sign as they exceed 7 metres in height. Sky signs are prohibited under Category 3 Signs. Therefore, the height of the two proposed sky signs must be reduce to a height of no more than 7 metres to be classified as a pole sign. This can be required as a condition on the permit.

Car Parking Provision

Pursuant to Clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.

Pursuant to Clause 52.06-5, the land is not in the Principal Public Transport Network Area – therefore the Column A rates apply to this proposal.

Use	**Rate Column A & C**	**Use Proposed**	**Car Parking Requirement**
Service Station	No requirement.		0
Food and Drink Premises	4 to each 100sqm leasable floor area.	85sqm for the food and drink premises	3.4
Industry (Car Wash)	2.9 spaces to each 100sqm of net floor area.	0sqm of net floor area.	0

The proposal provides for 12 car parking spaces (in addition to the car parking spaces for each fuel pump and car wash bay). Therefore, no car parking reduction is sought.

Native Vegetation

Pursuant to Clause 52.16-3, a permit is required to remove, destroy or lop any native vegetation, including dead native vegetation. This does not apply if the removal, destruction or lopping of native vegetation is in accordance with a native vegetation precinct plan incorporated into this scheme. Any conditions or requirements specified in the plan must be met.

The Native Vegetation Precinct Plan in the Plumpton Precinct Structure Plan identifies that native vegetation on the subject site can be removed.

Bicycle Parking/ Facilities Provision

Pursuant to Clause 52.34, a permit is required to reduce the number of bicycle parking spaces and facilities required under Clause 52.34.

Food and Drink Premises is not listed in Table 1 of Clause 52.34, but the use is nested within the definition of *Retail Premises* under Clause 73. Therefore, the following bike parking/ facilities required is as follows:

Use	Employee/ Resident Requirement	Visitor Requirement	Bike Facilities Requirement	Proposed Bike Facilities Provision
Retail premises other than specified in the Table 1	1 to each 300 sq m of leasable floor area	1 to each 500 sq m of leasable floor area	1 visitor bike parking space (for a total leasable floor area of 325 for the combined retail premises)	4 bike parking spaces.

Given the above, the proposal meets the minimum requirements.

Assessment of Melton Planning Scheme

Municipal Planning Strategy

The following components from the vision and development outcomes of Clause 02.02 supports the application:

- A fast-growing city, where growth and development occur in strategic, fair and sustainable way.
- A City that promotes greater employment, resulting in a City that is rich in local employment opportunities.

Planning Policy Framework Clause 11 – Settlement

11.03-1L-02 – New Activity Centres

The policy applies to out-of-centre commercial development and local convenience centres in areas not identified as activity centres in Clause 02.04.

The Objective is *to ensure that new activity centres do not adversely impact on the role of centres identified in the Activity Centre Hierarchy.*

The following strategies are relevant, and support this proposal:

- Support new Local Convenience Centres if there is a physical gap in the network, whereby the nearest Neighbourhood Activity Centre or larger centre is beyond a reasonable walking distance.
- Support new Local Convenience Centres if its commercial floor area is of a reasonable size.
- Support new Local Convenience Centres only if the centre is located on a connector road and has good access to local pedestrian and cycle trails.

The Policy Guidelines at Clause 11.03-1L-02 states:

- A reasonable walking distance for a Neighbourhood Activity Centre or larger centre is 800 metres.
- A reasonable size for a new Local Convenience Centre is between 300 square metres and 800 square metres.

The proposed service station and car wash are car-oriented developments which can meet the needs for local traffic and passing through traffic. The ancillary convenience shop and the

food and drink premises provided for additional convenience retail and hospitality to the local area, with a reasonable floor area allocated.

The proposal is within 800 metres of the closest (planned) neighbourhood activity centre, at approximately 500 metres separation. However, the subject site is not within the walkable residential catchment around this neighbourhood activity centre as identified in the Plumpton Precinct Structure Plan. The Plumpton Road activity centre has not yet been developed, but an application to develop the activity centre is currently with Council for consideration (ref: PA2025.9034). This proposal does not include provision of a service station or car wash, and the Plumpton Precinct Structure's Town Centre Concept Plan does not prescribe these types of uses to be provided within the future activity centre.

The combined commercial floor area of the proposed uses totals 338 square metres (including back of house and the waste area).

The proposal does not meet all of the policy guidelines, with the proposal being within 800 metres of the planned Local Activity Centre. However, the variation is minor and the location is appropriate given it is along a main transport corridor as opposed to a connector road. The proposal meets the Objective of Clause 11.03-1L-02, and is supported by the strategies listed above.

Planning Policy Framework Clause 13 – Environmental Risk and Amenity

13.02 - Bushfire

The land is partially subject to bushfire prone area controls.

The Objective of the clause is *to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.*

The proposal is not for accommodation or for a use which would result in people congregating in large numbers. When considering the surrounding estates are under development for residential areas and in accordance with the PSP, the bushfire risk continues to be reduced. The proposal meets the Objective of Clause 13.02.

13.05 - Noise

The objective is *to assist the management of noise effects on sensitive land uses.*

- Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.

- Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and character of the area.

The proposal meets the Objective. The acoustics report submitted with the application identifies measures and strategies to be implemented which are consistent with the strategies of Clause 13.05.

13.06 – Air Quality

The objective is *to assist the protection and improvement of air quality.*

The following strategies are relevant:

- Ensure that land use planning and transport infrastructure provision contribute to improved air quality by integrating transport and land use planning to improve transport accessibility and connections.

- Ensure, wherever possible, that there is suitable separation between land uses that pose a human health risk or reduce amenity due to air pollutants, and sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital).

13.07 – Land Use Compatibility

The objective is *to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.*

The following strategies are relevant:

- Ensure that use or development of land is compatible with adjoining and nearby land uses.

- Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.

Response to Clauses 13.06, 13.07, and Policy Document - *Separation Distance Guideline (Environment Protection Authority, August 2024)*

The policy document suggests that service stations are an appropriate use to interface with residential/sensitive uses. The policy document does not identify service stations or car washes as a use having adverse off-site impacts or detrimental impacts to air quality. Additionally, the Melton Planning Scheme does not impose separation distances for service station (like how separation distances are required for industrial uses under Clause 53.10).

Given the above, the proposal is considered to meet the Objectives of Clauses 13.06 and 13.07.

Planning Policy Framework Clause 15 – Built Environment and Heritage

15.01-1S/R – Urban Design

The Objective is *to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.*

The proposal meets the above objective through the following strategies:

- Ensure the interface between the private and public realm protects and enhances personal safety.

- Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

- Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.
- Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.
- Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.
- Promote good urban design along and abutting transport corridors.

15.01-1L-01 – Urban Design

The following strategies are relevant to supporting the above objective:

- Facilitate development that provide active interfaces to the public realm.
- Design development to optimise opportunities for passive surveillance.
- Facilitate opportunities for social interaction at interfaces between public and private areas.
- Reduce opportunities for graffiti and vandalism through design and the use of construction materials.
- Support built form that includes colours, materials, architectural features and finishes that add visual interest and enhance the streetscape.
- Orient streets and buildings to face any adjacent open space reserves.

15.01-1L-04 - Signs

The Melton Advertising Design Guidelines Policy Document informs the following strategies which are relevant to the application:

General Strategies

- Advertise and identify the business and service provided on the site and not details of products sold.
- Locate signs within the site the business operates on.
- Provide adequate space for all occupancies to display signs where a building or site is occupied by more than one business.
- Avoid signs that obscure a building’s architectural form, features or glazed surfaces.
- Avoid signs that protrude above rooflines or parapets, or beyond the edges of fascia or walls of the host building.
- Design sign supporting structures so they do not visually detract from the façade of the building.

- Conceal electrical services to a sign.
- Design and locate signs to account for the long-term maintenance needs and the ease of changing messages when reusing the existing mountings and service installations.
- Incorporate signs into the architectural design of the building form.
- Avoid signs that obscure passive surveillance of pedestrian activity areas, car parking areas and streets.

Office and Commercial Areas

- Facilitate business identification signs that are consistent and uniform in size.
- Locate business identification signs on the building's verandah fascia or parapet.

Residential Areas

- Support signs that are affixed to the building.
- Locate free-standing signs in front of the building, in a landscaped area and facing the street with the greatest amount of traffic (if the site has more than one street frontage).
- Discourage internally illuminated, floodlit, animated, electronic and reflective signage in residential areas.

The proposed signs in terms of size and display information are appropriate in this context and has been incorporated into the build form and landscaped areas. The pole signs have been limited to one per arterial road frontage. Conditions on the permit can address the illumination of the signage such that the illumination of signs are appropriate for residential interfaces.

15.01-2S – Building Design

The Objective is *to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.*

The proposal can achieve the objective through the following strategies:

- Encourage water efficiency and the use of rainwater, stormwater and recycled water.
- Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.
- Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.
- Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

- Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.

- Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

The siting of the building and interfaces will enhance the activation of Taylors Road, and the site. Conditions on the permit requiring detailed design plans will ensure the above strategies relating to stormwater and water efficiency are implemented so that the proposal meets the Objective.

15.01-2L-01 – Commercial Building Design

The Objective is *to enhance the amenity and appearance of commercial areas.*

The proposal achieves the Objective through the following strategies:

- Design commercial buildings to minimise the adverse impacts of their business operation on any adjoining residential area interfaces.

- Locate loading, car parking and service areas at the rear of the site with screening.

- Incorporate landscaping into the site layout, and where appropriate also in the public realm.

15.01-2L-03 – Landscaping and Green Space

The Objective is *to improve the quality and functionality of green space.*

The proposal achieves the Objective through the following strategies:

- Support the planting of indigenous vegetation.

- Incorporate canopy tree planting into landscaped setbacks.

- Encourage planting in accordance with the Landscape Guidelines for the Shire of Melton (Melton Shire Council, 2010).

Planning Policy Framework Clause 17 – Economic Development

17.02-1S – Business

The Objective is *to encourage development that meets the community's needs for retail, entertainment, office and other commercial services.*

The following Strategies are relevant:

- Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.

- Locate commercial facilities in existing or planned activity centres.

- Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.

- Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

17.02-2S – Out of Centre Development

The Objective is *to manage out-of-centre development.*

The following Strategies are relevant:

- Discourage proposals for expansion of single use retail, commercial and recreational facilities outside activity centres.

- Give preference to locations in or on the border of an activity centre for expansion of single use retail, commercial and recreational facilities.

- Ensure that out-of-centre proposals are only considered where the proposed use or development is of net benefit to the community in the region served by the proposal or provides small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

Response to Clause 17.02

The above strategies do not encourage retail or commercial developments outside of planned or existing activity centres. However, new convenience centres can be appropriate where they provide a net-community benefit which meets the needs of local residents (for commercial/ retail availability). The use is predominantly for car users who will be using the arterial Taylors Road for local travel or through travel from Aintree to areas within the Brimbank Municipality. The ancillary convenience shop and food and drink premises will service local needs for retail and provide additional walkable/ accessible commercial uses to the area.

Planning Policy Framework Clause 18 - Transport

18.01-1S - Land use and transport integration

The objective is to facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

The proposal meets the Objective through the following Strategies:

- Plan land use and development to:
  - Protect transport infrastructure that is in delivery from encroachment or detriment that would impact on the construction or future function of the asset.
  - Protect identified potential transport infrastructure from being precluded by land use and development.

- Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.

- Design the transport system and adjacent areas to achieve visual outcomes that are responsible to local context with particular reference to landscaping and the placement of signs.

Zones

Urban Growth Zone Schedule 11 - Plumpton Precinct Structure Plan

The relevant Purposes of the Zone are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To manage the transition of non-urban land into urban land in accordance with a precinct structure plan.
- To provide for a range of uses and the development of land generally in accordance with a precinct structure plan.
- To contain urban use and development to areas identified for urban development in a precinct structure plan.

The Plumpton Precinct Structure Plan applies the General Residential Zone to the subject site.

General Residential Zone Schedule 1

The relevant Purposes of the Zone are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Decision Guidelines:

Guideline	Response
Whether the use or development is compatible with residential use.	See response to Planning Policy Framework.
Whether the use generally serves local community needs.	
The scale and intensity of the use and development.	The scale of the development is minor, and appropriate in its context on an arterial road.
The design, height, setback and appearance of the proposed buildings and works.	The siting of the buildings and design is setback from the boundary to residential property to the north. The building is located on the corner and provides adequate active frontage.
The proposed landscaping.	The proposed landscaping is adequate.
The provision of car and bicycle parking and associated accessways.	See response to Particular Provisions.
Any proposed loading and refuse collection facilities.	The loading area is away from residential interfaces and is

	appropriately screened by architectural elements and landscaping.
The safety, efficiency and amenity effects of traffic to be generated by the proposal.	The Traffic Impact Assessment submitted with the application identifies the impacts to safety, amenity, and the effects of the traffic generated. The TIA is acceptable.

Overlays

Infrastructure Contributions Overlay Schedule 1 – Plumpton and Kororoit ICP.

The Purposes of the Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify the area where an infrastructure contributions plan applies for the purpose of imposing contributions for the provision of infrastructure.
- To identify the infrastructure contribution imposed for the development of land.

The infrastructure contributions required have been paid as part of the subdivision of Monument Estate and associated Section 173 Agreements Registered to the Title.

Particular Provisions

52.05 - Signage

The following Guidelines of Clause 52.05-8 must be considered:

Consideration	**Comments**	**Compliance.**
The character of the area	The cumulative impact of signs on the character of an area and Taylors Road corridor will be minimal. The signs are limited in number to avoid visual disorder or clutter of signs. The signs display area and illumination accounts for the sensitivity of residential character, directing most signage toward the road interfaces. Signs on the north facing façades will not be illuminated.	Acceptable.
Impacts on views and vistas	The signs will not obscure important of significant views from the public realm.	Acceptable.
The relationship to the streetscape, setting or landscape	The majority of the signs are located on the buildings or structures for the purpose of identifying the business and to provide directions to customers. The pole signs are to identify the uses at the site to passing traffic, and are limited to one pole sign per street frontage. The pole signs will be located within landscaped areas, and the wall signs will be located appropriately on the building facades, and will not protrude above the building height.	Acceptable.
The relationship to the site and building		

The impact of structures associated with the sign	Associated signs structures will not impact any important or significant features of the building, site, streetscape, setting or landscape, views and vistas or area.	Acceptable.
The impact of any illumination	The illumination of the signs accounts for the amenity of the residential area, directing most signage toward the road interfaces. Signs on the north facing façades will not be illuminated. The signs are internally illuminated and will not cause glare or other distraction to pedestrians.	Acceptable.
The impact of any logo box associated with the sign	The logo boxes on the pole signs limit one logo box for each tenancy using the site.	Acceptable.
The need for identification and the opportunities for adequate identification on the site or locality.	The majority of the signs are located on the buildings or structures for the purpose of identifying the business and to provide directions to customers. The pole signs are to identify the uses at the site to passing traffic, and are limited to one pole sign per street frontage.	Acceptable.
The impact on road safety.	The signs are not a concern with regard to road safety. Conditions relating to signs will be added to the permit, to ensure the signs do not compromise safety.	Acceptable – subject to standard signage permit conditions

52.06 – Car Parking Design & Access

The following Design Standards of Clause 52.06-9 must be met:

Standard	**Compliance**
Accessways – Design Standard 1	
Be at least 3 metres wide.	Complies.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Complies.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	Complies.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Complies.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Complies.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Complies.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	To be shown on the plans – condition required.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	Complies.
Car Parking Spaces – Design Standard 2	

<table>
<tr><td>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.
Table 2: Minimum dimensions of car parking spaces and accessways
<table><tr><th>Angle of car parking spaces to access way</th><th>Accessway width</th><th>Car space width</th><th>Car space length</th></tr><tr><td>Parallel</td><td>3.6 m</td><td>2.3 m</td><td>6.7 m</td></tr><tr><td>45°</td><td>3.5 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>60°</td><td>4.9 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td></td><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr><tr><td></td><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr><tr><td></td><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr></table></td><td>Complies.</td></tr>
<tr><td>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked ‘clearance required’ on Diagram 1, other than:
• A column, tree or tree guard, which may project into a space if it is within the area marked ‘tree or column permitted’ on Diagram 1.
• A structure, which may project into the space if it is at least 2.1 metres above the space.</td><td>Complies.</td></tr>
<tr><td>Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport</td><td>Not applicable.</td></tr>
<tr><td>Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.</td><td>Not applicable.</td></tr>
<tr><td>Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.</td><td>Not applicable.</td></tr>
<tr><td>Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.</td><td>Complies, also to be conditional on the permit.</td></tr>
<tr><td colspan="2">Gradients – Design Standard 3</td></tr>
<tr><td>Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.</td><td rowspan="4">Can comply. Assessment subject to detailed engineering/civil plans to be submitted under conditions on the permit.</td></tr>
<tr><td>Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.</td></tr>
<tr><td>Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.</td></tr>
<tr><td>Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.</td></tr>
<tr><td colspan="2">Mechanical Parking – Design Standard 4</td></tr>
<tr><td>Mechanical parking may be used to meet the car parking requirement provided:
• At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.</td><td>Not applicable.</td></tr>
</table>

• Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation. • The design and operation is to the satisfaction of the responsible authority.	
Urban Design – Design Standard 5	
Ground level car parking, garage doors and accessways must not visually dominate public space.	Complies.
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.	Not applicable.
Design of car parks must take into account their use as entry points to the site.	Acceptable.
Design of new internal streets in developments must maximise on street parking opportunities.	Not applicable.
Safety – Design Standard 6	
Car parking must be well lit and clearly signed.	Can comply. Assessment subject to detailed engineering/civil plans to be submitted under conditions on the permit.
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	Complies.
Pedestrian access to car parking areas from the street must be convenient.	Can comply – subject to conditions requiring painted pedestrian priority paths.
Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.	
Landscaping – Design Standard 7	
The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.	Can comply – subject to drainage plans to be submitted under conditions on the permit.
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.	Complies.
Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.	Complies.

52.29 – Land Adjacent to TZ

The purposes of the Clause are:

- To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.
- To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.

The application was referred in accordance with Clause 52.29-4, and the determining referral authority (Head, TfV) has not objected to the application, subject to conditions.

52.34-6 – Design of Bicycle Spaces

Bicycle Spaces Should:

Requirement	Comment
Provide a space for a bicycle of minimum dimensions of 1.7 metres in length, 1.2 metres in height and 0.7 metres in width at the handlebars.	Can comply – subject to conditions requiring dimensions of bicycle parking structures.
Be located to allow a bicycle to be ridden to within 30 metres of the bicycle parking space.	Complies.
Be located to provide convenient access from surrounding bicycle routes and main building entrances.	Complies.
Not interfere with reasonable access to doorways, loading areas, access covers, furniture, services and infrastructure.	Complies.
Not cause a hazard.	Complies.
Be adequately lit during periods of use.	Complies.

Bicycle Rails Must:

Requirement	Comment
Be securely fixed to a wall or to the floor or ground.	Complies.
Be in a highly visible location for bicycle security (when not in a compound).	Complies.
Be of a shape that allows a cyclist to easily lock the bicycle frame and wheels.	Complies.
Be located to allow easy access to park, lock and remove the bicycle	Complies.

53.18 – Stormwater Management

Council's Infrastructure Planning team has not objected to the proposal and the development can meet the Objectives and Standards of Clause 53.18.

A requirement for detailed drainage plans will be conditioned on the permit and these will not be approved and endorsed unless compliance with Clause 53.18 is demonstrated.

General Provisions

65 – Approval of an application or plan

The application has been assessed as per the decision guidelines of Clause 65 and the matters of Section 60 of the Planning and Environment Act 1987, as detailed in the report above.

Grounds/ Concerns	Response
Traffic Congestion and Safety.	A traffic impacts assessment was submitted with the application. Council's Infrastructure Planning and Traffic teams have not objected to the proposed access arrangements and traffic volumes generated. The Head Transport for Victoria has also not objected to the access arrangements onto Taylors and Plumpton Road. Traffic calming measures on-site will be required to improve the on-site safety. Detailed crossover designs, including access arrangements to the roads, will also be required to be submitted and approved prior to the use and development commencing. It is noted that under Clause 52.29-5, the creation and alteration of access to a road under the Transport Zone is a matter exempted from public notice. There are no objector an appeal rights in relation to the access arrangements. Objectors have claimed that Taylors Road is not currently a 6-lane road and therefore not an arterial road. Taylors Road is still within the applied Transport 2 Zone, and delivery to ultimate conditions are confirmed as 6 lanes, to be delivered in the future by VicRoads/DTP.
Noise Emissions, Hours of Operation.	Issues relating to noise and implementation of the recommendations of the acoustics report can be conditioned on a permit, if issued. Standard conditions relating to noise emissions meeting the EPA requirements will be added to the permit. The objectors have highlighted concerns with the acoustics report not considering noise generated by people at the site (including music played by cars, etc).
Light Emissions.	Conditions on the permit will require the height of the pole signs is to be reduced to 7m. Conditions will require that all lights and sign lighting is to be baffled to face the internal of the site only, to prevent light-spill into adjoining properties, and to the satisfaction of Council. The only north facing signs are the pole signs located at the road frontages, all other sign internal illumination is considered acceptable.
Air Quality Emissions, Ground and Water Contamination, separation to dwellings.	In Victoria, under the relevant planning scheme provisions, there are no minimum separation distances for service stations or car washes to residential land uses. The application was referred to the EPA and they have not objected to the proposal or require any conditions on the permit. Risk mitigation relating to emissions and ground contamination is not a planning matter. And the operation of the use will need to comply with other legislation in Victoria. Stormwater run-off, spill events, and discharge into council drains will be addressed via conditions on the permit requiring further detailed engineering plans to be submitted and approved before the use and development can commence. This includes requirements for filters and similar devices to manage spill events and pollution.
Dangerous Goods Safety, Spills, Fire, and Bushfire Risk.	Safety measures relating to dangerous goods are subject to other legalisation (such as the Dangerous Goods Act 1985, and Dangerous Goods Regulations Storage and Handling 2015) and in this instance is not a planning matter. Risk from fire or explosion are also consideration of other legislation, which requires risk

	assessment and hazard assessments are to be submitted to WorkSafe. The bushfire prone area overlay and Clause 13.02 relates to new residential or sensitive uses. The risk of bushfire is considered low and will be further reduced when the residential estates approved to the south of Taylors Road are developed.
Crime.	Criminal activity at the site was raised by objectors. The 24-hour operation of the service station, and the siting and design of the buildings would ensure passive surveillance of the site at all times. People choosing to linger at the site as a 'hang-out' space and crimes being committed is not a planning matter and is a matter for Melton Police and the site operator.
Suitability of the site in the General Residential Zone and out-of-centre development.	The use can be permitted in the General Residential Zone when adjacent to a Transport 2 Zone. There are numerous examples in Victoria of service stations in residential areas and outside of designated activity centres. The application has been assessed against the relevant objectives relating to out of centre development and is considered acceptable in this instance. Numerous objections have suggested other locations as more suitable. However, council can only consider the proposal on its merits at this location as proposed.
Building design, siting, and residential character.	The built form mass, design, height and siting of the buildings is acceptable for the site and addresses the public realm, in keeping with the character for conventional density neighbourhood and surrounding area. The General Residential Zone allows for non-residential uses. The buildings are located away from residential boundaries to not detrimentally impact on amenity such as overlooking, overshadowing and wall setbacks.
Impact to 3rd party flora and wildlife.	The impact to trees on the abutting land to the north has been raised. The landscape plan identifies these trees to retained and protected during construction works. Impacts to wildlife and the vegetation on the wetland to the west are not of concern.

Further Comments

The main concern raised by objectors is relating to whether a service station is appropriate to be located abutting residential areas, and that there should be requirements for separation distances to these types of uses. It is noted that in Victoria, numerous service stations have been approved adjoining dwellings and other sensitive uses (and in some instances, dwellings have been approved on the same lot as a service station). Legislation from other states such as Western Australia cannot be considered under this application, and it is a matter for policymakers to implement guidelines into the Victorian Planning Provisions. It is noted that the Separation Distances Guidelines by the EPA (which is a policy document in the Melton Planning Scheme) recommends service stations as an *appropriate* use to interface with residential areas and sensitive uses.

VCAT decisions on similar proposals have made it evident that matters of compliance with Environmental Protection Act or Dangerous Goods Regulations (except were referenced as policy documents in the relevant Planning Scheme) are not to be considered under a planning

application and are matters requiring separate approvals, notice and enforcement under other relevant legislation. Some recent VCAT decisions are summaries below:

OTR 326 Pty Ltd v Yarra Ranges CC [2025]

An objector has noted an application which was refused by Yarra Ranges Council as a reason for Melton Council to also refuse this proposal. The decision from Yarra Ranges Shire was recently overturned by VCAT.

The proposal included a Service Station and Car Wash on land abutting a school. The proposal received 194 objections and a petition and was refused by Yarra Ranges Council on the grounds of proximity to sensitive uses such as a school and residential areas. This decision was overturned by VCAT, and a permit was issued.

Gaage Developments Pty Ltd v Greater Geelong CC [2023] (with reference to *Spectrum Retail Group Pty Ltd v Horsham Rural CC [2023]*)

The proposal included a service station in a Low Density Residential Zone. VCAT overturned Geelong CCs refusal and directed that a permit be issued. The following quote from the VCAT Member is of particular relevance and may be applied in the assessment of this application:

[71] … the submissions made regarding the potential for fumes from a Service station to pose a human health risk, such a risk has not resulted in the Victorian Government, or any other authority such as the EPA, to introduce regulations requiring Service stations to have a buffer from residential properties. Further, it is not the role of the Tribunal to create any such regulations. Therefore, while I sympathise with the submissions that have been made, the potential health risk posed by a Service station is not a relevant consideration in this planning application.

The above quote sets precedence for the limitations in what a responsible authority (and the tribunal) can consider within a planning permit application.

Common grounds of objection which are not a planning matter or cannot be considered:

- Impacts to property values, insurance or similar.
- Potential other uses which would be suitable at the site.
- Previous proposals at the site which never proceeded. And promises by real-estate agents or developers of the future use of the land.
- Legislation and policies applicable only to other states or municipalities.
- Previously approved subdivision layout plans. These cannot prohibit or prescribe a particular land use and is for the purpose of subdivision permits only. There are no agreements or restrictions on the plan of subdivision or certificate of title which relates to the land use at this site. There is no requirement for medium density dwelling development, childcare centre, medical centre, etc…

Responses to Initial Application

Referral	Response & Date Received	Outcome
City Infrastructure Planning (Internal) Traffic (internal)	3/10/2024 Response amended on 21/10/2024. Requested the plans be amended to show future road upgrade and alignment. General permit conditions for drainage provided as an FYI.	Provided the applicant with details of interim road designs and requested the plans be amended to align with the new road layouts. Notes added to RFI about drainage matters which would be conditioned on the permit.
City Design (Internal)	9/10/24 • Not supportive of the design and location of the Service Station which would presents back-of-house to the street corner/ gateway. • Identified design issues with proposed interface to the eastern local road. • Identified concerns with the car wash use and interface with the eastern boundary, road and dwellings.	The design issues regarding the location of the service station, interfaces, and siting were passed onto the applicant with the RFI. Meetings were held between Council and the applicant to resolve urban design issues, prior to the RFI response being received. The amended plans submitted with the RFI response addressed all outstanding design matters.
Landscape Development (Internal)	8/10/24 Generally satisfied with proposed landscaping with no further comments and no conditions for the permit.	No changes.
Waste (Internal)	3/10/24 Requested a Waste Management Plan (WMP) be submitted.	This request was included in Council's RFI to the applicant.
DEECA – Section 52 (Informal)	8/10/24 No objection to the proposal.	No changes.
Department of Transport and Planning – Section 55 (Determining Referral Authority required under Clauses 52.29-4, 52.05-3, & 66.03	1/10/24 DTP sent a Request for further information directly to the applicant and Council requesting a Traffic Impact Assessment (TIA).	A Traffic Impact Assessment was submitted in response to DTP.
EPA – Section 52 (informal)	1/10/24 No objection to the proposal. They provided comments and recommended notes for the permit.	EPA's recommended note is to be added to the permit.

	They have advised that risks associated with amenity and pollution are to be managed at the responsibility of the site operator/ manager, in accordance with relevant regulations.	
WorkSafe – Section 52 (Informal)	11/10/24 Requested further information regarding fuel tanks depth and fire protection quantities.	This request was included in Council's RFI to the applicant.

Responses after Further Information Received and Proposal Amended

Referral	**Response & Date Received**	**Outcome**
City Infrastructure Planning (Internal) Traffic (internal)	11/2/25 No objection, subject to standard conditions to be added to the permit.	Conditions to be added to the permit.
Waste (Internal)	23/1/25 An amended waste management plan is required to address Salt Waste generation weights	This requirement can be conditional on the permit.
Department of Transport and Planning – Section 55 (Determining Referral Authority required under Clauses 52.29-4, 52.05-3, & 66.03	18/2/25 No objection, subject to conditions which must be added to the permit if issued.	DTP's conditions must be added to the permit if issued.
WorkSafe – Section 52 (Informal)	10/01/25 WorkSafe requested further information, including requirements for a dangerous goods report or preliminary hazard analysis of the site, in order for WorkSafe to provide further comments or support of the proposal.	It is noted that WorkSafe are not a determining or recommending referral authority for this application and there is no requirement in the Melton Planning Scheme which states this information is required to accompany this type of application. These requirements can be noted on the permit and the information can be provided directly to WorkSafe outside of the planning system, subject to the requirements of other legislation.

Recommendation:

It is recommended that a Notice of Decision to Grant a permit is issued for Planning Permit application No. PA2024/8905/1, subject to conditions, at 1333 Plumpton Road, Fraser Rise.

None of the plans & reports submitted with the application are to be approved at this stage, conditions on the permit will require re-submission of plans (with or without amendments).

The permit will allow:

Planning Scheme Clause	Metter for which a permit has been granted
32.08-2	Use of the land for a service station
32.08-2	Use of the land for a food and drink premises
32.08-2	Use of the land for a car wash
32.08-10	Construct a building or carry out works associated with a Section 2 use.
52.05-13	Construct and display business identification signs.
52.05-13	Construct and display pole signs.
52.05-13	Construct and display electronic signs.
52.05-13	Construct and display internally illuminated signs.
52.29-2	Create or alter access to a road in a Transport Zone 2.

Conditions:

1. Before the development starts, amended plans must be prepared to the satisfaction of the responsible authority. When approved, the plans will be endorsed and form part of the permit. The plans must be drawn to scale with dimensions and be generally in accordance with the plans forming part of the application prepared by JR Design Australia Pty Ltd, Revision B, Pages TP01B-TP0B (all pages) dated 10/12/2024, but modified to show:
   a) The two pole signs with a maximum height of 7 metres.
   b) Corner splay or area clear of visual obstructions for all crossovers, in accordance with the Standards of Clause 52.06-9.
   c) Any requirements from the Head, Transport for Victoria under Conditions 57-60 of this permit.
2. Before the development starts and in conjunction with the submission of plans required under Condition 1, an amended Traffic Impact Assessment (and swept path diagrams) must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and form part of the permit. The plans must be generally in accordance with the traffic impact assessment and swept path diagrams forming part of the application but modified to be generally in accordance with the amended plans required under Condition 1.
3. Before the development starts, detailed engineering plans (for works within a road reserve) must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and form part of the permit. The plans must be prepared to the satisfaction of the responsibility authority and show:
   a) Site layout generally in accordance with the plans required under Condition 1.

b) The shared path network along Taylors Road and Plumpton Road where intersecting the vehicle access crossovers are to be constructed with a coloured concrete pavement in yellow, to indicate pedestrian and cyclist priority crossing.

c) Provide a traffic island at the entry/exit point on the Plumpton Road to avoid possible right exit movements onto Plumpton Road.

d) Interim and ultimate access arrangement from both Plumpton road and Taylors Road including line marking and signage.

e) All services and Council infrastructure that requires relocation and upgrade work must be shown.

f) Ancillary works.

4. Before the development starts, detailed engineering plans (for internal to the site) must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and form part of the permit. The plans must be prepared to the satisfaction of the responsibility authority and show:

a) Site layout generally in accordance with the plans required under Condition 1.

b) drainage plans,

c) signage and line marking plans,

d) pavement design plans and,

e) where applicable, internal roads and carpark lighting plans.

f) Traffic calming measures within the site to discourage “rat-running” from Plumpton Road to Taylors road through the subject site.

g) 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.

5. At all times what the permit allows must be carried out in accordance with the requirements of any document approved under this permit to the satisfaction of the responsible authority.

6. The layout of the use and development must not be altered from the layout on the approved and endorsed plans without the written consent of the responsible authority.

7. All existing conditions affected by the development works must be reinstated at no cost and to the satisfaction of the Responsible Authority.

Hours of Operation

8. The use of the service station must only operate between the following times:

a) 24 hours, 7 days a week.

The responsible authority may consent in writing to vary these requirements.

9. The use of the food and drink premises must only operate between the following times:

a) 7 am and 10 pm, 7 days a week.

The responsible authority may consent in writing to vary these requirements.

10. The use of the car wash must only operate between the following times:

a) 7 am and 10 pm, 7 days a week.

The responsible authority may consent in writing to vary these requirements.

11. Deliveries to and from the site must only occur between the following times:
    a) 7 am and 10 pm Monday to Saturday.
    b) 9 am and 10 pm Sunday or public holiday.

    The responsible authority may consent in writing to vary these requirements.

12. Waste Collection must only occur between the following times:
    a) 7 am and 8 pm Monday to Saturday.
    b) 9 am and 8 pm Sunday or public holiday.

    The responsible authority may consent in writing to vary these requirements.

General Amenity

13. Before the development starts, an acoustics report must be submitted to an approved by the responsible authority. The report must be generally in accordance with the report submitted with the application prepared by Enfield Acoustics Pty Ltd, dated 10 December 2024. When approved, the report will be endorsed and form part of the permit. The diagrams and details in the report must be generally in accordance with the other plans approved and endorsed under this permit.

14. The recommendations and mitigation controls as shown in the acoustic report endorsed as part of this permit must be carried out to the satisfaction of the responsible authority.

15. The use and development 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) 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

    to the satisfaction of the responsible authority.

16. Noise levels emanating from the premises must not exceed those required to be met under Environment Protection Regulations 2021 (*Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues*), Publication No. 1826.

17. No external sound amplification equipment, loudspeakers or public address system are to be used for the purpose of announcement, broadcast, playing of music or similar purpose.

18. All external plant and equipment must be acoustically treated or placed in soundproof housing to reduce noise to a level to the satisfaction of the responsible authority.

19. Before the development starts, an acoustic fence must be erected along the northern and eastern boundaries of the land to the satisfaction of the responsible authority. The fence must be designed by a suitably qualified acoustic engineer in accordance with the endorsed plans and to the satisfaction of the responsible authority.

20. All pipes, fixtures, fittings vents, plant and equipment servicing any building on the site (excluding storm water down pipes, guttering and rainheads) must be concealed in service ducts or otherwise hidden from view to the satisfaction of the responsible authority.

21. External lighting must be designed, baffled and located so as to prevent any light-spill on adjoining land to the satisfaction of the responsible authority.

Waste Management

22. Before the development starts, an amended waste management plan must be submitted to and approved responsible authority. When approved, the plans will be endorsed and form part of the permit. The plan must be generally in accordance with the plans forming part of the application prepared by SALT3 dated 12/09/2024, but modified to show the following details:

    a) Generation rates corrected to align with calculations using the SV Guide. This is including (but not limited to) salt waste generation for the convenience store component which should state generations of 2100L per week when using the SV Guide.

23. Waste management and collection must be carried out in accordance with the requirements of the approved and endorsed waste management plan to the satisfaction of the responsible authority.

24. All waste and recyclables must be stored in and collected from an area set aside for this purpose. This area must be graded, drained and screened from public view to the satisfaction of the responsible authority.

25. All waste material not required for further on-site processing must be regularly removed from the site to the satisfaction of the responsible authority. All vehicles removing waste must have fully secured and contained loads so that no wastes are spilled, or dust or odour is created, to the satisfaction of the responsible authority.

Vehicle Access and Parking

26. Before the uses start, the areas set aside for the parking of vehicles and bicycles, 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) surfaced with an all-weather-seal coat.

    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.

    to the satisfaction of the responsible authority.

    At all times car spaces, access lanes and driveways must be kept available for these purposes.

27. Once constructed, the car parking and accessway areas must be maintained 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.

28. All car parking spaces must be designed to allow all vehicles to drive forwards when entering and leaving the property.

29. A minimum of one (1) car space must be provided for the exclusive use of disabled persons. The car space 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 space must only be utilised by disabled persons to the satisfaction of the responsible authority. The dimensions and layout of the car space) must be in accordance with Australian Standard AS2890.6-2009 (Accessible (Disabled) Car Parking Requirements) and the Building Code of Australia.

30. Before the uses start, protective kerbs with a minimum height of 150mm to prevent damage to fences or landscaped areas must be provided to the satisfaction of the responsible authority.

31. Before the use starts, new vehicular crossings to Plumpton Road and Taylors Road must be constructed to the satisfaction of the responsible authority.

32. All services and Council infrastructure within the road reserves that requires re-location must be undertaken by the developer at the cost of the developer and to the satisfaction of the Responsible Authority.

33. Before the use starts, concrete kerbs or other barriers must be provided to the satisfaction of the responsible authority to prevent direct vehicle access to Sagrada Way.

34. Before the uses start, all existing disused or redundant vehicle crossings must be removed and the nature strip and kerb and channel reinstated to the satisfaction of the Responsible Authority at the cost of the owner.

35. Access to the site must only be at the nominated crossing shown on the endorsed plan. The crossing and road pavement works must be constructed to the satisfaction of the responsible authority.

36. The loading and unloading of goods from vehicles must only be carried out on the land within the designated loading bay and must not disrupt the circulation and parking of vehicles on the land, to the satisfaction of the responsible authority.

37. The shared path network along Taylors Road and Plumpton Road must provide a priority yellow colour pavement treatment across the proposed access roads to improve safety and prioritise for pedestrians and cyclists and to the satisfaction of the Responsible Authority.

38. The design of bicycle spaces as identified on the approved and endorsed plans must:

    a) Provide a space for a bicycle of minimum dimensions of 1.7 metres in length, 1.2 metres in height and 0.7 metres in width at the handlebars.

    b) Be securely fixed to a wall or to the floor or ground.

    c) Be of a shape that allows a cyclist to easily lock the bicycle frame and wheels.

Construction Management Plan

39. Before works start, a Construction Management Plan must be prepared and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The Construction Management Plan must include, but not limited to the following:

a) Proposed working hours;

b) Haulage routes to the site;

c) Methods of dust suppression;

d) Sediment control and gross pollutant management;

e) Procedures to ensure that no significant adverse environmental impacts occur as a result of the development;

f) Earthworks (Consistent with Construction Techniques for Sediment Pollution Control (EPA, 1991);

g) Showing where stockpiling, machinery wash down, lay down, storage and personnel rest areas occur;

h) Vehicle exclusion areas; and

i) Weed management measures to be undertaken during and post construction.

In addition, the construction management plan must ensure:

j) All machinery brought on site to be weed and pathogen free

k) All machinery wash down, lay down and personnel rest areas to be clearly fenced and located in disturbed areas

l) Contractors working on the site to be inducted into an environmental management program for construction work

m) Best practice erosion and sediment control techniques to be used to protect any native flora and fauna.

40. Prior to the commencement of works, the developer must contact the Responsible Authority to organise and pre-commencement meeting and to arrange construction supervision at agreed hold points.

Note: The above requirement can be completed by contacting Melton Council's Infrastructure Team by email: construction@melton.vic.gov.au.

41. Before the use starts, or at a time specified by the Responsible Authority, the following must be submitted to the satisfaction of the Responsible Authority:

a) A complete set of 'as constructed plans' of site works, in digital AutoCAD and PDF file format. The digital files must have a naming convention to enable identification of Council assets listed.

b) Asset information in digital format to include data as per "D-Spec" and "R-Spec".

Landscaping

42. Before the uses start, the landscaping shown on the endorsed plans must be carried out and completed to the satisfaction of the responsible authority.

43. At all times the landscaping shown on the approve endorsed plans must be maintained (including the replacement of any dead, diseased or damaged plants) to the satisfaction of the responsible authority.

Signs

44. The location and details of the signs, and any supporting structure, as shown on the endorsed plans, must not be altered without the written consent of the responsible authority.

45. The signs must not be illuminated by external or internal light unless otherwise shown on the endorsed plans.

46. The sign lighting must be designed, baffled and located to prevent any adverse effect of light spill on adjoining land and dwellings fronting Sagrada Way, to the satisfaction of the responsible authority.

47. The signs must only be illuminated during the open hours of each related business.

48. The signs, including the structure and content, must be constructed and maintained to the satisfaction of the responsible authority.

49. All signs, including any overhang, shall be located within the property boundaries and not within the road reserve.

50. The signs must use low reflective paint to avoid being a hazard to road users.

51. The signs must not:
    a) Be animated or contain any flashing or intermittent light.
    b) Dazzle or distract drivers due to its colouring or illumination.
    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.

Environment & Drainage

52. Polluted and/or sediment laden run-off must not be discharged directly or indirectly into Council drains or watercourses.

53. Stormwater must not be discharged from the site other than by underground pipe drain discharged to Council's nominated legal point of discharge.

54. Stormwater quality must be maintained, and the drainage design must include a hydrocarbon removal mechanism capable of treating the contents of a fuel truck in the event of a spill. A spill protection system must also be incorporated to manage potential spills, ensuring that stormwater quality is preserved.

55. The amount of hydrocarbon and other oil-based contaminants discharged to Council drains must not exceed 5 parts per million.

56. Before the use starts, photos and plumbers' certificate for the construction compliance for the drainage system/stormwater quality treatment must be submitted to the Responsible Authority.

    Note: the above information can be submitted directly to: infrastructureplan@melton.vic.gov.au.

Referral Authority Conditions – Head, Transport for Victoria

57. Unless otherwise agreed in writing by the Head, Transport for Victoria (HTfV), prior to the endorsement of plans by the Responsible Authority (RA), the plans be amended to the satisfaction of the HTfV and approved by the HTfV. The amended plans will then form part of the plans to be endorsed by the RA. The plans must be generally in accordance with the plans referred to the HTfV with the application, but modified to include the following:

a) Ultimate alignments of Plumpton Road, and Taylors Road and its deceleration lane on architectural plans.

b) Functional Layout Plans (FLP) for the access to the development, which is compatible with the ultimate alignments of Plumpton and Taylors Roads.

c) Ultimate Shared User Path (SUP) on the roads and crossings within the proximity of the subject site.

58. Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the ultimate access arrangement to Plumpton Road, and Taylors Road and its deceleration lane and associated works, as shown on the Endorsed Functional Layout Plans, must be delivered and available for use to the satisfaction and at no cost to the Head, Transport for Victoria and the Responsible Authority.

59. Left-in/left-out movement must be enforced for Plumpton and Taylors Road access by providing appropriate, traffic islands, signage and line marking, as appropriate and to the satisfaction of the Head, Transport for Victoria.

60. The luminance of the advertising sign(s) must be such that it does not give a veiling luminance to the driver, of greater than 0.25 cd/m2, throughout the driver's approach to the advertising sign.

Permit Expiry

61. On expiry of the permit, the signs and structures built specifically to support and illuminate them must be removed to the satisfaction of the responsible authority.

62. This permit will expire if one of the following circumstances applies:

a) The development is not started within 2 years of the issued date of this permit.

b) The development is not completed within 4 years of the issued date of this permit.

c) The uses do not start within 2 years of completion of the development.

d) The use is discontinued for a period of 2 years.

An application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Notes:

- A 'Consent to Work Within a Road Reserve Permit' must be obtained from Council prior to the commencement of construction.
- All pedestrian access to buildings must be designed and constructed to comply with the Disability Discrimination Act 1992.
- 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, 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.

- Notification and documentation may be required to be provided to relevant authorities prior to the commencement of the use, including (but not limited to) WorkSafe.

- The Environment Protection Act 2017 came into effect on 1 July 2021. The general environmental duty (GED) is a centrepiece of the new laws. It applies to all Victorians. If you engage in activities that may give rise to a risk to human health or the environment from pollution or waste, you must understand those risks and take reasonably practicable steps to eliminate or minimise them. EPA will work with industry and the community to help them understand how to fulfil their obligations, by providing guidance, advice and other support.

    - For further information on what the new laws mean for Victorian businesses go to https://www.epa.vic.gov.au/for-business/new-laws-and-your-business.

    - For further information on what the new laws mean for individuals and the community go to https://www.epa.vic.gov.au/about-epa/laws/new-laws/the-new-act-for-the-community

12.4 PLANNING APPLICATION PA 2024/8938/1 - USE AND DEVELOPMENT OF THE LAND FOR THE PURPOSES OF A PLACE OF WORSHIP WITH ASSOCIATED CAR PARKING AT 4 DUNCAN COURT KURUNJANG

Author: Simon Temple - Principal Development Planner
Presenter: Blake De Alencar Angus - Manager, City Growth and Development

PURPOSE OF REPORT

To consider the planning application for the use and development of the land for the purpose of a Place of Worship with associated car parking at 4 Duncan Court, Kurunjang.

RECOMMENDATION:

That Council issue a Notice of Decision to Refuse to Grant a Permit subject to the grounds outlined in **Appendix 6** of this report.

Motion

Crs Ramsey/Carli.

That Council issue a Notice of Decision to Refuse to Grant a Permit subject to the grounds outlined in **Appendix 6** of this report.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

Cr Ramsey called for a division thereby setting aside the vote.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

The Mayor declared the motion CARRIED UNANIMOUSLY

REPORT

1. Background

Executive Summary

Applicant:	Apt Architecture Pty Ltd
Proposal:	Use and development of land for a Place of Worship with associated car parking
Existing Land Use:	Single Storey Dwelling and Shed
Zone:	Low Density Residential Zone
Overlays:	Environmental Significance Overlay (Schedule 2)

Permit Triggers	Low Density Residential Zone (Clause 32.03-1) A permit is required to use land for the purposes of a Place of Worship (Place of Assembly). Low Density Residential Zone (Clause 32.03-4) A permit is required to construct a building or to construct or carry out permit associated with a use in Section 2 (permit required) of the zone. Environmental Significance Overlay – Schedule 2 (Clause 42.01-2) A permit is required to construct a building or to construct or carry out works.
Number of Objections:	138
Number of Supporting submissions:	2
Key Planning Issues:	Appropriateness and compatibility of the proposal in an established low-density residential area. Consistency with the purpose of the Low Density Residential Zone and relevant planning policies Potential amenity impacts – traffic and noise
Recommendation:	Issue a Notice of Refusal for the application

This report has been prepared for Council consideration, given that more than five objections were received during the public notification process.

The Land and Surrounding Area

The subject site has an area of 8,610.1 m² and is located on the northern side of Duncan Court in Kurunjang, east of Knox Court. Other features of the site are as follows:

- The site is irregular in shape
- The site contains an existing single storey brick dwelling located 20.6 metres from the front boundary of the site.
- A large colourbond clad shed is located along the western side of the site. The shed is setback 47 metres from the frontage to Duncan Court and 8.1 metres from the western boundary.
- The site contains established vegetation with a row of trees along the front of the site, around the driveway and existing dwelling and along the northern (rear) boundary of the land.
- A one metre high timber picket fence is located along the front boundary of the site.
- A three metre wide drainage easement (E1) is located along the rear (northern) boundary of the subject site.

The surrounding area can be characterised as an established low density residential area consisting of predominantly single storey 'ranch style' brick dwellings with concrete tiled roofing and associated outbuildings and structures (i.e. water tanks). The dwellings have large setbacks from the street and there is generous separation between dwellings to reflect the low-density residential character of the area.

A Council linear reserve adjoins the northern and eastern boundaries of the subject land.

The subject site is located approximately 330 metres east of Gisborne-Melton Road.

Refer to **Appendix 1** for a locality plan

Refer to **Appendix 2** for a Copy of Title and 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 Place of Worship with associated car parking.

The proposal is summarised as follows:

- The existing dwelling is to be retained and refurbished to provide a gathering space and dining area.
- The existing shed is to be retained and renovated (internally) to create an area for meditation and a communal kitchen.
- A paved/concrete area and single storey building (toilet) will be constructed on the eastern side of the existing dwelling. Elevation plans of the proposed building have not been provided.
- A 1.8-metre-high acoustic fence is to be constructed along the western boundary of the site for the length of the existing shed. Details of the type/style of the fence have not been provided.
- Landscaping in the form of a row of screen planting will be provided along the western boundary of the subject site.
- A total of 30 people and 1-2 staff (volunteers) will be on site at any one time as part of the proposed use.
- The hours of operation for the Place of Worship are 4pm-8pm (2nd Saturday of each month) and 8am-1pm (last Sunday of the month).
- A total of 9 car spaces (including one disabled car space and a shared space) will be provided on the subject site.
- Vehicle access to the site will be from the existing vehicle crossover on Duncan Court which will be widened to a double crossover (7 metres wide) in accordance with Council's Engineering Standards.
- An internal paved/concrete driveway will be constructed to service the proposed gravel car park for the Place of Worship and to provide access to the shed for delivery and waste collection vehicles.
- The existing septic tank system is to be retained to service the subject site for the proposed use and development. A new effluent disposal area along with a reserve area (20m x 16m) will be provided at the south-west corner of the site in front of the existing shed.
- No vegetation is to be removed as part of the proposal.

  (Refer to **Appendix 3** for plans of the proposal).

Planning Controls

Zone	(Clause 32.03 – Low Density Residential Zone)	A permit is required to use land for the purposes of a Place of Worship (Place of Assembly). A permit is required to construct a building or to construct or carry out permit associated with a use in Section 2 (permit required) of the zone.
Overlays	(Clause 42.01 – Environmental Significance Overlay – Schedule 2)	A permit is required to construct a building or to construct or carry out works.
Particular Provisions	(Clause 52.06 – Car Parking)	0.3 spaces are required per person. 30 people are proposed equating to 9 car spaces. The application makes provision for 9 car spaces and thus complies with Melton Planning Scheme requirements.

A full assessment of the proposal against the relevant State and Local planning policies is included in **Appendix 4.**

Is the land affected by a Restrictive Covenant?

The land is affected by a Restrictive Covenant; however, the proposal does not breach any conditions of the Covenant.

The covenant does not allow any pre-existing building or dwelling house to be relocated, re-sited or re-erected on the subject land. The proposal does not involve any pre-existing building or dwelling house to be re-located, re-sited or re-erected on the land.

Is the land of Cultural Heritage Sensitivity?

The land is not considered to be in an area of cultural heritage sensitivity under the *Aboriginal Heritage Regulations 2018*.

2. Council and Wellbeing Plan Reference and Policy Reference

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

3. A well planned and built City: A City with a clear vision to manage growth in a sustainable and accessible way.

3.1 A City that strategically plans for growth and development.

3.2 Health and community services are accessible locally.

3.2.1 Advocate for and facilitate for the provision of health and community facilities to be within proximity and safe access to public transport.

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 138 objections were received.

The grounds of objection may be summarised as follows:

- The proposal will adversely impact the amenity of the area in relation to noise and traffic.
- The proposal is inconsistent with the low-density residential character of the area.
- Inconsistent with the purpose of the zone
- Inadequate sewerage and other infrastructure (i.e. footpath) to service the proposal.
- Loss of property values.

A response to the objections is provided in **Appendix 5.**

Two submissions in support of the application were also submitted with those submissions relating to the Place of Worship being closer to the submitters' place of residence.

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
Traffic and Transport	Conditional Support
Environmental Health	Conditional Support
Building	Conditional Support

5. Issues

Planning Assessment

The application has been assessed against the relevant considerations of the Melton Planning Scheme. The key considerations for this application relate to the suitability of the use and development in the proposed location, potential amenity impacts and compliance with the relevant policies of the Melton Planning Scheme. An assessment of these key areas is provided as follows:

Is the use and development suitable in the Low Density Residential Zone?

The subject site is located within the Low Density Residential Zone under the jurisdiction of the Melton Planning Scheme. The use and development of the land for a Place of Worship triggers the need for a planning permit under the zone provisions. The purpose of the Low Density Residential Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for low-density residential development on lots which, in the absence of reticulated sewerage can treat and retain all wastewater.*

The main planning issue is whether the proposed use and development of the land for a Place of Worship is appropriately located in the context of the site and the surrounding area and whether it is compatible with the existing sensitive (residential) land use and development on adjoining and surrounding properties which are low-density residential in nature and form part of the Toolern Downs Estate.

The subject site and surrounding area are characterised by large lots (6,000 to 8,000 square metres) containing single storey detached 'ranch style' brick dwellings with associated large 'barn style' sheds (outbuildings). Dwellings are setback a minimum of 20 metres from the street and there is generous separation between dwellings. All lots do not have access to sewerage and rely on septic tank treatment systems and effluent disposal areas.

Duncan Court is a rural standard sealed road (pavement width of 4.4 metres) with no kerb and channel on either side as well as no footpaths, no lighting and no provision for on street parking. It is also a no through road which terminates in a court bowl adjacent to the north-east corner of the subject land.

Council has previously refused a planning application for a Place of Worship in the Toolen Downs Estate at 3 Buckle Road, Kurunjang due to similar issues relating to the site context. This proposal was for the "Use and development of the land for the purpose of a Place of Worship with associated car parking and landscaping". Following the lodgement of an appeal by the applicant against Council's decision, VCAT ultimately affirmed Council's decision and decided that no permit be issued.

As part of this VCAT decision (McKenzie v Melton SC & Ors [2013] VCAT 1188 - 9 July 2013), Senior Member Tonia Komesaroff outlined the following shortcomings with the site:

"*The level of infrastructure is rudimentary: absence of reticulated sewer, absence of kerb and channel, absence of footpaths, no through roads, no convenient access to public transport, no 'main road' frontage, no street lighting all of which would otherwise be conducive to more intensive activities such as place of assembly*."

Furthermore, she highlighted that more intensive activities such as a place of assembly should not be in: "…*tucked away residential community a level of activity not otherwise experienced or anticipated and often during hours when they currently experience the opposite*."

In the VCAT decision (Menheere v Casey CC [2020] VCAT 787), Member Tracey Bilston McGillen outlined that residents within rural lifestyle areas have higher expectations of residential amenity.

She outlined that "…Whilst I agree with the permit applicant that the same level of residential amenity may not be reasonable, in some ways, there is a higher expectation of 'quiet' other than farming equipment due to the large lots and limited urban uses."

In Mierafe Kidusan Abune Tekele Haymanot Ethiopian Orthodox Tewahedo Church Melbourne Incorporated vs Melton City Council (P1655/2023), VCAT also upheld Council's decision to refuse an application for a Place of Worship at 743-747 Ferris Road Stratthtulloh. The Tribunal determined that the location of the land for a Place of Worship was not suitable.

Member Deidun made the following comments:

"*32 Even with a congregation capacity of 50 people, due to the low traffic levels currently on these roads, the increase in traffic will be noticeable, and will at times affect the existing levels of amenity in this rural residential estate"*.

"33. There has been a consistent approach by a number of Tribunal decisions that identify the potential amenity impact arising from locating a land use in a cul-de-sac, that will increase traffic levels, albeit not beyond the environmental capacity of the road. These decisions are often traced back to the decision of Graphos (Aust) Pty Ltd v Nillumbik SC [2008] VCAT 2321, where the Tribunal remarked:

[5] We also accept principles cited in other decisions tendered by the parties with respect to court locations. These include:

- *Residents enjoy a higher level of amenity that other local streets and main road locations given the usually smaller number of dwellings and an absence of through traffic.*
- *Lots at the end of courts may not be suitable for development at significantly higher density given factors such as unusual lot shapes and sizes, multiple property abuttals and the impact of extra traffic.*
- *Despite the higher amenity and development constraints, court locations are not precluded from some higher density development.*
- *The situation of courts and cul-de-sacs can differ significantly from access streets or places that do not carry through traffic.*

[6] We would add that courts and cul-de-sacs can develop a sense of community that is often highly valued by residents.

"*42 For these reasons I find that the proposed operating hours of the land use will create a significant land use conflict. In short, the operation of a Place of worship with the nature of the hours proposed, in a location in close proximity to neighbouring dwellings, is a land use that is fundamentally at odds with the use of neighbouring land for rural residential purposes. I make that finding based on the proposed capacity of 50 people at the Place of worship*".

The subject land exhibits many of the locational factors and infrastructure limitations outlined above by the Tribunal that make it inappropriate for intensive non-residential land uses such as a Place of Worship to be located on the property.

Duncan Court is a rural standard sealed road (pavement width of 4.4 metres) with no kerb and channel on either side as well as no footpaths, no lighting and no provision for on street parking. It is also a no through road which terminates in a court bowl adjacent to the north-east corner of the subject land. There is a bus stop located 350 metres west of the subject land on Gisborne-Melton Road, however, access is not considered to be convenient or safe due to the lack of footpaths and street lighting between the subject site and Gisborne-Melton Road. Therefore, it is considered that the location of the subject land is not appropriate for the proposed use and development.

Is the use and development consistent with Council's adopted policies?

The proposal is inconsistent with the relevant policies and strategies outlined under the Planning Policy Framework provisions of the Melton Planning Scheme which seek to prevent environmental, human health and amenity problems created by siting incompatible land uses close together.

The proposal is inconsistent with the purpose of the Low Density Residential Zone which only seeks to support low-density residential development on lots which in the absence of reticulated sewerage, can treat and retain all wastewater. Unlike the other residential zones in Melton Planning Scheme, the purpose of the Low Density Residential Zone does not contain objectives to support non-residential uses in appropriate locations to serve local community needs.

The proposal does not appropriately respond to the Decision Guidelines under Clause 65 of the Melton Planning Scheme which outline the need to consider whether the site is suitable for the use or development and the compatibility of the proposal with adjoining land uses.

Will the use and development result in any unreasonable amenity impacts?

While the proposed use is limited to 30 patrons and operating twice a month, it is considered that the proposed use and hours of operation will have an adverse impact on the amenity of the area in terms of noise and traffic.

The proposed use will be operating from 4pm to 8pm on Saturdays (2nd Saturday of each month) and 8am-1pm on Sundays (last Sunday of each month). The existing dwelling is to be used for a gathering (patrons eating meals) and a meditation space while the existing shed is also to be used as a meditation space with a communal kitchen. The applicant has advised that no special events are to be held and there will not be any loud speakers or chanting from the meditation space or other areas of the property.

The proposal is likely to generate an amount of non-local traffic that the local residential community would not normally experience. The congregation of people as well as traffic to and from the site in the evening and early on Sunday mornings will adversely impact on the quiet, low residential amenity of the area. In addition, the adjoining landowners will experience noise when congregants are outside of the existing dwelling and shed.

The proposal seeks approval to use the existing large shed (308 square metres) to accommodate the maximum congregation of 30 people. A total of three tables and 28 chairs are shown inside the existing dwelling for the purposes of dining, while 12 mats (open area) and 7 seats are shown for the meditation space inside the existing shed. However, based on the size of the shed, size of the seats and large spacing between them on the plans submitted as part of the application, it is considered that the shed is capable of accommodating a congregation much larger than 30 people.

The applicant has attempted to address the issue of noise through the provision of a 1.8-metre-high acoustic fence and screen planting along the western boundary of the site. This would help address some of the concerns relating to noise. However, it is considered that this would not be enough to address the other amenity issues associated with the proposal.

The adjoining and immediately surrounding residents of the existing low density residential area (Toolern Downs estate) have expressed concerns regarding the adequacy of the surrounding local roads to handle the increased traffic likely to be generated by the proposal. Concerns have also been expressed about the associated noise and safety issues by the proposed use and the increased amount of traffic associated with the use and the impact on the existing quiet low density residential neighbourhood.

The concerns raised by residents in the Toolern Downs Estate are valid, given, the proposal will generate an increase in non-local traffic that the current residents do not currently experience. Furthermore, the increase in non-local traffic also presents safety concerns to pedestrians and cyclists, given, that there are no footpaths, street lighting or on-street parking in Duncan Court or Knox Court (adjoining road).

It should be noted that all adjoining and immediately surrounding owners and occupiers have objected to the proposal.

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/Overlay provisions and Clause 65 of the Melton Planning Scheme.

It is considered that the proposal generally does not comply with the relevant requirements of the Planning Scheme.

Therefore, it is recommended that the application be refused as outlined in **Appendix 6.**

LIST OF APPENDICES

1. Locality Map - Planning Application PA2024-8938-1 - 4 Duncan Court Kurunjang
2. Copy of Title and Photos of subject site and surrounding area - Planning Permit PA2024-8938-1 - 4 Duncan Court Kurunjang
3. Development Plans - PA2024-8938-1
4. Assessment against Planning Scheme - Planning Application PA2024-8938-1 - 4 Duncan Court Kurunjang
5. Response to Objections - Planning Application PA2024-8938-1 - 4 Duncan Court Kurunjang.docx
6. Notice of Refusal

No:	PA2024/8938/1
Address:	4 Duncan Court, Kurunjang
Proposal:	Use and development of the land for the purpose of a place of worship with associated car parking
Ward:	Stringybark



Subject Site	25/03/2025	N

No: PA2024/8938/1

Address: 4 Duncan Court, Kurunjang

Proposal: Use and development of the land for the purpose of a place of worship with associated car parking

Ward: Stringybark



Subject Site

Objections

25/03/2025
Note: 110 objections outside of map area

N

Appendix 2 – Copy of Title and Photos of Subject site and surrounding area.



Figure 1: Subject land – 4 Duncan Court Kurunjang – existing dwelling.



Figure 2 : Subject land – 4 Duncan Court Kurunjang – existing shed.



Figure 3: 2 Duncan Court Kurunjang – land to the south-east.



Figure 4: 1 Duncan Court Kurunjang – directly opposite the subject site (see Figure 5)



Figure 5: 1 Duncan Court Kurunjang – directly opposite the subject site. Existing outbuilding (Barn Shed) associated with a dwelling on the land.



Figure 6: Duncan Court Kurunjang (corner Knox Court) and 5 Duncan Court Kurunjang (existing dwelling)



Figure 7: Duncan Court Kurunjang. Photo taken from Knox Court.

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09837 FOLIO 469 Security no : 124117348763A
Produced 12/08/2024 08:26 AM

LAND DESCRIPTION

Lot 13 on Plan of Subdivision 211659D.
PARENT TITLES :
Volume 09817 Folio 840 to Volume 09817 Folio 841

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MAHARAJ LAL DAS BRAHMAAND BHURIWALA GARIBDASSI CHARITABLE SOCIETY BRAHM NIWAS ASHRAM INC of 4 NAROON ROAD ALPHINGTON VIC 3078
AV623473B 13/05/2022

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AV623474Y 13/05/2022
NATIONAL AUSTRALIA BANK LTD

COVENANT (as to whole or part of the land) in instrument N859491G

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 or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE LP211659D 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: 4 DUNCAN COURT KURUNJANG VIC 3337

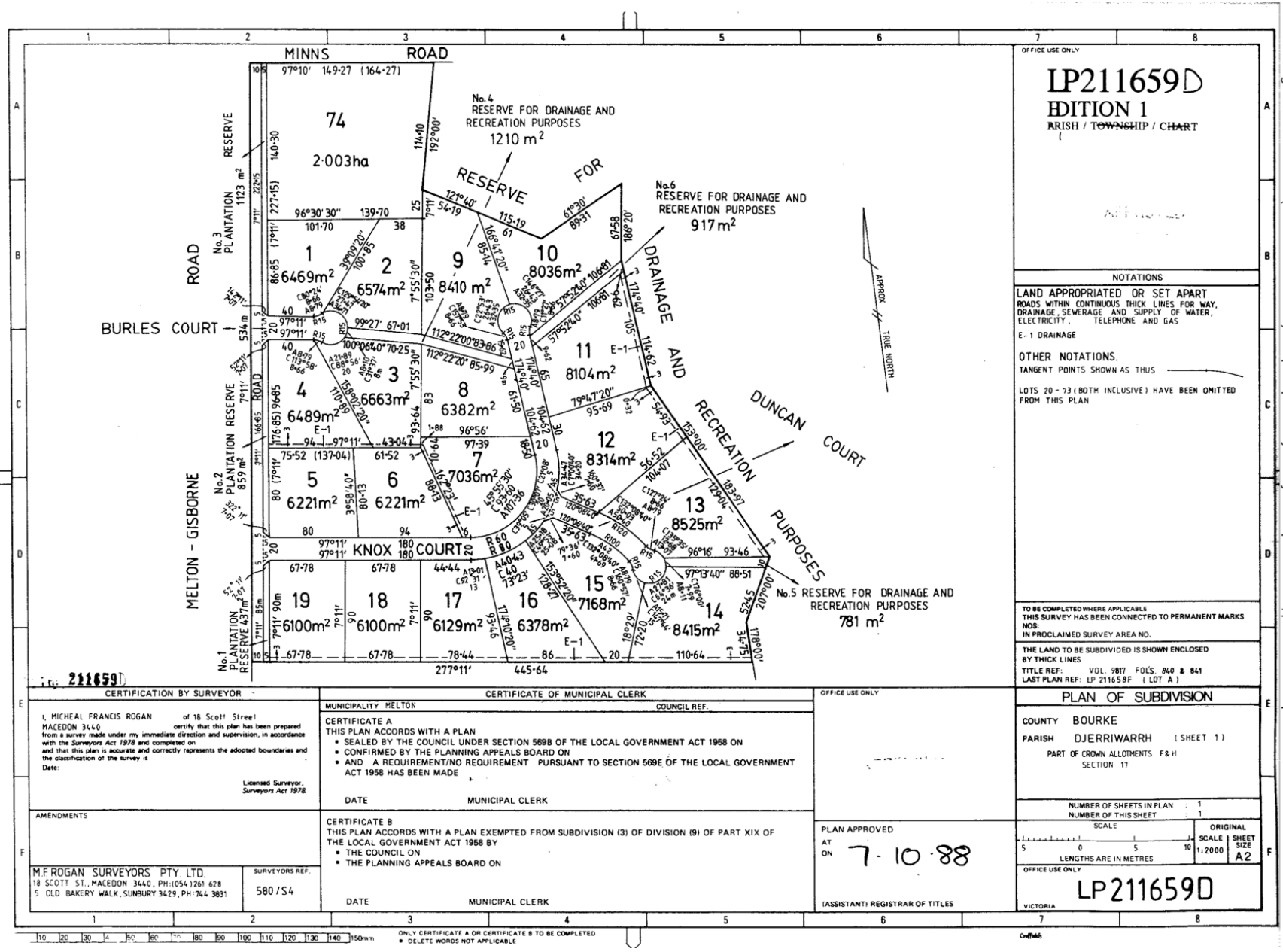
ADMINISTRATIVE NOTICES

NIL

eCT Control 16089P NATIONAL AUSTRALIA BANK LTD
Effective from 13/05/2022

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13

Lodged at the Titles Office by

W.E. PEARCEY & IVEY

Use Only

241188 1312 45 57 N859491G

Code 1377S PEARCEY & IVEY.

VICTORIA **TRANSFER OF LAND**

Subject to the encumbrances affecting the land including any created by dealings lodged for registration prior to the lodging of this instrument the transferor for the consideration expressed at the request and by the direction of the directing party (if any) transfers to the transferee the estate and the interest specified in the land described together with any easement hereby created and subject to any easement hereby reserved or restrictive covenant herein contained or covenant created pursuant to statute and included herein. (Notes 1-4)

Land (Note 5)

Certificate of Title Volume 9837 Folio 469

Consideration (Note 6)

FIFTY SEVEN THOUSAND SEVEN HUNDRED AND FIFTY DOLLARS ($57,750-00)

Transferor (Note 7)

TOOLERN DOWNS ESTATE PTY. LTD.

STAMP DUTY VICTORIA
U#04C#1 S#1 T#001385 00106305 21/11/88
R#009627 D#44 $1,186.00

Transferee (Note 8)

ALFRED PAUL CIANCIO AND PAULINE CIANCIO both of 56 Ivanhoe Avenue, St. Albans as joint proprietors

Estate and Interest (Note 9)

All our Estate and Interest in the fee simple.

Directing Party (Note 10)

Comptroller of Stamps Use Only
44
1186
2
57750
C

Creation (or Reservation) of Easement and/or Covenant (Notes 11-12)

As per reversed page

DN859491G-1-1

T2 Office Use Only

OFFICE OF TITLES VICTORIA

19 DEC 1988

A memorandum of the within instrument has been entered in the Register Book.

OFFICE OF TITLES A.K.A. VICTORIA

Approval No. T2/1

Delivered by LANDATA®, timestamp 25/04/2024 08:52 Page 2 of 4

The Transferees with the intent that the benefit of this Covenant shall be attached to and run at law and in equity with each and every Lot of Subdivision No. LP211659D (other than Lot 13 hereby transferred) and each and every part thereof and that the burden of this Covenant shall be annexed to and run at law and in equity with Lot 13 hereby transferred DO HEREBY for themselves their heirs administrators and transferees the registered proprietor or proprietors for the time being of Lot 13 hereby transferred and every part thereof and the persons deriving title under them jointly and severally and as separate Covenants covenant with the said TOOLERN DOWNS ESTATE PTY. LTD. and its successors in title and other the registered proprietor or proprietors for the time being of the Lots on the said Plan of Subdivision (other than Lot 13 hereby transferred that they will not any time cause to be relocated resited or re-erected upon the said land or any part thereof any pre-existing building or dwelling house.

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Date 21st November 1988 (Note 13)

Execution and Attestation (Note 14)

THE COMMON SEAL of TOOLERN DOWNS ESTATE PTY. LTD. was hereunto affixed in Accordance with its Articles of Association in the presence of:

TOOLERN DOWNS ESTATE PTY. LTD. THE COMMON SEAL OF

TOOLERN DOWNS ESTATE PTY. LTD. THE COMMON SEAL OF

DIRECTOR

SECRETARY

SIGNED by the Transferees in the presence of:

DN859491G-2-9

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To the Registrar of Titles,
Please register this dealing and on completion hand title to issue to the lodging party

NOTES

1. This form must be used for any transfer by the registered proprietor—
   (a) of other than the whole of an estate and interest in fee simple
   (b) by direction
   (c) in which an easement is created or reserved
   (d) which contains a restrictive covenant or a covenant created pursuant to statute.
2. Transfers may be lodged as an original only and must be typed or completed in ink.
3. All signatures must be in ink.
4. If there is insufficient space in any panel to accommodate the required information use an annexure sheet (Form A1) or (if there is space available) enter the information under the appropriate heading after any creation or reservation of easement or covenant. Insert only the words "See Annexure A" (or as the case may be) or "See overleaf" in the panel as appropriate.
   Multiple annexures may appear on the same annexure sheet but each must be correctly headed.
   All annexure sheets should be properly identified and signed by the parties and securely attached to the instrument.
5. Volume and folio references must be given. If the whole of the land in a title is to be transferred no other description should be used. If the transfer affects part only of the land in a title the lot and plan number or Crown description should also be given. Any necessary diagram should be endorsed hereon or on an annexure sheet (Form A1).
6. Set out the amount (in figures) or the nature of the consideration. If the transfer is by direction show the various considerations
   e.g. $ ..... paid by B to A
   $ ..... paid by C to B
   In a transfer on sale of land subject to a mortgage it should be clearly shown whether or not the amount owing under the mortgage is included in the consideration e.g. $ ..... which includes the amount owing under mortgage No. ..... .
7. Insert full name. Address is not required.
8. Insert full name and address. If two or more transferees state whether as joint tenants or tenants in common. If tenants in common specify shares.
9. Set out "All my estate and interest in the fee simple" (or other as the case may be).
10. If the transfer is by direction give the full name of any directing party and show the various considerations under the consideration heading.
11. Set out any easement being created or reserved and define the dominant and servient tenements.
12. Set out full details of any covenant and define the covenantee and the land to bear the burden and to take the benefit of the covenant.
13. The transfer must be dated.
14. If an executing party is a natural person execution should read "Signed by the transferor (transferee, directing party) in the presence of .....". The witness must be an independent person. If an executing party is a body corporate execution should conform to any prescribed formalities relating to the affixing of the common seal.

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4 DUNCAN COURT, KURUNJANG

COVER SHEET | SUBURBAN SITE CONTEXT

SITE
All items

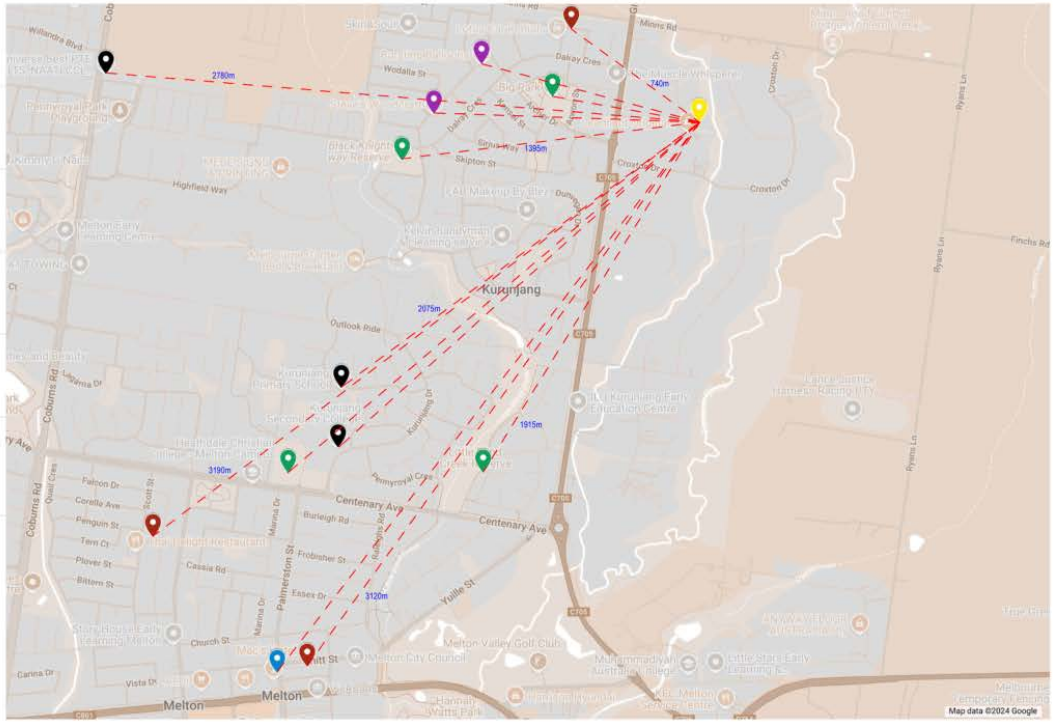
HEALTH
All items

PUBLIC TRANSPORT
All items

EDUCATION
All items

OPEN SPACE
All items

RETAIL / INDUSTRIAL / EMPLOYMENT
All items



TOWN PLANNING DRAWINGS	
Sheet Number	Sheet Name
TP00	COVER SHEET
TP01	EXISTING CONDITIONS / DEMOLITION PLAN
TP02	DESIGN RESPONSE / SITE PLAN
TP03	GROUND FLOOR PLAN
TP04	GROUND FLOOR PLAN
TP05	ELEVATIONS

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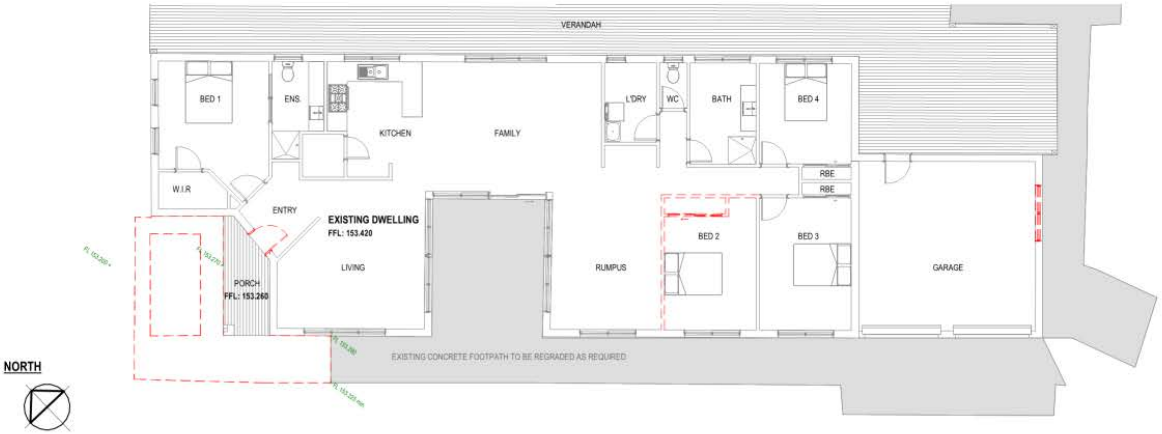
DATE	REV	DESCRIPTION	BY

PROJECT ADDRESS	4 Duncan Court, Kurunjang, VIC, 3337
CLIENT	-
DRAWING TITLE	COVER SHEET

DRAWN	BR
CHECKED	MP
DATE	OCT 2024
SCALE	AS NOTED @ A3
DRAWING No.	TP00
PROJECT No.	2406
REV.	

TOWN PLANNING
NOT FOR CONSTRUCTION

28/10/2024 2:35:34 PM



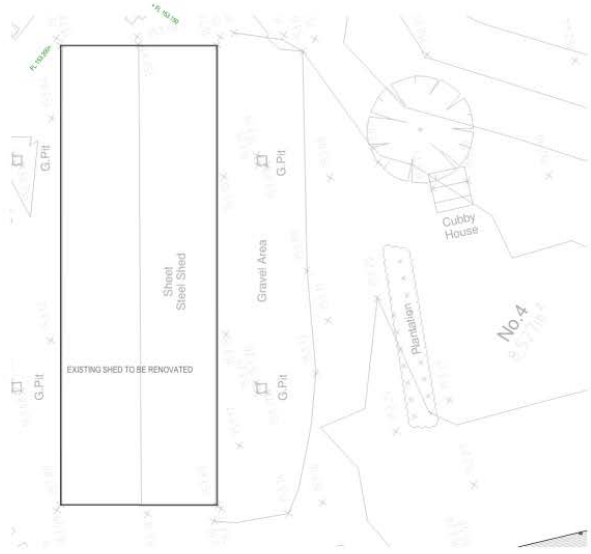
EXISTING CONDITIONS - DWELLING GROUND FLOOR PLAN
1 : 100


EXISTING DWELLING - VIEW FROM WEST


EXISTING DWELLING - VIEW FROM EAST


EXISTING DWELLING - VIEW FROM NORTH


EXISTING DWELLING - VIEW FROM SOUTH



EXISTING CONDITIONS - SHED GROUND FLOOR PLAN
1 : 200


EXISTING SHED - VIEW FROM WEST

GENERAL LEGEND	
SYMBOL	DESCRIPTION
	EXISTING TREE
	TO BE DEMOLISHED
+ FL 153.000	FINISHED LEVEL

NOTES:

ALL SERVICE METER LOCATIONS INDICATIVE, TO BE CONFIRMED DURING WORKING DRAWINGS STAGE.

ALL PLANTING SHOWN IS INDICATIVE

ALL LEVELS TO AHD.

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DATE	REV	DESCRIPTION	BY

PROJECT ADDRESS	4 Duncan Court, Kurunjang, VIC, 3337
CLIENT	-
DRAWING TITLE	EXISTING CONDITIONS / DEMOLITION PLAN

DRAWN	BR
CHECKED	MP
DATE	OCT 2024
SCALE	AS NOTED @ A2
DRAWING No.	TP01
PROJECT No.	2406
REV.	

TOWN PLANNING
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WATERCOURSE - REAR (EAST) OF SUBJECT SITE

DRAINAGE RESERVE - SOUTH OF SUBJECT SITE

NEIGHBOURING PROPERTY - 5 DUNCAN COURT

NEIGHBOURING PROPERTY - 2 DUNCAN COURT

EXISTING GRAVEL DRIVEWAY

EASEMENT AREA - SUBJECT SITE

GENERAL LEGEND

SYMBOL	DESCRIPTION
FL	FINISHED GROUND LEVEL
NGL	NATURAL GROUND LEVEL
	EXISTING TREE
	PROPOSED PLANTING
	PROPOSED PAVING / CONCRETE

SITE AREA / LAND USE SUMMARY

TOTAL SITE AREA	8571.2 m²
EXISTING DWELLING (INCL. PORCH)	222.9 m²
EXISTING OUTDOOR AREA	151.2 m²
EXISTING SHED	308.1 m²
PROPOSED TOILETS	24.8 m²
PROPOSED PAVING	412.72 m²
NUMBER OF PATRONS	30
CAR PARKING SPACES REQUIRED	9
CAR PARKING SPACES PROVIDED	9

NOTES:

ALL INTERNAL / EXTERNAL DIMENSIONS ARE SHOWN TO STRUCTURAL / TIMBER FRAMES AND DO NOT INCLUDE CLADDING / PLASTERBOARD THICKNESS.

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ALL LEVELS TO AHD.

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DATE	REV	DESCRIPTION	BY

PROJECT ADDRESS: 4 Duncan Court, Kurunjang, VIC, 3337
CLIENT: -
DRAWING TITLE: DESIGN RESPONSE / SITE PLAN

DRAWN: BR | CHECKED: MP | DATE: OCT 2024
TOWN PLANNING
NOT FOR CONSTRUCTION

SCALE: AS NOTED @ A2
PROJECT No: 2406
DRAWING No: TP02
REV:

28/10/2024 2:35:42 PM



PROPOSED GF
1 : 100

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ALL PLANTING SHOWN IS INDICATIVE

ALL LEVELS TO AHD.

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DATE	REV	DESCRIPTION	BY

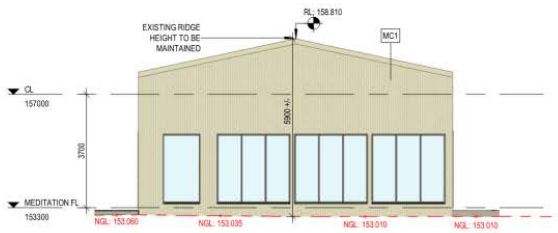
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CLIENT: -
DRAWING TITLE: GROUND FLOOR PLAN

DRAWN: BR
CHECKED: MP
DATE: OCT 2024
TOWN PLANNING
NOT FOR CONSTRUCTION

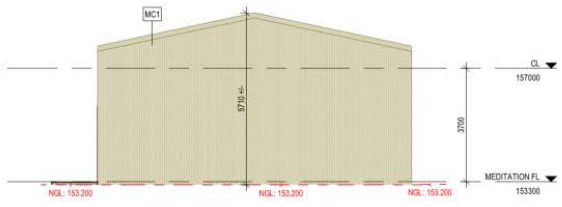
SCALE: AS NOTED @ A2
PROJECT No: 2406
DRAWING No: TP03
REV:

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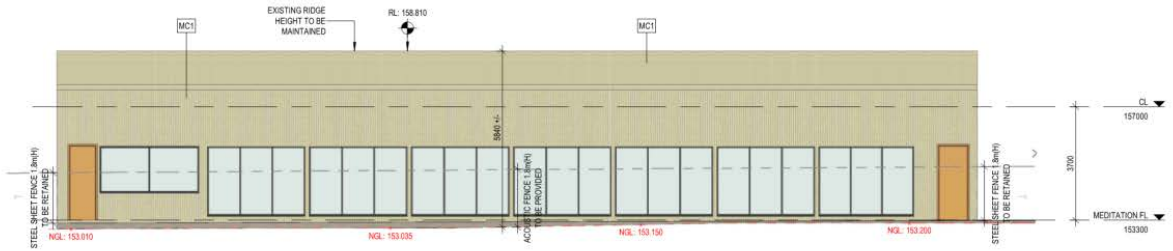

TP05
1
FFL: 153.300
COMMUNAL KITCHEN
FLAT TOP
FR
FR
P'TRY STORE
DELIVERY & WASTE COLLECTION AREA
SCREEN PLANTING TO BE PROVIDED ALONG BOUNDARY
MEDITATION SPACE - OPEN
MEDITATION SPACE - SEATED
TP05 3
4 TP05
Gravel Area
G.Pit
G.Pit
G.Pit
Cubby House
Plantation
No.4
8,527m²
Steel Fence 1.8m
ENTRANCE
FFL: 153.300
HANDWASH
2
TP05
FOOTPATH
PROPOSED GF SHED
1 : 100
NOTES:
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ALL PLANTING SHOWN IS INDICATIVE
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DATE
REV
DESCRIPTION
BY
PROJECT ADDRESS 4 Duncan Court, Kurunjang, VIC, 3337
CLIENT -
DRAWING TITLE GROUND FLOOR PLAN
DRAWN BR
CHECKED MP
DATE OCT 2024
TOWN PLANNING
NOT FOR CONSTRUCTION
SCALE AS NOTED @ A2
PROJECT No 2406
DRAWING No TP04
REV
28/10/2024 2:35:49 PM



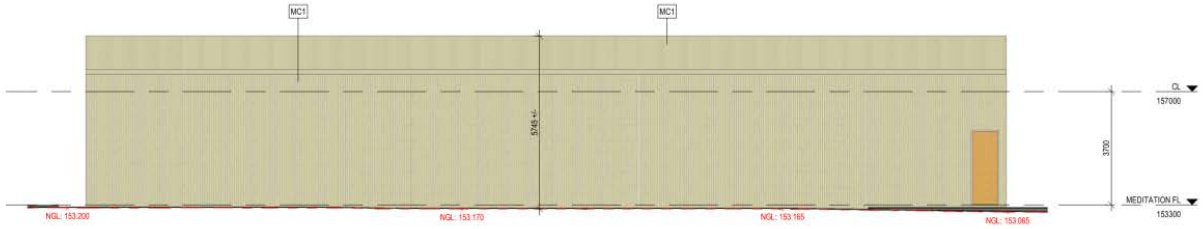
1 TP04 MEDITATION SPACE - EAST ELEVATION
1 : 100



2 TP04 MEDITATION SPACE - WEST ELEVATION
1 : 100



3 TP04 MEDITATION SPACE - NORTH ELEVATION
1 : 100



4 TP04 MEDITATION SPACE - SOUTH ELEVATION
1 : 100

EXTERNAL FINISH LEGEND

TYPE	DESCRIPTION	
MC1		LIGHT COLOURED SELECTED METAL CLADDING COLORBOND PAPERBARK OR SIMILAR
CG		CLEAR GLAZING
OBG		FIXED OBSCURED GLAZING WITH MIN. 25% TRANSPARENCY
NGL — X —		EXISTING NATURAL GROUND LINE ALONG WALL

NOTES:

ALL GLAZING TO BE CLEAR NOTED OTHERWISE.
ALL SCREENING TO BE 25% MAXIMUM OPENING
PLANTING SHOWN IS INDICATIVE, REFER FUTURE LANDSCAPE PLAN FOR DETAIL AND LOCATION
ALL LEVELS TO AHD.

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DATE	REV	DESCRIPTION	BY

PROJECT ADDRESS: 4 Duncan Court, Kurunjang, VIC, 3337
CLIENT: -
DRAWING TITLE: ELEVATIONS

DRAWN	BR
CHECKED	MP
DATE	OCT 2024
SCALE	AS NOTED @ A2
PROJECT No	2406
DRAWING No	TP05
REV	

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Appendix 4 – Assessment against relevant Planning Scheme controls

Planning Scheme Reference	***Assessment***
Planning Policy Framework	
Clause 11 – Settlement	The proposal is inconsistent with the requirements of this policy which seeks to 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 community use (Place of Worship) which is incompatible with existing sensitive land uses (residential) on adjoining and surrounding properties which for part of an existing low density residential area known as the Toolern Downs Estate. The nearest dwelling is located approximately 40 metres to the west and 54 metres to the north-east. Therefore, the proposal is likely to create amenity problems in terms of noise and traffic to these properties as a result of locating incompatible land uses close together.
Clause 13.05-1S – Noise Management	The proposal is inconsistent with the objective and requirements of this policy. It is considered that the proposed use of the land will have an adverse impact on adjoining and surrounding sensitive land uses in terms of noise. The proposed use will be operating from 4pm to 8pm on Saturdays (2nd Saturday of each month) and 8am-1pm on Sundays (last Sunday of each month) will adversely impact on the amenity of the residential area in terms of noise. The subject land forms part of an established low density residential area and the congregation of people as well as traffic to and from the site in the evening and early on Sunday mornings will adversely impact on the quiet, low residential amenity of the area.
Clause 13.07-1S – Land Use Compatibility	The proposal is inconsistent with the objectives of this policy. The proposed use and development of the subject land for a Place of Worship will not be compatible with the adjoining and nearby land uses which for part of an established low density residential area characterised by single

	storey detached 'ranch style' dwellings with associated outbuildings.
Clause 15.01-2S – Urban Design	The proposal is consistent with the objectives of this policy. The proposal involves the use of the existing dwelling and shed for the proposed Place of Worship. The existing dwelling and shed will be retained and works undertaken to reconfigure these buildings for the proposed use. There will be no change the size, setbacks, heights or appearance of these buildings.
Clause 19.02-3S – Cultural Facilities	The proposal is inconsistent with the requirements of this policy which encourage the establishment of new cultural facilities at locations well served by public transport. The subject land is located 350 metres from the nearest public transport services on Gisborne Melton Road. However, the subject land is located at the end of a cul-de-sac in an existing low-density residential area serviced by a rural standard sealed road (a 4.4-metre-wide pavement) with no kerb and channel, footpaths or street lighting. Therefore, it is considered that the subject land is not well located or serviced in relation to public transport.
Zone	
Low Density Residential Zone	The proposal is inconsistent with the purpose of the zone which supports low-density residential development on lots which in the absence of reticulated sewerage, can treat and retain all wastewater. Unlike the other residential zones in Melton Planning Scheme, the purpose of the Low Density Residential Zone does not contain objectives to support non-residential uses in appropriate locations to serve local community needs. Therefore, it is considered that the purpose of the Low Density Residential Zone does not view the use of land under this zone for non-residential purposes as being appropriate.
Other	
Clause 52.06 – Car Parking	The proposal generally complies with the objectives and requirements of this clause. The standard car parking ratio for a Place

	of Worship (Place of Assembly) is 0.3 car spaces per patron. A total of 9 car spaces are required on site for the proposed use and development and have been provided in the form of a gravel car park in front of the existing dwelling. The dimensions of the car spaces and aisle width have not been shown on the plans as required under Clause 52.06-9 of the Melton Planning Scheme. This can be addressed as a condition of any planning permit issued should Council resolve to support the application.

Appendix 5 – Response to Objections

Objection	***Comment***
The proposal will adversely impact the amenity of the area in relation to noise and traffic.	This ground of objection is substantiated. The proposal will adversely impact on the amenity of the area in relation to noise and traffic. The use is proposed to operate twice a month and be limited to 30 people at any one time. However, the proposal will result in the generation of additional traffic in an existing low density residential area that it does not currently experience or expect to experience. Duncan Court is a no through, rural standard sealed road (4.4 metre pavement width) with no kerb and channel, footpaths or street lighting. The existing road pavement width also does not allow any room for on-street parking. Therefore, it is considered that the existing road network is not capable of accommodating the amount of additional traffic likely to be generated by the proposal. The proposed use also has the potential to cause adverse noise impacts to the amenity of the adjoining and surrounding residential properties in terms of the operating hours which will also impact on the existing quiet low density residential environment of the area.
The proposal is inconsistent with the low density residential/ neighbourhood character of the area.	The existing dwelling and shed on the subject land are to be retained and refurbished internally for the proposed use. There will be no change to the setbacks or external appearance of the existing dwelling and shed. Therefore, the proposal will be consistent with the low density residential/neighbourhood character of the area in relation to built form and presentation of buildings to the street. However, it is considered that the proposal is inconsistent with the low density residential/neighbourhood character of the area through the introduction of a land use (Place of Worship) that will be incompatible with the existing sensitive land uses (residential) located on adjoining and surrounding properties. The subject land forms part of an established low density residential area known as the Toolern Downs Estate. The subject site and surrounding area are

	characterised by large lots generally 6,000 (0.6 hectares)- 8,000 square metres (0.8 hectares) in area containing large single storey detached 'ranch style' dwellings with associated outbuildings. The dwellings have large front setbacks (20 metres) and there is generous separation between dwellings These lots do not have access to sewerage and are serviced by a rural standard sealed road (4.4 metre pavement width) with no kerb and channel, footpaths or street lighting. Therefore, it is considered that the proposed use and development of the land for a Place of Worship is inconsistent with the established low density residential character of the area and will adversely impact the character of the area.
Inconsistent with the purpose of the zone	The proposal is inconsistent with the purpose of the Low Density Residential Zone which supports low-density residential development on lots which in the absence of reticulated sewerage, can treat and retain all wastewater. Unlike the other residential zones in Melton Planning Scheme, the purpose of the Low Density Residential Zone does not contain any objectives to support non-residential uses (such as Place of Worship) in appropriate locations to serve local community needs.
Inadequate sewerage and other infrastructure (i.e. footpath) to service the proposal.	The subject site does not have access to sewerage and is serviced by an existing septic tank and effluent disposal area. A Land Capability Assessment Report has been prepared by a suitably qualified expert and submitted as part of this application. The report states that the existing septic tank system is capable of accommodating the proposed use. However, the report states that the existing effluent disposal area is not adequate for the proposed use and a new effluent disposal area is required to be provided on the subject land for the proposal. The plans show the provision of a new effluent disposal area in the south-west corner of the subject land which also includes a reserve area (20m x 16m). The application was referred to Council's Environmental Health Department who

	have no objections to the proposal subject to conditions.
Increased noise.	The proposed use will be operating from 4pm to 8pm on Saturdays (2nd Saturday of each month) and 8am-1pm on Sundays (last Sunday of each month). While the use is proposed to operate twice a month, it is considered that it will increase the level and frequency of noise in an otherwise quiet residential area and will adversely impact on the amenity of adjoining properties and the surrounding area in terms of its hours of operation and congregation of people associated with the proposed use. The subject land forms part of an established low density residential area and the congregation of people as well as traffic to and from the site in the evening and early on Sunday mornings will adversely impact on the quiet, high residential amenity of the area.
Loss of property values.	This is not a relevant planning consideration, and no evidence has been provided to substantiate this ground of objection.

Appendix 6 – Notice of Refusal to Grant a Permit

A Notice of Refusal to Grant a Planning Permit is recommended to be issued on the following grounds:

1. The proposal will have a detrimental impact on the residential amenity of neighbouring and surrounding properties in relation to noise, traffic and hours of operation.
2. The proposed use and development is incompatible with the adjoining and surrounding sensitive (residential) land uses in an existing low density residential area.
3. The proposal is inconsistent with the following state and local planning policies outlined under the Planning Policy Framework.
   - Clause 11 – Settlement
   - Clause 13.05-1S – Noise Management
   - Clause 13.07-1S – Land Use Compatibility
   - Clause 19.02-3S – Cultural Facilities
4. The proposal is inconsistent with the purpose of the Low Density Residential Zone by failing to respect the existing low density residential character of the area.
5. The proposal is not consistent with the orderly or proper planning of low density residential areas. In particular:
   a. The subject site is not located close to or has direct access to a higher order road.
   b. The subject site is not located close to existing community services or infrastructure including public transport.
   c. The proposal will be incompatible with existing sensitive land uses (residential).
   d. The proposed use and development is inappropriately located in the context of the subject site and surrounding area.

12.5 C244MELT AMENDMENT TO THE MELTON PLANNING SCHEME - MELTON EAST PRECINCT STRUCTURE PLAN COUNCIL SUBMISSION

Author: Lucy Slater - Coordinator Strategic Planning
Presenter: Travis Conway - Manager City Strategy

PURPOSE OF REPORT

To consider the Planning Scheme Amendment C244melt - Melton East Precinct Structure Plan and Melton East Infrastructure Contributions Plan.

RECOMMENDATION:

That Council:

1. Endorses the submission at **Appendix 2** as the Council's initial submission to the Victorian Planning Authority (**VPA**), requesting changes to the draft planning scheme amendment C244melt (**Amendment**).
2. Authorises the CEO to advance negotiations with the VPA and other stakeholders in respect of the issues raised in the submission at **Appendix 2**, and submissions received by the VPA from other stakeholders.
3. Notes that:
    a. The Victorian Planning Authority is likely to refer unresolved submissions to the Victorian Planning Authority Projects Standing Advisory Committee (**VPASAC**) for advice.
    b. A further submission will be prepared for presentation at any VPASAC hearing (**VPASAC Submission**) addressing issues in respect of the Amendment that have not been resolved through negotiations.
    c. Officers will provide further briefings in respect of the VPASAC hearing and VPASAC Submission.
4. Write to the Victorian Government seeking a meeting to discuss emerging growth area planning issues, including challenges associated with the present Infrastructure Contributions Plan (ICP) framework.

Motion

Crs Carli/Ramsey.

That Council:

1. Endorses the submission at **Appendix 2** as the Council's initial submission to the Victorian Planning Authority (**VPA**), requesting changes to the draft planning scheme amendment C244melt (**Amendment**).
2. Authorises the CEO to advance negotiations with the VPA and other stakeholders in respect of the issues raised in the submission at **Appendix 2**, and submissions received by the VPA from other stakeholders.
3. Notes that:
    a. The Victorian Planning Authority is likely to refer unresolved submissions to the Victorian Planning Authority Projects Standing Advisory Committee (**VPASAC**) for advice.

b. A further submission will be prepared for presentation at any VPASAC hearing (**VPASAC Submission**) addressing issues in respect of the Amendment that have not been resolved through negotiations.

c. Officers will provide further briefings in respect of the VPASAC hearing and VPASAC Submission.

4. Write to the Victorian Government seeking a meeting to discuss emerging growth area planning issues, including challenges associated with the present Infrastructure Contributions Plan (ICP) framework.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

REPORT

1. Executive Summary

The Victorian Planning Authority (VPA) has recently placed Amendment C244melt – Melton East Precinct Structure Plan (PSP) and Melton East Infrastructure Contribution Plan (ICP), on public consultation.

The draft PSP (**Appendix 1**) was prepared over the past three years in consultation with Council, State agencies and other key stakeholders.

The PSP plans for approximately 2,000 jobs and 12,908 dwellings (approx. 40,000 population). The precinct is proposed to provide seven schools, four community facilities, five sports reserves (including 15 ha regional active open space reserve) and two neighbourhood activity centres.

Melton East PSP was placed on public consultation by the VPA on 3 March 2025, with consultation closing on 31 March 2025. The proposed submission (**Appendix 2**) has been prepared by Strategic Planning officers in consultation with a range of other internal Council teams including Engineering, Environment, Urban Design, Open Space, Recreation, Community Infrastructure Planning, City Growth and Development and Heritage.

This report provides an overview of the proposed Planning Scheme Amendment and the PSP and outlines the key issues that Council officers consider need to be addressed prior to the finalisation of the amendment documentation.

2. Background/Issues

The preparation of the Melton East PSP was commenced by the Victorian Planning Authority (VPA) in late 2021. Over the past three years, Council officers have been providing ongoing input into the preparation of the PSP.

The PSP area is approximately 4km east of the existing Melton township and covers approximately 1,005 hectares of land. It is generally defined by the Western Freeway to the South, Melton Highway to the west and north, Kororoit Creek to the north-east, and Leakes Road to the east.

The Melton East PSP is included in *Victoria's Housing Statement The decade ahead 2024-2034* as a priority planning project for growing suburbs.

Planning Scheme Amendment:

Planning Scheme Amendment C244melt proposes to incorporate the Melton East PSP and Melton East ICP into the Melton Planning Scheme (Ordinance at **Appendix 3**). Specifically, it proposes the following changes:

- Inserts Schedule 13 to Clause 37.07 Urban Growth Zone (UGZ13) and rezones the precinct from Urban Floodway Zone (UFZ) and Urban Growth Zone (UGZ) to UGZ13 and Rural Conservation Zone 3 (RCZ3) for land included within the *Biodiversity Conservation Area*.
- Applies Clause 45.03 Environmental Audit Overlay (EAO) to land identified as having high for potential contamination in the Melton East PSP Land Capability Assessment (Jacobs) 8 July 2023.
- Applies Schedule 5 to Clause 42.01 Environmental Significance Overlay (ESO5) to land within the *Biodiversity Conservation Strategy* (BCS) and zoned RCZ within the amendment area.
- Amends the Schedule to Clause 43.01 (Heritage Overlay) and applies the Heritage Overlay to the Beattys Road Nissen Hut (HO207) and introduce a new Statement of Significance.
- Applies Schedule 6 to Clause 43.03 Incorporated Plan Overlay (IPO6) to land within the BCS and zoned RCZ3 within the amendment area.
- Amends the Schedule to Clause 45.01 Public Acquisition Overlay (PAO) to insert the Head, Transport for Victoria as an acquiring authority for the purposes of road construction.
- Applies Clause 45.01 Public Acquisition Overlay 14 and 15 to reserve land for the purposes of road construction and nominates the Head, Transport for Victoria as the acquiring authority to the land addresses as follows:
    - Part of 471A Mount Cottrell Road, Grangefields;
    - Part of 471-497 Mount Cottrell Road, Grangefields;
    - Part of 499-525 Mount Cottrell Road, Grangefields;
    - Part of 527-555 Mount Cottrell Road, Grangefields;
    - Part of 557-583 Mount Cottrell Road, Grangefields;
    - Part of 570-590 Mount Cottrell Road, Grangefields;
    - Part of 592-610 Mount Cottrell Road, Grangefields;
    - Part of 585-611 Mount Cottrell Road, Grangefields;
    - Part of 612-630 Mount Cottrell Road, Grangefields;
    - Part of 613-639 Mount Cottrell Road, Grangefields;
    - Part of 641-675 Mount Cottrell Road, Grangefields;
    - Part of 632-650 Mount Cottrell Road, Grangefields;
    - Part of 672-762 Mount Cottrell Road, Grangefields;
    - Part of 677-761 Mount Cottrell Road, Grangefields;
    - Part of 1315-1355 Beattys Road, Grangefields;
    - Part of 2540 Western Highway, Grangefields;
    - Part of 989-1029 Beattys Road, Grangefields;

  - Part of 986-1008 Leakes Road, Grangefields;
  - Part of 970-984 Leakes Road, Grangefields;
  - Part of 1010-1024 Leakes Road, Grangefields;
  - Part of 1026-1040 Leakes Road, Grangefields;
  - Part of 1042-1060 Leakes Road, Grangefields;
  - Part of 1068 Leakes Road, Aintree;
  - Part of 1062-1066 Leakes Road, Grangefields.
- Overlay (ICO4) and applies ICO4 to land within the amendment area.
- Amends the Schedule to Clause 52.17 Native Vegetation to include native vegetation removal exemptions for the Melton East Precinct Structure Plan.
- Amends the Schedule to Clause 66.04 Referral of Permit Applications under Local Provisions to require referral to the Secretary to the Department administering Part 2 of the *Conservation, Forests and Lands Act* for an application for subdivision containing conservation area as shown in Plan 1 to Schedule 13 of the Urban Growth Zone.
- Amends the Schedule to Clause 72.03 to include the revised list of maps in the Melton Planning Scheme.
- Incorporates the "Melton East Precinct Structure Plan, March 2025" and "Melton East Infrastructure Contributions Plan, March 2025" into the planning scheme by listing the documents in the Schedule to Clause 72.04, and a Statement of Significance for the Beattys Road Nissen Hut (HO207).

Precinct Structure Plan (PSP) Overview

The Amendment is required to implement the Melton East PSP, which facilitates the use and development of the PSP area as a predominately residential precinct comprising 12,900 dwellings for approximately 40,000 people, and approximately 23 hectares of employment land for an anticipated 2,000 jobs.

To service this new population, the amendment provides for seven schools, four community facilities, five sports reserves (including 15 ha regional active open space reserve) two neighbourhood activity centres and two local convenience centres, approximately 102 hectares of open space and the provision of a Drainage Services Scheme.

Infrastructure Contributions Plan (ICP)

The ICP is the associated mechanism that is required to ensure collecting agencies can lawfully collect infrastructure contributions from landowners.

Under *Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans* (Feb 2021), the amount of the total standard levy rate for residential development that may be used for community and recreation construction must not exceed $109,088 per net developable hectare in the 24/25 financial year. However, the total value of the items covered in the ICP equates to $215,406 per net developable hectare, which means Council can only collect 51% of the total cost of those items through the standard levy.

A Supplementary Levy ICP (**Appendix 1**) has been prepared and is also the subject of this amendment. There is a Supplementary rate of $342,933.55 per hectare for transport construction only.

Key Issues

There are a number of key issues which are considered to have an impact on Council's ability to implement the PSP and ICP and must be resolved prior to Council providing full support for the Amendment. These issues are outlined below and detailed in **Appendix 2** of this report:

Suggested changes to the Drainage Services Scheme (DSS):

The land budget for the PSP indicates that there is around 273 hectares land for conservation, waterways and drainage reserves. This is significant and places the Net Developable Area (NDA) for the PSP at a record low 49%.

Opportunities to reduce the impacts of the drainage infrastructure and pre-European wetlands should be explored, to assist in improving the NDA for the precinct.

Council also seeks additional plans and guidance in the PSP to ensure that the significant green spaces can be maximised for recreation and leisure purposes.

Infrastructure Contributions Plan (ICP) funding gap:

There is an estimated $145,241,281 shortfall (**Figure 1**) in the contributions that Council can collect for items that will need to be constructed. Council should aim to minimise its exposure to unfunded liabilities to maintain its financial security over the life of the PSP. This includes a continued analysis and review of ICP projects to ensure they remain relevant, reflect current infrastructure, development patterns and community needs.

Main concerns regarding the estimated ICP shortfall funding include:

- The funding gap identified at the outset of the ICPs approval will increase as the PSPs development progresses.
- The funding gap is expected to increase in real terms, as experienced with previous DCPs and ICPs, with a typical shortfall of around 30%, potentially reaching 50%, and while occasional grants may help, most of the cost burden will fall on Council.
- Council is expected to fund the acquisition of 15 hectares of land for regional sports, resulting in a funding gap of approximately $19 million. These costs are expected to grow over time as land values increase.

Additionally, the ICP presents Council with another funding challenge as some projects are partially apportioned to other precincts such as Warrensbrook PSP. This is of concern where a project is required to be delivered to meet community expectations before funding is available from a separate precinct.

Warrensbrook PSP is currently 'unprogrammed' by the VPA and is expected to commence preparation within the time period between 2029/2020 to 2033/2034 with no set completion date. PSPs can take several years for the construction of the first stages to be complete. This means that according to the VPA's Greenfield Plan Warrensbrook PSP may not generate any ICP income until the period 2035/2036 to 2040 (approximately 15 years).

Fig 1.

	ICP Collection	Shortfall
Community and Recreation	51%	$51,096,269
Standard Transport	82%	$15,822,470
Regional Sports Reserve (Land)	0%	$19,321,500
Council Funded Project	0%	$6,519,911
Council to Fund		**$92,760,150**
Uncertain Funding (Warrensbrook)	50%	$52,481,131
Total Gap		**$145,241,281.14**

Council's submission includes a summary of concerns regarding the underfunding of infrastructure contributions under the ICP system. It also identifies that Council will not be able to deliver road projects but will have to rely on developers to deliver these projects. The submission will also include that the VPA will be consulted to discuss options for addressing the underfunding of the regional recreation reserve.

Council will need to consider its options in relation to a potential expert to review costing information and to independently review Council's concerns. Should Council decide to appoint an expert, this evidence can then form the basis for more detailed submissions to the forthcoming Standing Advisory Committee hearing. Once these shortfalls are analysed in more detail, it is recommended that Council write to the Victorian Government expressing its real concerns in relation to the present ICP system and how a more effective approach can help facilitate the timely delivery of critical local infrastructure.

The Urban Structure

Councils' submission outlines that the proposed Urban Structure is not legible and does not create distinctive neighbourhoods. The VPA's PSP Guidelines 2.0 identifies that new PSPs should 'identify how each area is unique and build on its local attributes' to avoids bland and monotonous new residential areas.

Council submits that the draft urban structure:

- Is not sufficiently legible and does not maximise the creation of distinctive neighbourhoods.
- Does not sufficiently create logical focal points and places of interest shaped by site features and topography.
- In certain areas, creates a convoluted road layout and does not logically connect adjacent neighbourhoods.
- Leaves pockets of undevelopable land parcels.
- Applies higher density housing according to a 'formula and offset' approach around perceived "high amenity".
- The urban structure appears to be driven by an objective to use existing road corridors. While commendable, this does not result in a legible outcome. The plan creates issues that will be difficult to resolve at the permit (implementation) stage.

It is submitted that the VPA should establish clear, organizing elements to guide the design of distinct neighbourhoods. Higher densities should be primarily focused around the larger town centres and arterial roads that can perform a strong road based public transport function. Council has requested to be involved in any future workshops held by the VPA to refine the urban structure and is willing to assist with a coordinating role in this regard.

Housing Density and Diversity

Council is concerned with the impact that the proposed density target may have on community infrastructure, roads and tree canopy. The potential for impacts include:

- Limitation of street tree provision.
- Inadequate housing diversity.
- Increased Urban Heat Island Effect.
- Undefined urban structure with inadequate attention to height and landmarks.
- Car-dominated town centres.
- Rear-lane dominated developments.
- Lack of private secluded open space over a large-scale area

Council submits that rather than establishing blanket density target and / or a scattered approach to higher densities throughout the precinct, densities should be strategically located:

- To respond to its context and interfaces.
- To focus on proposed road based public transport corridors being the roads described earlier in Council's submission (the Arterial Road Corridor).
- To shape the urban structure and frame roads.
- In proximity to proposed town centres.

Road network and traffic planning

The draft submission proposes a number of potential improvements to the road network to increase legibility and efficiency. The current proposed street network within the PSP is not responsive to the site's conditions.

Issues with the draft road network include:

- Some connector road segments are angled and may require specialised intersection treatments, which could affect active transportation.
- The road layout creates narrow, constrained parcels of land that are challenging to develop effectively.
- The street network divides neighbourhoods rather than connecting them.
- The road design encourages a car-dominated environment.
- Navigation between neighbourhoods, especially to town centres and schools, should be direct and logical to support active transportation.
- Highlight the future opportunity to connect public transport via the direct north south road (transport) corridors which will connect to the rail line and train stations south of the Western Highway (Cobblebank, Paynes Road and Rockbank train stations).

The current road layout also hinders the efficient provision of public transport. Traffic modelling prepared by the VPA is based on incorrect and outdated information. Modelling was based on the prediction of a population of 30,489 however, the current PSP shows an estimated population of 40,000, which is an additional 9,500 residents. Modelling must be revised to ensure the transport network is adequate to meet the demand travelling within and through this PSP.

The following specific transport related issues should be reviewed by the VPA as part of the revised transport modelling:

- Leakes Road should allow for 6 lanes from the Western Freeway to at least the northern intersection at Aintree Major Town Centre (RD-08 in Rockbank North PSP) to facilitate movement to this major activity generator, not stop at Taylors Road.

- Mount Cottrell Road should be future proofed and allow for 6 lanes from the Western Freeway to the Melton Highway, not stop at Tarletons Road.
- Taylors Road between Mount Cottrell Road and Leakes Road should allow 6 lanes.

In its submission, Council has identified road and intersection design issues and has included several comments for the VPA to review and revise in the Amendment.

The ICP should include a provision prioritising Works in Kind (WIK) by developers, rather than Council as the lead agency seeking WIK.

3. Council and Wellbeing Plan Reference and Policy Reference

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

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

3.3 A City with accessible infrastructure that meets the needs of all.

4. Financial Considerations

The shortfall in the ICP will have significant financial implications for Council, as Council will need to fund the shortfall in order to deliver the necessary infrastructure. Council's submission outlines our concerns regarding the shortfall and recommends some ways in which the shortfall could be reduced.

5. Consultation/Public Submissions

The VPA placed the Melton East PSP on Public Consultation from 3rd to 31st March 2025. Letters and a newsletter were sent to landowners within the PSP area at the commencement of the consultation period and all relevant information was also accessible on the Engage Victoria website, as well as Council's Melton Conversations page.

The following community consultation sessions were also hosted by the VPA during the consultation period, with Council officer attendance at most events:

- 12 March – online information session
- 22 March (9.30am-12:30pm) – pop up stand at Woodgrove Shopping Centre
- 26 March (5pm-7pm) – community drop-in session at Hillside Community Centre

All parties had an opportunity to make a submission during the consultation period to the VPA on the draft PSP and Amendment documentation.

The submission has been prepared by Strategic Planning officers in consultation with a range of other internal Council teams including Engineering, Environment, Urban Design, Open Space, Recreation, Community Infrastructure Planning, City Growth and Development and Heritage.

6. Risk Analysis

Should Council not endorse the draft submission and send to the VPA for consideration, there is a risk that Council will not have sufficient opportunity to influence any post-consultation changes to the plan prior to the Standing Advisory Committee.

7. Options

That Council:

1. Endorses and submits **Appendix 2** as its submission to the Victorian Planning Authority, requesting changes to Planning Scheme Amendment C244 to the Melton Planning Scheme.
2. Write to the Victorian Government regarding the underfunding of basic infrastructure under the ICP system, requesting an urgent review into the standard levy rates and ICP framework; or
3. Endorse not to provide a submission to the Victorian Planning Authority on Amendment C244 to the Melton Planning Scheme.

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2. Melton City Council submission to Melton East PSP and ICP
3. Amendment C244melt Ordinance

VICTORIA
State Government

Melton East

PSP 2.0

Precinct Structure Plan

Wurundjeri Woi Wurrung Country

March 2025

PUBLIC CONSULTATION

Victorian Planning Authority

ACKNOWLEDGMENT OF COUNTRY

The Victorian Planning Authority proudly acknowledges Victoria's Aboriginal community and their rich culture and pays respect to their Elders past and present.

We acknowledge Aboriginal people as Australia's first peoples and as the Traditional Owners and custodians of the land and water on which we rely.

We recognise and value the ongoing contribution of Aboriginal people and communities to Victorian life and how this enriches us.

We embrace the spirit of reconciliation, working towards the equality of outcomes and ensuring an equal voice.

> *The Melton East PSP is located on the traditional lands of the Wurundjeri People, who form part of the five clans of the Kulin Nation. The Wurundjeri People are represented by the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (WWCHAC).*
>
> *We acknowledge the Wurundjeri People as the Aboriginal Traditional Owners of their unceded Country. We acknowledge their ongoing connection to this land, and we pay our respects to their Elders past and present.*

We acknowledge the Wurundjeri Woi Wurrung people as the Traditional Owners of the land to which the Precinct Structure plan applies.

> The Melton East PSP is located on the traditional lands of the Wurundjeri People, who form part of the five clans of the Kulin Nation. The Wurundjeri People are represented by the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (WWCHAC).
>
> We acknowledge the Wurundjeri People as the Aboriginal Traditional Owners of their unceded Country. We acknowledge their ongoing connection to this land, and we pay our respects to their Elders past and present.

ACCESSIBILITY

The Victorian Planning Authority is committed to ensuring that all persons, including those with disabilities, can access information about our key planning projects, are able to participate in community engagement and consultation activities, and have access to our premises.

This document has been optimised to be compatible with screen readers. We welcome your feedback especially where you feel we are not compliant or could provide better accessibility. If you would like us to send you a printed or electronic copy of this or any VPA publication, please contact us at accessibility@vpa.vic.gov.au

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1 CONTEXT

1.1 How to read this document

The precinct structure plan (PSP) guides land use and development where a planning permit is required under the Urban Growth Zone (Clause 37.07 of the Melton Planning Scheme), or any other provision of the Melton Planning Scheme that references this PSP.

Part 1: Context

Part 1 contains the contextual overview of the PSP document and the function of individual components as well as infrastructure contributions required to deliver the precinct.

Part 2: PSP outcomes

Part 2 contains the outcomes this PSP is seeking to achieve.

A planning application and subsequent planning permit must implement the outcomes of the PSP.

The outcomes are expressed as:

- The **Vision** - the overarching unique place-based outcome intended for this PSP.
- The **Purpose** - how the PSP will facilitate the vision for the precinct.
- The **Place-based Plan** - outlines the intended urban structure for the precinct.

Part 3: Implementation

Part 3 contains the strategic land use context and place-making elements to be implemented for the precinct and responds to each of the seven 20-minute neighbourhood **hallmarks**.

Each hallmark is implemented according to the following sub-structure:

- **PSP objectives:** The PSP identifies a set of place-based objectives to achieve the vision and purpose for the precinct. These provide the guidance required to achieve the specific outcomes sought for each of the seven hallmarks within the precinct. A responsible authority may consider alternative strategies to achieve the vision and objectives. Alternative strategies must demonstrate how they will achieve the vision and objectives of the PSP.
- **PSP implementation and delivery:** The PSP provides guidance in the form of plans, tables and diagrams to help with interpretation and implementation of the requirements and guidelines.
- **Place-based requirements:** PSP Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in the structure plan. A requirement may reference a plan, table or figure in the structure plan.
- **Place-based guidelines:** The PSP Guidelines express how discretion will be exercised by the responsible authority in certain matters that require a planning permit. The responsible authority may consider an alternative to a guideline if it is satisfied that an application for an alternative, implements the outcomes. A guideline may include or reference a plan, table or figure in the PSP.

Any objective, requirement or guideline applies to the whole PSP, and not just to the Hallmark under which it is nested. Meeting these requirements and guidelines will implement the vision, purpose and objectives of the PSP.

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Part 4: Appendices

Part 4 contains the technical and administrative information required to support the implementation of the strategic land use context and place-making elements of the PSP. It includes tables, plans, diagrams and definitions. These include:

- Precinct infrastructure plan and table.
- Summary land use budget and property-specific land use budget.
- Cross-sections.
- Activity centre performance requirements & guidelines.
- Various concept plans (e.g., activity centre, Biodiversity Conservation Strategy [BCS] conservation area, etc).
- Glossary of terms.

Not every aspect of land use, development or subdivision is addressed in this PSP. A responsible authority may manage development and issue permits as relevant under its general discretion. The *Generally in Accordance Guidance Note* is available on the VPA website to provide direction in the application of discretion where a PSP applies.

Development must comply with all other relevant Acts and approvals.

1.2 Function of the PSP

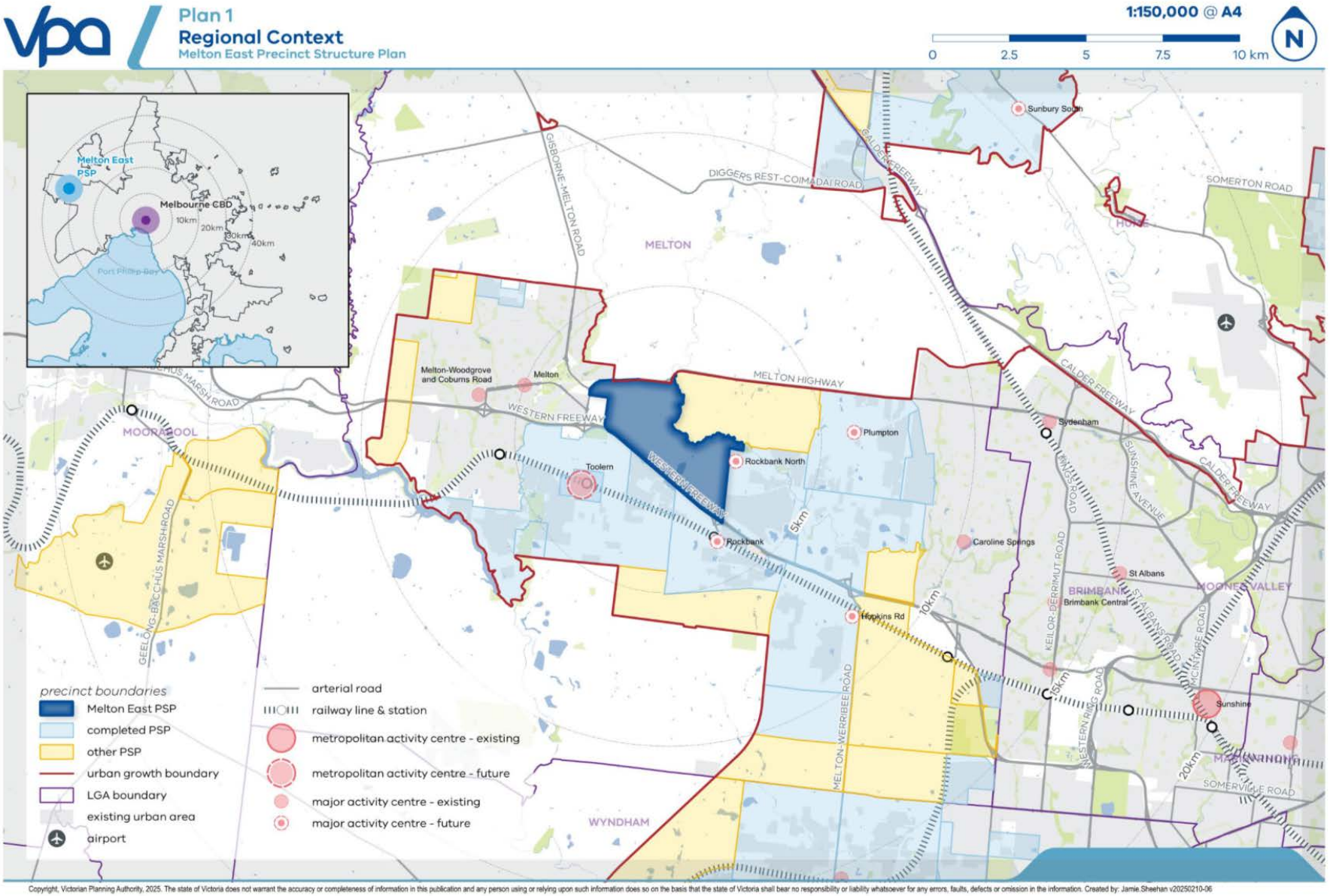
The function of the PSP is to:

- Provide the planning conditions for delivery of dwellings, community facilities and industrial land.
- Identify and where appropriate, provide the shared funding for a diverse range of open spaces and community infrastructure
- Ensure development will generate the necessary population to support investment in critical infrastructure.
- Preserve and protect important natural landmarks such as Kororoit Creek and Seasonal Herbaceous Wetland (BCS Conservation Area 15).

1.3 Regional context

The Melton East PSP is located within the West Growth Corridor, 35km north-west of Melbourne and to the east of the existing Melton township. Several completed PSPs, including Melton North, Toolern, Paynes Road, Rockbank and Rockbank North surround the site, resulting in the PSP being considered an infill PSP within a growth corridor setting.

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Plan 1
Regional Context
Melton East Precinct Structure Plan
1:150,000 @ A4
0 2.5 5 7.5 10 km
N
Melton East PSP
Melbourne CBD
10km
20km
30km
40km
Port Phillip Bay
MELTON
WYNDHAM
MOORABOOL
DIGGERS REST-COIMADAI ROAD
GISBORNE-MELTON ROAD
MELTON HIGHWAY
WESTERN FREEWAY
CALDER FREEWAY
GEELONG-BACCHUS MARSH ROAD
MELTON-WERRIBEE ROAD
KEILOR-DERRIMUT ROAD
SOMERTON ROAD
SOMERVILLE ROAD
Melton-Woodgrove and Coburns Road
Melton
Toolern
Rockbank
Rockbank North
Plumpton
Sydenham
Caroline Springs
Hopkins Rd
St Albans
Brimbank Central
Sunshine
Sunbury South
5km
10km
15km
20km
precinct boundaries
Melton East PSP
completed PSP
other PSP
urban growth boundary
LGA boundary
existing urban area
airport
arterial road
railway line & station
metropolitan activity centre - existing
metropolitan activity centre - future
major activity centre - existing
major activity centre - future
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1.4 Precinct features

The precinct is bounded by Kororoit Creek to the north-east, Western Freeway to the south, Leakes Road to the east and the Melton Highway to the north-west. The PSP will complement existing surrounding development through the provision of residential and commercial opportunities. The precinct is included in the Melbourne Strategic Assessment (MSA) area and includes Biodiversity Conservation Strategy (BCS) conservation areas along Kororoit Creek.

1.5 Cultural & historical context

1.5.1 Cultural context

The Registered Aboriginal Party (RAP) for the precinct area is Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (WWCHAC).

WWCHAC is the RAP for and on behalf of Wurundjeri People. Wurundjeri People are recognised as the Traditional Owners of their lands and waters across greater western and northern Melbourne. The VPA has consulted with WWCHAC and the Traditional Owners of the land to help ascertain the important cultural values that signify the precinct.

> We proudly acknowledge the Wurundjeri Woi-wurrung community and their rich culture and pay our respects to their Elders past and present.
>
> We recognise the intrinsic connection of Traditional Custodians to Country and acknowledge their contribution to the care and management of land, water, and resources.
>
> We embrace Reconciliation and working towards the equality and equity of outcomes and ensure Wurundjeri voices are heard.

1.5.2 Historical context

Post-contact heritage sites are also abundant within the Melton East PSP including dry-stone walls, heritage cottages and a Nissen Hut. The PSP has planned for these heritage places to be incorporated into civic precincts to highlight their connection to community.

1.6 Strategic policy context

This PSP is informed by:

- The Planning Policy Framework set out in the Melton Planning Scheme
- The West Growth Corridor Plan
- Victoria's Housing Statement – The decade ahead 2024-2034
- Plan Melbourne 2017–2050
- The Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne's Growth Areas (Department of Environment, Land, Water and Planning, June 2013)
- The Precinct Structure Planning Guidelines: New Communities in Victoria (VPA, 2021).

1.7 Infrastructure contributions plan (ICP)

This PSP is supported by the Melton East Infrastructure Contribution Plan (the ICP) incorporated into the Melton Planning Scheme.

The ICP sets out the essential infrastructure requirements and expected contributions arrangements delivered as part of the planning permit process.

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1.8 Background information

The Melton East PSP Background Report provides detailed information relating to the precinct, including its local and metropolitan context, history, landform and topography, biodiversity, drainage, open space, transport infrastructure, employment, and community facilities. The report details the technical information and rationale that has informed the place-based decisions and planning outcomes expressed in this PSP.

The technical studies are available at **Melton East PSP – website**.

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2 PSP OUTCOMES

2.1 PSP vision

Melton East will be a sustainability-focused precinct delivering a network of walkable, safe and attractive neighbourhoods which leverage the natural beauty of the Kororoit Creek conservation area and wetlands. As an important piece in the Melton Economic Corridor located along the Western Freeway, the PSP will unite the surrounding precincts and key destinations, including Cobblebank Metropolitan Activity Centre, Aintree Major Town Centre and the Melton Township.

2.2 PSP purpose

Melton East PSP will plan for approximately 2,000 jobs and 12,908 dwellings, harmoniously blending the natural environment and modern urban living. The future Melton East community will be diverse, inclusive, engaged and contribute to the creation of a vibrant neighbourhood.

The long-term conservation of significant flora and fauna in the precinct, particularly within BCS conservation areas located along the Kororoit Creek and Seasonal Herbaceous Wetland, will be prominent features of the community. Public open space, active transport routes and community facilities will be centred around these resources providing the link between the natural and built environments. Incorporation of best-practice urban design principles in natural settings will deliver green and climate resilient precincts with a strong sense of place.

Future communities will be supported to live affordably and sustainably by planning for diversity of housing and walkable neighbourhoods. The new urban form will support Neighbourhood Activity Centres, community services and public open space, while providing for high amenity, connectivity and social inclusion. Modern urban living will be supported by the ability to live locally, work from home and easily access shopping, entertainment and meet daily needs. Melton East will provide a strong connection to surrounding areas to ensure there are local employment opportunities.

The precinct will be designed to accommodate future climate risks with flexibility to implement emerging technologies. Subdivision design will have regard to the integrated water management, including harvested stormwater systems to enhance sustainability outcomes. The Seasonal Herbaceous Wetland that provides habitat for the Growling Grass Frog is a key ecological resource to conserve and enhance, providing amenity value and educational opportunities.

By planning in consultation with WWCHAC and other key stakeholders, the precinct will identify and celebrate important Aboriginal cultural heritage connections with Country. Community, transport and drainage infrastructure will respond to cultural sensitivities and the existing landscape.

Future residents will benefit from a network of active transport shared user paths that provide links to public open space areas and the services they need to live locally, including four activity centres. Public transport connections and a well-integrated arterial road network will enable residents to travel within and around the precinct.

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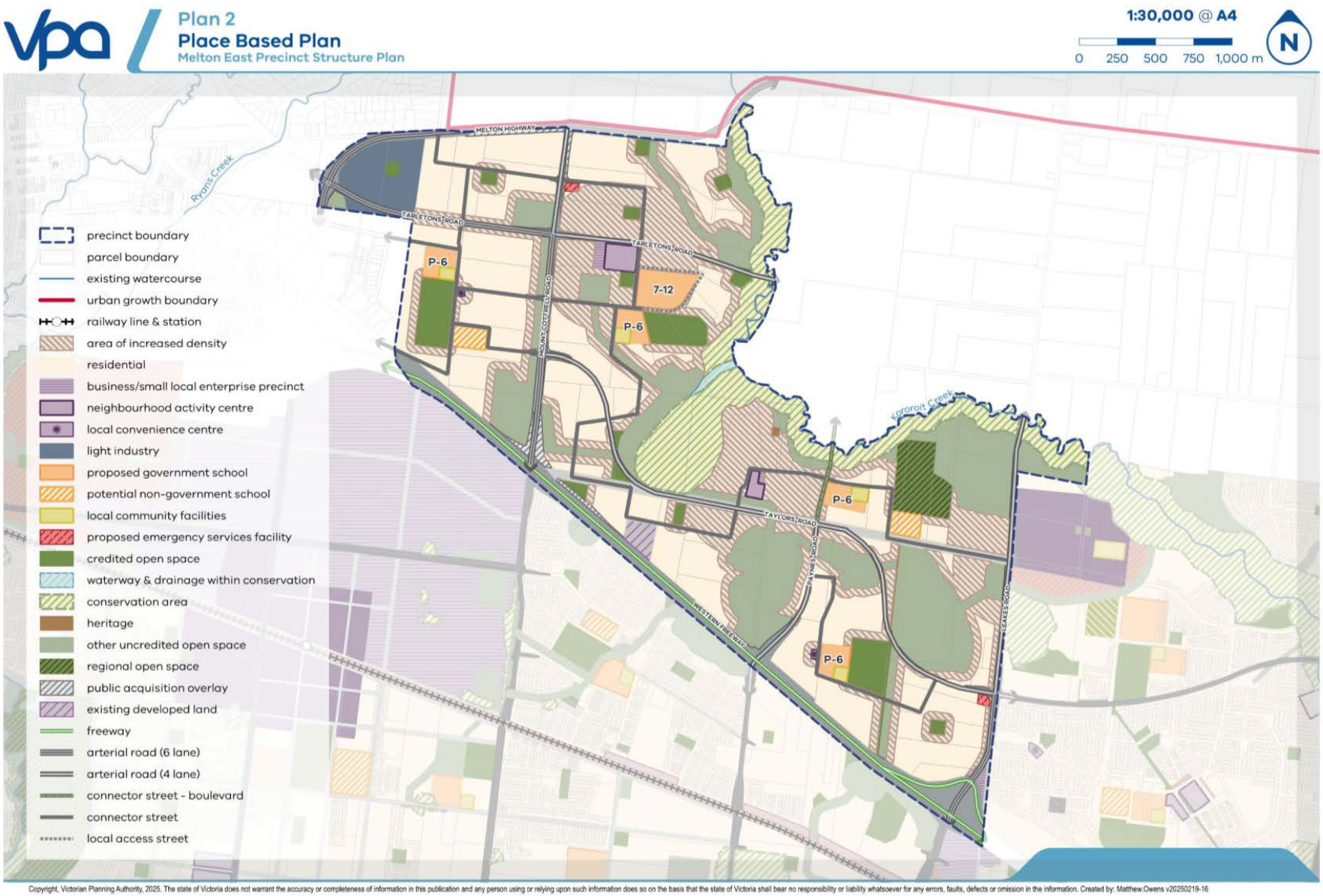
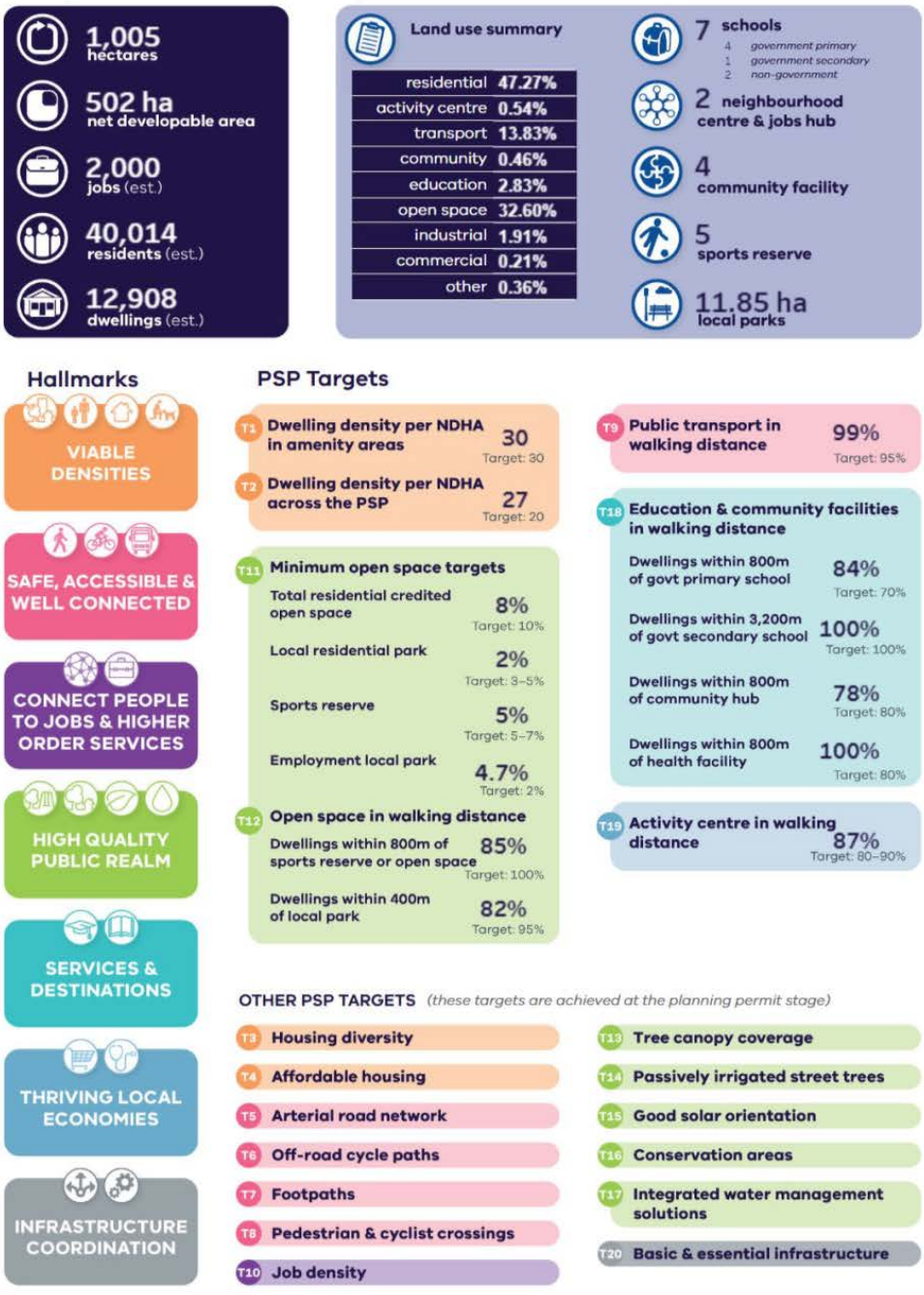

Plan 2
Place Based Plan
Melton East Precinct Structure Plan
1:30,000 @ A4
0 250 500 750 1,000 m
N
precinct boundary
parcel boundary
existing watercourse
urban growth boundary
railway line & station
area of increased density
residential
business/small local enterprise precinct
neighbourhood activity centre
local convenience centre
light industry
proposed government school
potential non-government school
local community facilities
proposed emergency services facility
credited open space
waterway & drainage within conservation
conservation area
heritage
other uncredited open space
regional open space
public acquisition overlay
existing developed land
freeway
arterial road (6 lane)
arterial road (4 lane)
connector street - boulevard
connector street
local access street
MELTON HIGHWAY
TARLETON STREET ROAD
MOUNT COTTRELL ROAD
TAYLORS ROAD
PAYNES ROAD
LAKES ROAD
WESTERN FREEWAY
Ryans Creek
Kororoit Creek
P-6
7-12
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Figure 1. PSP performance summary



NOTE: See Melton East Precinct Structure Plan – Amendment C244 Background Report – March 2025 for a discussion of the place-based response to PSP Guideline target metrics.

MELTON EAST PRECINCT STRUCTURE PLAN 13

3 IMPLEMENTATION

3.1 Viable densities

3.1.1 Objectives – viable densities

Table 1. Place-based objectives – viable densities

OBJECTIVES		IMPLEMENTATION TOOLS
O1	To ensure subdivision and development delivers contextually responsive, and attractive urban form that is well integrated with the surrounding environment.	R1-4, G7
O2	To facilitate subdivision and development that contributes to delivery of higher density and diversity of housing options.	R1, R2, R4, G1, Table 3
O3	To provide higher density development within walkable catchments to areas of high amenity, including around key destinations such as activity centres, open space, and active and public transport networks	R1, R2, G1
O4	To provide a range of housing options that will support a diverse and inclusive community	R1-2, G1, G6
O5	To facilitate 12% affordable housing	G2, G3, G4, G5, Table 4

3.1.2 Requirements and guidelines – viable densities

Table 2. Requirements and guidelines – Viable densities

REQUIREMENTS	
R1	Residential subdivision and development must be generally in accordance with the density, distribution and diversity targets set in Plan 3 Housing Plan and Table 3 Housing Density and Diversity to the satisfaction of the responsible authority. Residential subdivision and development that can demonstrate how target densities can be achieved over time may be considered.
R2	Subdivision applications for residential development must suitably demonstrate: • A diverse neighbourhood character by providing a range of lot sizes, frontage widths and dwelling types • Potential dwelling yield • Active interfaces with the adjacent street, open space, waterways and drainage reserves • Servicing arrangements • Treatments for sensitive interfaces.
R3	On lots proposed adjacent to an acoustic wall, dwellings must front an internal road which runs directly parallel to the acoustic wall unless otherwise agreed with the responsible authority. See Appendix 7 Noise Influence Area for areas which may require noise attenuation measures.

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R4	Lots with frontage widths of less than 10.5 metres must be rear loaded, unless the layout ensures the provision of canopy street trees, streetscape shading, servicing, infrastructure and on-street car parking to the satisfaction of the responsible authority.
R5	Lots must front waterways, connector streets and open space (including local parks and easements), unless the lot abuts a bushfire hazard setback area shown on Plan 7 Bushfire Plan or otherwise agreed to by the responsible authority.
R6	Development adjacent to the BCS conservation area must be in accordance with Conservation Area Concept Plan in Appendix 6.
GUIDELINES	
G1	Residential subdivisions within amenity areas should demonstrate how a minimum of three housing typologies can be achieved. Where a residential subdivision is of a scale unsuitable to support three housing typologies, the subdivision may rely on other typologies within the area if the proposed development will contribute to housing diversity in the vicinity.
G2	The design of subdivision and built form should respond to the local context and features identified in the *Melton East PSP Landscape and Visual Impact Assessment* (prepared by Urbis, October 2022) in a way that reinforces the legibility of the urban structure, creates focal points and places of interest and contributes to local identity.
G3	Residential subdivision and development that contributes to meeting the 12% affordable housing target is encouraged.
G4	Affordable housing products should be located in high amenity areas close to services and community facilities and provide for a range of housing typologies to meet demonstrated local needs generally in accordance with Table 3 Housing density and diversity.
G5	Where affordable housing is provided, consideration should be given to meeting the needs of different income ranges and household sizes generally in accordance with Table 4 Affordable housing delivery guidance.
G6	Specialised housing forms, such as lifestyle communities, retirement living, or aged care should: • Respond to and integrate with adjoining development, avoiding inactive interfaces, blank facades and high fencing to the public realm • Be located within amenity areas as shown on Plan 3 Housing Plan • Be accessible by public transport and shared path networks • Not present a barrier to movement through the surrounding road, public transport, pedestrian and active transport movement network.

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Table 3. Housing density and diversity

AMENITY AREA (HIGH)	
Housing catchment area	Applies to land located within 400m walkable catchments of Neighbourhood Activity Centres and Major Activity Centres. Amenity area (high) also applies to logical inclusions based on land use arrangement within the place-based plan.
Target density	Average of 40 dwellings or more per NDHa
Target typologies	**Typologies** To support delivery of diverse housing outcomes in amenity areas, planning applications should enable opportunities to deliver at least three (3) different housing typologies. The mix of dwelling typologies should include, but is not limited to: • Integrated/apartment developments • Mixed-use 'shop-top' type development above Neighbourhood Activity Centre land • Attached multi-unit developments/townhouse developments • Semi-detached/duplex style developments (e.g. Small Lot Housing Code products) **Decision guidance** • Low to mid-rise developments should be prioritised around schools, the periphery of amenity areas and Kororoit Creek. • Higher density developments should be limited to activity centre/s. To ensure appropriate scales are achieved, these developments can be interspersed with other medium density products such as walk-up low-rise apartments/mixed use 'shop top' developments. • Small Lot Housing Code products should be located abutting other amenity areas. • Social and affordable housing and key worker accommodation should be located around key destination hubs and close to bus capable roads.
AMENITY AREA (STANDARD)	
Housing catchment area	Applies to land within 50m walkable catchment of open space, local convenience centres, the Principal Public Transport Network and future public transport corridors (Leakes Road and Tarletons Road).
Minimum density	Average of 30 dwellings or more per NDHa
Target typologies	**Typologies** To support delivery of diverse housing outcomes in amenity areas, planning applications should enable opportunities to deliver at least three (3) different housing typologies. The mix of dwelling typologies should include, but is not limited to: • Integrated/apartment developments • Attached multi-unit developments/townhouse developments • Semi-detached/duplex style developments (e.g. Small Lot Housing Code products) **Decision guidance**

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	• Low to mid-rise developments should be prioritised around schools, the periphery of amenity areas, and adjoining Kororoit Creek. • Small Lot Housing Code products should be located abutting other amenity areas however the provision of higher densities (and associated housing typologies) should be safeguarded in future waves of development. • Social and affordable housing and key worker accommodation should be located around key destination hubs and close to the bus capable roads.
BALANCE AREA	
Housing catchment area	Applies to land which is located outside of the nominated amenity areas
Target density	Average of 20 dwellings or more per NDHa
Target typologies	**Typologies** To support delivery of diverse housing outcomes in balance areas, planning applications should enable opportunities to deliver at least two (2) different housing typologies. The mix of dwelling typologies should include, but is not limited to: • Attached townhouse development • Semi-detached/duplex style development • Detached traditional style housing • Multi-unit low-rise social and affordable housing • Retirement living • Small Lot Housing Code products (in limited cases). **Decision guidance** • Housing in the balance area should generally comprise detached and semi-detached typologies, however, more intensive forms of development may be provided in proximity to areas of higher amenity, or where it can be demonstrated that a positive contribution will be made to the emerging place identity.

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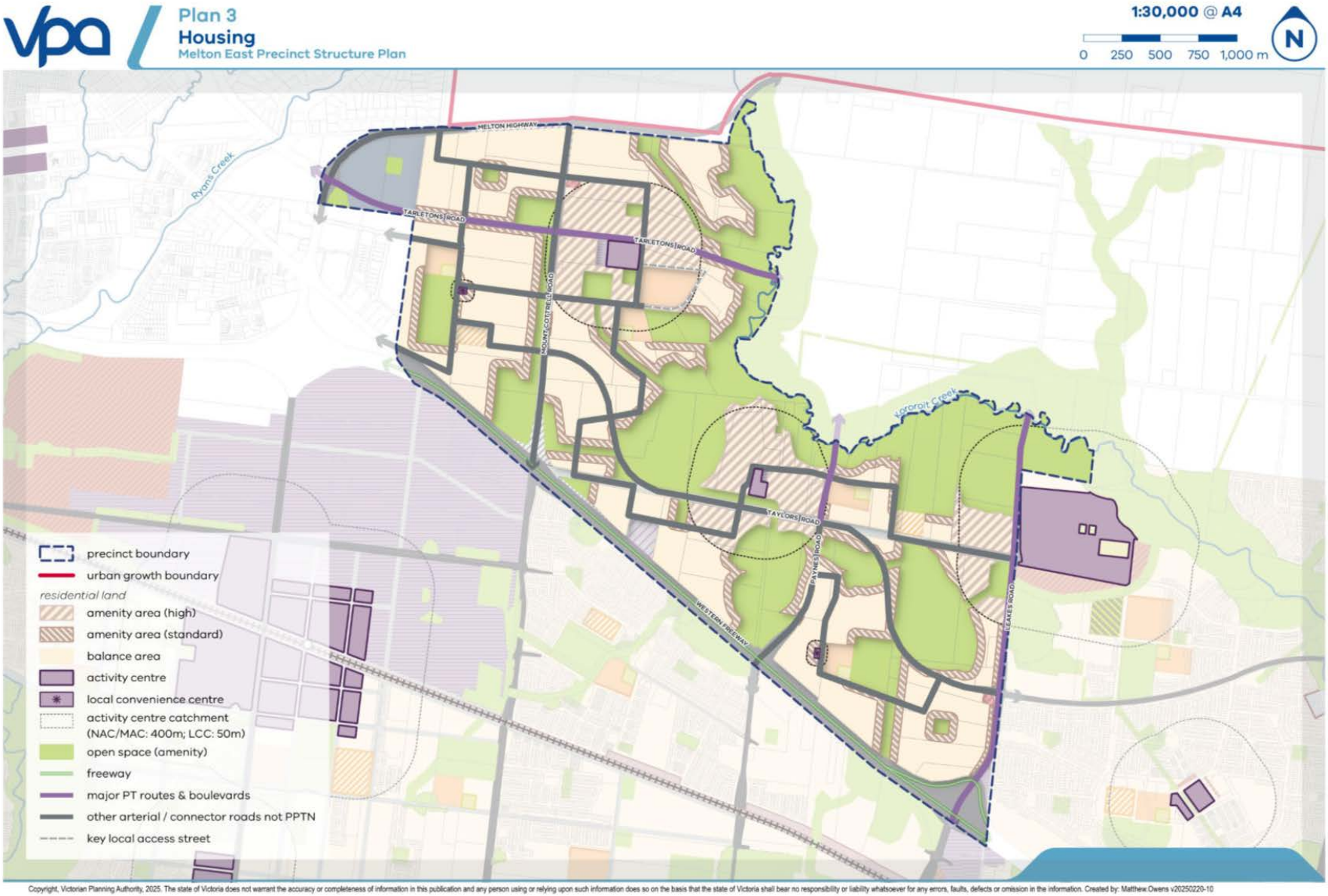
Table 4. Affordable housing delivery guidance

	Affordable housing	
% of total dwellings	12%	
	Subsidised Market Housing	**Social Housing**
% of total dwellings	2%	9%
Income Band	**% of subsidised market housing by income band**	**% of social housing by income band**
Very low	0%	69%
Low	0%	28%
Moderate	100%	3%
Housing Type	**% of subsidised market housing by number of bedrooms**	**% of social housing by number of bedrooms**
1-bedroom	46%	52%
2-bedroom	18%	16%
3-bedroom	18%	17%
4+ bedrooms	18%	15%

Table 5. Dwelling yields

HOUSING CATCHMENT AREA	NDA (HA)	DWELLINGS/NDHA	NO. OF DWELLINGS
Amenity area (High density)	110	40	4405
Amenity area (Standard)	98	30	2,952
Balance area	267	20	5,332
Town Centre	5	40	218
TOTAL	481	26.9	12,908
Anticipated population at 3.1persons per dwelling			40,015

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3.2 Safe, accessible, and well-connected

3.2.1 Objectives

Table 6. Place-based objectives – safe, accessible, and well-connected

OBJECTIVES		IMPLEMENTATION TOOLS
O6	To provide a transport network that is integrated with adjoining established areas.	R9-17
O7	To establish safe and accessible connections to the activity centres, community facilities, schools, open spaces and the Kororoit Creek Corridor.	R9, R10, R11
O8	To deliver a safe, accessible and walkable neighbourhood and ensure the transport network is efficient for its anticipated users.	R7-16 G13
O9	To encourage and support active and public modes of transport within the precinct and reduce reliance on private vehicles.	R9, R10, R11 G10

3.2.2 Requirements and guidelines

Table 7. Place-based requirements and guidelines – safe, accessible, and well-connected

REQUIREMENTS	
R7	Design of all subdivisions, streets and arterial roads must provide: • A permeable, direct and safe street network prioritising walking and cycling, particularly to key destinations such as schools, town centres and open space • Safe and convenient crossing points on connector roads and local streets at all intersections and on key desire lines as well as crossing waterways • Safe pedestrian crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision • Safe and convenient transition between on and off-road bicycle networks • Convenient access and maximised connections to regional and local destinations such as town centres and open space for effective integration with neighbouring properties, parkland and sports reserves • Direct and convenient walking access to public transport services • Demonstrate how any proposed dedicated shared paths will integrate and connect in a safe and convenient manner • Passive surveillance of public open space and transport corridors to the satisfaction of the responsible authority.
R8	All roads must be designed and constructed generally in accordance with Plan 4 Movement Network Plan, and relevant cross sections in Appendix 5 Standard road cross sections and functional layout plans, unless otherwise agreed by the relevant authority.
R9	Roads and intersections shown as bus capable on Plan 4 Movement Network must be constructed to accommodate ultra-low-floor buses to the satisfaction of the responsible authority.

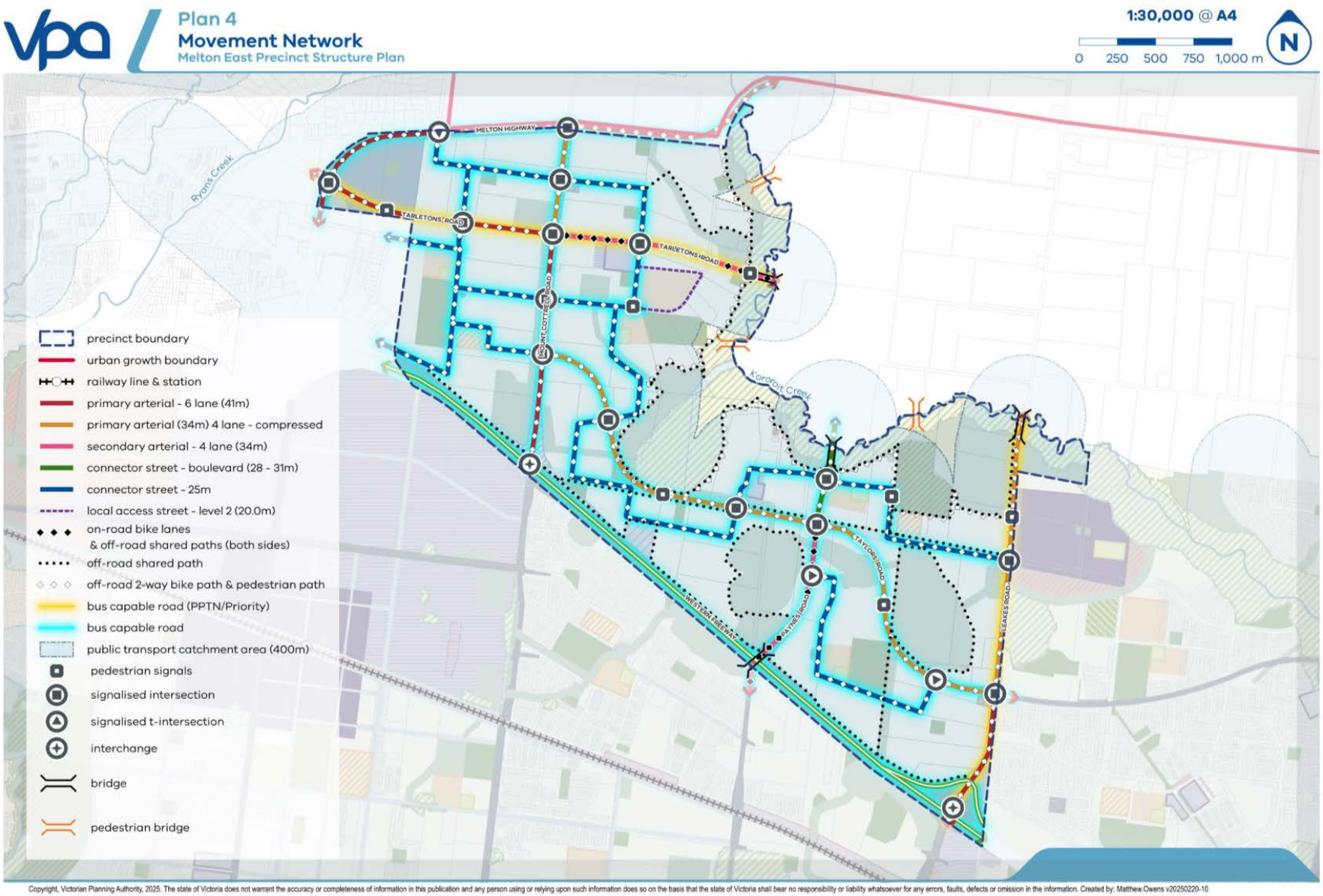
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R10	Any changes required to the design of roads and intersections in the PSP at the time of development must be accommodated within the land take identified on Plan 13 Land Use Budget and Plan 4 Movement Network.
R11	Vehicular access to lots fronting arterial roads must be from service roads, internal loop roads and/or rear laneways. Service roads and internal loop roads must provide indented parking lanes to cater for on street parking.
R12	Pedestrian and cyclist crossings must be provided generally in accordance with those indicated in Plan 4 Movement Network. Additional pedestrian and cyclist crossings must be provided every 400–800m where appropriate, along arterial roads, waterways, and any other accessibility barriers.
R13	Lighting must be installed along pedestrian, cyclist and shared user paths identified in Plan 4 Movement Network, linking to key destinations, unless otherwise agreed by the responsible authority.
R14	Where a connector street or local access street crosses a waterway, the proponent must construct a culvert to the satisfaction of the responsible authority.
R15	Road bridges within the precinct and to areas outside the precinct must include pedestrian and cyclist paths (and/or shared path as identified in Plan 4 Movement Network).
R16	Pedestrian bridges must be designed and constructed generally in accordance with the Conservation Area Concept Plans in Appendix 6 and have regard to appropriate flood mitigation standards to the satisfaction of the responsible authority and Melbourne Water.
R17	Development of land identified as 'existing developed land' must not create opportunities for vehicles to access the Western Freeway from within the PSP area.
GUIDELINES	
G7	A variety of cross sections should be used in subdivision layouts for connector road and local streets, to create differentiation, sense of place and neighbourhood character. Alternative cross sections for connector road and local streets should ensure that: • Relevant minimum road reserve widths for the type of street are maintained. • Sufficient provision is made for street tree planting to achieve 30% canopy tree coverage in the public realm. • The performance characteristics of standard cross sections are maintained, including provision for pedestrian and cycle use. to the satisfaction of the Responsible Authority.
G8	Alternative cross sections may be considered for arterial roads where supported by a movement and place assessment completed according to the matrix methodology in Module 1 in *Movement and Place in Victoria* (Department of Transport, 2019), so that road design is appropriate to the transport function for all modes, surrounding land uses and user experience, to the satisfaction of the relevant road authority and the responsible authority.
G9	Alternative footpath or shared path approaches may be used where they enhance walkability and permeability and respond to the purpose of the place and character of the urban form to the satisfaction of the responsible authority.

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G10	Slip lanes should be avoided in areas of high pedestrian activity (including schools and Neighbourhood Activity Centres) and only be provided at intersections between connector streets and arterial roads where they are necessitated by high traffic volumes with pedestrian priority crossings.
G11	Direct vehicle access to lots from connector roads should be minimised through: • Rear loaded lots with laneway access • Vehicle access from side streets • Restricting direct access to residential lots from connector roads.
G12	Laneway design and layout should: • Provide a laneway length between 50 metres to 80 metres • Service a maximum of 8 to 10 dwellings per side • Provide good passive surveillance into, along and through the laneway • For laneways longer than 70 metres in length or L or T style arrangements, ensure passive surveillance is provided to the laneway via direct line of view from a habitable room on an adjoining rear loaded dwelling

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3.3 Connect people to jobs and higher order services

3.3.1 Objectives - Connect people to jobs and higher order services

Table 8. Objectives - Connect people to jobs and high order services

OBJECTIVES		IMPLEMENTATION TOOLS
O10	To provide a small mixture of industry and business that reduce the need for local workers to travel out of the region for employment.	R18, G14
O11	To ensure the structure of employment land is well-integrated with the surrounding environment and the location, scale and intensity of commercial and industrial activity is compatible with adjoining land uses.	R19, G14 Table 10 Appendix 3 & 4
O12	To facilitate investment in a local and regional economy within a network of highly accessible activity and employment centres.	R19
O13	To facilitate a public transport network that supports access to high intensity uses and higher order services with connectivity to destinations such as the Cobblebank Train Station, Melton Train Station and future Paynes Road Train Station.	R21
O14	To provide access to jobs and services along active transport and public transport routes.	R20, R21

3.3.2 Requirements and guidelines - Connect people to jobs and higher order services

Table 9. Requirements and Guidelines - Connect people to jobs and high order services

REQUIREMENTS	
R18	Subdivision and development involving the delivery of employment land must contribute to: • a form, scale and intensity of land use and activity that is compatible with adjacent land uses. • adaptable and changing uses, regeneration, and intensification initiatives • a range of lot sizes to cater to a diverse mix of businesses
R19	Applications for subdivision, use and buildings or works of any land wholly or partly located in the local town centre shown on Plan 5 Employment and Activity Centres, must: • Contribute to a design response generally in accordance with Appendix 3 Activity centre performance requirements & guidelines and design criteria and Appendix 4 Neighbourhood Activity Centre Concept Plans • Where appropriate, demonstrate how the use contributes to delivering local jobs anticipated in Table 10 Anticipated employment generation.
R20	Safe and easy access for pedestrian and cycle trips must be provided to the activity centres through the layout and design of the surrounding street and path network and any adjacent at grade car parking.

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R21	Bus stops must be provided which enable convenient pedestrian access to Neighbourhood Activity Centres, Local Convenience Centres, schools, community facilities, active open space reserves and the light industrial precinct.

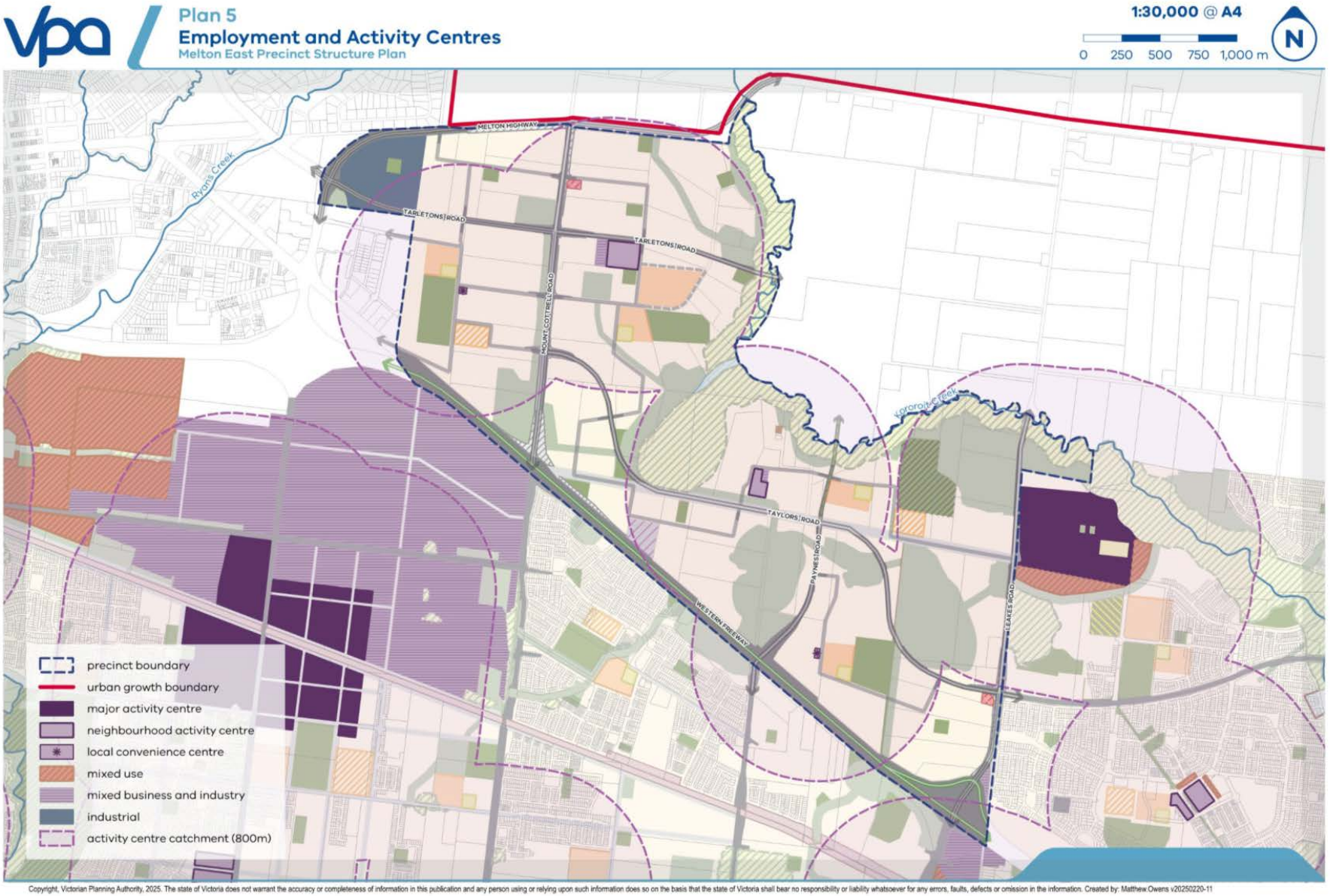
GUIDELINES	
G13	Subdivision and development of employment land should: • Provide a transition in scale and intensity between employment-oriented areas and sensitive land use areas (e.g. residential). • Deliver a high-quality, high amenity setting attractive to businesses and workers. • Provide car parking efficiently through the use of shared and consolidated parking areas, including multi-level parking. • Locate car parking and loading facilities to the side or rear of any buildings. Any visitor car parking and access areas in the front setback area should be set back a minimum of 3 metres from any local street frontage to enable provision of sufficient landscape strips at the street frontage. • Ensure any large expanses of continuous wall visible to the street have appropriate articulation and other elements to provide relief and visual interest.

G14	Development should aim to provide 75% of the development's total site area with a combination of the following elements to reduce the impact of the urban heat island effect:
	• Green infrastructure
	• Roof and shading structures with cooling colours and finishes that have a solar reflective index (SRI) of:
	  ○ For roofing with less than 15 degrees pitch, an SRI of at leas 80
	  ○ For roofing with a pitch greater than 15 degrees, an SRI of at least 40
	  ○ A 40% tree canopy target (including in major hardstand areas such as carparks and plazas)

Table 10. Anticipated employment generation table

LAND USE	Area (ha)	ESTIMATED JOBS
Neighbourhood Activity Centres	*5.05*	*700-820*
Local Convenience Centres	*0.40*	*41-530*
Small Local Enterprise Precincts	*1.55*	*70-100*
Light Industrial	*19.16*	*700-750*
TOTAL		**2,000 jobs (approx.)**

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3.4 High quality public realm

3.4.1 Objectives – High quality public realm

Table 11. Place-based objectives – High quality public realm

OBJECTIVES		IMPLEMENTATION TOOLS
O15	To contribute to the protection, enhancement and integration of areas of Kororoit Creek, waterways, wetlands, cultural heritage and living cultural values throughout the precinct.	R37-47 G30-33
O16	To provide a range of open space and recreation opportunities that meet the needs of the community.	R30, R31, R33, R34 G14-16
O17	To facilitate the development of streetscapes, local parks, sports reserves, and recreational facilities that are safe, functional and enjoyable.	R34, R35, G31 Street cross sections (Appendices)
O18	To ensure the long-term conservation of significant flora and fauna species through habitat protection, maintenance of passages for fauna, management of hydrological flows and minimisation of utility corridors within the BCS conservation areas.	R25-32
O19	To ensure development recognises and incorporates post contact heritage features in a way that contributes to neighbourhood character and place-based character.	R46-51 G23-28
O20	To create a sustainable urban landscape that encourages climate change adaptation, enhances existing biodiversity and landscape values within the precinct.	R22-24
O21	To develop sustainable water, drainage and wastewater systems that protect, conserve, and improve biodiversity, waterways and other natural resource and maintain or enhance the safety, health and wellbeing of people and property.	R25-29, R35-36 G17-22
O22	To ensure the layout of lots, streets, open spaces, and the public realm encourage the retention and establishment of canopy tree cover to support cooler and greener neighbourhoods.	R22-24
O23	To improve resilience of the built environment to climate change related hazards and natural disasters.	R22-24, R35 G15-17

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3.4.2 Requirements and guidelines - High quality public realm

Table 12. Place-based requirements and guidelines – High quality public realm

REQUIREMENTS	
Public realm, Open space and Biodiversity Requirements	
R22	Canopy tree coverage within the public realm must achieve a minimum of 30% coverage (excluding areas dedicated to biodiversity, native vegetation conservation, and drainage assets).
R23	Street trees must be planted on both sides of all roads and streets (excluding laneways and direct BCS interfaces) at regular intervals appropriate to tree size at maturity, in accordance with relevant Melton City Council landscaping policy unless otherwise agreed by the responsible authority.
R24	A landscape plan must specify tree species which are suitable to the local climate and soil conditions in accordance with the *Melton City Council Plant List* or other relevant landscaping and street tree policy, to the satisfaction of the responsible authority.
R25	Conservation areas identified in Plan 6 Public Realm must be retained in accordance with this plan, the Biodiversity Conservation Strategy (BCS) and relevant Commonwealth and State government legislation and policies unless otherwise agreed by the Responsible Authority.
R26	No development or works may occur within a BCS conservation area without the prior written consent of the Department of Energy, Environment and Climate Action (DEECA).
R27	Development within the Biodiversity Conservation Strategy conservation area must be in accordance with the Conservation Area Concept Plans in Appendix 6, unless otherwise agreed to by the DEECA and the responsible authority.
R28	Waterway crossings within the BCS conservation area must be designed and constructed in accordance with Growling Grass Frog Crossing Design Standards to the satisfaction of the DEECA, Melbourne Water and the Responsible Authority.
R29	Public paths or other infrastructure located within a BCS conservation area must be designed to avoid and minimise disturbance to native vegetation and habitat for matters of national and state environmental significance and be located in accordance with the BCS Conservation Area Concept Plans in Appendix 6.
R30	Where local parks and recreation areas are located adjacent to BCS conservation areas they must be designed and managed to complement the BCS, as required by section 5 of the BCS and be in accordance with the Conservation Area Concept Plans and Interface Cross Sections in Appendix 6.
R31	Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to the BCS conservation area, unless otherwise agreed by the DEECA and responsible authority.
R32	Streets abutting a BCS conservation area must provide for the outcomes illustrated in Conservation Area Concept Plans and Interface Cross Sections in Appendix 6.
R33	The retention, enhancement and integration of the natural environment, landscape features and places of Aboriginal cultural values must be considered through subdivision design, and, where applicable, building and landscape design.

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R34	Land designated for local parks must be finished and maintained to a suitable standard, prior to the transfer of land, to the satisfaction of the responsible authority.
Drainage, Waterways and Integrated Water Management Requirements	
R35	Drainage waterways are to be designed in accordance with Plan 7 Water and the relevant Melbourne Water Development Services Scheme. Waterways must be delivered to: • Provide safe drainage and flood protection • Incorporate environmental, cultural and amenity value • An open drainage system all to the satisfaction of Melbourne Water and the responsible authority.
R36	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme or Development Services Strategy, and Plan 7 Water, such that: • Overland flow paths and piping within road reserves will be connected and integrated across property/ parcel boundaries • Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves and waterways • The risk of erosion of sodic and/or dispersive soils is avoided or mitigated to the satisfaction of Melbourne Water and the responsible authority.
R37	The final layout, boundaries and design of constructed wetlands, retarding basins, stormwater treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must: • include appropriate treatments to provide protection for dispersive soils where these are present • be designed to mitigate the risk of erosion from sodic and dispersive soils to the satisfaction of Melbourne Water and the responsible authority.
R38	Drainage from stormwater treatment infrastructure must be designed to have no net impact on habitat for Matters of State and National Environmental Significance within BCS conservation areas to the satisfaction of the DEECA.
R39	Stormwater infrastructure within or adjacent to the BCS conservation area or retained wetlands (pre-European) must be designed to use treated stormwater to achieve the hydrological requirements of retained wetlands (pre-European) and Growling Grass Frog habitat wetlands, unless otherwise agreed to by the DEECA.
R40	Design of open space within waterway corridors, utilities easements and any other encumbered open space must: • be consistent with the functional requirements of the area • enhance the amenity value of the open space • facilitate flexible recreational opportunities • minimise operational maintenance of the areas to the extent practicable.
R41	Stormwater Management Plans must • demonstrate consistency with Plan 7 Water, • achieve the objectives of the *Best Practice Environment Management Guidelines* (CSIRO, 1999)

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	• demonstrate that associated works avoid the risk of environmental damage under the General Environmental Duty (GED) and Environmental Protection Authority (EPA) publication 1739.1. to the satisfaction of the responsible authority.
R42	Integrated Water Management Plans must demonstrate how outcomes in the following strategies can be achieved. • Outcomes identified in the DEECA Western Port Strategic Directions Statement (September 2018) and Werribee IWM Catchment Scale Plan (September 2022) • Outcomes identified in the Melton East IWM Assessment (Alluvium, May 2023) • Stormwater volume reduction and infiltration targets in Melbourne Water's Healthy Waterway Strategy (2018), which are applicable to the PSP • Potable water reduction targets outlined in the draft Greater Melbourne Urban Water and System Strategy – Water for Life-, which are applicable to the PSP • Waterways and integrated water management outcomes which enable land to be used for multiple recreation and environmental purposes • Stormwater risk management under the general environmental duty • Delivery of infrastructure for the Regional Stormwater Harvesting Scheme • Delivery of applicable Melbourne Water approved development services scheme(s)
R43	Landscape plans must demonstrate how integrated water management and water sensitive design outcomes will be implemented to the satisfaction of the responsible authority.
R44	The risk of erosion of sodic and/or dispersive soils must be avoided or mitigated. Potential management methods may include but are not limited to: • Widening the buffer distances between the core riparian zone and the outside vegetated buffers that allows sufficient tolerances for channel migration • Diversion of water away from sodic and/or dispersive materials • Minimising potential convergence and/or ponding of surface flows • Compacting to reduce pore spaces and minimise water movement through material • Physical and chemical soil ameliorants • Maintenance of topsoil across undisturbed land, preferably with grasses to provide surface soil stability and root anchorage • Minimise the amount of time land is exposed (e.g., by staging development) • Ensure that culverts and drains excavated into dispersive subsoils are capped with non-dispersive topsoil, gypsum stabilised and vegetated.
Post-contact Heritage Requirements	
R45	Any subdivision and/or development of land adjoining a heritage site identified under the Heritage Overlay in the Melton Planning Scheme and/or of post-contact cultural heritage significance must have regard to the heritage significance of the site and provide a sensitive interface.
R46	Heritage Overlay HO205 (Selection Wall) must be retained unless otherwise agreed by the responsible authority. HO205 (Selection Wall) must: • Be situated within public open space or road reserve to the satisfaction of the responsible authority • Provide suitable landscaping along land abutting the 5-metre curtilage either side of HO205 (Selection Wall) in accordance with the relevant cross section provided in Appendix 10 Selection Wall Cross Section

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	• Be checked and repaired by a suitably qualified dry stone waller for any loose stones. Any loose stones are to be reinstated in the wall in secure positions • Retain post and wire or post and rail fences situated within the walls, with any wire protruding beyond the vertical face of the wall reinstated to its original position or removed • Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access).
R47	Installation of services across the alignment of retained HO205 (Selection Wall) must be undertaken by boring rather than open trenching. If open trenching or disturbance to the wall is unavoidable, a minimum section of wall may be temporarily removed and then reinstated to original condition under the supervision of a suitably qualified dry stone waller, to the satisfaction of the responsible authority.
R48	Reinstatement of walls must use stone from (in order of priority): • The original wall in that location (including fallen stone adjacent to the wall) • A nearby section of the wall approved to be removed • Any adjacent paddock containing wall parts which can be recovered • Walls approved to be removed in the nearby area (including any stone which has been stockpiled by Melton City Council) Any reinstatement or repair of walls must be undertaken by a suitably qualified dry stone waller and is to be consistent with the construction style of the original wall.
R49	A Dry Stone Wall Management Plan must be prepared prior to any works being undertaken that could impact the Selection wall to the satisfaction of the responsible authority.
R50	Any heritage site / reserve or conservation area to be vested in the relevant authority must be done so in a standard that satisfies the requirements of that authority. Works required prior to the transfer include, but may not be limited to: • Clearing of rubbish, weeds and contaminated soils • Essential repairs to and stabilisation of any structures • Any fencing required to ensure the safety of the public Any works carried out must be consistent with any relevant Cultural Heritage Management Plan and Conservation Management Plan.
Bushfire Requirements	
R51	The vegetation within the bushfire hazard areas shown on Plan 9 Bushfire, must be managed to a level that ensures it does not result in a vegetation class that would require a greater 'separation distance' than that specified in Plan 9.
R52	Development and subdivision must provide for a perimeter road or alternative bushfire interface for the entire width of the corresponding bushfire hazard area identified on Plan 9 Bushfire. Where a setback from a bushfire hazard area is required by Plan 9, vegetation within the setback must be managed as follows, unless otherwise agreed by the responsible authority and relevant fire authority: • Grass must be short cropped and maintained during the declared fire danger period • All leaves and vegetation debris must be removed at regular intervals during the declared fire danger period • Shrubs must not be located under the canopy of trees • Individual and clumps of shrubs must not exceed five square metres in area and must be separated by at least 5 metres

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	• The canopy of trees must be separated by at least two metres at maturity • There must be a clearance of at least two metres between the lowest tree branches and ground level • Within 10 metres of a building, flammable objects must not be located close to the vulnerable parts of the building Plants greater than 10 centimetres in height must not be placed within three metres of a window or glass feature of the building.
GUIDELINES	
Public realm, Open space and Biodiversity Guidelines	
G15	Vegetation identified in Plan 8 Native Vegetation Retention & Removal as 'can be removed' should be retained where possible along streets and in subdivisions, as identified in the *Melton East PSP Arboricultural Report* (Tree Logic, July 2022).
G16	Canopy trees should have an average canopy foliage of 6.4m in diameter at maturity in summer or as specified in relevant Melton City Council landscaping and tree policies. Where this cannot be achieved because of local climate and soil conditions, a suitable species should be selected which closest achieves this canopy cover, to the satisfaction of the responsible authority. The requirement for a minimum 30% canopy tree coverage within the public realm must still be met.
G17	The design of subdivision and development should facilitate the retention of existing canopy trees to contribute to the 30% canopy tree cover target where practical.
G18	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation, tree canopy and public uses to contribute to a sustainable and green urban environment. This should be achieved using overland flow paths, passive watering, and Water Sensitive Urban Design initiatives such as street swales, rain gardens and/or locally treated storm water for irrigation.
G19	Alternative locations and configurations for local parks shown on 6 Public Realm, may be considered subject to: • Open space being retained within the same landownership, unless otherwise agreed with the affected landowners. • not diminishing the quality or usability of the space • not adversely affecting walkable accessibility of the network • not adversely affecting the overall diversity of the precinct's open space network to the satisfaction or the responsible authority.
G20	Crime Prevention Through Environmental Design (CPTED) principles, and in particular the provision of positive address and good passive surveillance from adjoining development, should guide the design of open spaces and associated infrastructure.
Drainage, Waterways and Integrated Water Management	
G21	The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) connecting to the Kororoit Creek should provide biodiversity connectivity and natural systems habitat integration to the satisfaction of the responsible authority, Melbourne Water and the DEECA.
G22	Development should include IWM initiatives to reduce reliance on potable water and increase the utilisation of storm and recycled water contributing to a sustainable

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	urban environment by having regard to relevant water management policies and strategies implemented by the responsible authority. Integrated water management systems should be designed to: • Maximise habitat values for local flora and fauna species • Enable future harvesting and/or treatment and re-use of stormwater • Protect and manage Matters of National Environmental Significance values, particularly within conservation areas, in relation to water quality and suitable hydrological regimes (both surface and groundwater) • Enable any potential supply of treated stormwater for existing and future GGF wetlands and pre-European wetlands to be gravity fed • Recognise and respond to Aboriginal cultural heritage significance.
G23	Drainage assets should be designed in accordance with Melbourne Water's drainage assets guidelines including: • MUSIC and Wetland Design Guideline • Retarding Basin Design Assessment Guideline • Constructed Waterway Design Manual • Waterway Corridors • Rain Garden Guideline
G24	Drainage assets and public open space areas should be located adjacent to conservation areas and waterways to provide a buffer to development where appropriate to the satisfaction of the responsible authority.
G25	Drainage asset maintenance and access requirements should be in accordance with relevant Melbourne Water Asset Guidelines.
G26	Applications should consider a range of IWM options as indicated in Plan 7 Water Plan. Other potential IWM options may include but are not limited to: • Rainwater tanks on all industrial, commercial, and residential lots • Passive irrigation of trees in the public realm, including all streets and public open space • Recycled water network to supply open space irrigation • Local stormwater harvesting systems to service the watering needs of future open spaces • Regional scale rainwater tanks collecting roof water from all industrial, commercial, and residential lots to be reticulated back within the precinct. • Supplying stormwater of the right quality to existing and future Growling Grass Frog wetlands and pre-European wetlands • Use of Melbourne Water stormwater management assets to provide green corridors and community amenity • Identify design to maximise opportunities for infiltration. • Regional scale stormwater harvesting systems to service the watering needs of the precinct and beyond, and to protect the local waterways from excess urban runoff.
Post-contact Heritage Guidelines	
G27	Adaptive reuse of the Former Fulham Park (HO135), Water Reserve Road House (HO119) and the Nissen Hut (HO207) may be appropriate if it is demonstrated that it will contribute to the long term conservation of these heritage places.
G28	Surplus land within the existing Beattys Road reserve that is not required to deliver the relevant road typology identified in Plan 4 Movement Network may be utilised for the following purposes:

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	• residential development (i.e. through a road closure) subject to approval from the relevant road authority; • an internal loop road of a subdivision; • drainage infrastructure, subject to agreement by the responsible authority and Melbourne Water; • any other purpose agreed between the permit applicant and the responsible authority.
G29	Subdivision and development involving the Beattys Road Reserve should include opportunities for interpretation of local history and cultural heritage values.
G30	Any work or development related to the Selection Wall should have regard to guidance included within the *Dry Stone Wall Management Plan Guide, VPA*.
G31	Land uses abutting the Selection Wall should enhance public visibility of the wall. Relevant uses include open space, conservation reserve, road verge, property boundary wall or drainage reserve.
Aboriginal Cultural Heritage Guidelines	
G32	Where a Cultural Heritage Management Plan is required, it should include recommendations for the ongoing preservation, restoration, management and maintenance of waterways and water landscapes. Any such ongoing management and maintenance requirements should be considered for inclusion as an appropriately worded condition on a relevant planning permit.
G33	A voluntary Cultural Heritage Management Plan should be undertaken in the following locations if a high impact activity is undertaken, as listed in Division 5 of the Aboriginal Heritage Regulations 2018: • Land identified as a potential rise area on Plan 10 – Aboriginal Cultural Values • Land identified as rock outcrops/exposed rock on Plan 10 – Aboriginal Cultural Values • Land identified as moderate, moderate-high and high predicted archaeological sensitivity in Appendix 9 Predicted Aboriginal Archaeological Sensitivity.
G34	Development should recognise and respond to Aboriginal Cultural Heritage significance through: • Protection of River Red Gums and remnant endemic vegetation within waterways and water landscapes and drainage areas shown on Plan 10 – Aboriginal Cultural Values • Protection and incorporation of view lines shown on Plan 10 – Aboriginal Cultural Values • Incorporation of natural landscape features into the open space network such as potential rise areas, rock outcrops and waterways and water landscapes shown on Plan 10 – Aboriginal Cultural Values • Incorporation of interpretative signage at significant locations in development in consultation with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation. • Use of Wurundjeri Woi-wurrung place names in consultation with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation.
Building Guidelines	

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G35	Development should minimise levels of embodied carbon within construction materials by favouring the use of locally sourced materials with high recycled content and low embodied carbon., and by maximising resource recovery and recycling during construction stages.

Table 13. Open space delivery

PARK ID	TYPE	LOCATIONAL ATTRIBUTES	AREA (HA)	RESPONSIBILITY
SR-01	Credited Open Space	Local Sports Reserve	10.00	Melton Council
SR-02	Credited Open Space	Local Sports Reserve	8.00	Melton Council
SR-03A	Regional Open Space	State Metropolitan Park	10.00	Melton Council
SR-03B	Regional Open Space (encumbered)	State Metropolitan Park	5.00	Melton Council
SR-04	Credited Open Space	Local Sports Reserve	8.00	Melton Council
LP-01	Local Open Space	Local Park	1.00	Melton Council
LP-02	Local Open Space	Local Park	1.00	Melton Council
LP-03	Local Open Space	Local Park	1.00	Melton Council
LP-04	Local Open Space	Local Park	1.00	Melton Council
LP-05	Local Open Space	Local Park	1.00	Melton Council
LP-06	Local Open Space	Local Park	1.00	Melton Council
LP-07	Local Open Space	Local Park	1.00	Melton Council
LP-08	Local Open Space	Local Park	0.39	Melton Council
LP-09	Local Open Space	Local Park	0.84	Melton Council
LP-10	Local Open Space	Local Park	1.09	Melton Council

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PARK ID	TYPE	LOCATIONAL ATTRIBUTES	AREA (HA)	RESPONSIBILITY
LP-11	Local Open Space	Local Park	1.00	Melton Council
LP-12	Local Open Space	Local Park	1.00	Melton Council

Table 14. Water infrastructure

DRAINAGE SCHEME			
ASSET ID	**ASSET TYPE**	**AREA (HA)**	**RESPONSIBILITY**
RB-01	Drainage	1.20	Melbourne Water
RB-02	Drainage	4.69	Melbourne Water
RB-03	Drainage	4.41	Melbourne Water
RB-04	Drainage	3.53	Melbourne Water
RB-05	Drainage	10.61	Melbourne Water
RB-06	Drainage	11.64	Melbourne Water
RB-07	Drainage	21.62	Melbourne Water
RB-08	Drainage	1.51	Melbourne Water
RB-09	Drainage	0.34	Melbourne Water
RB-10	Drainage	3.28	Melbourne Water
RB-11	Drainage	2.32	Melbourne Water
RB-12	Drainage	29.74	Melbourne Water
RB-13	Drainage	0.53	Melbourne Water
RB-14	Drainage	1.46	Melbourne Water
RB-15	Drainage	0.46	Melbourne Water

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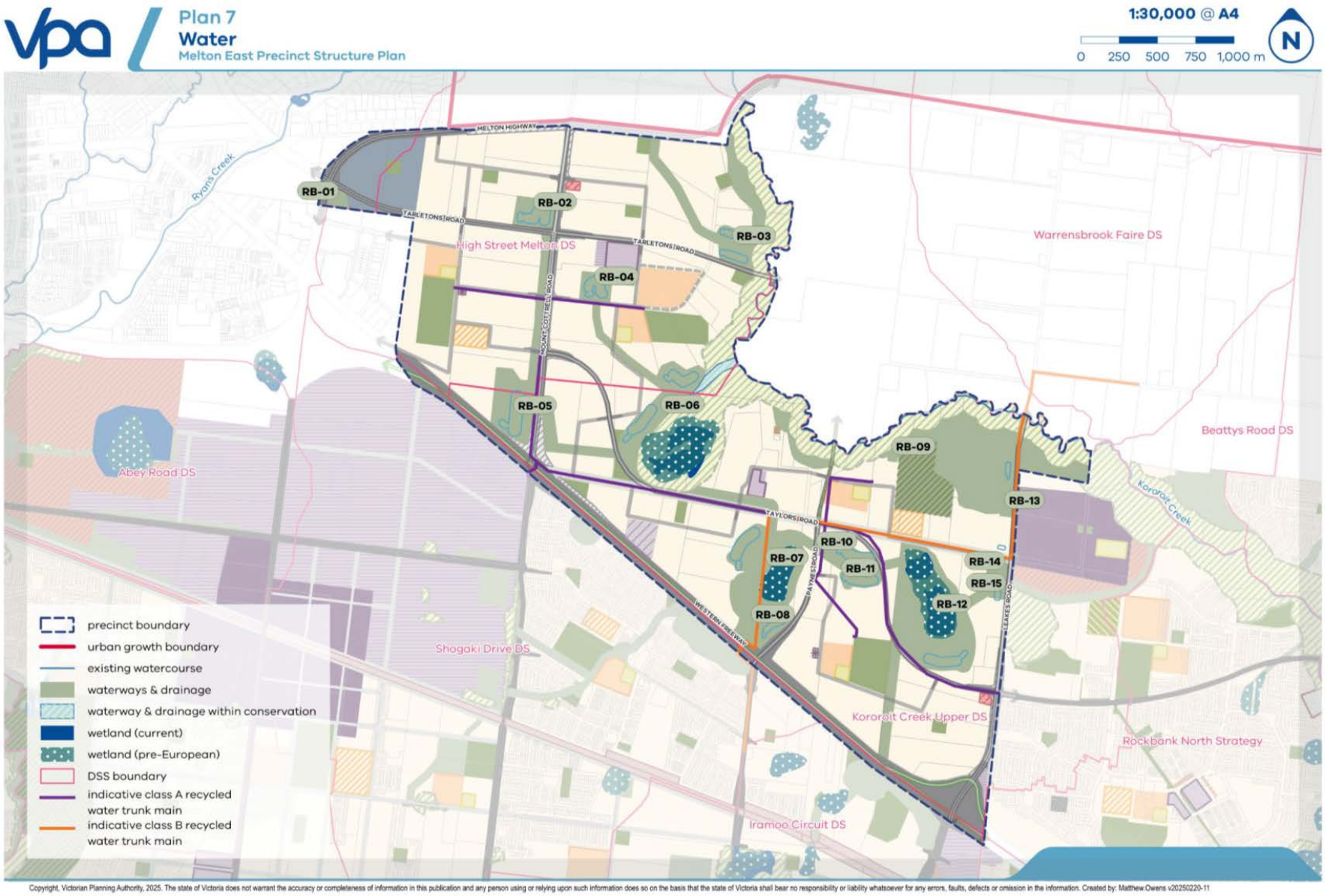
Table 15. Integrated Water Management Strategic Outcomes

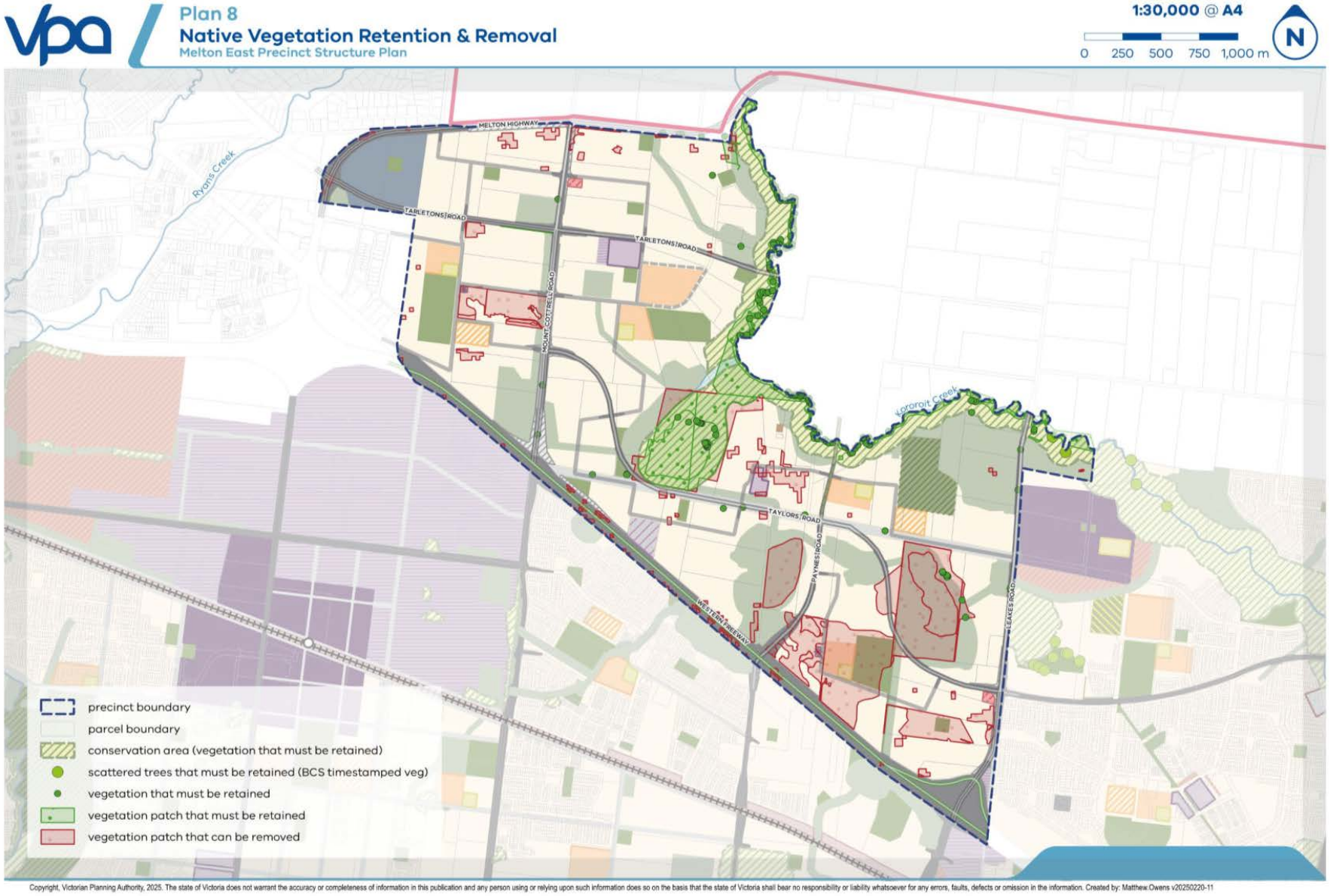
IWM opportunities identified for Melton East PSP can contribute to the seven strategic outcomes in the Werribee IWM Forum Strategic Directions Statement (see below). **The PSP cannot compel specific IWM solutions, rather setting the forward direction and investigation for key stakeholders including Council, Greater Western Water, Melbourne Water and DEECA to determine implementation, operation and maintenance requirements. Relevant key stakeholders are provided in brackets below.**	
	**Safe, secure & affordable supplies in an uncertain future** • Rainwater tanks to be considered for all lots (responsible authority)
	**Effective & affordable wastewater systems** • Recycled water for open space irrigation (Greater Western Water)
	**Opportunities are optimised to manage existing and future flood risks and impacts** • Redirect flows from constructed wetlands and catchments to the west (Melbourne Water) • Implement the Melbourne Water Development Services Scheme (Melbourne Water)
	**Healthy and valued waterways and marine environments** • Plan waterway corridors to retain or improve connectivity for Growling Grass Frog, minimising impacts of crossings (Melbourne Water) • Secure suitable water sources to supply the hydrological requirements of retained wetlands (pre-European) and future GGF habitat wetlands (Melbourne Water) • Alternative water sources to supply future GGF habitat along Kororoit Creek (Melbourne Water)
	**Valued landscapes for health and wellbeing** • Include and integrate shade ways across the PSP (responsible authority) • Passive irrigation of street trees (responsible authority)
	**Strengthened community knowledge and local values reflected in place-based planning** • Incorporate indigenous cultural heritage (through wetlands and waterways) (WWWACHC, Melbourne Water) • Maximise multiple benefits (community and ecological) at western and eastern depressions (Melbourne Water, responsible authority)
	**Jobs, economic benefit, and innovation** • Pilot project for centralised/communal rainwater collection for local use (Greater Western Water, responsible authority)

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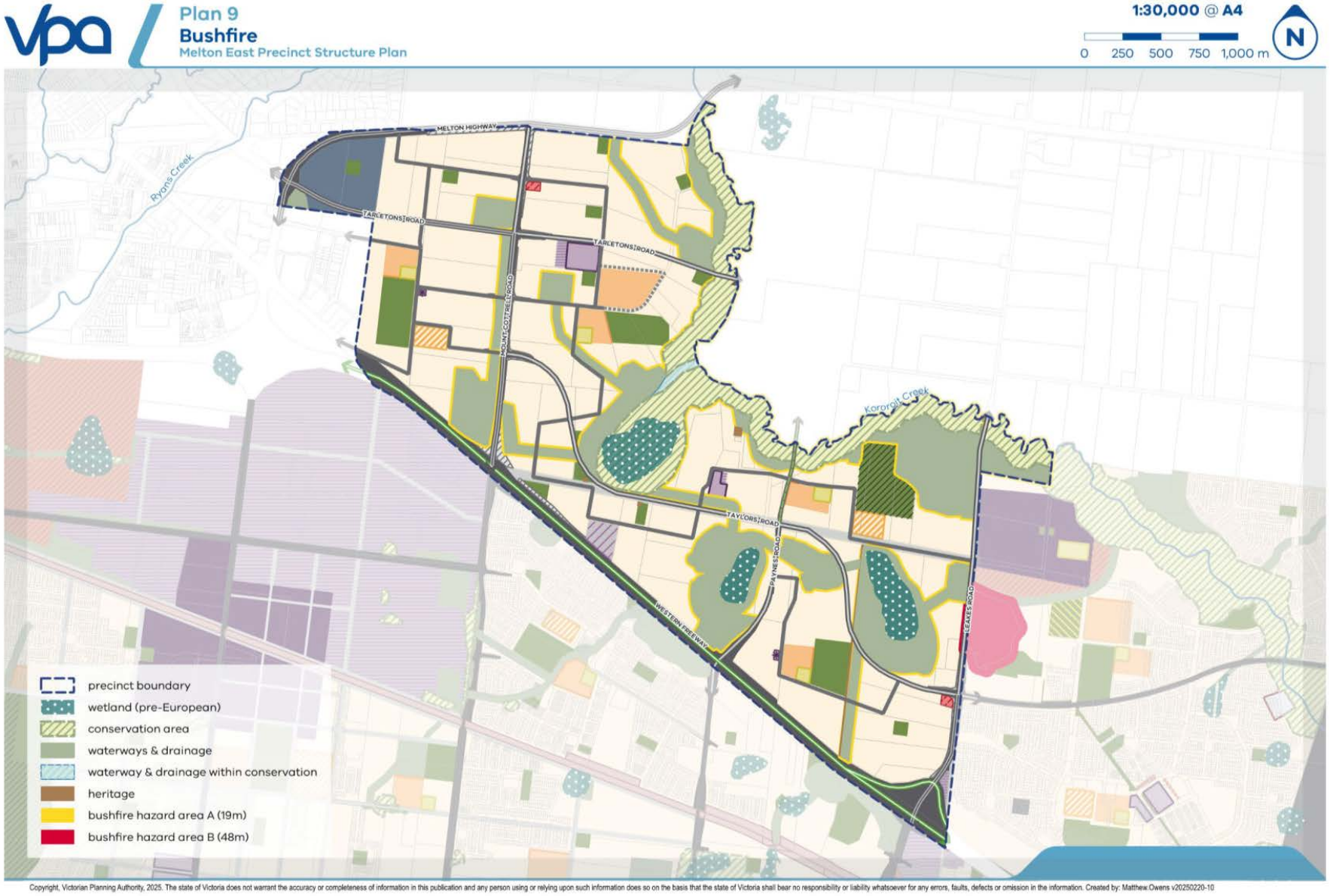


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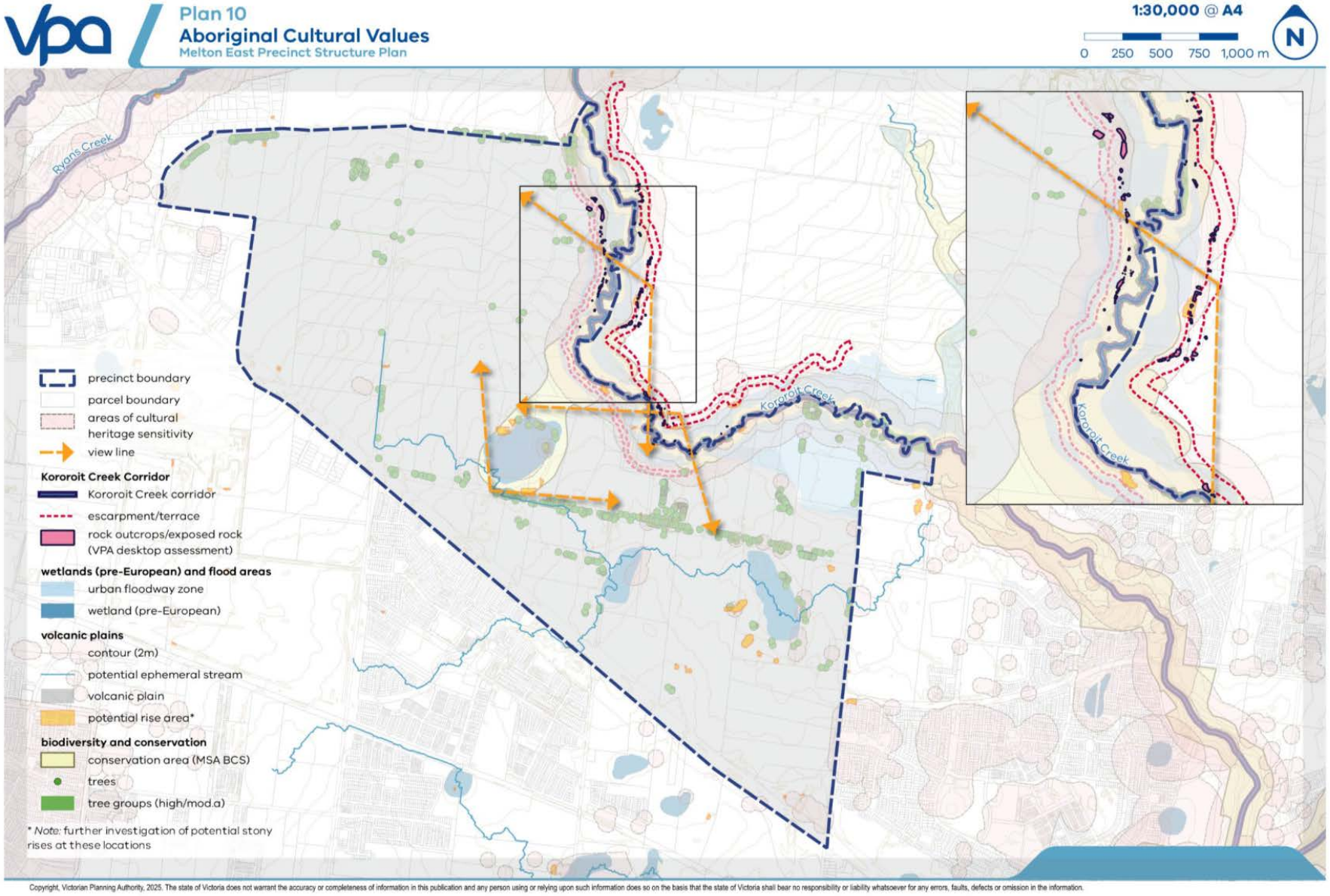

Plan 7
Water
Melton East Precinct Structure Plan
1:30,000 @ A4
0 250 500 750 1,000 m
N
RB-01
RB-02
RB-03
RB-04
RB-05
RB-06
RB-07
RB-08
RB-09
RB-10
RB-11
RB-12
RB-13
RB-14
RB-15
MELTON HIGHWAY
TARLETONS ROAD
MOUNT COTTRELL ROAD
TAYLORS ROAD
PAYNES ROAD
LEAKES ROAD
WESTERN FREEWAY
Ryans Creek
Kororoit Creek
High Street Melton DS
Warrensbrook Faire DS
Beattys Road DS
Abey Road DS
Shogaki Drive DS
Kororoit Creek Upper DS
Rockbank North Strategy
Iramoo Circuit DS
precinct boundary
urban growth boundary
existing watercourse
waterways & drainage
waterway & drainage within conservation
wetland (current)
wetland (pre-European)
DSS boundary
indicative class A recycled water trunk main
indicative class B recycled water trunk main
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Plan 10
Aboriginal Cultural Values
Melton East Precinct Structure Plan
1:30,000 @ A4
0 250 500 750 1,000 m
N
Ryans Creek
Kororoit Creek
precinct boundary
parcel boundary
areas of cultural heritage sensitivity
view line
Kororoit Creek Corridor
Kororoit Creek corridor
escarpment/terrace
rock outcrops/exposed rock (VPA desktop assessment)
wetlands (pre-European) and flood areas
urban floodway zone
wetland (pre-European)
volcanic plains
contour (2m)
potential ephemeral stream
volcanic plain
potential rise area*
biodiversity and conservation
conservation area (MSA BCS)
trees
tree groups (high/mod.a)
* Note: further investigation of potential stony rises at these locations
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3.5 Services and destinations

3.5.1 Objectives – Services and destinations

Table 16. Place-based objectives – Services and destinations

OBJECTIVES		IMPLEMENTATION TOOLS
O24	To facilitate equitable location and accessibility of education and community infrastructure for the precinct and broader region.	R53-56 G35-40.
O25	To provide convenient access to everyday community and education facilities, and which supports social needs, services, and spaces.	R53, R54, R56 G35, G37, G40

3.5.2 Requirements and guidelines – Services and destinations

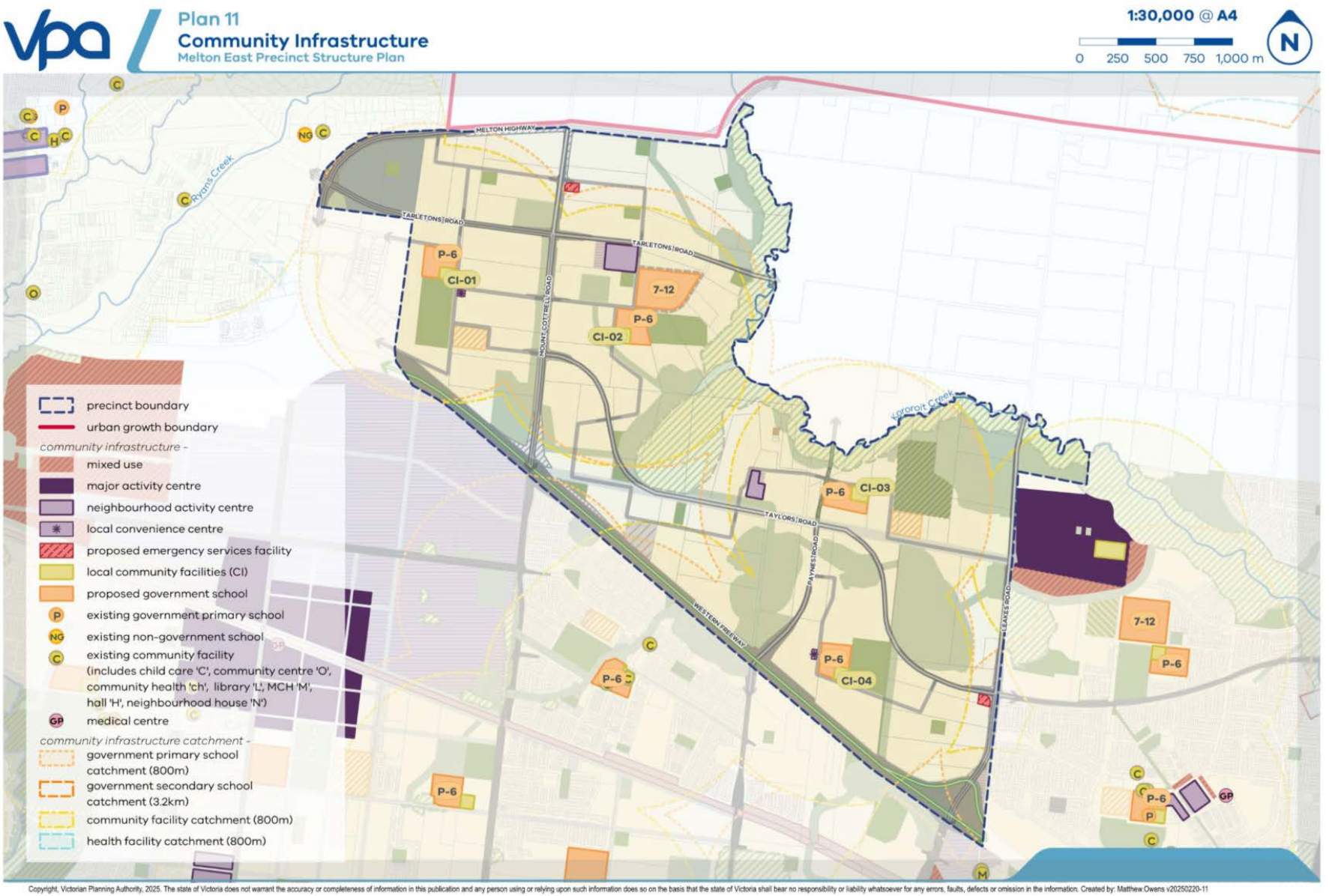
Table 17. Place-based requirements and guidelines – Services and destinations

REQUIREMENTS	
R53	Subdivision and development involving the delivery and design of community facilities, services and public spaces must: • Appropriately reflect and cater for the anticipated needs of the community • Complement the planned activity and community-related outcomes in adjoining neighbourhoods. • Provide convenient, walkable access to everyday needs, services and recreation opportunities.
R54	Any connector street or access street abutting a community or education facility must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points in the vicinity of the site
R55	Any lot created for a proposed government school site must be designed and serviced to the satisfaction of the Department of Education.
R56	Proposed school sites must have a minimum of two connector road frontages (three preferred), one of which must be a bus-capable connector road. All connector roads fronting school sites must be wide enough to simultaneously accommodate safe and efficient: • Pedestrian movement. • Two-way traffic and cycling movement. • Student drop-off zones, and indented parking of cars and buses.
GUIDELINES	
G35	Education facilities, community facilities and sports reserves should be co-located and accessible by active and public transport routes and provide an address to the street, with legible entry and exit, generally in accordance with Plan 11 Community Infrastructure.
G36	Community and recreation infrastructure, schools, and sporting reserves which are co-located should be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure, street activation, permeability, safe pedestrian and cyclist access and facilitate out of hours use.

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G37	The design and layout of schools, community facilities and sports reserves should: • Apply a user centred approach to ensure these spaces are accessible, flexible, safe, intuitive and create a positive experience for the community • Encourage direct access and permeability for pedestrians and cyclists through and between facilities • Encourage efficiencies through the sharing of car parking and other complementary infrastructure • Minimise use of fencing that may reduce integration with complementary uses • Facilitate out of hours use • Include canopy tree planting or physical structures to provide appropriate shade for community use.
G38	The layout of community infrastructure and open space as illustrated in Plan 11 Community Infrastructure may be altered to the satisfaction of the relevant responsible authorities. Alterations that may impact a proposed government school site must be to the satisfaction of the Department of Education.
G39	Where the responsible authority is satisfied that land shown as a potential non-government school site is unlikely to be used for a non-government school, the land may be used for an alternative purpose which is generally in accordance with the PSP and consistent with the provisions of the applied zone. The development or subdivision of the PSP must be 80% complete and the responsible authority must be in receipt of a letter from the proposed education provider stating that the land is no longer required. The responsible authority must verify the need for the potential school with the education provider by referring to the Background Report and Community Infrastructure Assessment of the subject PSP area. Further guidance on this can be found in the VPA's 'Non-government School Planning Guidance Note'.
G40	Emergency service facilities should: • be located along the arterial and connector road network • provide an address to the street with a safe and legible entry and exit • be generally in accordance with Plan 11 Community Infrastructure to the satisfaction of Emergency Services Victoria and Department of Health. Where the responsible authority is satisfied that land shown as a potential emergency facility site is unlikely to be used for an emergency service facility, the land may be used for an alternative purpose which is generally in accordance with the PSP and consistent with the provisions of the applied zone.

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3.6 Thriving local economies

3.6.1 Objectives– Thriving local economies

Table 18. Place-based objectives – Thriving local economies

OBJECTIVES		IMPLEMENTATION TOOLS
O26	To deliver activity centres that accommodate a range of jobs, services, amenities, activities, and housing that supports a full range of employment opportunities and meet the changing economic, climate and social needs of a place to support a diverse sustainable economy.	R57, R58, G41 Table 20
O27	To ensure that the location and design quality of retail and commercial focused facilities and spaces makes them inviting, attractive, and safe places to work and visit.	R57, R58, R59, G41, G43
O28	To deliver a light industrial precinct that leverages the Melton Homemaker industrial precinct and is integrated with the surrounding residential area.	R60, R61, G42

3.6.2 Requirements and guidelines – Thriving local economies

Table 19. Place-based requirements and guidelines – Thriving local economies

REQUIREMENTS	
R57	Land use and development within the Neighbourhood Activity Centres must respond to the relevant criteria and concept plans in Appendix 4 Neighbourhood Activity Centre Concept Plans, unless otherwise approved by the responsible authority.
R58	Subdivision and development of the activity centres shown on Plan 5 Employment and Activity Centre must: • Appropriately reflect and cater to the anticipated needs of the community. • Complement the planned activity and community-related outcomes in adjoining neighbourhoods • Provide convenient, walkable access to everyday retail and commercial needs and services • Provide primary access to tenancies from the connector street • Provide active and articulated frontages to the adjoining street network • Have active frontages and must be designed in a way which contributes to the public domain • Locate any servicing infrastructure or car parking to the rear or centre of the allotment in a manner that protects the amenity of the surrounding neighbourhood. • Take into account the CPTED and Safer Design Guidelines and the City of Melton Industrial Design Guidelines.
R59	Buildings as part of a Local Convenience Centre must: • Provide primary access to tenancies from the connector street. • Provide active and articulated frontages to the adjoining street network. • Have active frontages and must be designed in a way which contributes to the public domain.

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	• Locate any servicing infrastructure or car parking to the rear or centre of the allotment in a manner that protects the amenity of the surrounding neighbourhood.
R60	Loading and delivery spaces utilised by heavy vehicles must not front main streets and should be located to the rear and/or side streets and screened, or 'sleeved' by more active uses.
R61	Vehicular access to properties fronting the Melton Highway must be from service roads, internal loop roads and / or rear laneways. Service roads and internal loop roads must provide indented parking lanes to cater for on street parking.

GUIDELINES	
G41	Subdivision and development involving the delivery and design of activity centres should: • Emphasise their role as focal points for the community. • Support the legibility and understanding of the urban structure. • Make a positive contribution to the emerging place identity.
G42	Subdivision in the light industrial area should align streets to create views and direct connections to the local park.
G43	Car parking should be located away from the street frontage and designed to be provide: • shared, consolidated parking areas. • clear, safe and continuous paths for pedestrian travel. • minimal direct entrances from main streets and include alternative access from other streets. • canopy tree cover and/or shade structures. Car parking located within the front setback area, should be setback a minimum of 3 metres from the street frontage to enable provision of sufficient landscape strips at the street frontage.
G44	Goods and material storage areas, water tanks, service infrastructure and other structures (including plant and equipment) should be located behind the building line, or where this is not possible, behind constructed screening using durable and attractive materials.

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Table 20. Activity centre performance requirements

ACTIVITY CENTRE	PERFORMANCE REQUIREMENTS	PERFORMANCE OUTCOMES
Northern Neighbourhood Activity Centre	Land area (Ha) = 3.5 Retail floor space (m^2) = 13,500 Commercial floor space (m^2) = 2,500	Located centrally within the north-west section of the precinct. The Northern Neighbourhood Activity Centre (NAC) is to service all residents within the precinct and meet their day-to-day retail and community needs. The NAC will provide for two full-line supermarkets with speciality retail and commercial floor space. Co-located with a government primary school, community centre and sporting reserve. Higher density residential and mixed-use development is envisaged as part of the overall centre concept. A Small-Local Enterprise Precinct will support the Northern NAC in providing employment opportunities as outlined within the Activity Centre Concept Plans (Appendix 4).
Central Neighbourhood Activity Centre	Land area (Ha) = 1.4 Retail floor space (m^2) = 5,300 Commercial floor space (m^2) = 800	Located within the centre of the precinct. The Central NAC is to service all residents within the south-east section of the precinct and meet their day-to-day retail and community needs, building upon the services from the Aintree Major Town Centre. The NAC will provide for one full-line supermarket with speciality retail and commercial floor space. Co-located with a government primary school and community centre, the centre will be connected through a network of active transport paths. Higher density residential and mixed-use development is

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		envisaged as part of the overall centre concept. A Small-Local Enterprise Precinct will support the Central NAC in providing employment opportunities as outlined within the Activity Centre Concept Plans (Appendix 4).
Small Local Enterprise Precincts	Northern NAC: 1.25 ha Central NAC: 0.3 ha	Small Local Enterprise Precincts (SLEPs) is dedicated land on the periphery of NACs that support ancillary uses to typical town centre land uses. SLEPs should be designed to be integrated into their surrounding NAC and the active transport network, consistent with Appendix 4.
Local Convenience Centre	0.1ha each	The two LCC will provide small limited-line supermarket or convenience stores, and some other small non-retail uses for the local area.
Light Industry	19ha (approx.)	Located at the north-western corner of the precinct, this area will house light industrial and commercial land uses to provide services and employment opportunities to the growing Melton community. The local park in the industrial precinct will integrate with the surrounding industrial landscape and provide high-quality green space which enhances visual amenity and supports the wellbeing of workers, visitors and residents of Melton East.

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3.7 Infrastructure coordination

3.7.1 Objectives – Infrastructure coordination

Table 21. Place-based objectives – Infrastructure coordination

OBJECTIVES		IMPLEMENTATION TOOLS
O29	To ensure development is staged in an orderly manner that is consistent with the planned delivery of necessary infrastructure.	R62, R63, R64, R80, G45, G46, G54
O30	To plan for development that leverages existing and planned infrastructure.	R64, R70-77, R79, G45, G48, G49, G62
O31	To plan for an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water through stormwater harvesting and water recycling, and mitigates urban runoff impacts on the local waterways, contributing towards a sustainable and green urban environment.	R63, R68, R76, R78 G47, G48, G50, G51
O32	To encourage environmentally sustainable design and development and encourage the use of sustainable energy across the precinct.	R65, R66, R68, R69, G51 Appendix 6

3.7.2 Requirements and guidelines – Infrastructure coordination

Table 22. Place-based requirements and guidelines – Infrastructure coordination

REQUIREMENTS	
R62	Staging of infrastructure and development must be generally in accordance with Plan 12 Infrastructure and Development Staging and Appendix 1 Plan 13 Precinct Infrastructure Plan, and must provide for the timely provision and delivery of infrastructure to the satisfaction of the responsible authority
R63	Infrastructure and development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment, and consider opportunities for early establishment of waterways to the satisfaction of Melbourne Water and the responsible authority. Where it can be demonstrated to the satisfaction of Melbourne Water that this is not possible, staged development proposals must demonstrate how any interim solution adequately manages flow rates and flow volume, treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, to the satisfaction of water authority/retailer and the responsible authority. Development construction staging and interim solutions must avoid or mitigate the risk of soil erosion and water and waterway degradation from sodic and/or dispersive soils.
R64	Above-ground utilities (such as electricity substations, sewer pump stations, telecommunications facility, and overhead powerlines) must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood. This includes meeting requirements for mobile telecommunications infrastructure under the Commonwealth Telecommunication in New Developments

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	(TIND) Policy. Land required to accommodate the infrastructure must not be counted as contributing to open space requirements specified in Table 13 Open Space Delivery.
R65	Utilities and other infrastructure must not cross conservation areas and waterway corridors identified in Plan 6 Public Realm and Plan 7 Water. Where services cannot avoid crossing or being located within a conservation area or waterway corridor, they must be located to avoid disturbance to identified environmental values.
R66	Utilities must be placed outside of BCS conservation areas, natural waterway corridors or on the outer edges of these corridors in the first instance. Where services cannot avoid crossing or being located within a conservation area or natural waterway corridor, they must be located to avoid disturbance to existing waterway and cultural values, native vegetation, areas of strategic importance to Growling Grass Frog, to the satisfaction of the DEECA, Melbourne Water, and the responsible authority. Development must be consistent with the outcomes identified in the relevant Appendix 6 Conservation Area Concept Plans and Interface Cross Sections.
R67	Planning permit applications must demonstrate how subdivision and building and works will avoid and minimise impacts on conservation areas through consolidating utilities into dedicated service corridors.
R68	Drainage from stormwater infrastructure must be designed to minimise impacts on biodiversity values, particularly habitat for matters of national environmental significance located within conservation areas.
R69	Utilities and other infrastructure must avoid traversing patches of native vegetation and habitat for matters of national environmental significance.
R70	All public open space must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space.
R71	Where an inter-parcel connection is intended or indicated in the PSP, streets must be constructed to property boundaries at the relevant stage of development required or approved by the responsible authority. Provision should be made for temporary vehicle turning until the inter-parcel connection is delivered.
R72	Before development commences on a property, functional layout plans of the road network must be submitted that illustrate the location of all: • Underground services • Driveways and crossovers • Intersection devices • Shared, pedestrian and bicycle paths • Street lights • Street trees. A typical cross section of each street must also be submitted showing above-and-below ground placement of services, street lights and trees. The plans and cross sections must demonstrate how services, driveways and street lights will be placed to achieve the required road reserve width (consistent with the road cross sections outlined in Appendix 5 Standard road cross sections and function layout plans and accommodate at least the minimum street tree planting requirements. The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences and may be approved in stages to the satisfaction of the responsible authority.

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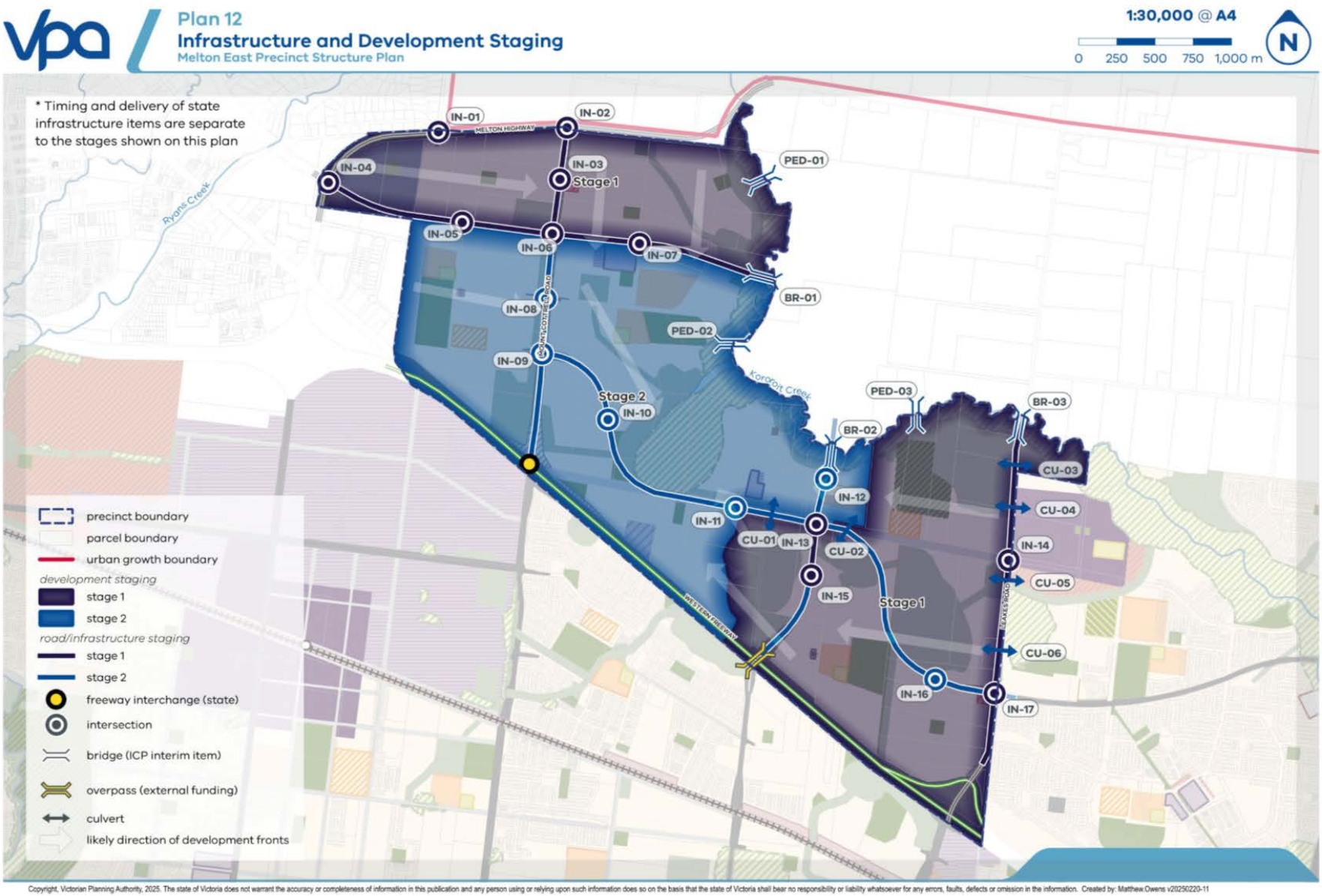
R73	Trunk services are to be placed along the general alignments shown on Appendix 8 Utilities Plan, subject to any refinements as advised by the relevant servicing authorities.
R74	All new electricity and existing above ground electricity cables (excluding substations and cables with voltage 66kv or greater) must be placed underground as part of the upgrade of existing roads or subdivision works.
R75	Above ground utilities (such as electricity substations, kiosk, and sewer pumps) must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood, minimise amenity impacts and be designed to the satisfaction of the relevant authority. Where that infrastructure is intended to be in public open space, the land required to accommodate that infrastructure will not be counted as contributing to public open space requirements and will be additional to the areas designated on Plan 6 Public Realm and Water.
R76	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme to the satisfaction of Melbourne Water and the responsible authority. Final designs and boundaries of constructed wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction the responsible authority.
R77	The delivery of underground services is to be coordinated, located, and bundled (using common trenching) to maintain the cross-section widths of paths and nature strips as shown in Appendix 5 Standard cross sections and functional layout plans and to facilitate trees and other planting within road reserve.
R78	Stormwater runoff from the development must meet the performance objectives of the CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater prior to discharge to receiving waterways and as outlined on Plan 7 Water, unless otherwise approved by Melbourne Water and the responsible authority. Proposals that exceed the performance objectives will be considered to the satisfaction of the relevant authority.
R79	Land identified as sports reserve on Plan 7 Public Realm and required to be delivered as identified in a ICP or separate agreement must be vested in the relevant authority in the following condition: • Free from all existing disused structures, foundations, pipelines, stockpiles, rubbish, environmental weeds, rocks and soil contamination • Reasonably graded and/or topsoiled to create a safe and regular surface with a maximum 1:6 gradient • Seeded and top-dressed with drought-resistant grass in bare, patchy and newly-graded areas
R80	Until the construction of the first carriageway of Taylors Road between Beattys Road and Leakes Road at Stage 2 as per Plan 12 Infrastructure and Development Staging, subdivisions must upgrade and utilise the existing Beattys Road carriageway for access.

GUIDELINES	
G45	Staging of infrastructure and development should provide for the timely provision and delivery of the following infrastructure to the satisfaction of the responsible authority: • Connection to any arterial road network and seek to co-ordinate the delivery of these roads in conjunction with the timing of the arterial road connections located external to the precinct • Connector streets and connector street bridges

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	• Street connections between properties, constructed to the property boundary • On- and off-road pedestrian and bicycle network paths • Safe pedestrian path/s (crushed rock or alternative interim provision where deemed appropriate) from any existing pedestrian network/s to proposed connections to facilitate connectivity to services, transport, community infrastructure and adjoining communities • Drainage infrastructure • Essential infrastructure • Land for community infrastructure, sports fields, local open space including urban agriculture.
G46	Out-of-sequence development should only be supported by negotiation and agreement between a developer and the impacted infrastructure providers and not impose unreasonable additional burden on infrastructure providers.
G47	Integrated water management systems should be designed to enable connection for the supply of treated stormwater for the Growling Grass Frog wetlands within the BCS conservation area in accordance with Melbourne Water and the DEECA.
G48	Development should demonstrate a reduced reliance on potable water through the use of alternative design features that increases the utilisation of fit-for-purpose alternative water sources such as storm water, rainwater and recycled water.
G49	Design and location of underground services should be guided by Plan 13 Precinct Infrastructure Plan.
G50	Where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recovery, sewer mining) should be incorporated within the precinct open space system as depicted on Plan 6 Public Realm and Plan 7 Water Plan.
G51	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths. Water Sensitive Urban Design initiatives such as rain gardens and/or locally treated storm water for irrigation to contribute to a sustainable and green urban environment and respond to the *Melton East PSP Integrated Water Management Report* (prepared by Alluvium, May 2023).
G52	Properties abutting the future Taylors Road should prioritise delivery of the road in the early stages of development, to the satisfaction of the responsible authority.
G53	Above-ground utilities including temporary utilities should be located outside of key view lines outlined within the Melton East PSP Landscape and Visual Impact Assessment (prepared by Urbis October 2022) and screened with vegetation to the satisfaction of the responsible authority.
G54	The early delivery of community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages, to the satisfaction of the responsible authority.

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4 APPENDICES

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Appendix 1 Precinct infrastructure plan

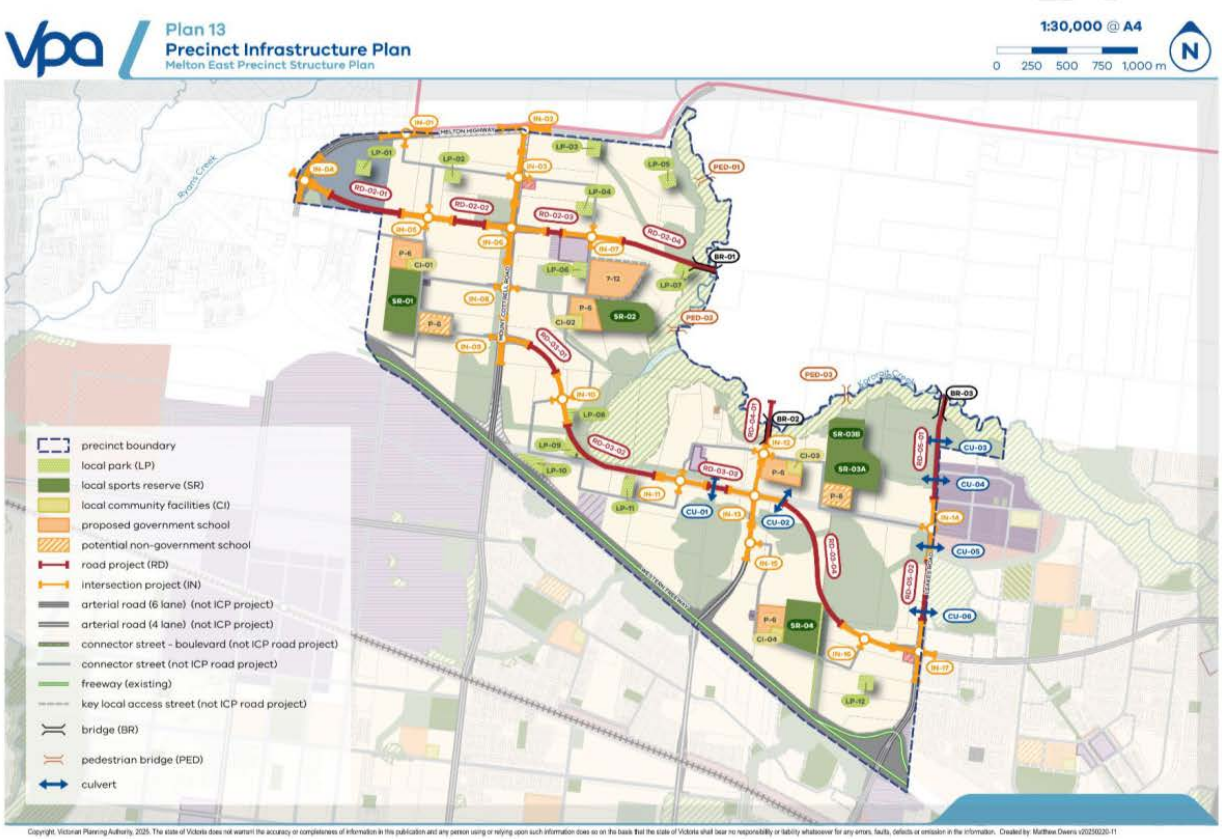


Table 23. Precinct infrastructure

CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Road	RD-02-01	Tarletons Road IN-04 to IN-05	Primary Arterial Interim – first carriageway	Melton City Council	Yes	Yes	No	S	N/A	100%
Road	RD-02-02	Tarletons Road IN-05 to IN-06	Primary Arterial Interim -first carriageway	Melton City Council	Yes	Yes	No	S	N/A	100%
Road	RD-02-03	Tarletons Road IN-06 to IN-07	Secondary Arterial Interim – first carriageway	Melton City Council	Yes	Yes	Yes	S	N/A	100%
Road	RD-02-04	Tarletons Road IN-07 to BR-01	Secondary Arterial Interim – first carriageway	Melton City Council	Yes	Yes	No	S	N/A	100%
Road	RD-03-01	Taylors Road IN-09 to IN-10	Secondary Arterial Ultimate – dual carriageway	Melton City Council	Yes	Yes	No	M	N/A	100%
Road	RD-03-02	Taylors Road IN-10 to IN-11	Secondary Arterial Interim – first carriageway	Melton City Council	Yes	Yes	No	M	N/A	100%

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CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Road	RD-03-03	Taylors Road IN-11 to IN-13	Secondary Arterial Interim – first carriageway	Melton City Council	Yes	No	Yes	M	N/A	100%
Road	RD-03-04	Taylors Road IN-13 to IN-16	Secondary Arterial Interim – first carriageway	Melton City Council	Yes	Yes	No	M	N/A	100%
Road	RD-04-01	Paynes Road (BR02 to IN-12)	Connector Boulevard Ultimate – dual carriageway	Melton City Council	Yes	No	Yes	M	N/A	100%
Road	RD-05-01	Leakes Road BR-03 to IN-14	Secondary Arterial Interim – first carriageway	Melton City Council	Yes	Yes	No	S	N/A	100%
Road	RD-05-02	Leakes Road IN-14 to IN-17	Primary Arterial Interim – first carriageway	Melton City Council	Yes	Yes	No	S	N/A	100%
Intersection	IN-01	Melton Highway and North-South Connector Boulevard	Primary/Connector Boulevard T-Signalised Ultimate	Melton City Council	Yes	Yes	No	S	N/A	100%

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CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Intersection	IN-02	Melton Highway and Mount Cottrell Road	Primary/Connector Boulevard/Secondary Arterial Cross signalised Ultimate	Melton City Council	Yes	Yes	No	S	N/A	100%
Intersection	IN-03	Mount Cottrell Road and East-West Connector	Secondary/Connector Boulevard Cross signalised Ultimate	Melton City Council	Yes	No	Yes	S	N/A	100%
Intersection	IN-04	Tarletons Road and Melton Highway	Primary/Primary Cross signalised Ultimate Eastern leg – refer to benchmarks	Melton City Council	Yes	Yes	No	S	N/A	100%
Intersection	IN-05	Tarletons Road and North-South Connector	Primary/Connector Boulevard Cross Signalised Ultimate	Melton City Council	Yes	Yes	No	S	N/A	100%
Intersection	IN-06	Mount Cottrell Road and Tarletons Road	Primary/Primary/Secondary/Secondary Cross signalised	Melton City Council	Yes	Yes	No	S	N/A	100%

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CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
			Ultimate							
Intersection	IN-07	Tarletons Road and North-South Connector	Secondary/Connector Boulevard Cross Signalised Ultimate	Melton City Council	Yes	Yes	No	S	N/A	100%
Intersection	IN-08	Mount Cottrell Road and East-West Connector	Primary/Connector Boulevard Cross signalised Ultimate	Melton City Council	Yes	Yes	No	M	N/A	100%
Intersection	IN-09	Taylors Road/Mount Cottrell Road/Connector	Primary/Secondary/Connector Boulevard Cross signalised Ultimate	Melton City Council	Yes	Yes	No	M	N/A	100%
Intersection	IN-10	Taylors Road and East-West Connector	Secondary/Connector Boulevard Cross signalised Ultimate	Melton City Council	Yes	Yes	No	M	N/A	100%
Intersection	IN-11	Taylors Road and North-South Connector	Secondary/Connector Boulevard Cross signalised Ultimate	Melton City Council	Yes	No	Yes	M	N/A	100%

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CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Intersection	IN-12	Paynes Road and East-West Connector	Connector Boulevard/Connector Boulevard Cross signalised Ultimate	Melton City Council	Yes	No	Yes	M	N/A	100%
Intersection	IN-13	Taylors Road and Paynes Road	Connector Boulevard/Secondary Arterial/Secondary Arterial Cross signalised Ultimate	Melton City Council	Yes	No	Yes	S	N/A	100%
Intersection	IN-14	Leakes Road and Beattys Road	Secondary Arterial/Primary Arterial/Connector Boulevard Cross signalised Ultimate	Melton City Council	Yes	Yes	No	S	N/A	100%
Intersection	IN-15	Paynes Road and East Connector	Secondary Arterial/Connector Boulevard T-signalised Ultimate	Melton City Council	Yes	Yes	No	S	N/A	100%
Intersection	IN-16	Taylors Road and a South Connector	Secondary Arterial/Connector Boulevard	Melton City Council	Yes	Yes	No	M	N/A	100%

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CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
			T-signalised Ultimate							
Intersection	IN-17	Taylors Road and Leakes Road	Secondary Arterial/Primary Arterial/Existing Road Cross signalised Ultimate	Melton City Council	Yes	Yes	No	S	N/A	100%
Bridge	BR-01	Tarletons Road crossing Kororoit Creek	Construction of an arterial road bridge (interim standard)	Melton City Council	Yes	Yes	No	L	Warrensbrook ICP	50.00%
Bridge	BR-02	Paynes Road crossing Kororoit Creek	Construction of a connector road bridge (interim standard)	Melton City Council	Yes	Yes	Yes	L	Warrensbrook ICP	50.00%
Bridge	BR-03	Leakes Road crossing Kororoit Creek	Construction of an arterial road bridge (interim standard)	Melton City Council	Yes	Yes	No	L	Warrensbrook ICP	50.00%
Culvert	CU-01	Taylors Road (RD-03)	Construction of a culvert under a 4 lane primary arterial road (interim extent)	Melton City Council	Yes	Yes	No	M	N/A	100%

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CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Culvert	CU-02	Taylors Road (RD-03)	Construction of a culvert under a 4 lane primary arterial road (interim extent)	Melton City Council	Yes	Yes	No	M	N/A	100%
Culvert	CU-03	Taylors Road (RD-05)	Construction of a culvert under a 4 lane primary arterial road (interim extent)	Melton City Council	Yes	Yes	No	S	N/A	100%
Culvert	CU-04	Taylors Road (RD-05)	Construction of a culvert under a 4 lane primary arterial road (interim extent)	Melton City Council	Yes	Yes	No	S	N/A	100%
Culvert	CU-05	Taylors Road (RD-05)	Construction of a culvert under a 4 lane primary arterial road (interim extent)	Melton City Council	Yes	Yes	No	S	N/A	100%
Culvert	CU-06	Taylors Road (RD-05)	Construction of a culvert under a 4 lane primary arterial road (interim extent)	Melton City Council	Yes	Yes	No	S	N/A	100%
Pedestrian Bridge	PED-01	Pedestrian bridge	Construction of a shared pedestrian and cyclist bridge	Melton City Council	Yes	N/A	Yes	L	Warrensbrook ICP	50.00%
Pedestrian Bridge	PED-02	Pedestrian bridge	Construction of a shared pedestrian and cyclist bridge	Melton City Council	Yes	N/A	Yes	L	Warrensbrook ICP	50.00%
Pedestrian Bridge	PED-03	Pedestrian bridge	Construction of a shared pedestrian and cyclist bridge	Melton City Council	Yes	N/A	Yes	L	Warrensbrook ICP	50.00%
Community	CI-01	Community Facilities	Purchase of land and construction of a proposed community facility	Melton City Council	Yes	N/A	Yes	M	N/A	100%

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CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Infrastructure										
Community Infrastructure	CI-02	Community Facilities	Purchase of land and construction of a proposed community facility	Melton City Council	Yes	N/A	Yes	M	N/A	100%
Community Infrastructure	CI-03	Community Facilities	Purchase of land and construction of a proposed community facility	Melton City Council	Yes	N/A	Yes	M	N/A	100%
Community Infrastructure	CI-04	Community Facilities	Purchase of land and construction of a proposed community facility	Melton City Council	Yes	N/A	Yes	S	N/A	100%
Government School	P-6	Proposed P6 School	Purchase of land and construction of a Proposed Government Primary School	The Department of Education	N/A	N/A	N/A	N/A	N/A	
Government School	P-6	Proposed P6 School	Purchase of land and construction of a Proposed Government Primary School	The Department of Education	N/A	N/A	N/A	N/A	N/A	
Government School	P-6	Proposed P6 School	Purchase of land and construction of a Proposed Government Primary School	The Department of Education	N/A	N/A	N/A	N/A	N/A	
Government School	P-6	Proposed P6 School	Purchase of land and construction of a Proposed Government Primary School	The Department of	N/A	N/A	N/A	N/A	N/A	

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CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
				Education						
Government School	7-12	Proposed 7-12 School	Purchase of land and construction of a Proposed Government Secondary School	The Department of Education	N/A	N/A	N/A	N/A	N/A	
Local Park	LP-01	Passive Open Space	Provision of land for a local park	The Department of Education	Yes	No	No	S	N/A	100%
Local Park	LP-02	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	S	N/A	100%
Local Park	LP-03	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	S	N/A	100%
Local Park	LP-04	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	S	N/A	100%
Local Park	LP-05	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	S	N/A	100%
Local Park	LP-06	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	M	N/A	100%
Local Park	LP-07	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	M	N/A	100%

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CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Local Park	LP-08	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	M	N/A	100%
Local Park	LP-09	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	M	N/A	100%
Local Park	LP-10	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	M	N/A	100%
Local Park	LP-11	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	M	N/A	100%
Local Park	LP-12	Passive Open Space	Provision of land for a local park	Melton City Council	Yes	No	No	M	N/A	100%
Sporting Reserve	SR-01	Sports Field	Land and construction of sports fields and hard courts colocated with the north-western local convenience centre	Melton City Council	Yes	N/A	Yes	M	N/A	100%
Sporting Reserve	SR-01c	Sports pavilion – 2 playing areas	Construction of multi purpose pavilion collocated with the north- western local convenience centre	Melton City Council	Yes	N/A	Yes	M	N/A	100%
Sporting Reserve	SR-02	Sports Field	Land and construction of sports fields and hard courts colocated with the northern local town centre	Melton City Council	Yes	N/A	Yes	M	N/A	100%
Sporting Reserve	SR-02c	Sports pavilion – 2 playing areas	Construction of multi purpose pavilion collocated with the northern local town centre	Melton City Council	Yes	N/A	Yes	M	N/A	100%

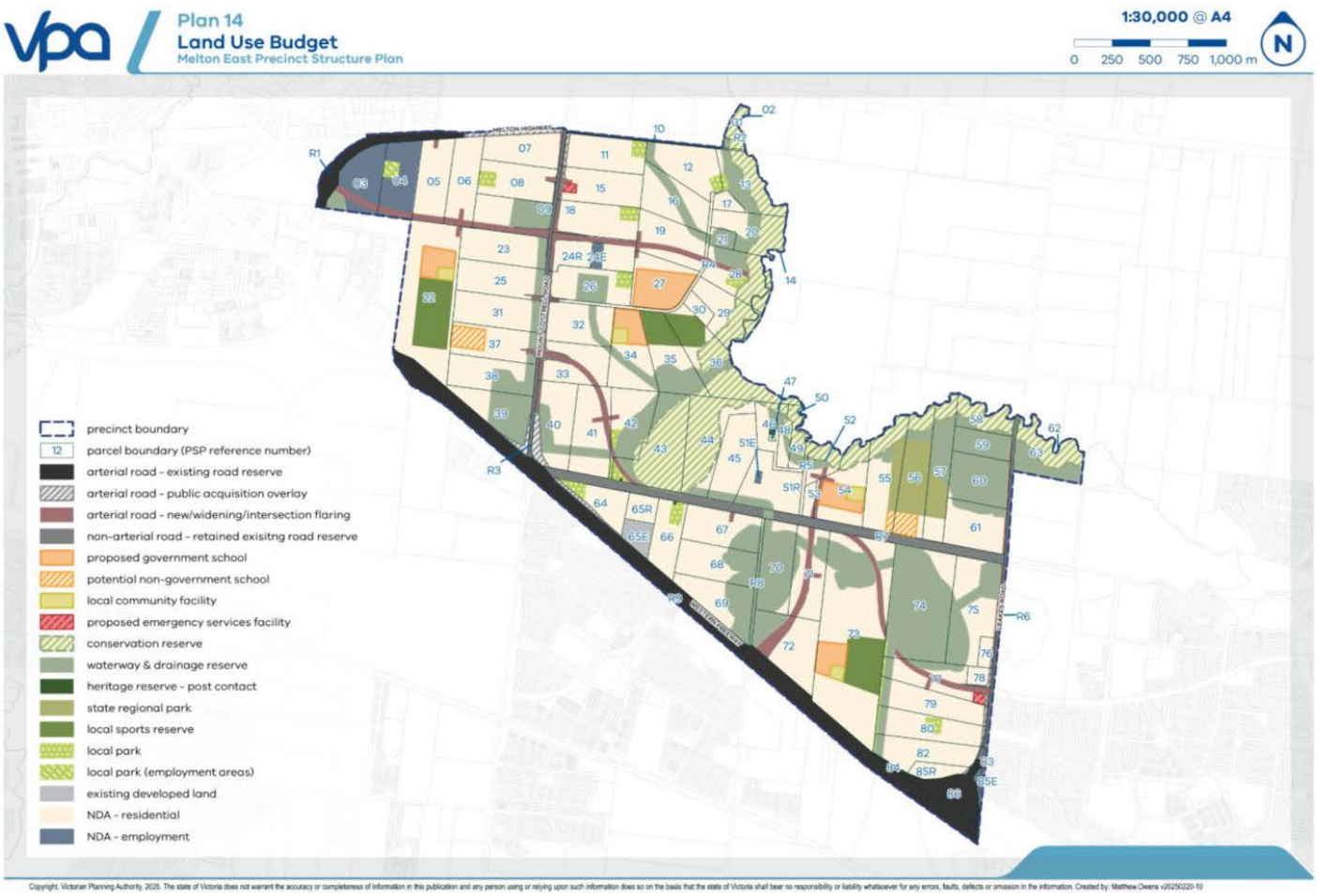
PUBLIC CONSULTATION

CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Sporting Reserve	SR-03a	Sports Field	Land and construction of sports fields and hard courts co-located with the in the north-east of Kororoit Creek	Melton City Council	Yes	N/A	Yes	S-M	N/A	100%
Sporting Reserve	SR-03ac	Sports pavilion – 3 playing areas	Construction of multipurpose pavilion colocated with the north-east of Kororoit Creek	Melton City Council	Yes	N/A	Yes	S-M	N/A	100%
Sporting Reserve	SR-03b	Sports Field	Land and construction of a training field, co-located with the north-east of Kororoit Creek	Melton City Council	Yes	N/A	N/A	S-M	Melton City Council	-
Sporting Reserve	SR-04	Sports Field	Land and construction of sports fields and hard courts collocated with the southern local convenience centre	Melton City Council	Yes	N/A	Yes	S	N/A	100%
Sporting Reserve	SR-04-c	Sports pavilion – 2 playing areas	Construction of multi purpose pavilion collocated with the southern local convenience centre	Melton City Council	Yes	N/A	Yes	S	N/A	100%

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Victorian Planning Authority PSP 2.0

Appendix 2 Summary land use budget & property-specific land use budget



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Table 24. Summary land use budget

DESCRIPTION	AREA (HA)	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA	**1,005**		
TRANSPORT			
Arterial Road - Existing Road Reserve	66.03	6.57%	13.16%
Arterial Road - Public Acquisition Overlay	6.97	0.69%	1.39%
Arterial Road - New / Widening / Intersection Flaring (ICP land)	35.66	3.55%	7.10%
Existing Public Acquisition Overlay	1.89	0.19%	0.38%
Non-Arterial Road - New / Widening / Intersection Flaring (ICP land)	-	-	-
Non-Arterial Road - Retained Existing Road Reserve	28.44	2.83%	5.67%
Public Transport Facilities / Reserve	-	-	-
SUB-TOTAL TRANSPORT	**138.99**	**13.83%**	**27.69%**
COMMUNITY & EDUCATION			
ICP Community Facilities	3.60	0.36%	0.72%
Government School	22.40	2.23%	4.46%
Potential Non-Government School	6.00	0.60%	1.20%
Emergency Services	1.00	0.10%	0.20%
SUB-TOTAL COMMUNITY & EDUCATION	**33.00**	**3.28%**	**6.58%**
OPEN SPACE			
UNCREDITED OPEN SPACE & REGIONAL OPEN SPACE			
Conservation Reserve (BCS)	91.68	9.12%	18.27%
Heritage	1.84	0.18%	0.37%
Waterway and Drainage Reserve	181.27	18.03%	36.12%
SUB-TOTAL UNCREDITED OPEN SPACE & REGIONAL OPEN SPACE	**274.78**	**27.34%**	**54.75%**
CREDITED OPEN SPACE			
Local Network Park (ICP land)	11.85	1.18%	2.36%
Local Sports Reserve (ICP land)	26.00	2.59%	5.18%
Regional Sports Reserve (ICP land)	15.00	1.49%	2.99%
SUB-TOTAL CREDITED OPEN SPACE	**52.85**	**5.26%**	**10.53%**
TOTAL ALL OPEN SPACE	**327.63**	**32.60%**	**65.28%**
OTHER			
Existing Commercial Land	3.62	0.36%	0.72%
SUB-TOTAL OTHER	**3.62**	**0.36%**	**0.72%**
TOTAL NET DEVELOPABLE AREA – (NDA) Ha	**501.88**	**49.93%**	
NET DEVELOPABLE AREA – RESIDENTIAL (NDAR) Ha	**480.60**	**47.82%**	
NET DEVELOPABLE AREA – EMPLOYMENT (NDAE) Ha	**21.28**	**2.12%**	

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Table 25. Property-specific land use budget

			TRANSPORT					COMMUNITY/ EDUCATION			OPEN SPACE												
PARCEL ID	TOTAL AREA (HECTARES)	LAND USE	Arterial Road - Existing Road Reserve	Arterial Road - Public Acquisition Overlay	Arterial Road - New / Widening / Intersection Flaring (ICP land)	Non-Arterial Road - Retained Existing Road Reserve	Existing Public Acquisition Overlay	Government School	Potential Non-Government School	ICP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve	Local Sports Reserve (ICP land)	Local Network Park (ICP land)	Regional Sports Reserve (ICP land)	HERITAGE	EXISTING COMMERCIAL LAND	EMERGENCY SERVICES	TOTAL NET DEVELOPABLE AREA (HECTARES)	TOTAL CONTRIBUTION LAND (HECTARES)	TRANSPORT (HECTARES)	RESIDENTIAL COMMUNITY AND RECREATION (HECTARES)	COMMERCIAL & INDUSTRIAL COMMUNITY AND RECREATION (HECTARES)
01	1.69	Residential	-	-	-	-	-	-	-	-	1.65	0.05	-	-	-	-	-	-	-	-	-	-	-
02	0.25	Residential	-	-	-	-	-	-	-	-	0.25	-	-	-	-	-	-	-	-	-	-	-	-
03	12.15	Employment	-	-	1.41	-	-	-	-	-	-	1.20	-	-	-	-	-	-	9.54	10.94	1.41	-	-
04	11.57	Employment	-	-	0.94	-	-	-	-	-	-	-	-	1.00	-	-	-	-	9.62	11.57	0.94	-	1.00
05	11.56	Residential	-	-	1.03	-	-	-	-	-	-	-	-	-	-	-	-	-	10.54	11.56	1.03	-	-
06	11.56	Residential	-	-	1.01	-	0.40	-	-	-	-	-	-	-	-	-	-	-	10.15	11.16	1.01	-	-
07	11.59	Residential	-	-	0.22	-	1.48	-	-	-	-	-	-	-	-	-	-	-	9.89	10.11	0.22	-	-
08	11.56	Residential	-	0.06	0.25	-	-	-	-	-	-	-	-	1.00	-	-	-	-	10.25	11.50	0.25	1.00	-
09	11.56	Residential	-	0.08	2.17	-	-	-	-	-	-	4.69	-	-	-	-	-	-	4.63	6.79	2.17	-	-
10	1.32	Residential	1.14	-	-	-	-	-	-	-	0.12	0.06	-	-	-	-	-	-	-	-	-	-	-
11	12.00	Residential	-	0.42	0.15	-	-	-	-	-	-	-	-	1.00	-	-	-	-	10.44	11.58	0.15	1.00	-
12	12.01	Residential	-	-	-	-	-	-	-	-	-	0.91	-	0.65	-	-	-	-	10.44	11.09	-	0.65	-
13	10.47	Residential	-	-	-	-	-	-	-	-	5.37	4.08	-	0.35	-	-	-	-	0.68	1.02	-	0.35	-
14	3.26	Residential	-	-	-	-	-	-	-	-	3.21	0.05	-	-	-	-	-	-	-	-	-	-	-
15	12.00	Residential	-	0.26	0.50	-	-	-	-	-	-	-	-	-	-	-	-	0.50	10.75	11.25	0.50	-	-
16	12.00	Residential	-	-	-	-	-	-	-	-	-	2.74	-	-	-	-	-	-	9.27	9.27	-	-	-

17	1.95	Residential	-	-	-	-	-	-	-	-	-	0.02	-	-	-	-	-	-	1.93	1.93	-	-	-
18	12.00	Residential	-	0.18	0.53	-	-	-	-	-	-	-	-	1.00	-	-	-	-	10.29	11.82	0.53	1.00	-
19	12.00	Residential	-	-	1.81	-	-	-	-	-	-	0.58	-	-	-	-	-	-	9.62	11.43	1.81	-	-
20	10.10	Residential	-	-	-	-	-	-	-	-	4.44	2.38	-	-	-	-	-	-	3.28	3.28	-	-	-
21	2.00	Residential	-	-	-	-	-	-	-	-	-	1.83	-	-	-	-	-	-	0.17	0.17	-	-	-
22	33.93	Residential	-	-	0.19	-	-	3.50	-	0.80	-	-	10.00	-	-	-	-	-	19.44	30.43	0.19	10.80	-
23	12.00	Residential	-	0.06	0.07	-	-	-	-	-	-	1.16	-	-	-	-	-	-	10.72	10.79	0.07	-	-
24E	1.25	Employment	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	1.25	1.25	0.00	-	-
24R	10.75	Residential	-	0.12	2.56	-	-	-	-	-	-	-	-	-	-	-	-	-	8.07	10.63	2.56	-	-
25	12.00	Residential	-	0.03	0.24	-	-	-	-	-	-	0.99	-	-	-	-	-	-	10.75	10.98	0.24	-	-
26	12.00	Residential	-	0.12	0.37	-	-	-	-	-	-	3.53	-	1.00	-	-	-	-	6.99	8.36	0.37	1.00	-
27	12.00	Residential	-	-	0.10	-	-	8.40	-	-	-	-	-	-	-	-	-	-	3.50	3.60	0.10	-	-
28	12.26	Residential	-	-	1.04	-	-	-	-	-	5.17	2.30	-	1.00	-	-	-	-	2.75	4.80	1.04	1.00	-
29	10.11	Residential	-	-	-	-	-	-	-	-	4.80	0.02	-	-	-	-	-	-	5.28	5.28	-	-	-
30	2.14	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.14	2.14	-	-	-
31	12.00	Residential	-	0.01	0.08	-	-	-	-	-	-	1.16	-	-	-	-	-	-	10.75	10.83	0.08	-	-
32	12.00	Residential	-	0.15	0.56	-	-	-	-	-	-	1.40	-	-	-	-	-	-	9.90	10.46	0.56	-	-
33	12.00	Residential	-	0.41	2.03	-	-	-	-	-	-	0.12	-	-	-	-	-	-	9.44	11.47	2.03	-	-
34	13.25	Residential	-	-	-	-	-	3.50	-	1.00	-	1.87	-	-	-	-	-	-	6.88	7.88	-	1.00	-
35	13.05	Residential	-	-	-	-	-	-	-	-	0.46	4.84	4.01	-	-	-	-	-	3.74	7.75	-	4.01	-
36	17.41	Residential	-	-	-	-	-	-	-	-	9.81	1.33	3.99	-	-	-	-	-	2.28	6.28	-	3.99	-
37	12.00	Residential	-	0.08	0.32	-	-	-	3.00	-	-	0.93	-	-	-	-	-	-	7.67	7.99	0.32	-	-
38	12.00	Residential	-	-	0.19	-	-	-	-	-	-	3.78	-	-	-	-	-	-	8.03	8.22	0.19	-	-
39	12.00	Residential	-	0.96	0.10	-	-	-	-	-	-	7.50	-	-	-	-	-	-	3.44	3.54	0.10	-	-
40	14.45	Residential	-	1.97	0.40	-	-	-	-	-	-	3.05	-	-	-	-	-	-	9.03	9.43	0.40	-	-
41	14.61	Residential	-	-	1.66	-	-	-	-	-	-	1.44	-	0.00	-	-	-	-	11.51	13.17	1.66	0.00	-
42	12.09	Residential	-	-	0.47	-	-	-	-	-	0.62	5.11	-	0.66	-	-	-	-	5.22	6.35	0.47	0.66	-
43	19.01	Residential	-	-	0.77	-	-	-	-	-	14.58	3.03	-	0.57	-	0.06	-	-	-	1.34	0.77	0.57	-
44	16.43	Residential	-	-	-	-	-	-	-	-	12.71	0.67	-	-	-	-	-	-	3.06	3.06	-	-	-
45	12.07	Residential	-	-	-	-	-	-	-	-	-	0.97	-	-	-	-	-	-	11.09	11.09	-	-	-
46	5.06	Residential	-	-	-	-	-	-	-	-	0.47	0.57	-	-	-	0.30	-	-	3.73	3.73	-	-	-
47	0.11	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	0.11	-	-	-
48	3.34	Residential	-	-	-	-	-	-	-	-	1.12	0.92	-	-	-	-	-	-	1.30	1.30	-	-	-
49	3.53	Residential	-	-	-	-	-	-	-	-	2.52	0.67	-	-	-	-	-	-	0.34	0.34	-	-	-
50	0.32	Residential	-	-	-	-	-	-	-	-	0.32	-	-	-	-	-	-	-	-	-	-	-	-
51E	0.30	Employment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.30	0.30	-	-	-
51R	11.75	Residential	-	-	-	-	-	-	-	-	-	1.41	-	-	-	-	-	-	10.34	10.34	-	-	-

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52	4.30	Residential	-	-	0.40	-	-	-	-	-	2.07	0.80	-	-	-	-	-	-	1.04	1.44	0.40	-	-
53	1.62	Residential	-	-	0.12	-	-	-	-	-	-	-	-	-	-	-	-	-	1.50	1.62	0.12	-	-
54	13.78	Residential	-	-	0.88	-	-	3.50	-	1.00	2.35	-	-	-	-	-	-	-	6.06	7.94	0.88	1.00	-
55	14.85	Residential	-	-	-	-	-	-	0.71	-	3.17	0.83	-	-	2.86	-	-	-	7.29	10.14	-	-	-
56	14.85	Residential	-	-	-	-	-	-	2.29	-	1.94	1.23	-	-	8.68	-	-	-	0.71	9.40	-	-	-
57	12.82	Residential	-	-	-	-	-	-	-	-	1.64	5.58	-	-	3.46	-	-	-	2.15	5.61	-	-	-
58	5.96	Residential	-	-	0.00	-	-	-	-	-	4.81	1.15	-	-	-	-	-	-	-	0.00	0.00	-	-
59	6.34	Residential	-	-	0.18	-	-	-	-	-	-	6.16	-	-	-	-	-	-	-	0.18	0.18	-	-
60	12.30	Residential	-	-	0.48	-	-	-	-	-	-	11.67	-	-	-	-	-	-	0.15	0.63	0.48	-	-
61	12.25	Residential	-	-	0.44	-	-	-	-	-	-	1.98	-	-	-	-	-	-	9.84	10.27	0.44	-	-
62	0.48	Residential	-	-	-	-	-	-	-	-	0.48	-	-	-	-	-	-	-	-	-	-	-	-
63	12.10	Residential	-	-	0.03	-	-	-	-	-	6.43	5.64	-	-	-	-	-	-	-	0.03	0.03	-	-
64	7.97	Residential	-	0.97	-	-	-	-	-	-	-	-	-	1.09	-	-	-	-	5.91	7.00	-	1.09	-
65R	3.46	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.46	3.46	-	-	-
65E	3.62	Employment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.62	-	-	-	-	-	-
66	8.92	Residential	-	-	-	-	-	-	-	-	-	-	-	1.00	-	0.09	-	-	7.84	8.84	-	1.00	-
67	11.97	Residential	-	-	0.17	-	-	-	-	-	-	2.63	-	-	-	-	-	-	9.17	9.34	0.17	-	-
68	12.00	Residential	-	-	-	-	-	-	-	-	-	4.21	-	-	-	-	-	-	7.80	7.80	-	-	-
69	12.02	Residential	-	-	-	-	-	-	-	-	-	5.22	-	-	-	-	-	-	6.79	6.79	-	-	-
70	12.95	Residential	-	-	-	-	-	-	-	-	-	11.34	-	-	-	-	-	-	1.62	1.62	-	-	-
71	12.95	Residential	-	-	2.62	-	-	-	-	-	-	2.46	-	-	-	-	-	-	7.87	10.49	2.62	-	-
72	15.96	Residential	-	-	2.39	-	-	-	-	-	-	3.30	-	-	-	-	-	-	10.28	12.66	2.39	-	-
73	55.05	Residential	-	-	2.42	-	-	3.50	-	0.80	-	7.33	8.00	-	-	0.85	-	-	32.15	43.37	2.42	8.80	-
74	29.81	Residential	-	-	0.33	-	-	-	-	-	-	26.16	-	0.11	-	0.30	-	-	2.91	3.35	0.33	0.11	-
75	20.03	Residential	-	-	0.82	-	-	-	-	-	-	8.62	-	-	-	-	-	-	10.59	11.41	0.82	-	-
76	2.03	Residential	-	-	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-	1.80	2.03	0.22	-	-
77	11.72	Residential	-	-	2.61	-	-	-	-	-	-	2.32	-	0.12	-	0.05	-	0.50	6.12	8.85	2.61	0.12	-
78	2.02	Residential	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	1.97	2.02	0.05	-	-
79	11.74	Residential	-	-	0.11	-	-	-	-	-	-	1.03	-	0.14	-	0.07	-	-	10.39	10.64	0.11	0.14	-
80	11.64	Residential	-	0.20	-	-	-	-	-	-	-	1.03	-	1.10	-	0.07	-	-	9.24	10.34	-	1.10	-
81	0.10	Residential	-	-	-	0.10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
82	10.84	Residential	-	0.05	-	-	-	-	-	-	-	0.78	-	0.05	-	0.05	-	-	9.92	9.97	-	0.05	-
83	0.27	Residential	-	-	-	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
84	0.67	Residential	0.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
85E	0.57	Employment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.57	0.57	-	-	-
85R	3.26	Residential	-	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.17	3.17	-	-	-
86	7.91	Residential	7.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Sub-Total	**913.03**		**9.72**	**6.22**	**35.41**	**0.37**	**1.89**	**22.40**	**6.00**	**3.60**	**90.48**	**178.81**	**26.00**	**11.85**	**15.00**	**1.84**	**3.62**	**1.00**	**498.82**	**590.67**	**35.41**	**40.45**	**1.00**
R1	7.85	Residential	7.85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R2	0.83	Residential	-	-	-	-	-	-	-	-	0.60	0.23	-	-	-	-	-	-	-	-	-	-	-
R3	4.42	Residential	-	-	-	4.42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R4	3.40	Residential	-	0.01	0.25	-	-	-	-	-	-	0.12	-	-	-	-	-	-	3.03	3.28	0.25	-	-
R5	1.34	Residential	-	-	-	-	-	-	-	-	0.51	0.14	-	-	-	-	-	-	0.69	0.69	-	-	-
R6	5.40	Residential	-	-	-	5.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R7	18.67	Residential	-	-	-	18.25	-	-	-	-	0.09	0.34	-	-	-	-	-	-	-	-	-	-	-
R8	1.70	Residential	-	-	-	-	-	-	-	-	-	1.62	-	-	-	-	-	-	0.08	0.08	-	-	-
R9	48.47	Residential	48.47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL PSP	**1,005.11**		**66.03**	**6.23**	**35.66**	**28.44**	**1.89**	**22.40**	**6.00**	**3.60**	**91.68**	**181.27**	**26.00**	**11.85**	**15.00**	**1.84**	**3.62**	**1.00**	**501.88**	**594.72**	**35.66**	**40.45**	**1.00**

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Appendix 3 Activity centre performance requirements & guidelines and design criteria

Table 26. Activity centre performance requirements and guidelines

ACTIVITY CENTRE ELEMENT	PERFORMANCE REQUIREMENTS	PERFORMANCE GUIDELINES
Key design elements	1. Must address all relevant elements of the Urban Design Guidelines of Victoria. 2. Must integrate the activity centre core with the surrounding neighbourhoods, public transport, and community facilities. 3. A centralised village square to be provided that will act as forecourt to the mixed use and focal point for surrounding retail and residential uses. 4. The main streets to be designed to include dense canopy tree provision, outdoor dining and pedestrian activity and on-street parking.	1. Should respond to the surrounding site features, including the waterways, open space areas and other points of interest to create views and connections and the stories of the place. 2. Should provide a neighbourhood with a pedestrian and active transport priority, with a focus on creating a resilient and accessible 20-minute neighbourhood. 3. Mixed-use precincts should provide retail and/or office and commercial at ground level and primarily residential above ground level. 4. Minimise barriers to pedestrian, bicycle/micro-mobility active transport access to the centre, notably across the north south connector boulevard road and loading and car parking areas. 5. Development blocks should be based on a permeable layout to enable flexibility to suit a variety of land uses and allow viable short-term development as well as efficient long-term evolution.

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Table 27. Activity centre design principles

DESIGN PRINCIPLES	DESIGN OUTCOMES
Neighbourhood Activity Centre *Design the Neighbourhood Activity Centre to be pedestrian friendly and accessible by all modes of transport, while enabling private vehicle access. The Neighbourhood Activity Centre should be easily, directly, and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service, and delivery vehicles with priority given to pedestrian movement, amenity convenience and safety.*	• Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations adjacent to the Neighbourhood Activity Centre. • Bus stops should be provided to the satisfaction of the Department of Transport and Planning. • Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • The design of buildings within the Neighbourhood Activity Centre should have a relationship with and should interface to the public street network. • Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. • Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. • The design of the Neighbourhood Activity Centre should integrate climate resilience design outcomes as outlined within the Melton East PSP Climate Resilience Assessment Implementation Plan (HipVHype July 2023). • Streets, public spaces, and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above. • Facilitate pedestrian connectivity between the Neighbourhood Activity Centre and Small Local

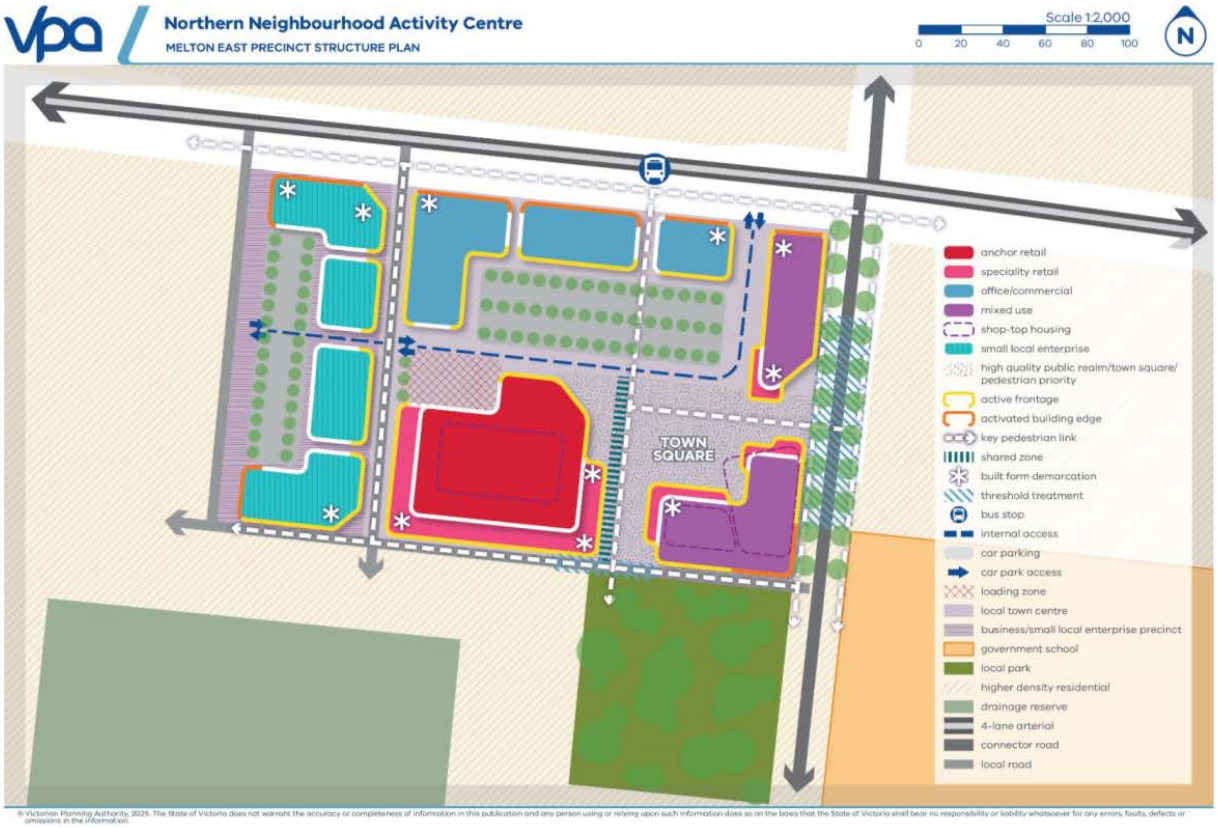
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	Enterprise Precinct to provide an integrated community experience.

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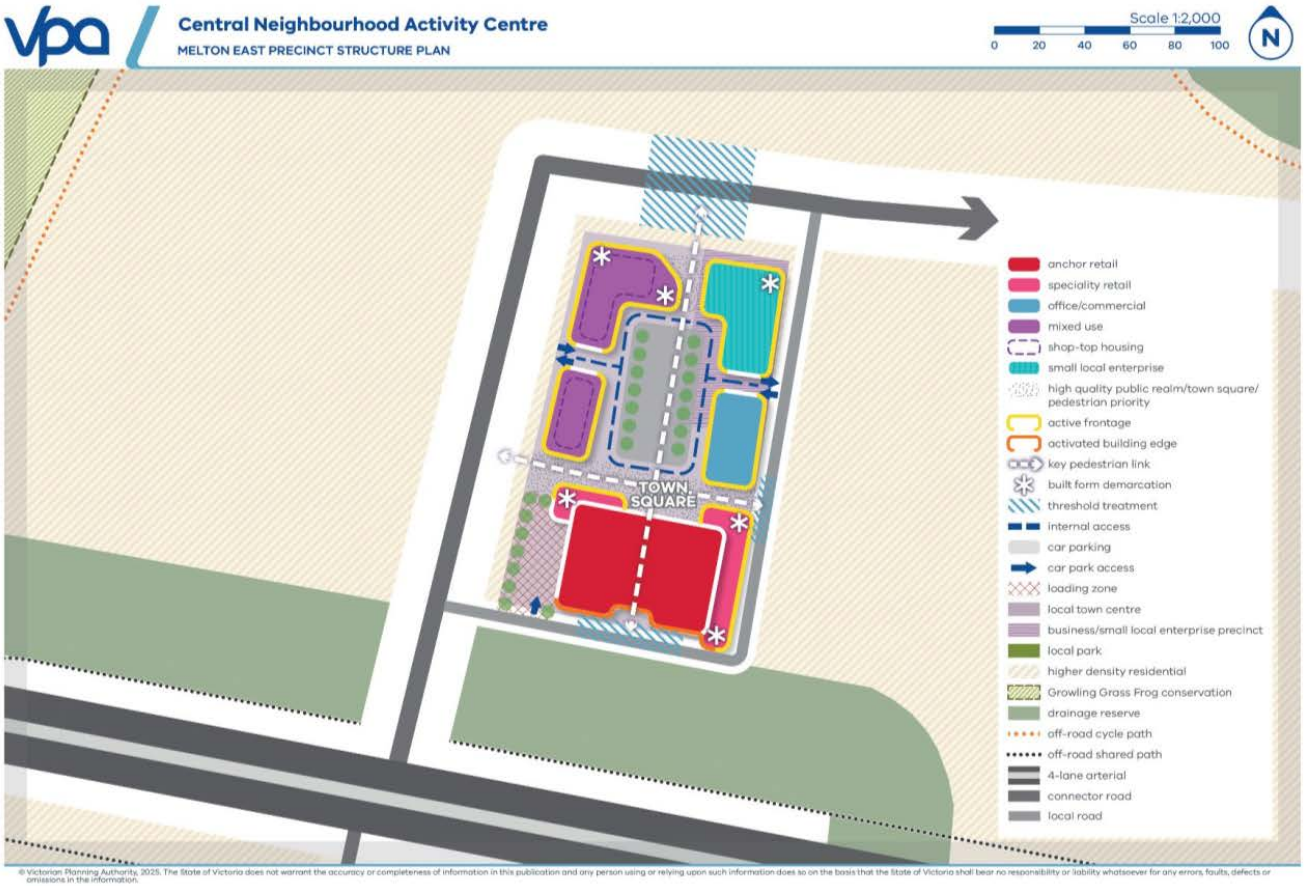
Appendix 4 Neighbourhood Activity Centre Concept Plans

Figure 2. Northern Neighbourhood Activity Centre



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Figure 3. Central Neighbourhood Activity Centre



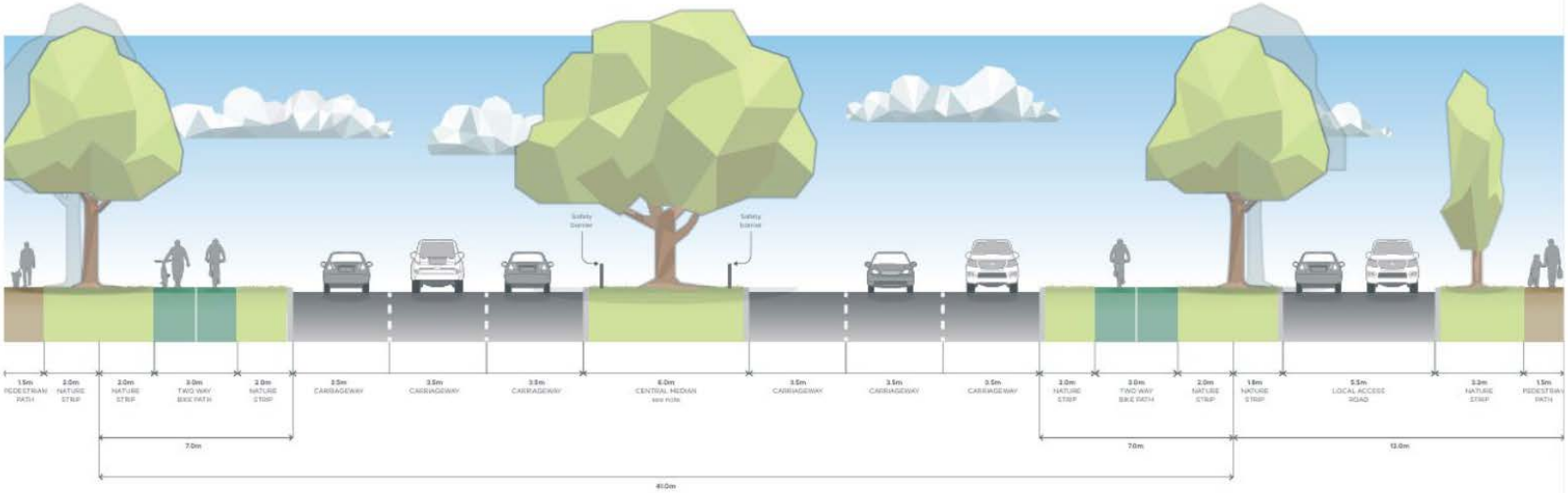
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Appendix 5 Standard road cross sections

Primary Arterial 6 Lane (41m)

VPA Standard Cross Section



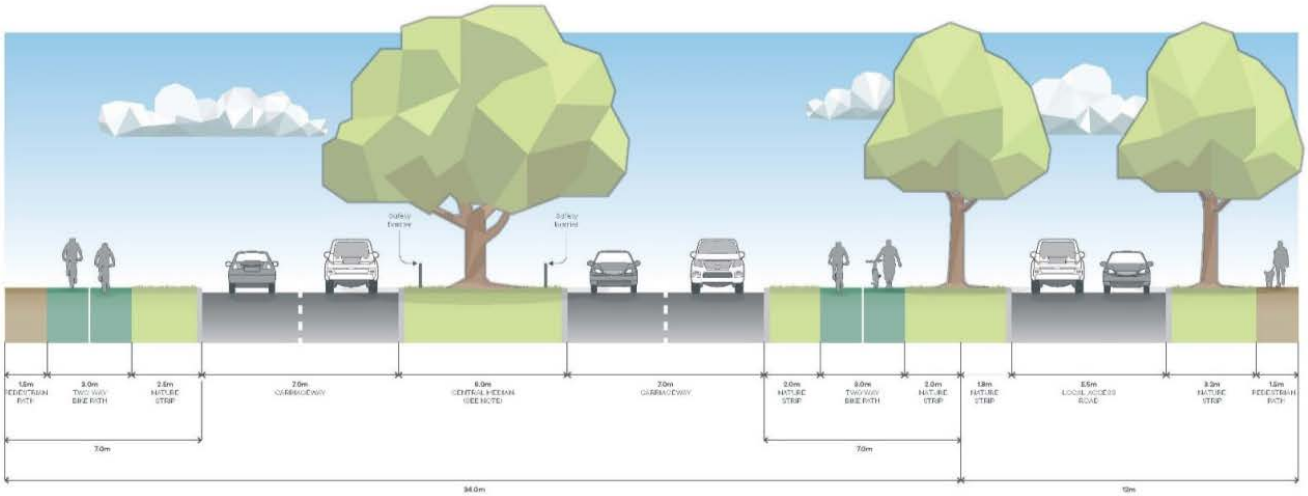
NOTES:

- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required.

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Primary Arterial 4 Lane (34m) - Compressed

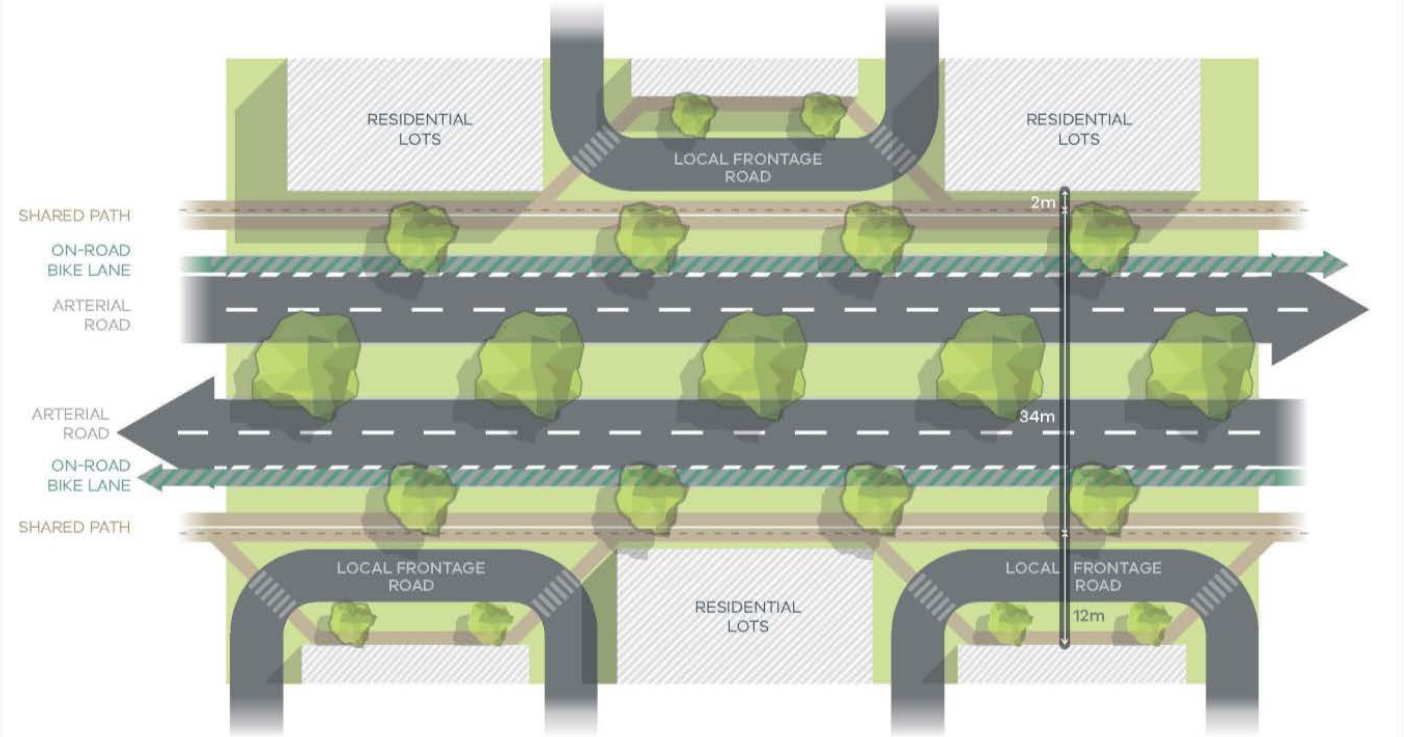


NOTES:

- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required

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Primary Arterial - Taylors Road 4 Lane (34m) - **PLAN VIEW** VPA Standard Cross Section

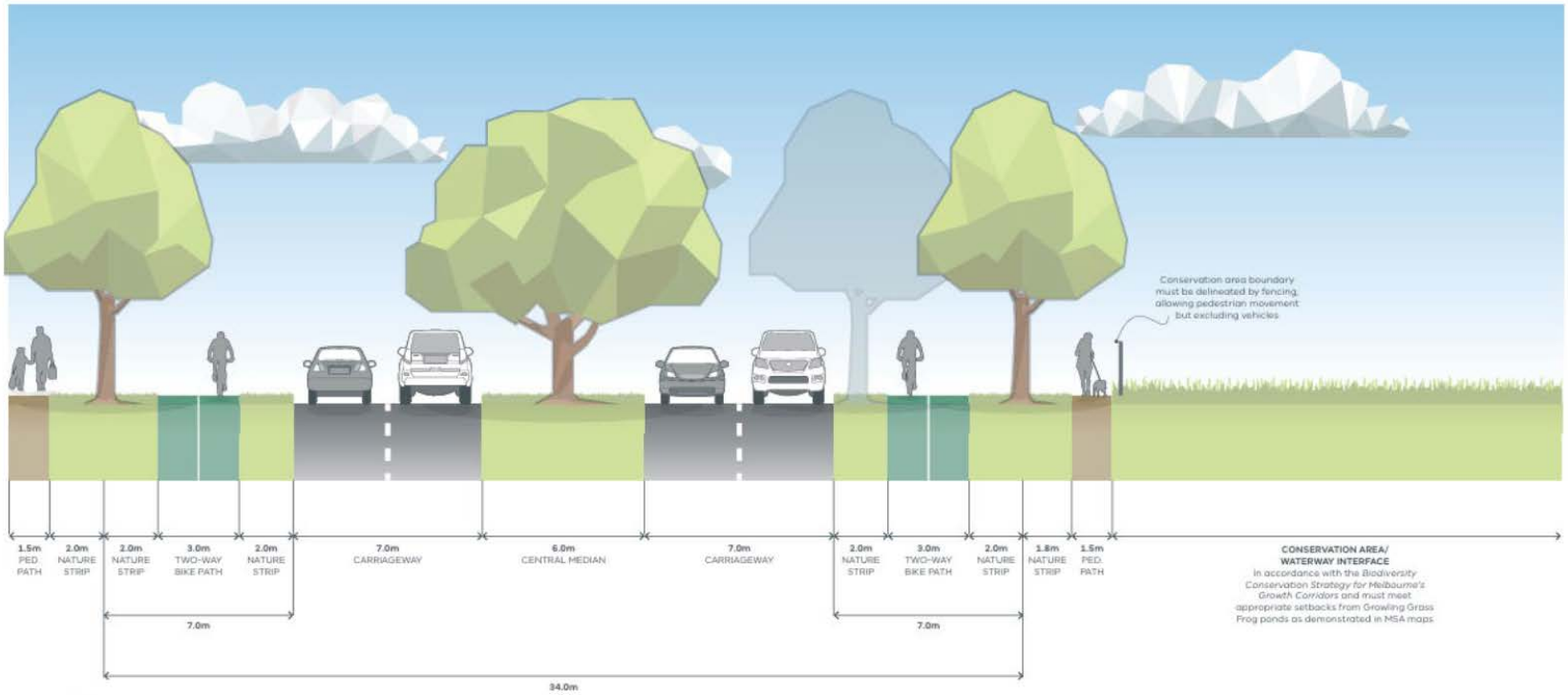


MELTON EAST PRECINCT STRUCTURE PLAN 81

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Taylors Road & Conservation area/waterway – Primary arterial 4 lane (34m)

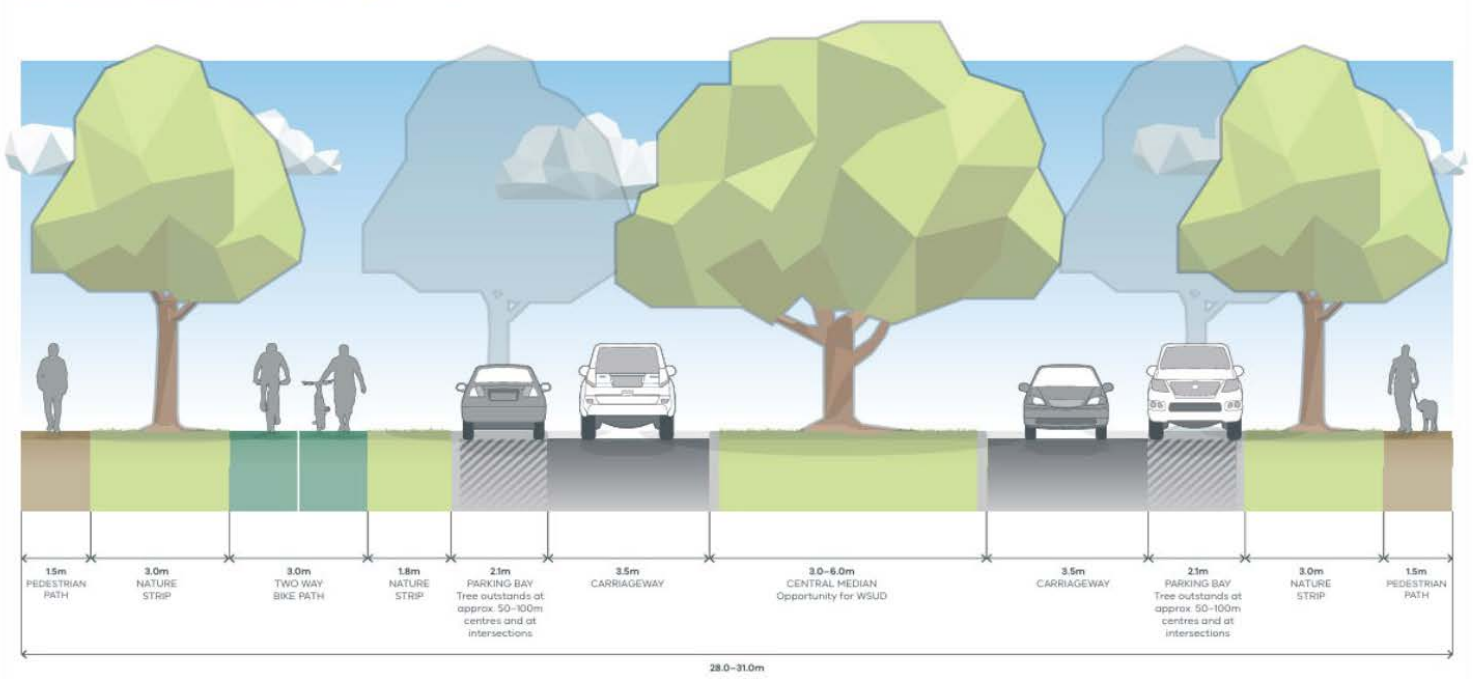


NOTES:

- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontages are to be B2 Barrier Kerb.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required.
- Flexibility in the provision of cross sections within the PSP is allowed as long as the individual modal elements are all provided in a similar manner within each cross section, and subject to agreement with the relevant road authorities and responsible authority.
- This cross section can be varied where appropriate adjacent to waterways and conservation areas. The local frontage road may not be required.

Connector Street Boulevard (28–31m)

VPA Standard Cross Section



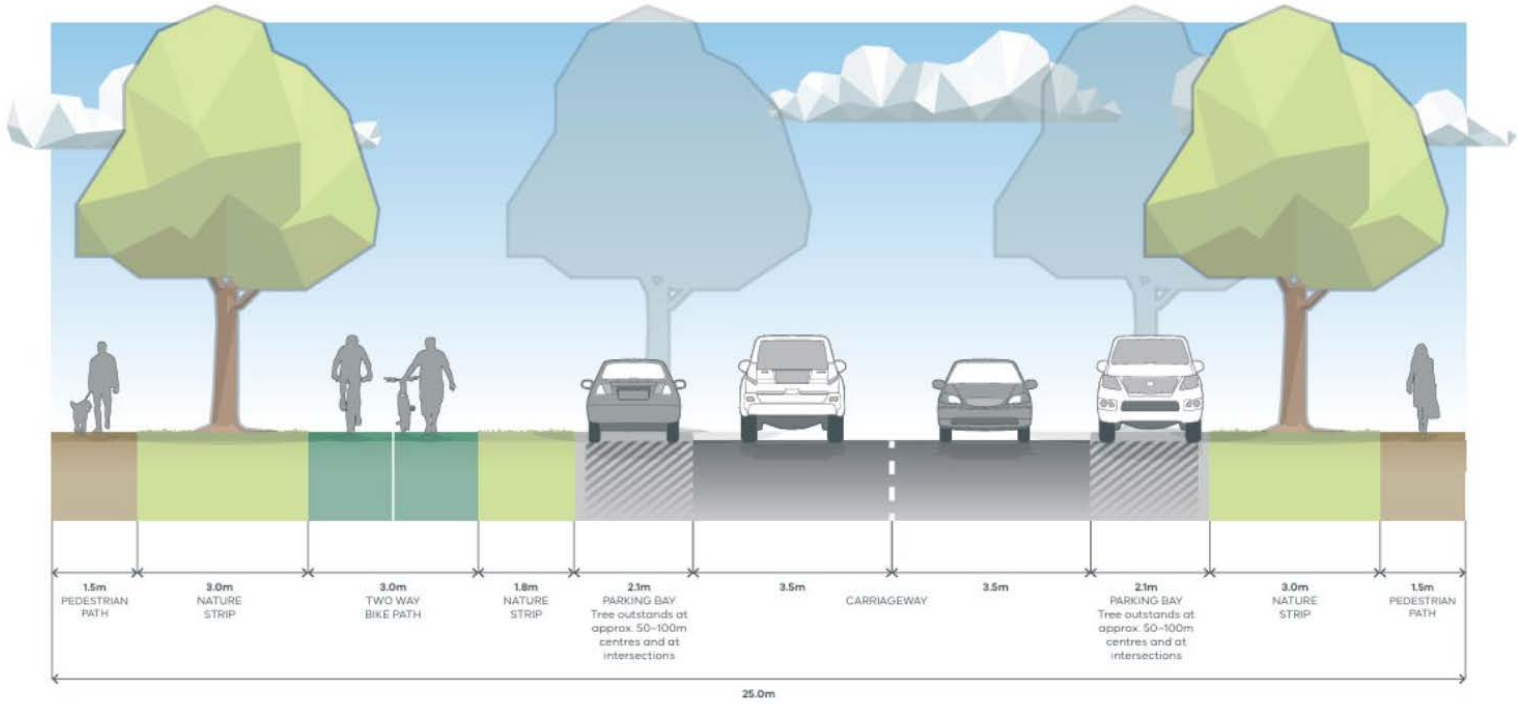
NOTES:

- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granitic sand or other pavements. Canopy tree planting must be incorporated into additional paved area.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.
- Kerb to central median is to be SM2 semi-mountable kerb.
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings.
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could includebut are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

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Connector Street (25m)

VPA Standard Cross Section



NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and throughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variation to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

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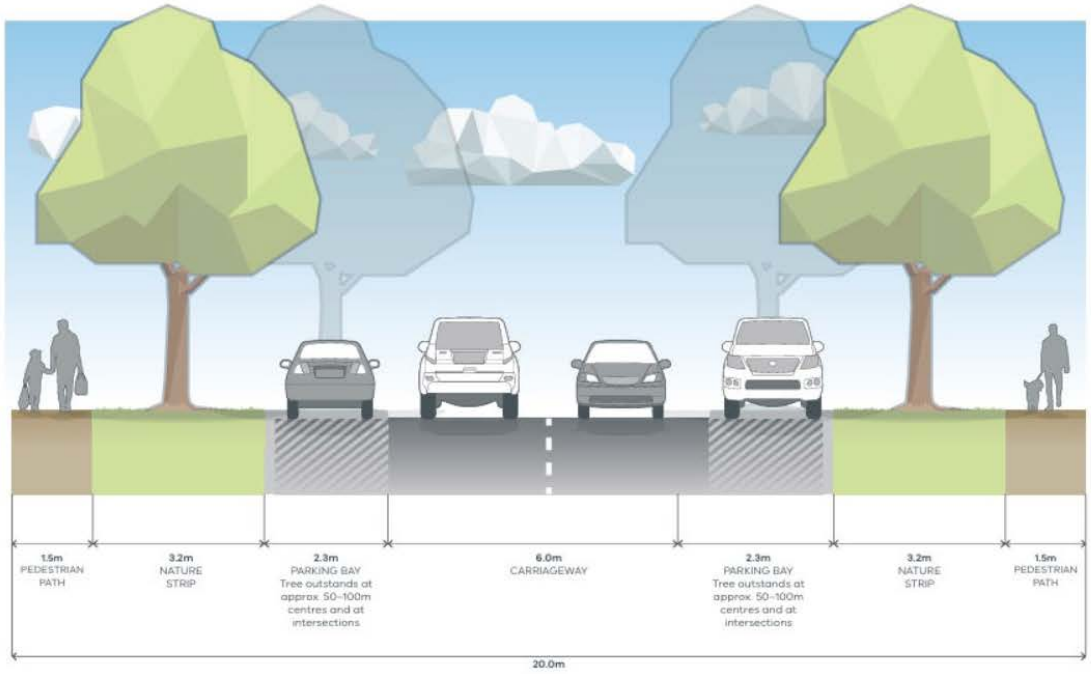
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Streetscape Cross Section
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Local Access Street Level 2 (20m)

VPA Standard Cross Section



NOTES:

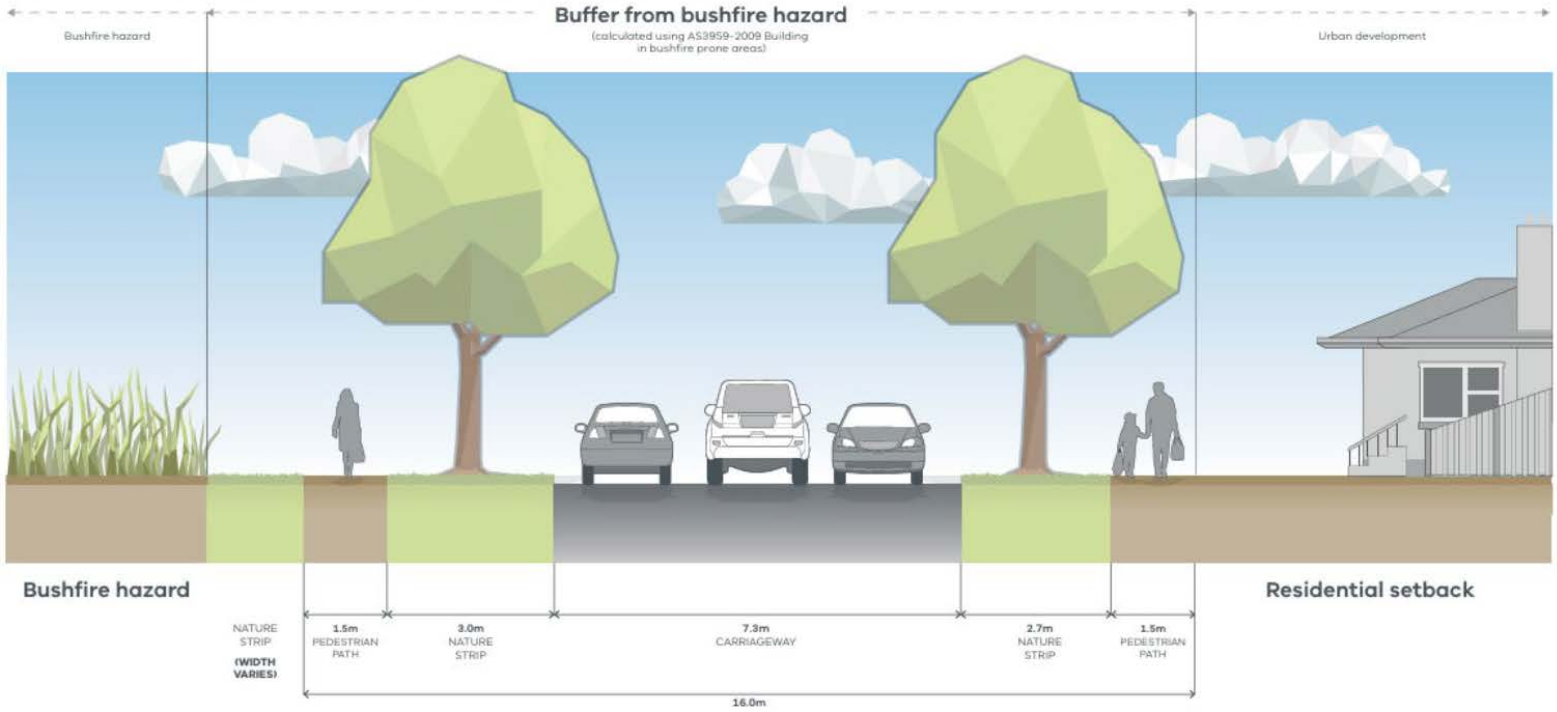
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb.
- Verge widths may be reduced where roads about open space within the consent of the responsible authority.

MELTON EAST PRECINCT STRUCTURE PLAN 85

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Bushfire hazard buffer treatment – Local Access Street Level 1

Using perimeter roads to deliver bushfire protection in new subdivisions



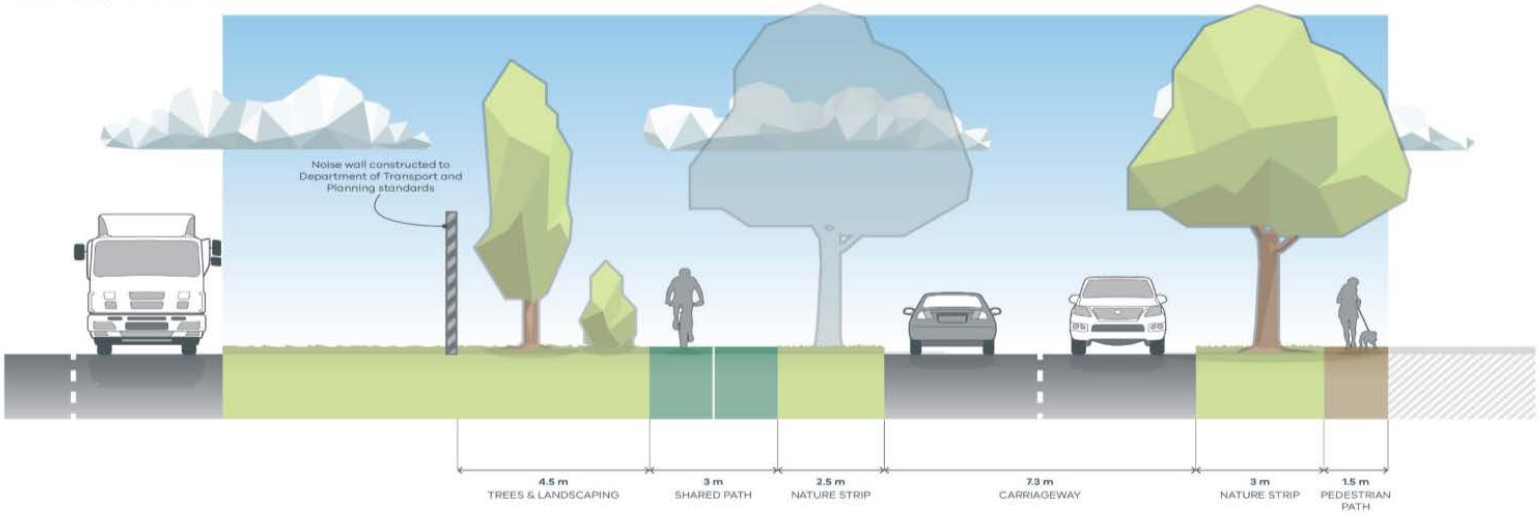
NOTES:

- Minimum street tree mature height 12 metres.
- All kerbs are to be B2, SM2 or modified SM2 Barrier Kerb (refer Local Government Infrastructure Design Manual, January 2017)

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Streetscape Cross Section
Victorian Planning Authority PSP 2.0

Freeway Interface



NOTES:

- Noise wall to be delivered by VicRoads.
- Mature street tree size must be in accordance with Melton City Council's landscaping policy.
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Shared paths to be delivered as developer works.

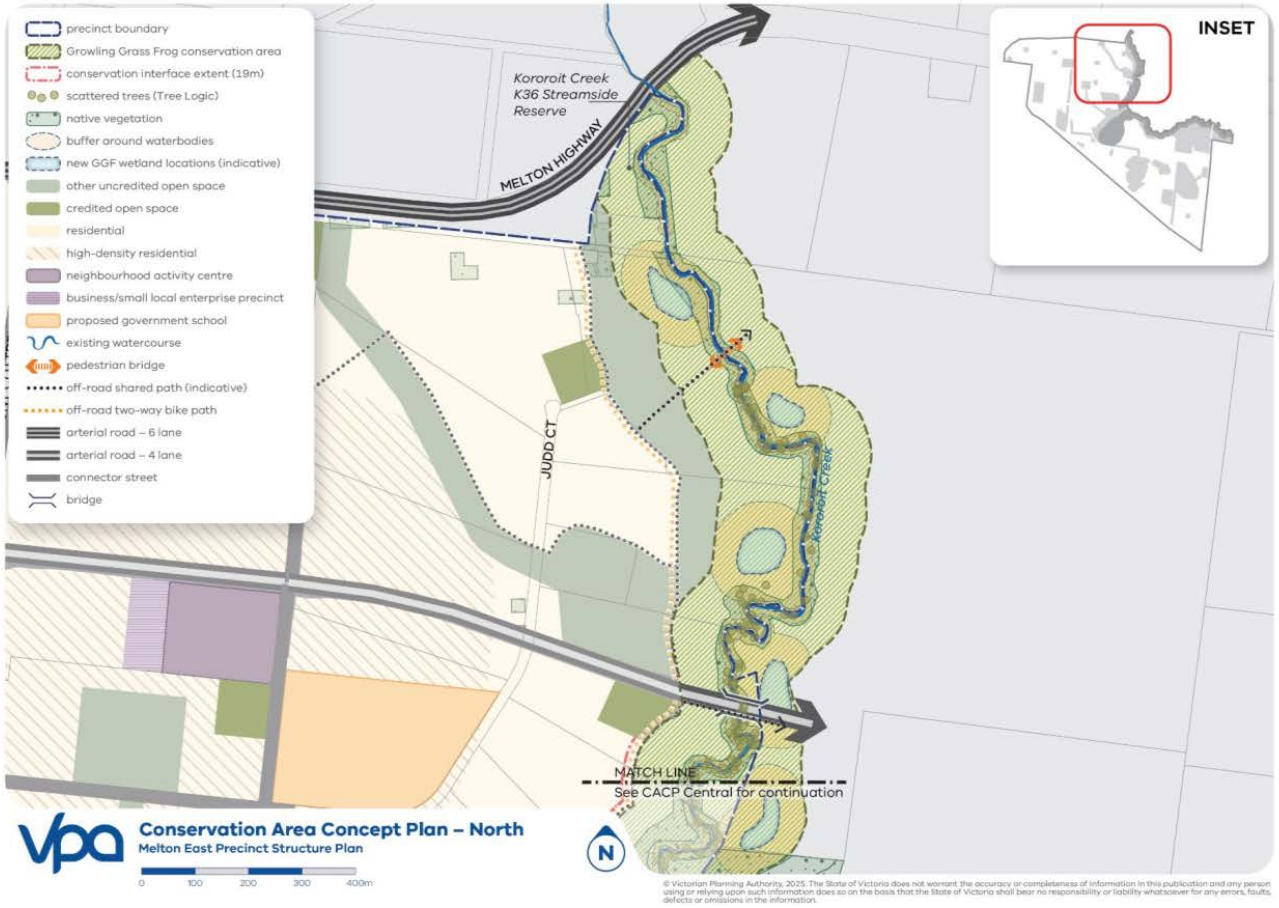
Appendix 6 Conservation Area Concept Plans and Interface Cross Sections

Table 28. Conservation Area Concept Plan Notes

The following notes apply the Conservation Area Concept Plans – North, Central and East	
1	The plan may be subject to change. The drainage assets/waterways may be further refined by Melbourne Water.
2	All drainage outfalls within this plan are subject to future investigation/approval by the DEECA.
3	A 19m fuel reduction setback must be provided to conservation areas – Refer to Streetscape Cross Section Local Access Street residential – Conservation Area interface, Bushfire Hazard Buffer Treatment – Local Access 1 and Cross Section Primary Arterial 4 Lane (34m).
4	Any proposed development or works within the Conservation Area requires the approval of the DEECA.
5	The pedestrian bridges shown in this plan are indicative. • Waterway crossings within the conservation area must be in accordance with the Growling Grass Frog Crossing Design Standards. • Waterway crossings within the conservation area must be designed to the satisfaction of Melbourne Water.
6	Where possible utilities should be located outside of the conservation area. Any proposed utilities development or works identified in (Utilities Plan, Appendix 8) within the Conservation Area requires the approval of the DEECA.
7	Maintenance access points are subject to DEECA and Melbourne Water's determination and satisfaction.
8	Off road shared path and two-way bike paths are to continue underneath the bridges.
9	Fencing must be constructed in accordance with the recommendations in the *DEECA requirements for permanent fencing around conservation areas* under the Melbourne Strategic Assessment to the satisfaction of the DEECA.

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Figure 4. Conservation Area Concept Plan - North



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Figure 5. Conservation Area Concept Plan - Central

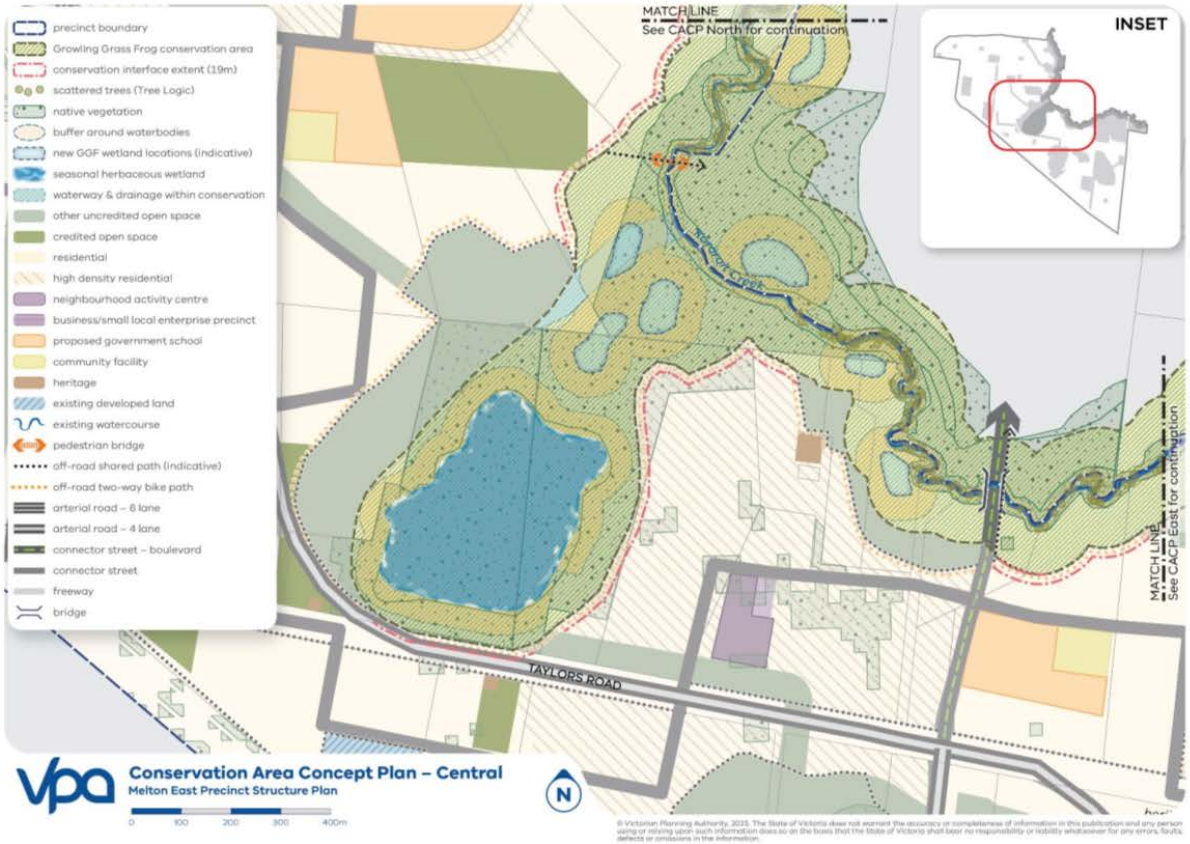
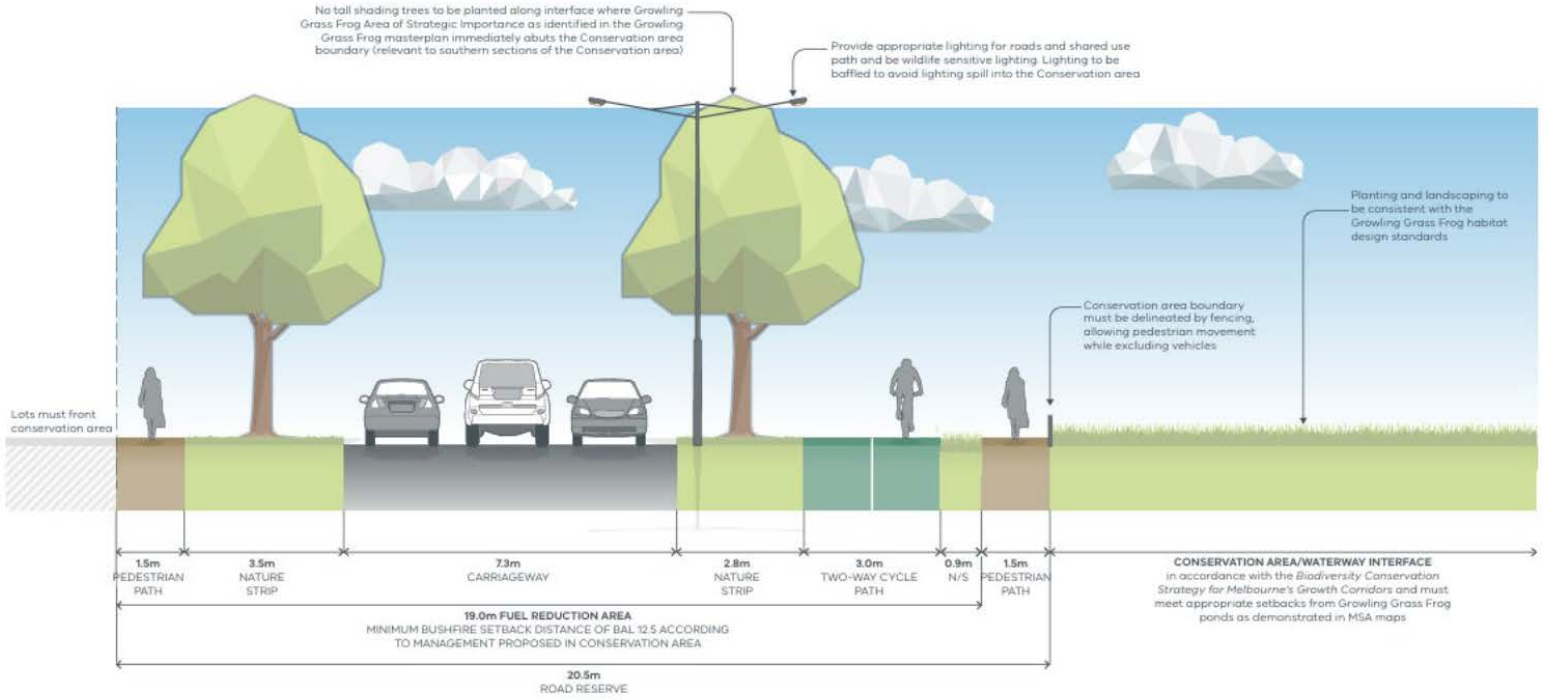


Figure 6. Conservation Area Concept Plan - East



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Local Access Street residential – Conservation Area Interface



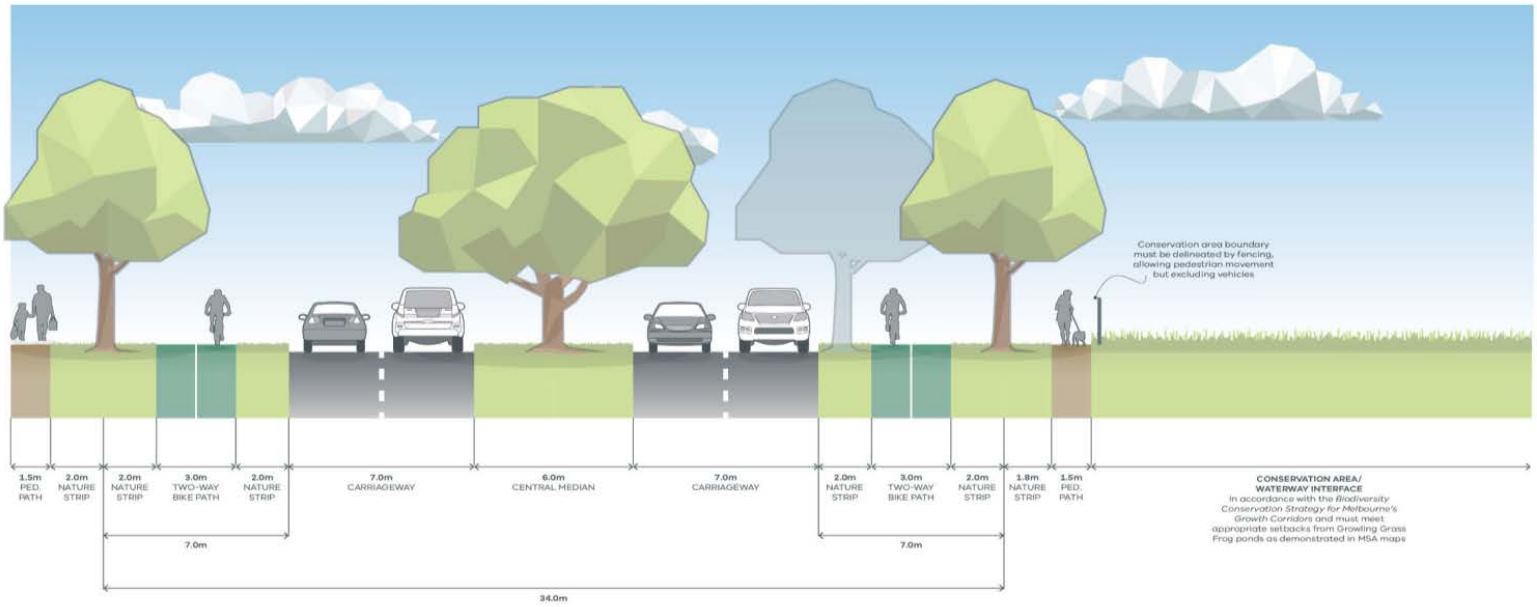
NOTES:

- Street tree planting of a medium to large size appropriate for the widths and function of the street.
- All kerbs are to be B2 Barrier Kerb.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- All necessary fire breaks must be outside of the conservation area.
- Fencing must be constructed in accordance with the recommendations in the *DEECA requirements for permanent fencing around conservation areas under the Melbourne Strategic Assessment.*
- Street lights installed in the nature strip must provide lighting for both the road and shared path and be wildlife sensitive lighting to assist reducing light spill into the Conservation Area, in accordance with the *MSA Growling Grass Frog Crossing Design Standards.*
- Space must be provided for off-road vehicle pull-over bays at maintenance access points (minimum 12m long × 2.1m wide).

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Streetscape Cross Section
Victorian Planning Authority PSP

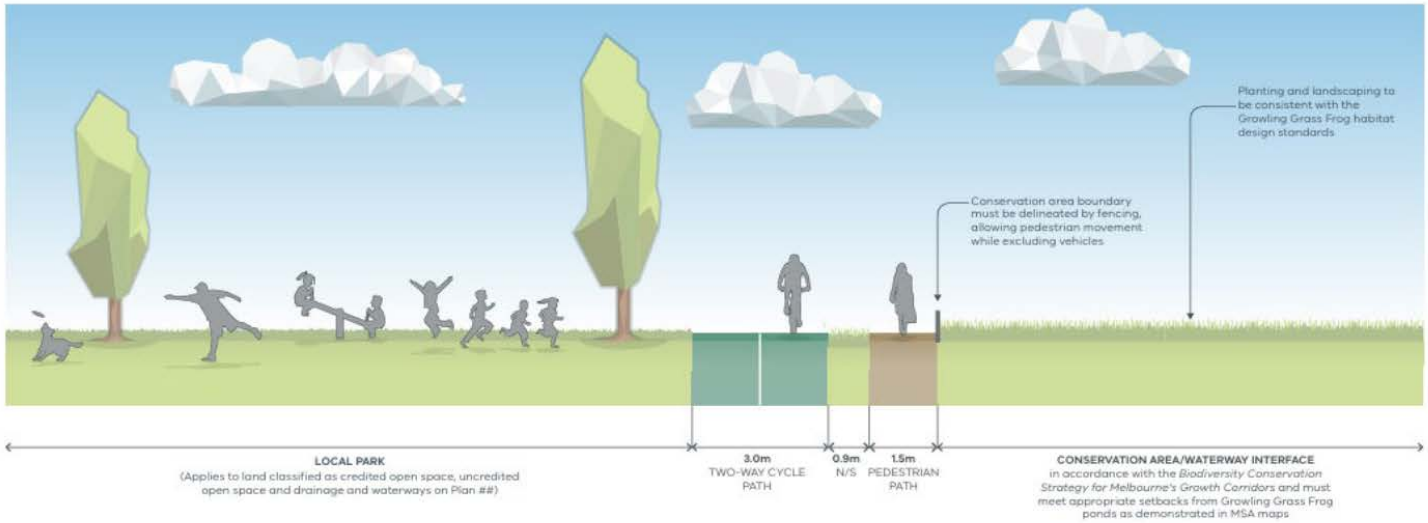
Taylors Road & Conservation area/waterway – Primary arterial 4 lane (34m)



NOTES:

- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontages are to be B2 Barrier Kerb.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required.
- Flexibility in the provision of cross sections within the PSP is allowed as long as the individual modal elements are all provided in a similar manner within each cross section, and subject to agreement with the relevant road authorities and responsible authority.
- This cross section can be varied where appropriate adjacent to waterways and conservation areas. The local frontage road may not be required.

Open Space – Conservation Area Interface

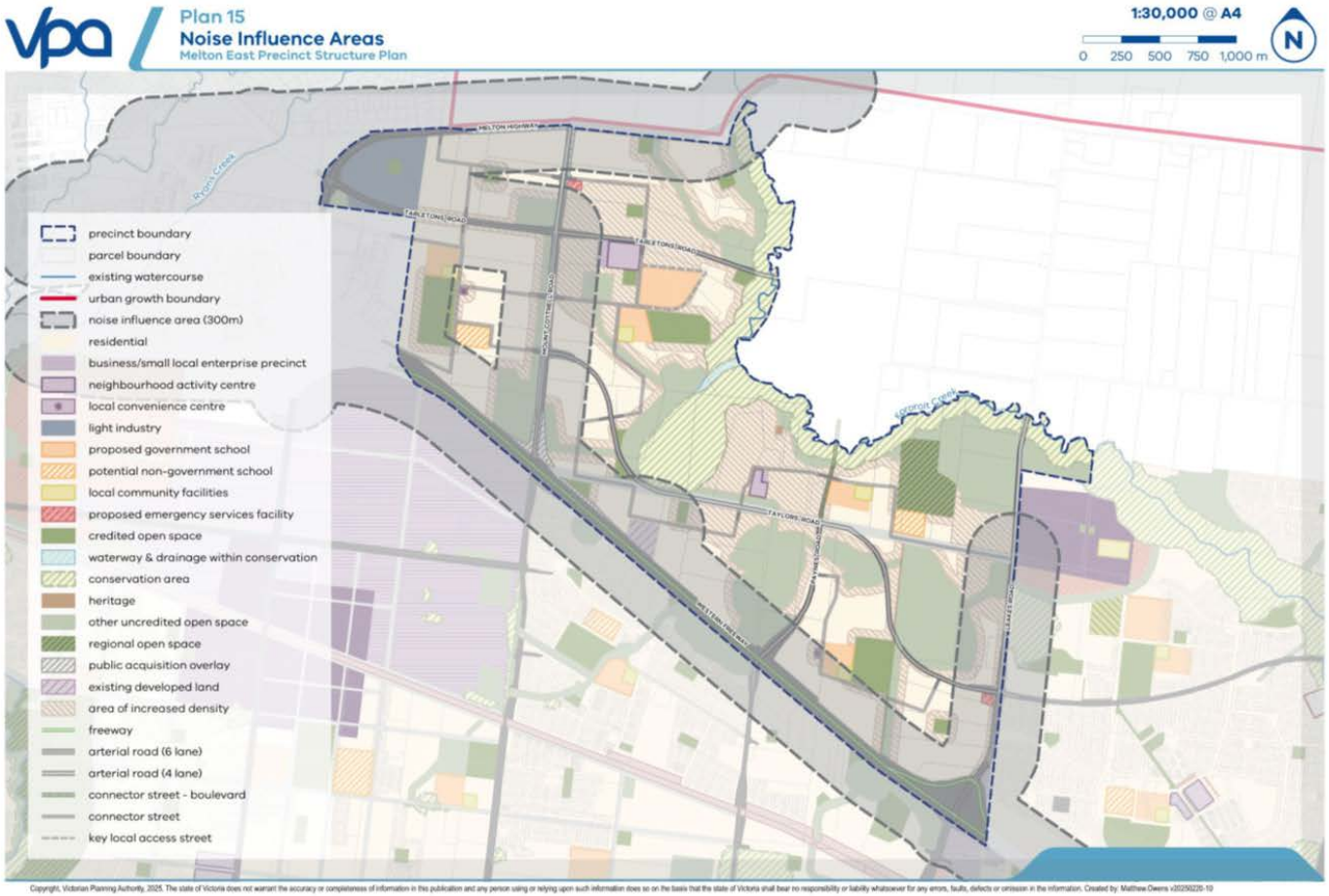


NOTES:

- All necessary fire breaks must be outside of the conservation area.
- Tree, shrub, and grass plantings within open space adjacent to the conservation area must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority.
- Fencing must be constructed in accordance with the recommendations in the *DEECA requirements for permanent fencing around conservation areas under the Melbourne Strategic Assessment.*

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Appendix 7 Noise Influence Area

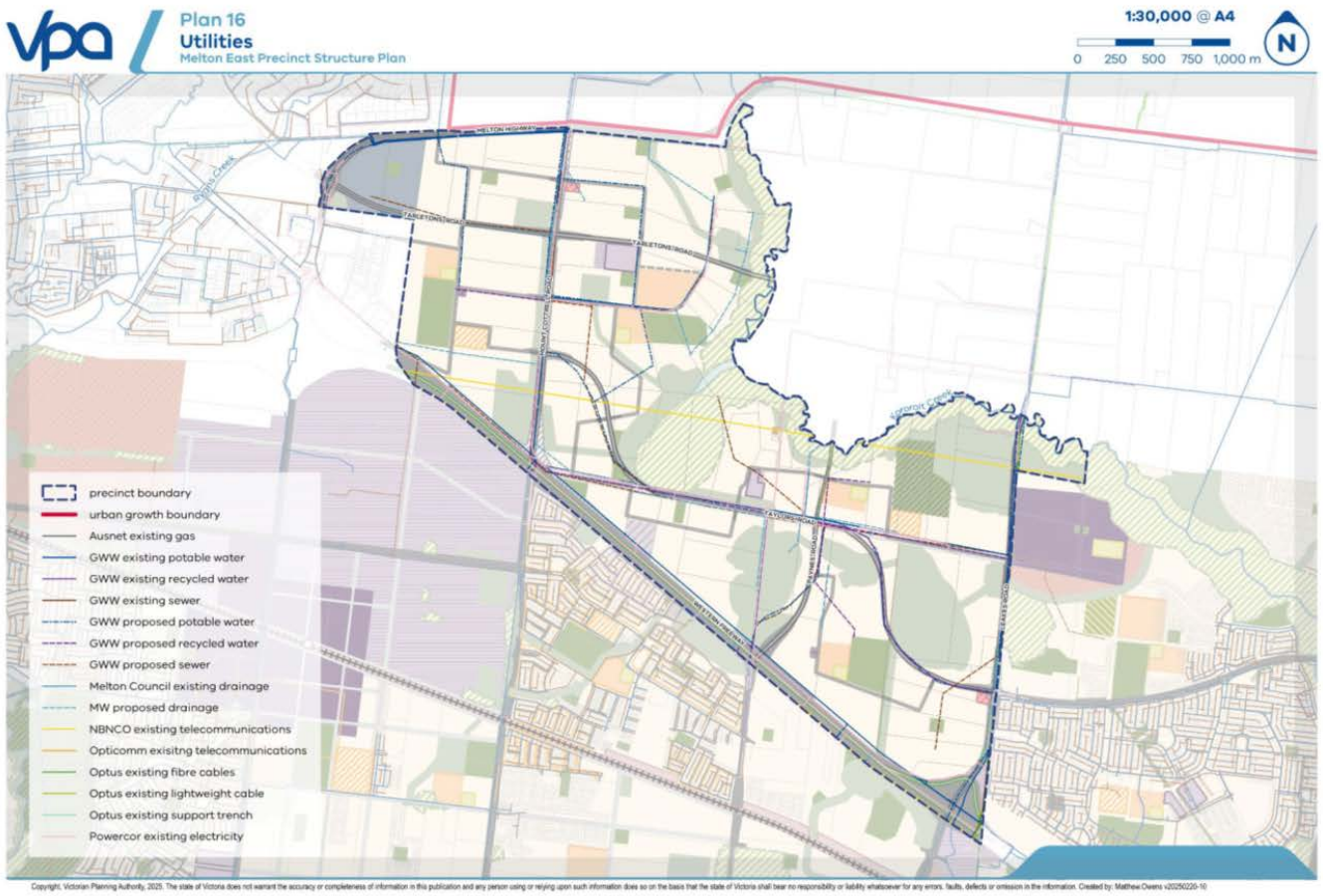


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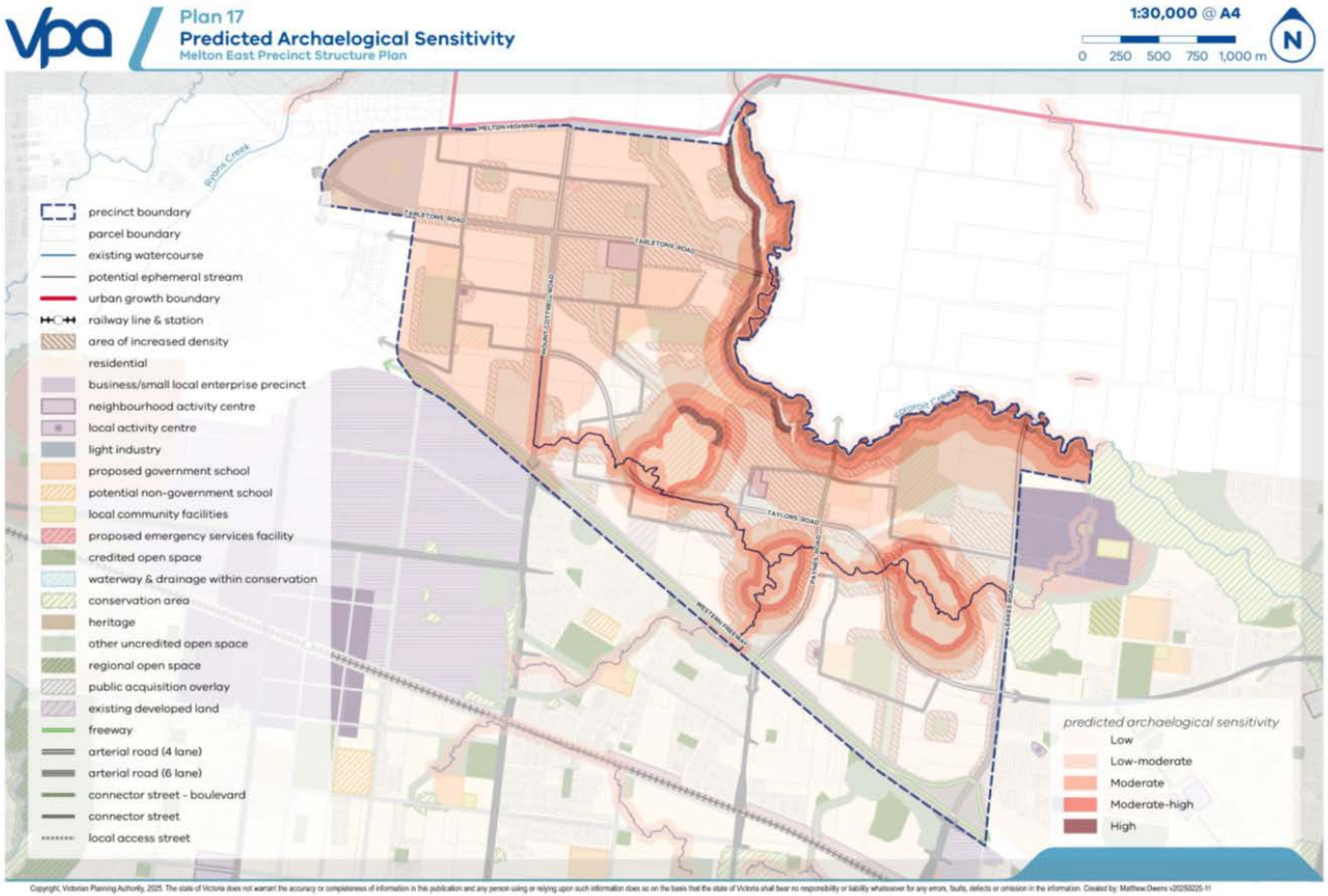
Appendix 8 Utilities Plan



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Appendix 9 Predicted Aboriginal Archaeological Sensitivity Map



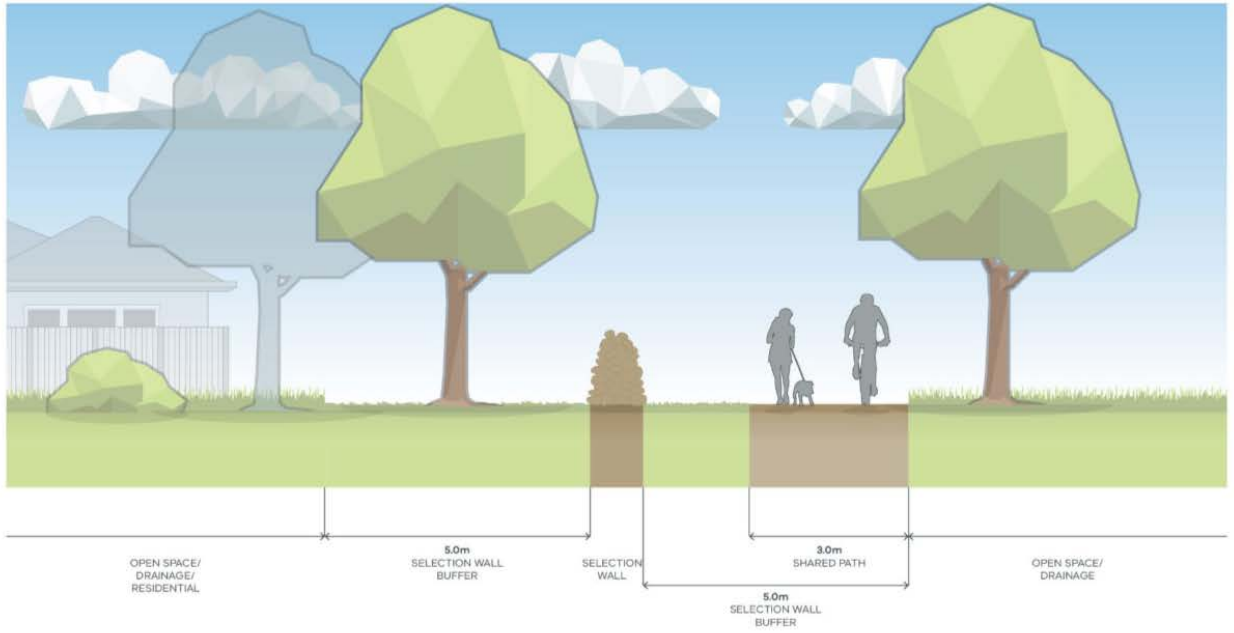
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Appendix 10 Selection Wall Cross Section

Streetscape Cross Section
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Drystone wall



Appendix 11 Glossary of terms

TERM	DEFINITION
Activity centre	Provides the focus for services, employment and social interaction. They are where people shop, work, meet, relax and live. Usually well-serviced by public transport, they range in size and intensity of use.
Affordable housing	Has the same meaning as Section 3AA of the *Planning and Environment Act 1987*.
Biodiversity Conservation Strategy (BCS)	The *Biodiversity Conservation Strategy for Melbourne Growth Corridors* (State Government of Victoria, 2013).
Canopy tree cover	The total area of a canopy tree's foliage (which comprises of the layer of leaves, branches, and stems) that covers the ground when viewed from above.
Canopy tree	A tree which has an average potential canopy of foliage of 6.4m in diameter or greater at maturity in the summer months.
Co-location	Adjoining land uses to enable complementary programs, activities, and services as well as shared use of resources and facilities, for example, siting schools and sporting fields together.
Community infrastructure	Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs, and activities. This includes: • Facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres) • Early years (e.g. preschool, maternal and child health, childcare) • Health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services) • Community (e.g. civic centres, libraries, neighbourhood houses) • Arts and culture (e.g. galleries, museums, performance space) • Sport, recreation and leisure (e.g. swimming pools) • Justice (e.g. law courts) • Voluntary and faith (e.g. places of worship), and • Emergency services (e.g. police, fire and ambulance stations).
Encumbered land	Land that is constrained for development purposes, including easements for power/transmission lines, sewer, gas, waterways/drainage; retarding basins/ wetlands; landfill; conservation, protected vegetation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields) and is not credited. However, regard is taken to the

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	availability of encumbered land when determining the open space requirement.
Fire threat edge	The interface between urban development and an area which presents a permanent potential for fire to impact on a community.
Frontage	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces
Gross developable area	Total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.
Housing density (gross)	The number of houses divided by gross developable area.
Housing density (net)	The number of houses divided by net developable area.
Housing typologies	A classification of the type of house based on its characteristics and features including number of rooms, spatial layout/division of areas, building form, lot size, ownership management, etc. The Guidelines describe the following housing typologies: • Conventional front-loaded house & land (1-2 storeys) • Small lot front loaded duplex (1-2 storeys) • Semi-detached house & land (1-2 storeys) • Small lot front/rear-loaded townhouse (1-3 storeys) • Owners' corporation/strata title apartments (2+ storeys) • Integrated developments (2+ storeys)
Linear open space network	Corridors of open space, mainly along waterways that link together forming a network
Land use budget table	A table setting out the total precinct area, gross developable area, net developable area and constituent land uses proposed within the precinct
Local centre	An activity centre smaller than a neighbourhood activity centre which may include a small limited-line supermarket or convenience store of between 599 square metres and 1,500 square metres, plus non-retail uses.
Main street	A function of an activity centre, where vitality and activity are created by orienting uses towards the street and ensuring that the primary address of all retail stores is the street. This would normally be a connector street rather than an arterial road.
Native Vegetation Precinct Plan (NVPP)	A plan, as specified in Clause 52.16 of the Victorian Planning Provisions, relating to native vegetation within a defined area that may form part of the precinct structure plan. Native vegetation precinct plans are incorporated into local planning schemes and listed in the schedule to Clause 52.16. A native vegetation precinct plan can form part of a precinct structure plan.
Neighbourhood activity centre	Activity centres that are an important community focal point and have a mix of uses to meet local needs. Accessible to a viable user population by walking, cycling and by local bus services and public transport links to one or more principal or major activity

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	centres. This should be of sufficient size to accommodate a supermarket.
Net developable area (NDA)	Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, government schools and community facilities and public open space. It includes lots, local streets, and connector streets. Net developable area may be expressed in terms of hectare units (i.e. NDHa).
Passive open space	Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.
Principal public transport network	Incorporated document *Principle Public Transport Network 2017* (Victorian Government, 2017), and *Principle Public Transport Network Area Maps* (Victorian Government, August 2018).
Public open space	Land that is set aside in the precinct structure plan for public recreation that incorporates active and passive open space.
Social housing	A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.
Sensitive response	A design or engineered response that does not significantly contrast with the existing landform.
Unencumbered	Land that is not constrained by uses required to enable development (including easements for power/transmission lines, sewer, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation protection vegetation and heritage areas).
Water sensitive urban design	A sustainable water management approach that aims to provide water quality, flood management and green landscapes. Key principles include: • minimising water-resistant areas • recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground • encouraging onsite reuse of rain and incorporation of rain gardens • encouraging onsite treatment to improve water quality, and • removing pollution and using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains.

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Melton East

Infrastructure Contributions Plan

SUPPLEMTARY LEVY

Draft for Consultation

March 2025

Victorian Planning Authority

Victorian Planning Authority PSP 2.0

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1 SUMMARY

1.1 Monetary Component

The following table summarises the monetary component of the infrastructure contribution imposed under this infrastructure contributions plan (ICP) for each class of development.

The monetary component consists of a **standard and supplementary levy** that is calculated by multiplying the net developable area (NDA) by the total levy rate.

Details of the infrastructure construction projects and plan preparation costs that will be funded by the monetary component and their apportionment are provided in Section 3 of this ICP.

Details of the standard levy rates are provided in Section 5 of this ICP.

Table 1 Monetary component ICP levy summary

CLASS OF DEVELOPMENT	NET DEVELOPABLE AREA (HECTARES)	LEVY RATE	LEVY TO BE PAID
STANDARD LEVY			
Residential development	480.60	$256,650.00	$123,345,805.21
Commercial and industrial	21.28	$147,562.00	$3,139,887.69
Subtotal	**501.88**		**$126,485,692.90**
SUPPLEMENTARY LEVY			
Residential	480.60	$342,933.55	$164,813,618.64
Commercial and industrial	21.28	$342,933.55	$7,297,087.60
Subtotal	**501.88**		**$172,110,706.25**
TOTAL LEVY			
Residential	480.60	$599,583.55	$288,159,423.86
Commercial and industrial	21.28	$490,495.55	$10,436,975.29
Total	**501.88**		**$298,596,399.14**

Note: Minor discrepancies in numbers due to rounding.

1.2 Land component

The following table specifies the ICP land contribution percentage for each class of development.

The ICP land contribution percentage for a class of development is calculated by dividing the total area of public purpose land specified in this ICP that is attributable to that class of development by the total area of the contribution land in the ICP plan area in that class of development (refer Table 9 Public purposes land summary for more detail).

Details of the public purposes that this land will be used and developed for is specified in Section 4 of this ICP.

Table 2 ICP Land Contribution Percentage

CLASS OF DEVELOPMENT	ICP LAND CONTRIBUTION PERCENTAGE
Residential	13.11%
Commercial and industrial	10.06%

Note: Minor discrepancies in numbers due to rounding

The land component of the infrastructure contribution in relation to a parcel of land in the ICP plan area is:

- any inner public purpose land that forms part of the parcel of land, and
- any land equalisation amount in relation to the parcel of land.

Table 3 specifies for each parcel of land in the ICP plan area:

- the area of inner public purpose land to be provided by the parcel
- land credit amount or the land equalisation amount in relation to the parcel

Table 3 Land credit and equalisation amounts. Land credit and equalisation amounts to be populated prior to gazettal.

Parcel ID	Parcel Contribution Total (Ha)	Land Credit Amount (Total $)	Land Equalisation Amount (Total $)	Land Equalisation Amount ($ per NDHa)
ME-01	-	-	-	-
ME-02	-	-	-	-
ME-03	1.41	-	-	-
ME-04	1.94	-	-	-
ME-05	1.03	-	-	-
ME-06	1.01	-	-	-
ME-07	0.22	-	-	-
ME-08	1.25	-	-	-
ME-09	2.17	-	-	-
ME-10	-	-	-	-
ME-11	1.15	-	-	-
ME-12	0.65	-	-	-
ME-13	0.35	-	-	-
ME-14	-	-	-	-
ME-15	0.50	-	-	-
ME-16	-	-	-	-

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ME-17	-	-	-	-
ME-18	1.53	-	-	-
ME-19	1.81	-	-	-
ME-20	-	-	-	-
ME-21	-	-	-	-
ME-22	10.99	-	-	-
ME-23	0.07	-	-	-
ME-24E	0.00	-	-	-
ME-24R	2.56	-	-	-
ME-25	0.24	-	-	-
ME-26	1.37	-	-	-
ME-27	0.10	-	-	-
ME-28	2.04	-	-	-
ME-29	-	-	-	-
ME-30	-	-	-	-
ME-31	0.08	-	-	-
ME-32	0.56	-	-	-
ME-33	2.03	-	-	-
ME-34	1.00	-	-	-
ME-35	4.01	-	-	-
ME-36	3.99	-	-	-
ME-37	0.32	-	-	-
ME-38	0.19	-	-	-
ME-39	0.10	-	-	-
ME-40	0.40	-	-	-
ME-41	1.66	-	-	-
ME-42	1.13	-	-	-
ME-43	1.34	-	-	-
ME-44	-	-	-	-
ME-45	-	-	-	-
ME-46	-	-	-	-

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ME-47	-	-	-	-
ME-48	-	-	-	-
ME-49	-	-	-	-
ME-50	-	-	-	-
ME-51E	-	-	-	-
ME-51R	-	-	-	-
ME-52	0.40	-	-	-
ME-53	0.12	-	-	-
ME-54	1.88	-	-	-
ME-55	-	-	-	-
ME-56	-	-	-	-
ME-57	-	-	-	-
ME-58	0.00	-	-	-
ME-59	0.18	-	-	-
ME-60	0.48	-	-	-
ME-61	0.44	-	-	-
ME-62	-	-	-	-
ME-63	0.03	-	-	-
ME-64	1.09	-	-	-
ME-65E	-	-	-	-
ME-65R	-	-	-	-
ME-66	1.00	-	-	-
ME-67	0.17	-	-	-
ME-68	-	-	-	-
ME-69	-	-	-	-
ME-70	-	-	-	-
ME-71	2.62	-	-	-
ME-72	2.39	-	-	-
ME-73	11.22	-	-	-
ME-74	0.44	-	-	-
ME-75	0.82	-	-	-

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ME-76	0.22	-	-	-
ME-77	2.73	-	-	-
ME-78	0.05	-	-	-
ME-79	0.25	-	-	-
ME-80	1.10	-	-	-
ME-81	-	-	-	-
ME-82	0.05	-	-	-
ME-83	-	-	-	-
ME-84	-	-	-	-
ME-85E	-	-	-	-
ME-85R	-	-	-	-
ME-86	-	-	-	-
ME-R1	-	-	-	-
ME-R2	-	-	-	-
ME-R3	-	-	-	-
ME-R4	0.25	-	-	-
ME-R5	-	-	-	-
ME-R6	-	-	-	-
ME-R7	-	-	-	-
ME-R8	-	-	-	-
ME-R9	-	-	-	-
Total	**77.10**			

Public Consultation

2 INTRODUCTION

The Melton East Infrastructure Contributions Plan (the 'ICP') has been prepared by the Victorian Planning Authority (VPA) with the assistance of Melton City Council, service authorities and other stakeholders.

This ICP has been incorporated in the Melton Planning Scheme for the purposes of imposing infrastructure contributions on development proponents to contribute to the provision of works, services or facilities and the provision of land for public purposes.

The infrastructure contribution imposed under this ICP in relation to the development of land in the ICP plan area consists of a monetary component and a land component.

The ICP:

- Establishes the statutory mechanism for development proponents to make a monetary contribution towards the cost of infrastructure projects identified in Melton East Precinct Structure Plan (PSP)
- Establishes the statutory mechanism for development proponents to provide land to be used and developed for the public purposes identified in the Melton East PSP
- Lists the individual infrastructure projects identified in the Melton East PSP, and
- Has been prepared in accordance with Part 3AB of the *Planning and Environment Act 1987* ('the Act'), the Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans (February 2021) and the Infrastructure Contributions Plan Guidelines.

2.1 Document Structure

This document comprises the sections described below.

Sections 1 & 2	•Summarises the key details of this ICP •Describes the strategic basis for this ICP
Section 3	•Identifies the monetary component projects to be contributed to by this ICP
Section 4	•Identifies the public purpose land provision for this ICP
Section 5	•Discusses the administration and implementation of this ICP
Sections 6 & above	•Provides additional detailed information

Public consultation

2.2 Planning and Environment Act 1987

This ICP has been prepared in accordance with Part 3AB of the Act, and it is consistent with the *Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans* (February 2021) made under section 46GJ of the Act.

In accordance with section 46GG of the Act, this ICP has been incorporated in the Melton Planning Scheme for the purposes of imposing infrastructure contributions to contribute to the funding of works, services or facilities and the provision of land for public purposes. This ICP is implemented in the Melton Planning Scheme through Schedule 4 of Clause 45.11 to the Infrastructure Contributions Overlay and is an incorporated document under Clause 72.04.

2.3 Strategic planning and justification

This ICP has been prepared in conjunction with the Melton East PSP.

The PSP sets out the vision for development, illustrates the Place-based Plan and describes the outcomes to be achieved. The PSP also identifies and justifies the infrastructure projects required. The background reports for the PSP provide an overview of the planning process for the Melton East ICP area.

The PSP has confirmed:

- All road, intersection and bridge projects required to service the new community
- The sporting reserves, local parks, schools and community facilities required to service the new community
- The public purpose land required for the above
- The parcel specific land budget detailing the encumbrances, the net developable area (NDA) and the contribution land.

The VPA as planning authority has incurred costs associated with preparing the PSP, ICP, Planning Scheme Ordinances and other documents associated with the preparation of the amendment. These costs are made up of:

- VPA staffing costs, and
- External costs associated with preparation of background technical reports, expert advice and Standing Advisory Committee expenses.

A proportion of these costs, not already recovered via other mechanisms such as up-front third party funding, will be recovered via this ICP as allowed for in accordance with the Act and the *Ministerial Direction on The Preparation and Content of Development Contributions Plans* (February 2021).

2.4 Timeframe and plan review period

This ICP adopts a long-term outlook for development. It considers planned future development in the area. This ICP commences on the date of incorporation into the Melton Planning Scheme. This ICP will end when development within the ICP area is complete or when this ICP is removed from the Melton Planning Scheme.

This ICP is expected to be reviewed and updated every five years (or more frequently if required). This review may result in minor changes or have no changes at all. Alternatively, this may require an amendment to the Melton Planning Scheme to replace this document with an alternative, revised document.

Public consultation

2.5 Area to which this infrastructure contributions plan applies (ICP plan area)

This ICP plan area applies to **593.98** total hectares of land as shown in Plan 1.

The classes of development of land in relation to which an infrastructure contribution is to be imposed under this plan are 'residential' and 'commercial and industrial'.

The classes of development are identified in Plan 1. The NDA and contribution land for each class of development are summarised in Table 4

Table 4 Development classes & areas

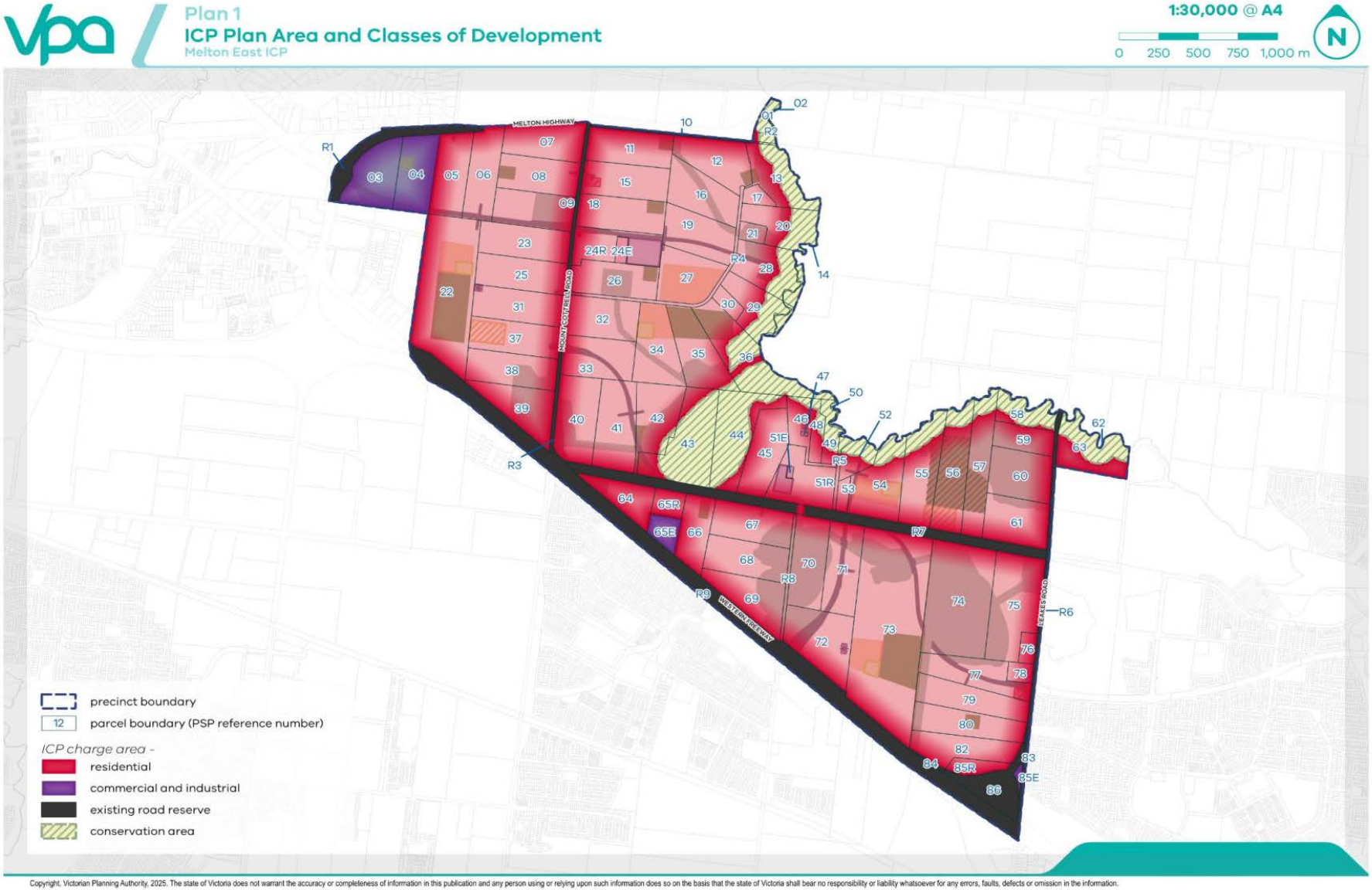
CLASS OF DEVELOPMENT	NET DEVELOPABLE AREA (HECTARES)	CONTRIBUTION LAND (HECTARES)
Residential	480.60	569.35
Commercial and Industrial	21.28	24.63
Total for ICP plan area	**501.88**	**593.98**

Note: Discrepancy in numbers due to rounding of decimal point. Table 17 takes precedence.

The monetary component of the infrastructure contribution is payable on the NDA.

The land component of the infrastructure contribution is calculated based on the contribution land.

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3 MONETARY COMPONENT PROJECT IDENTIFICATION

The strategic need for infrastructure included in this ICP has been determined, and been subject to consultation, as part of the preparation of the Melton East PSP.

Items can only be included in an ICP if they are consistent with the Allowable Items listed in the *Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans (February 2021)*. Only items listed in this ICP can be contributed to by the monetary component (standard levy) imposed under this ICP. Infrastructure not listed must be funded via other funding mechanisms.

The monetary component will contribute towards two types of infrastructure projects (refer to **Error! Reference source not found.**, **Error! Reference source not found.** and **Error! Reference source not found.** and Table 5, Table 6 and Table 7):

- Transport construction
- Community and recreation construction

and to plan preparation costs.

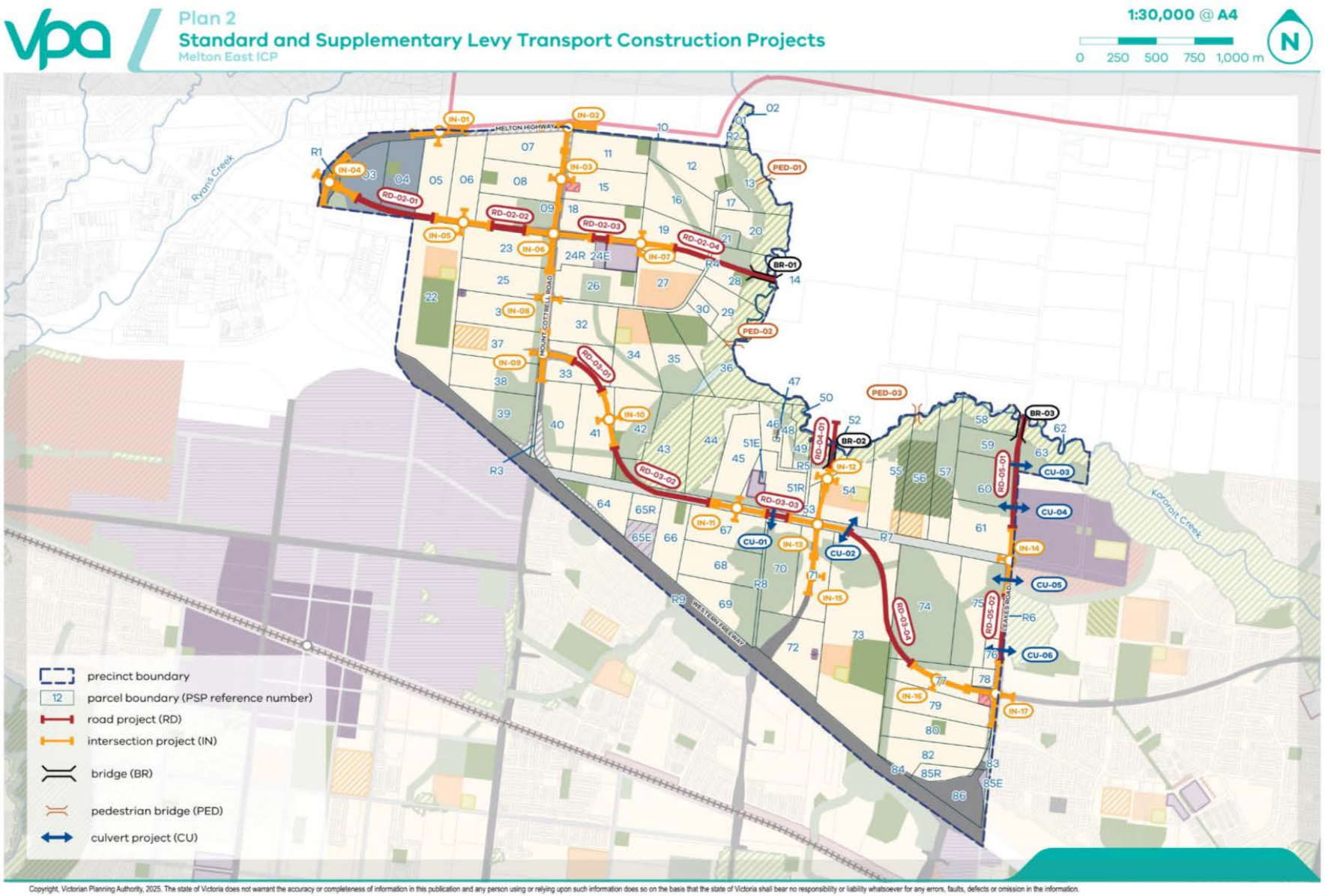
Table 5, Table 6 and Table 7 also include staging for when the projects are expected to be delivered. The infrastructure projects have been identified as short (S), medium (M) and long (L) term stages:

Short (S):	0–5 years approx.
Medium (M):	5–15 years approx.
Long (L):	15 years and beyond

3.1 Cost apportionment and related infrastructure agreements

Some projects within this ICP will require some apportionment external to the ICP area. Projects that have external apportionment as well as the source of the balance of funding external to this ICP are identified in Table 5, Table 6 and Table 7.

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3.2 Transport construction projects

The transport construction projects included in this ICP are based on the transport network depicted in

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Plan 2, as identified by the Melton East PSP.

The transport construction projects contributed to by the monetary component of this ICP are listed in the following tables.

Table 5 describes the transport construction projects contributed to by the standard levy, the expected staging, the apportionment to this ICP, any external funding source(s) for items not fully apportioned to this ICP, the total estimated cost and the estimated cost per net developable hectare.

Table 5 Standard levy transport construction projects

PROJECT ID	PROJECT TITLE & DESCRIPTION	STAGING	APPORTION-MENT TO THIS ICP	APPORTION-MENT FUNDING SOURCE	TOTAL ESTIMATED COST	COST APPORTIONED TO ICP	COST PER HA
ME-IN-03	Primary/Connector Road Ultimate - cross signalised	S	100.00%	N/A	$9,916,805	$9,916,805	$19,759
ME-IN-04	Primary/Primary Interim - cross signalised	S	100.00%	N/A	$3,349,830	$3,349,830	$6,675
ME-IN-05	Primary/Connector Road Interim - cross signalised	S	100.00%	N/A	$9,960,994	$9,960,994	$19,847
ME-IN-07	Secondary/Connector Road Interim - cross signalised	S	100.00%	N/A	$9,928,760	$9,928,760	$19,783
ME-IN-08	Primary/Connector Road Interim - cross signalised	M	100.00%	N/A	$9,928,760	$9,928,760	$19,783
ME-IN-10	Primary/Connector Road Interim - cross signalised	M	100.00%	N/A	$9,643,666	$9,643,666	$19,215
ME-IN-11	Primary/Connector Road Ultimate - cross signalised	M	100.00%	N/A	$9,809,188	$9,809,188	$19,545
ME-IN-12	Connector Boulevard /Connector Road Ultimate - cross signalised	M	100.00%	N/A	$4,701,327	$4,701,327	$9,367
ME-IN-15	Secondary/Connector Road Interim - T-signalised	S	100.00%	N/A	$6,611,153	$6,611,153	$13,173
ME-IN-16	Primary/ Connector Road Interim - T-signalised	M	100.00%	N/A	$7,981,094	$7,981,094	$15,902
ME-IN-17	Primary Arterial leg extension into existing intersection Cost of construction and associated works for the fourth leg connector extension into the ME PSP	S	100.00%	N/A	$4,697,817	$4,697,817	$9,360
ME-CU-01	Construction of a culvert under a 4-lane primary arterial road (interim extent)	M	100.00%	N/A	$561,791	$561,791	$1,119

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ME-CU-02	Construction of a culvert under a 4-lane primary arterial road (interim extent)	M	100.00%	N/A	$553,844	$553,844	$1,104
ME-CU-03	Construction of a culvert under a 4-lane primary arterial road (interim extent)	S	100.00%	N/A	$341,290	$341,290	$680
ME-CU-04	Construction of a culvert under a 4-lane primary arterial road (interim extent)	S	100.00%	N/A	$1,211,988	$1,211,988	$2,415
ME-CU-05	Construction of a culvert under a 4-lane primary arterial road (interim extent)	S	100.00%	N/A	$341,290	$341,290	$680
ME-CU-06	Construction of a culvert under a 4-lane primary arterial road (interim extent)	S	100.00%	N/A	$341,290	$341,290	$680
Total Value Standard Levy Allowable Transport Items					**$89,880,884.92**	**$89,880,884.92**	**$179,089.21**

Note: Minor discrepancies in numbers due to rounding

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Table 6 Supplementary levy transport construction projects

PROJECT ID	PROJECT TITLE & DESCRIPTION	STAGING	APPORTION-MENT TO THIS ICP	APPORTION-MENT FUNDING SOURCE	TOTAL COST	COST APPORTIONED TO ICP	COST PER HA
ME-RD-02-01	Primary arterial road, 6 lanes Provision of land for 41m wide reserve and construction of one carriageway in each direction (interim treatment)	S	100.00%	N/A	$5,296,459	$5,296,459	$10,553
ME-RD-02-02	Primary arterial road, 6 lanes Provision of land for 41m wide reserve and construction of one carriageway in each direction (interim treatment)	S	100.00%	N/A	$3,320,098	$3,320,098	$6,615
ME-RD-02-03	Secondary arterial road, 4 lanes Provision of land for a 34m wide road reserve and construction of a dual carriageway in each direction (ultimate treatment due to proximity between intersections)	S	100.00%	N/A	$1,827,979	$1,827,979	$3,642
ME-RD-02-04	Secondary arterial road, 4 lanes Provision of land for a 34m wide road reserve and construction of one carriageway in each direction (interim treatment)	S	100.00%	N/A	$5,509,858	$5,509,858	$10,978
ME-RD-03-01	Primary arterial road, 4 lanes Provision of land for 41m wide reserve and construction of one carriageway in each direction (interim treatment)	M	100.00%	N/A	$3,080,316	$3,080,316	$6,138
ME-RD-03-02	Primary arterial road, 4 lanes Provision of land for 41m wide reserve and construction of one carriageway in each direction (interim treatment)	M	100.00%	N/A	$7,726,422	$7,726,422	$15,395
ME-RD-03-03	Primary arterial road, 4 lanes Provision of land for 41m wide reserve and construction of a dual carriageway in each direction (ultimate treatment due to	M	100.00%	N/A	$2,315,310	$2,315,310	$4,613

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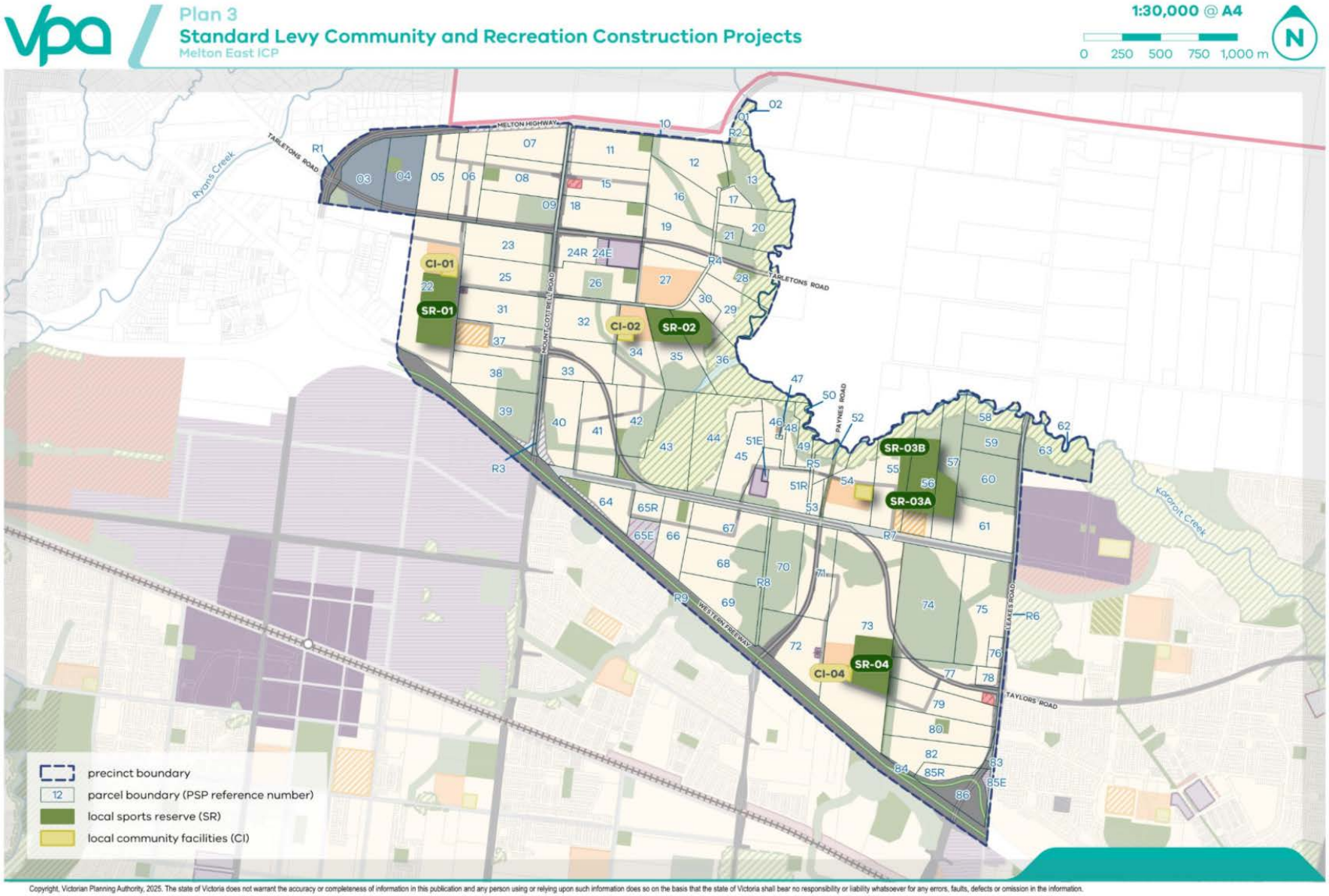
	proximity between intersections)						
ME-RD-03-04	Primary arterial road, 4 lanes Provision of land for 41m wide reserve and construction of one carriageway in each direction (interim treatment)	M	100.00%	N/A	$8,635,556	$8,635,556	$17,206
ME-RD-04-01	Connector Boulevard Provision of land for a 28m wide reserve and construction of a dual carriageway (ultimate treatment)	M	100.00%	N/A	$1,277,958	$1,277,958	$2,546
ME-RD-05-01	Primary arterial road, 4 lanes Provision of land for 34m wide reserve and construction of one carriageway in each direction (interim treatment).	S	100.00%	N/A	$6,844,191	$6,844,191	$13,637
ME-RD-05-02	Primary arterial road, 4 lanes Provision of land for 34m wide reserve and construction of one carriageway in each direction (interim treatment).	S	100.00%	N/A	$4,369,321	$4,369,321	$8,706
ME-IN-01	Primary/ Connector Road Interim - T-Signalised	S	100.00%	N/A	$12,419,474.35	$12,419,474.35	$24,746.02
ME-IN-02	Primary/Connector Road/Primary Interim - cross signalised	S	100.00%	N/A	$11,359,062.31	$11,359,062.31	$22,633.13
ME-IN-06	Primary/Primary/Primary /Secondary Interim - cross signalised	S	100.00%	N/A	$16,387,632.85	$16,387,632.85	$32,652.64
ME-IN-09	Primary/Connector Road Interim - cross signalised	M	100.00%	N/A	$12,021,470.00	$12,021,470.00	$23,952.99
ME-IN-13	Primary/Primary/Secondary/Secondary Ultimate - cross signalised	S	100.00%	N/A	$15,177,693.76	$15,177,693.76	$30,241.82
ME-IN-14	Primary/Connector Road Cost of construction and associated works for the fourth leg connector extension into the ME PSP	S	100.00%	N/A	$2,060,775.77	$2,060,775.77	$4,106.13
ME-BR-01	Secondary arterial road bridge, 4 lanes Provision of land and construction of a single carriageway crossing (interim treatment)	L	50.00%	Warrensbrook ICP	$51,039,024	$25,519,512	$50,848
ME-BR-02	Connector boulevard road bridge, 2 lanes Provision of land and construction of a dual carriageway crossing (ultimate treatment)	L	50.00%	Warrensbrook ICP	$26,254,870	$13,127,435	$26,157

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ME-BR-03	Secondary arterial road bridge, 4 lanes Provision of land and construction of a single carriageway crossing (interim treatment)	L	50.00%	Warrensbrook ICP	$14,612,331	$7,306,166	$14,558
ME-PED-01	Construction of 20m Super-T - 4m wide (Ultimate)	L	50.00%	Warrensbrook ICP	$4,352,012	$2,176,006	$4,336
ME-PED-02	Construction of 20m Super-T - 4m wide (Ultimate)	L	50.00%	Warrensbrook ICP	$4,352,012	$2,176,006	$4,336
ME-PED-03	Construction of 20m Super-T - 4m wide (Ultimate)	L	50.00%	Warrensbrook ICP	$4,352,012	$2,176,006	$4,336
Total Value Supplementary Levy Allowable Transport Items					**$224,591,836.51**	**$172,110,706.25**	**$342,933.55**

Note: Minor discrepancies in numbers due to rounding.

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3.3 Community and recreation construction projects

The community and recreation construction projects included in this ICP are consistent with the range of facilities identified in the Melton East PSP.

The community and recreation construction projects identified in this ICP are listed in the following table. As there are no allowable supplementary levy items for community and recreation construction, all listed projects will be contributed to from the standard levy. The expected staging, the apportionment to this ICP, any external funding source(s) for items not fully apportioned to this ICP, the total estimated cost and the estimated cost per hectare are shown in the following table.

Under *Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans* (February 2021), the amount of the total standard levy rate for residential development that may be used for community and recreation construction must not exceed $109,088 per net developable hectare in the 2024/2025 financial year or the indexed amount in subsequent financial years.

Table 7 Standard levy community & recreation construction projects

PROJECT ID	PROJECT TITLE & DESCRIPTION	STAGING	APPORTIONMENT TO THIS ICP	APPORTIONMENT FUNDING SOURCE	ITEM	TOTAL COST	COST APPORTIONED TO ICP	COST PER NDHA
ME-CI-01	Land and construction of a Multi-purpose Community Centre co-located with the north-western local convenience centre (0.8ha),	M	100%	N/A	Level 1 Facility	$9,578,066	$9,578,066	$19,929
ME-CI-02	Land and construction of a Multi-purpose Community Centre co-located with the north-western local convenience centre (1ha)	M	100%	N/A	Level 2 Facility	$11,242,831	$11,242,831	$23,393
ME-CI-03	Land and construction of a Multi-purpose Community Centre co-located with the north-western local convenience centre (1ha)	M	100%	N/A	Level 2 Facility	$11,242,831	$11,242,831	$23,393
ME-CI-04	Land and construction of a Multi-purpose Community Centre co-located with the north-western convenience centre (0.8ha)	S	100%	N/A	Level 1 Facility	$9,578,066	$9,578,066	$19,929
ME-SR-01	Land and construction of sports fields and hard courts co-located with the north-western local convenience centre	M	100%	N/A	Sports and recreation facility 8 to 10 hectare site	$13,039,821	$13,039,821	$27,132
ME-SR-01c	Construction of multipurpose pavilion co-located with the north- western local convenience centre	M	100%	N/A	Sports Pavilion 2 playing areas	$2,085,364	$2,085,364	$4,339
ME-SR-02	Land and construction of sports fields and hard courts co-located with the northern local town centre	M	100%	N/A	Sports and recreation facility 8 to 10 hectare site	$13,039,821	$13,039,821	$27,132
ME-SR-02c	Construction of multipurpose pavilion co-located with the northern local town centre	M	100%	N/A	Sports Pavilion 2 playing areas	$2,085,364	$2,085,364	$4,339

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ME-SR-03A	Land and construction of sports fields and hard courts co-located with the north-east of Kororoit Creek	S-M	100%	N/A	Sports and recreation facility 8 to 10 hectare site	$13,039,821	$13,039,821	$27,132
ME-SR-03Ac	Construction of multipurpose pavilion co-located with the north-east of Kororoit Creek	S-M	100%	N/A	Sports Pavilion 3 playing areas	$3,466,792	$3,466,792	$7,213
ME-SR-04	Land and construction of sports fields and hard courts co-located with the southern local convenience centre	S	100%	N/A	Sports and recreation facility 8 to 10 hectare site	$13,039,821	$13,039,821	$27,132
ME-SR-04c	Construction of multipurpose pavilion co-located with the southern local convenience centre	S	100%	N/A	Sports Pavilion 2 playing areas	$2,085,364	$2,085,364	$4,339
Total Value Standard Levy Community and Recreation Items						**$103,523,962**	**$103,523,962**	**$215,406**
Capped levy								**$109,088**

Note: Minor discrepancies in numbers due to rounding

3.4 Project staging

The expected staging of each infrastructure construction item and plan preparation costs is set out in Table 5, Table 6 and Table 7 and is based on information available at the time that the ICP was prepared. The collecting and development agencies will monitor and assess the required timing for infrastructure projects and have regard to strategic resource plans, the development of the PSP and areas external to the ICP.

The collecting and development agencies may consider alternative staging where:

- Infrastructure is to be constructed/provided by development proponents as works in kind, as agreed by the collecting agency
- Transport network priorities require the delivery of works or provision of public purpose land to facilitate broader road network connections, and
- Community needs determine a change to the delivery of works or provision of public purpose land for community facilities or open space.

All items in this ICP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with this ICP and acknowledging the development agency's capacity to provide the balance of funds not collected by this ICP.

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4 PUBLIC PURPOSE LAND PROVISION

The public purpose land included in this ICP has been determined, and been subject to consultation, as part of the preparation of the Melton East PSP.

Public purpose land specified in an ICP may only be used or developed for an allowable public purpose specified in Annexure 1 to the *Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans* (February 2021). Public purpose land may be:

Inner public purpose land (IPPL): Land within the ICP plan area that is specified in the ICP as land to be set aside for public purposes; or

Outer public purpose land (OPPL): Land outside of the ICP plan area that is specified in the ICP as land to be acquired for public purposes. This ICP does not include outer public purpose land.

Only items listed in this ICP can be provided for by the land component of this ICP. Public purpose land not listed must be funded via other funding mechanisms.

4.1 Inner public purpose land

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shows the location of public purpose land (this ICP only includes inner public purpose land) as well as the type of allowable public purposes for which it may be used and developed.

Table 8 specifies for each public purpose land (inner) the type of allowable public purposes for which it may be used and developed, the area and the expected staging. The staging for public purpose land is the same as the monetary component specified in Section 0.

The IPPL forming part of each parcel of land is specified in Table 9.

Table 8 Inner public purpose land

IPPL ID	INFRASTRUCTURE PROJECT DESCRIPTION	IPPL AREA (HA)	STAGING
Transport			
ME-RD-02-01	Primary arterial road, 6 lanes Provision of land for 41m wide reserve and construction of one carriageway in each direction (interim treatment)	2.21	S
ME-RD-02-02	Primary arterial road, 6 lanes Provision of land for 41m wide reserve and construction of one carriageway in each direction (interim treatment)	0.97	S
ME-RD-02-03	Secondary arterial road, 4 lanes Provision of land for a 34m wide road reserve and construction of a dual carriageway in each direction (ultimate treatment due to proximity between intersections)	0.40	S
ME-RD-02-04	Secondary arterial road, 4 lanes Provision of land for a 34m wide road reserve and construction of one carriageway in each direction (interim treatment)	1.92	S
ME-RD-03-01	Primary arterial road, 4 lanes Provision of land for 41m wide reserve and construction of one carriageway in each direction (interim treatment)	0.99	M
ME-RD-03-02	Primary arterial road, 4 lanes Provision of land for 41m wide reserve and construction of one carriageway in each direction (interim treatment)	1.04	M
ME-RD-03-04	Primary arterial road, 4 lanes Provision of land for 41m wide reserve and construction of one carriageway in each direction (interim treatment)	2.88	M
ME-RD-05-01	Primary arterial road, 4 lanes Provision of land for 34m wide reserve and construction of one carriageway in each direction (interim treatment).	0.87	S
ME-RD-05-02	Primary arterial road, 4 lanes Provision of land for 34m wide reserve and construction of one carriageway in each direction (interim treatment).	0.66	S
ME-IN-01	Primary/ Connector Road Interim - T-Signalised	0.16	S
ME-IN-02	Primary/Connector Road/Primary Interim - cross signalised	0.22	S
ME-IN-03	Primary/Connector Road Ultimate - cross signalised	0.99	S
ME-IN-04	Primary/Primary Interim - cross signalised	0.66	S
ME-IN-05	Primary/Connector Road Interim - cross signalised	1.97	S
ME-IN-06	Primary/Primary/Primary/Secondary Interim - cross signalised	2.65	S

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ME-IN-07	Secondary/Connector Road Interim - cross signalised	1.86	S
ME-IN-08	Primary/Connector Road Interim - cross signalised	1.30	M
ME-IN-09	Primary/Connector Road Interim - cross signalised	1.76	M
ME-IN-10	Primary/Connector Road Interim - cross signalised	1.70	M
ME-IN-11	Primary/Connector Road Ultimate - cross signalised	0.17	M
ME-IN-12	Connector Boulevard /Connector Road Ultimate - cross signalised	0.73	M
ME-IN-13	Primary/Primary/Secondary/Secondary Ultimate - cross signalised	1.33	S
ME-IN-14	Primary/Connector Road Cost of construction and associated works for the fourth leg connector extension into the ME PSP	0.60	S
ME-IN-15	Secondary/Connector Road Interim - T-signalised	1.18	S
ME-IN-16	Primary/ Connector Road Interim - T-signalised	1.60	M
ME-IN-17	Primary Arterial leg extension into existing intersection Cost of construction and associated works for the fourth leg connector extension into the ME PSP	1.07	S
Sub-total		**31.90**	
Community & recreation			
ME-CI-01	Land and construction of a Multi-purpose Community Centre co-located with the north-western local convenience centre (0.8ha),	0.80	M
ME-CI-02	Land and construction of a Multi-purpose Community Centre co-located with the north-western local convenience centre (1ha)	1.00	M
ME-CI-03	Land and construction of a Multi-purpose Community Centre co-located with the north-western local convenience centre (1ha)	1.00	M
ME-CI-04	Land and construction of a Multi-purpose Community Centre co-located with the north-western convenience centre (0.8ha)	0.80	S
ME-SR-01	Land and construction of sports fields and hard courts co-located with the north-western local convenience centre	10.00	M
ME-SR-02	Land and construction of sports fields and hard courts co-located with the northern local town centre	8.00	M
ME-SR-03A	Land and construction of sports fields and hard courts co-located with the north-east of Kororoit Creek	10.00	S-M
ME-SR-04	Land and construction of sports fields and hard courts co-located with the southern local convenience centre	8.00	S
ME-LP-01	Provision of land for a local park	1.00	S
ME-LP-02	Provision of land for a local park	1.00	S
ME-LP-03	Provision of land for a local park	1.00	S
ME-LP-04	Provision of land for a local park	1.00	S
ME-LP-05	Provision of land for a local park	1.00	S
ME-LP-06	Provision of land for a local park	1.00	M
ME-LP-07	Provision of land for a local park	1.00	M
ME-LP-08	Provision of land for a local park	0.39	M
ME-LP-09	Provision of land for a local park	0.84	M
ME-LP-10	Provision of land for a local park	1.09	M

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ME-LP-11	Provision of land for a local park	1.00	M
ME-LP-12	Provision of land for a local park	1.00	M
Subtotal		**50.92**	
Total		**82.83**	

Note: Minor discrepancies in numbers due to rounding

4.1.1 Public open space contributions

The overall open space contribution for this ICP is identified in **Error! Reference source not found.** and **Error! Reference source not found.**

This ICP provides for the provision of public purpose land for local sports reserves and local parks. The community and recreation levy of the monetary component contributes towards the construction of local sports reserves. The construction of local parks is considered developer works and separate from this ICP.

4.2 Land component

The following table summarises for each class of development specified in this ICP:

- The total area of contribution land
- The total area of transport inner public purpose land
- The total area of community and recreation inner public purpose land
- The total area of inner public purpose land
- The ICP land contribution percentage

Table 9 Public purposes land summary

CLASS OF DEVELOPMENT	TOTAL CONTRIBUTION LAND (HA)	TRANSPORT INNER PUBLIC PURPOSE LAND (HA)	COMMUNITY & RECREATION INNER PUBLIC PURPOSELAND (HA)	TOTAL INNER PUBLIC PURPOSE LAND (HA)	TOTAL OUTER PUBLIC PURPOSE LAND (HA)	TOTAL PUBLIC PURPOSE LAND (HA)	TOTAL ICP LAND CONTRIBUTION PERCENTAGE
Residential	569.35	34.18	40.45	74.62	-	74.62	13.11%
Commercial & Industrial	24.63	1.48	-	2.48	-	2.48	10.06%
Total (Ha)	**593.98**	**35.66**	**40.45**	**77.10**	**-**	**77.10**	

Note: Minor discrepancies in numbers due to rounding

The ICP land contribution percentage for a class of development is calculated by dividing the total area of public purpose land specified in this ICP that is attributable to that class of development, by the total area of the contribution land in the ICP plan area in that class of development.

Where the need for a type of public purpose land is attributable to more than one class of development (for example, transport public purpose land), each development class's share of the public purpose land is equal to its proportion of the total contribution land.

Public consultation

As public purpose land cannot be evenly distributed across all parcels, 77.10ha (74.63ha residential and 2.48ha commercial and industrial) of inner public purpose land as identified in Table 9, will be equalised by parcels that are required to provide less than the ICP land contribution percentage identified in Table 9.

Table 10 summarises for each class of development specified in this ICP:

- total amount of IPPL (in hectares) that is provided over the ICP land contribution percentage
- the total value of the credits for the IPPL over the ICP land contribution percentage
- the total land equalisation to be paid
- the total amount of IPPL that is equal to or less than the ICP land contribution percentage (this is IPPL (Ha) to be directly provided by each parcel and this land is not entitled to a credit), and
- the land equalisation rate (total land equalisation value divided by the total IPPL under the ICP land contribution percentage).

The land equalisation rate ($ per Ha) is used to determine the land equalisation amount specified in Table 10. The land equalisation amount is required to be paid by parcels which have a land contribution percentage that is less than the ICP land contribution percentage.

Table 10 ICP land equalisation rate. Land equalisation fields to be populated prior to gazettal.

CLASS OF DEVELOPMENT	TOTAL IPPL (HA) EQUAL TO OR LESS THAN ICP LAND CONTRIBUTION PERCENTAGE	TOTAL IPPL (HA) OVER ICP LAND CONTRIBUTION PERCENTAGE	TOTAL IPPL LAND CREDIT AMOUNT (FOR 'OVER' LAND)	TOTAL OUTER LAND ESTIMATED VALUE	TOTAL LAND EQUALISATION TO BE PAID	LAND EQUALISATION RATE ($ PER HA)
Residential	43.04	30.71	-	-	-	-
Commercial and Industrial	2.27	1.09	-	-	-	-
Total (Ha)	**45.31**	**31.79**	-	-	-	-

Note: Minor discrepancies in numbers due to rounding.

Table 11 specifies for each parcel of land in the ICP plan area: the total contribution area of the parcel:

- The total ICP land contribution percentage
- The type of public purpose for which that IPPL may be used and developed
- The IPPL parcel contribution percentage
- The number of hectares that the parcel contribution percentage is above (land credit) or below (land equalisation) the ICP land contribution percentage
- A land credit amount (hectares and total ($))
- The land equalisation amount expressed as a rate per net developable hectares in the parcel.

Public consultation

Table 11 Public purpose land credit & equalisation amounts. Some land credit and land equalisation fields to be populated prior to gazettal.

PSP PARCEL ID	TOTAL CONTRIBUTION AREA (HECTARES)	LAND USE	ICP LAND CONTRIBUTION PERCENTAGE (HECTARES)	PUBLIC PURPOSE LAND				PARCEL CONTRIBUTION PERCENTAGE (HECTARES)	LAND CREDIT AMOUNT		LAND EQUALISATION AMOUNT		
				TRANSPORT (HECTARES)	RESIDENTIAL COMMUNITY & RECREATION (HECTARES)	COMMERCIAL & INDUSTRIAL COMMUNITY & RECREATION (HECTARES)	PARCEL CONTRIBUTION – TOTAL (HECTARES)		HECTARES	TOTAL $	HECTARES	TOTAL $	$ PER NDHA
ME-01	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-02	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-03	10.94	Employment	110.14%	1.41	-	-	1.41	12.87%	0.31	-	-	-	-
ME-04	11.57	Employment	116.39%	0.94	-	1.00	1.94	16.81%	0.78	-	-	-	-
ME-05	11.56	Residential	151.55%	1.03	-	-	1.03	8.88%	-	-	0.49	-	-
ME-06	11.16	Residential	146.28%	1.01	-	-	1.01	9.02%	-	-	0.46	-	-
ME-07	10.11	Residential	132.48%	0.22	-	-	0.22	2.18%	-	-	1.10	-	-
ME-08	11.50	Residential	150.71%	0.25	1.00	-	1.25	10.89%	-	-	0.26	-	-
ME-09	6.79	Residential	89.05%	2.17	-	-	2.17	31.88%	1.28	-	-	-	-
ME-10	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-11	11.58	Residential	151.81%	0.15	1.00	-	1.15	9.89%	-	-	0.37	-	-
ME-12	11.09	Residential	145.40%	-	0.65	-	0.65	5.90%	-	-	0.80	-	-
ME-13	1.02	Residential	13.39%	-	0.35	-	0.35	33.82%	0.21	-	-	-	-
ME-14	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-15	11.25	Residential	147.43%	0.50	-	-	0.50	4.40%	-	-	0.98	-	-
ME-16	9.27	Residential	121.48%	-	-	-	-	-	-	-	1.21	-	-
ME-17	1.93	Residential	25.29%	-	-	-	-	-	-	-	0.25	-	-
ME-18	11.82	Residential	154.90%	0.53	1.00	-	1.53	12.91%	-	-	0.02	-	-
ME-19	11.43	Residential	149.78%	1.81	-	-	1.81	15.81%	0.31	-	-	-	-
ME-20	3.28	Residential	43.04%	-	-	-	-	-	-	-	0.43	-	-
ME-21	0.17	Residential	2.18%	-	-	-	-	-	-	-	0.02	-	-
ME-22	30.43	Residential	398.86%	0.19	10.80	-	10.99	36.13%	7.01	-	-	-	-
ME-23	10.79	Residential	141.36%	0.07	-	-	0.07	0.61%	-	-	1.35	-	-
ME-24E	1.25	Employment	12.58%	0.00	-	-	0.00	0.01%	-	-	0.13	-	-
ME-24R	10.63	Residential	139.33%	2.56	-	-	2.56	24.07%	1.17	-	-	-	-
ME-25	10.98	Residential	143.96%	0.24	-	-	0.24	2.15%	-	-	1.20	-	-

ME-26	8.36	Residential	109.59%	0.37	1.00	-	1.37	16.35%	0.27	-	-	-	-
ME-27	3.60	Residential	47.21%	0.10	-	-	0.10	2.84%	-	-	0.37	-	-
ME-28	4.80	Residential	62.88%	1.04	1.00	-	2.04	42.60%	1.41	-	-	-	-
ME-29	5.28	Residential	69.26%	-	-	-	-	-	-	-	0.69	-	-
ME-30	2.14	Residential	28.01%	-	-	-	-	-	-	-	0.28	-	-
ME-31	10.83	Residential	141.90%	0.08	-	-	0.08	0.70%	-	-	1.34	-	-
ME-32	10.46	Residential	137.06%	0.56	-	-	0.56	5.32%	-	-	0.81	-	-
ME-33	11.47	Residential	150.37%	2.03	-	-	2.03	17.68%	0.53	-	-	-	-
ME-34	7.88	Residential	103.29%	-	1.00	-	1.00	12.69%	-	-	0.03	-	-
ME-35	7.75	Residential	101.55%	-	4.01	-	4.01	51.74%	2.99	-	-	-	-
ME-36	6.28	Residential	82.26%	-	3.99	-	3.99	63.59%	3.17	-	-	-	-
ME-37	7.99	Residential	104.78%	0.32	-	-	0.32	4.02%	-	-	0.73	-	-
ME-38	8.22	Residential	107.78%	0.19	-	-	0.19	2.33%	-	-	0.89	-	-
ME-39	3.54	Residential	46.45%	0.10	-	-	0.10	2.85%	-	-	0.36	-	-
ME-40	9.43	Residential	123.56%	0.40	-	-	0.40	4.19%	-	-	0.84	-	-
ME-41	13.17	Residential	172.58%	1.66	0.00	-	1.66	12.61%	-	-	0.07	-	-
ME-42	6.35	Residential	83.23%	0.47	0.66	-	1.13	17.84%	0.30	-	-	-	-
ME-43	1.34	Residential	17.53%	0.77	0.57	-	1.34	100.00%	1.16	-	-	-	-
ME-44	3.06	Residential	40.10%	-	-	-	-	-	-	-	0.40	-	-
ME-45	11.09	Residential	145.39%	-	-	-	-	-	-	-	1.45	-	-
ME-46	3.73	Residential	48.85%	-	-	-	-	-	-	-	0.49	-	-
ME-47	0.11	Residential	1.45%	-	-	-	-	-	-	-	0.01	-	-
ME-48	1.30	Residential	17.01%	-	-	-	-	-	-	-	0.17	-	-
ME-49	0.34	Residential	4.52%	-	-	-	-	-	-	-	0.05	-	-
ME-50	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-51E	0.30	Employment	3.02%	-	-	-	-	-	-	-	0.03	-	-
ME-51R	10.34	Residential	135.49%	-	-	-	-	-	-	-	1.35	-	-
ME-52	1.44	Residential	18.84%	0.40	-	-	0.40	27.86%	0.21	-	-	-	-
ME-53	1.62	Residential	21.22%	0.12	-	-	0.12	7.57%	-	-	0.09	-	-
ME-54	7.94	Residential	104.01%	0.88	1.00	-	1.88	23.69%	0.84	-	-	-	-
ME-55	10.14	Residential	132.93%	-	-	-	-	-	-	-	1.33	-	-
ME-56	9.40	Residential	123.16%	-	-	-	-	-	-	-	1.23	-	-
ME-57	5.61	Residential	73.48%	-	-	-	-	-	-	-	0.73	-	-

ME-58	0.00	Residential	0.01%	0.00	-	-	0.00	100.00%	0.00	-	-	-	-
ME-59	0.18	Residential	2.34%	0.18	-	-	0.18	100.00%	0.16	-	-	-	-
ME-60	0.63	Residential	8.25%	0.48	-	-	0.48	75.90%	0.40	-	-	-	-
ME-61	10.27	Residential	134.64%	0.44	-	-	0.44	4.26%	-	-	0.91	-	-
ME-62	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-63	0.03	Residential	0.39%	0.03	-	-	0.03	100.00%	0.03	-	-	-	-
ME-64	7.00	Residential	91.75%	-	1.09	-	1.09	15.57%	0.17	-	-	-	-
ME-65E	-	Employment	-	-	-	-	-	-	-	-	-	-	-
ME-65R	3.46	Residential	45.39%	-	-	-	-	-	-	-	0.45	-	-
ME-66	8.84	Residential	115.83%	-	1.00	-	1.00	11.32%	-	-	0.16	-	-
ME-67	9.34	Residential	122.46%	0.17	-	-	0.17	1.87%	-	-	1.05	-	-
ME-68	7.80	Residential	102.18%	-	-	-	-	-	-	-	1.02	-	-
ME-69	6.79	Residential	89.00%	-	-	-	-	-	-	-	0.89	-	-
ME-70	1.62	Residential	21.19%	-	-	-	-	-	-	-	0.21	-	-
ME-71	10.49	Residential	137.54%	2.62	-	-	2.62	24.98%	1.25	-	-	-	-
ME-72	12.66	Residential	165.94%	2.39	-	-	2.39	18.84%	0.73	-	-	-	-
ME-73	43.37	Residential	568.47%	2.42	8.80	-	11.22	25.88%	5.54	-	-	-	-
ME-74	3.35	Residential	43.87%	0.33	0.11	-	0.44	13.20%	0.00	-	-	-	-
ME-75	11.41	Residential	149.53%	0.82	-	-	0.82	7.20%	-	-	0.67	-	-
ME-76	1.94	Residential	25.43%	0.22	-	-	0.22	11.52%	-	-	0.03	-	-
ME-77	8.68	Residential	113.78%	2.61	0.12	-	2.73	31.42%	1.59	-	-	-	-
ME-78	1.75	Residential	22.93%	0.05	-	-	0.05	2.82%	-	-	0.18	-	-
ME-79	10.43	Residential	136.69%	0.11	0.14	-	0.25	2.37%	-	-	1.12	-	-
ME-80	10.34	Residential	135.54%	-	1.10	-	1.10	10.68%	-	-	0.25	-	-
ME-81	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-82	9.97	Residential	130.61%	-	0.05	-	0.05	0.49%	-	-	1.26	-	-
ME-83	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-84	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-85E	0.57	Employment	5.74%	-	-	-	-	-	-	-	0.06	-	-
ME-85R	3.17	Residential	41.60%	-	-	-	-	-	-	-	0.42	-	-
ME-86	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-R1	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-R2	-	Residential	-	-	-	-	-	-	-	-	-	-	-

ME-R3	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-R4	3.28	Residential	42.94%	0.25	-	-	0.25	7.64%	-	-	0.18	-	-
ME-R5	0.69	Residential	9.00%	-	-	-	-	-	-	-	0.09	-	-
ME-R6	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-R7	-	Residential	-	-	-	-	-	-	-	-	-	-	-
ME-R8	0.08	Residential	1.05%	-	-	-	-	-	-	-	0.01	-	-
ME-R9	-	Residential	-	-	-	-	-	-	-	-	-	-	-
Total	**593.98**			**35.66**	**40.45**	**1.00**	**77.10**		**31.79**	**-**	**31.79**	**-**	
Residential Total	**569.35**		**74.62**	**34.18**	**40.45**		**74.62**	**13.11%**	**30.71**	**-**	**31.58**	**-**	
Commercial & Industrial Total	**24.63**		**2.48**	**1.48**		**1.00**	**2.48**	**10.06%**	**1.09**	**-**	**0.21**	**-**	
Equalisation rate										-		-	-

Note: Minor discrepancies in numbers due to rounding.

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5 CONTRIBUTIONS & ADMINISTRATION

5.1 Collecting agency

Melton Council is the collecting agency for the purposes of Part 3AB of the Act and this ICP. The monetary component and any land equalisation amount of an infrastructure contribution imposed under this ICP must be paid to the collecting agency. As the collecting agency, Melton Council is responsible for the administration and enforcement of this ICP, including the payment of land credit amounts, in accordance with Part 3AB of the Act.

5.2 Development agency

Melton Council is the development agency for the purposes of Part 3AB of the Act and this ICP. The development agency is responsible for provision of the infrastructure projects and acquisition of outer public purpose land identified in this ICP. As the development agency, Melton Council is also responsible for the proper administration of this ICP in accordance with Part 3AB of the Act.

5.3 Net developable area

The monetary component of Metropolitan Greenfield Growth Area ICPs is payable on the net developable area (NDA) of land on any given development site (NDA is defined in Appendix 1 Definitions).

To align with the classes of development specified in this ICP, the NDA is divided into:

- **Net developable area residential (NDA-R)** – the NDA for the residential class of development
- **Net developable area employment (NDA-E)** – the NDA for the commercial and industrial class of development.

The NDA for this ICP has been calculated in Table 16 and Table 17. Table 16 is the summary land use budget which summarises the land requirements and net developable area for the ICP plan area as a whole. Table 17 is the parcel specific land use budget which specifies the net developable area and land requirements for each parcel of land in the ICP plan area.

For the purposes of this ICP, the number of net developable hectares will only change if the collecting agency agrees to a variation to the parcel specific land budget and associated tables in the PSP and ICP.

5.4 Contribution land

The land component of the infrastructure contribution is calculated based on the contribution land.

The contribution land specified in this ICP is the land in the ICP plan area in respect of which an infrastructure contribution is to be imposed under this plan if any of that land is developed. It excludes encumbered land, land already used or developed for a public purpose and land that is exempt from paying an infrastructure contribution under the *Ministerial Direction on the Preparation and Content of Infrastructure Contributions* Plans (February 2021). It includes the net developable area and inner public purpose land.

The contribution land in the ICP plan area is specified in Table 4 and **Error! Reference source not found.**.

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5.5 Levy rates and classes of development

Annexure 1 to the *Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans* (February 2021) specifies standard levy rates for two classes development for Metropolitan Greenfield Growth Areas – 'residential development' and 'commercial and industrial development'.

Table 12 specifies the standard levy rate for each class of development.

Table 12 Classes of development & standard levy rates

CLASS OF DEVELOPMENT	COMMUNITY & RECREATION CONSTRUCTION	TRANSPORT CONSTRUCTION	TOTAL STANDARD LEVY RATE
Residential	$109,088.00	$147,562.00	$256,650.00
Commercial and Industrial	-	$147,562.00	$147,562.00

Note: Minor discrepancies in numbers due to rounding

Table 13 Classes of development & supplementary levy rates

CLASS OF DEVELOPMENT	COMMUNITY AND RECREATION CONSTRUCTION	TRANSPORT CONSTRUCTION	TOTAL SUPPLEMENTARY LEVY RATE
Residential	-	$342,933.55	$342,933.55
Commercial and Industrial	-	$342,933.55	$342,933.55

Note: Minor discrepancies in numbers due to rounding

Table 14 Classes of development & total monetary levy rates

CLASS OF DEVELOPMENT	COMMUNITY AND RECREATION CONSTRUCTION	TRANSPORT CONSTRUCTION	TOTAL LEVY RATE
Residential	$109,088.00	$490,495.55	$599,583.55
Commercial and Industrial	-	$490,495.55	$490,495.55

Note: Minor discrepancies in numbers due to rounding

5.6 Estimated value of public purpose land

A land credit amount specified in this ICP is based on the estimated value of the inner public purpose land in that parcel of land determined in accordance with Part 3AB of the Act and the *Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans* (February 2021) and the *Infrastructure Contributions Plan Guidelines* (ICP Guidelines).

The component of a land equalisation amount specified in this ICP that relates to any outer public purpose land is based on the estimated value of the outer public purpose land determined in accordance with the method specified in the Ministerial Direction.

The component of a land equalisation amount specified in this ICP that relates to any inner public purpose land is based on the estimated value of land credit amounts for inner public purpose land.

The estimated value of inner public purpose land in a parcel of land is required to be calculated when the **parcel contribution percentage** of that land is more than the **ICP land contribution percentage** for the class of development.

The parcels of land with a land contribution percentage that is more than the ICP public land contribution percentage are identified in Table 10.

5.7 Payment of contributions

5.7.1 Timing of payment of monetary component & land equalisation amounts

Subdivision of land

If the development of the land involves a plan under the *Subdivision Act 1988*, the monetary component (standard levy) and any land equalisation amount of an infrastructure contribution must be paid to the collecting agency for the land after certification of the relevant plan of subdivision but cannot be required more than 21 days prior to the issue of a Statement of Compliance with respect to that plan.

If the subdivision is to be developed in stages, only the monetary component and any land equalisation amount for the stage to be developed is required paid to the collecting agency within 21 days prior to the issue of a Statement of Compliance for that stage, provided that a Schedule of Infrastructure Contributions is submitted with each stage of the plan of subdivision. The schedule must show the amount of the infrastructure contributions payable for each stage and the value of the contributions for prior stages to the satisfaction of the collecting agency.

If the collecting agency agrees to works in lieu of payment of the monetary component, the landowner must enter into an agreement under Section 173 of the *Planning and Environment Act 1987* in respect of the proposed works in lieu.

Development of land where no subdivision is proposed

Provided an infrastructure contribution has not yet been collected for development of the subject land, the monetary component and any land equalisation amount of an infrastructure contribution must be paid to the collecting agency before the issue of a building permit for each net developable hectare proposed to be developed prior to the commencement of any development (development includes buildings, car park, access ways, landscaping and ancillary components). If the collecting agency agrees to works in lieu of payment of the monetary component, the landowner must enter into an agreement, or other suitable arrangement, under Section 173 of the *Act* in respect of the proposed works or provision of land in lieu.

Where no building permit is required

Where no building permit is required, the monetary component and any land equalisation amount of an infrastructure contribution must be paid to the collecting agency prior to the commencement of any development in accordance with a permit issued under the Act, unless otherwise agreed by the collecting agency in a Section 173 agreement.

If the collecting agency agrees to works in lieu of payment of the monetary component, the landowner must enter into an agreement under Section 173 of the *Act* in respect of the proposed works or provision of land in lieu.

5.7.2 Inner public purpose land

If any land component of an infrastructure contribution includes inner public purpose land, that inner public purpose land must be provided in accordance with section 46GV of the Act.

5.8 Payment of land credit amounts

A person is entitled to be paid the land credit amount specified in this ICP in relation to a parcel of land if:

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- On development of that parcel the person must, in accordance with section 46GV(4) of the Act, provide inner public purpose land forming part of that parcel to the collecting agency or a development agency; and
- The parcel contribution percentage of the parcel of land to be developed is more than the ICP land contribution percentage for that class of development.

The land credit amount is to be paid by the collecting agency to the landowner at a time to be agreed, but not before lodgement of a subdivision plan. This may be formalised in a section 173 agreement if the collecting agency and landowner agree.

5.9 Development exempt from contributions

Some classes of development are exempt from infrastructure contributions. Where land is subdivided or developed for an exempt purpose, as listed below, and the land is subsequently used for a purpose other than as one of those exempt uses, the owner of that land must pay to the collecting agency infrastructure contributions in accordance with the provisions of this ICP. The levy must be paid within 28 days of the date of the commencement of the construction of any buildings or works for that alternative use.

5.9.1 Schools

The development of land for government and non-government schools are exempt from the requirement to pay an infrastructure contribution levy in accordance with the *Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans (February 2021)*.

5.9.2 Housing

Any housing to be provided by or on behalf of the Department of Health & Human Services (DHHS) is exempt from the requirement to pay an infrastructure contributions levy in accordance with the *Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans* (February 2021).

5.10 Works in kind

Under section 46GX of the Act, the collecting agency may accept the provision of works, services or facilities by an applicant in part or full satisfaction of the monetary component of an infrastructure contribution payable by the applicant to the collecting agency ('works in kind').

Before accepting the provision of works in kind, the collecting agency must obtain the agreement of the development agency or agencies specified in this ICP.

The collecting agency should only accept the provision of works in kind if:

- The works in kind constitute part or all of the delivery of an infrastructure project(s) identified in this ICP, to the satisfaction of the collecting agency and development agency.
- The collecting agency and development agency have agreed that the timing of the works in kind is consistent with priorities in this ICP (alternatively a credit for works may be delayed to align with clearly identified and published development priorities).
- The works in kind are defined and agreed in a section 173 agreement.
- The detailed design of the works in kind is to the satisfaction of the development agency and any others identified in permit conditions.

If the collecting and development agencies accept the provision of works in kind:

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- The value of the works in kind will be negotiated between the collecting agency and the applicant
- The monetary component the infrastructure contribution payable by the applicant will be offset by the agreed value of the works in kind.

The land component and any land equalisation amounts or land credit amounts cannot be accepted as works in kind.

5.10.1 Interim and temporary works

Interim and temporary works are not considered as eligible for works in kind credits against this ICP, unless agreed to by the collecting and development agencies.

5.11 Works in kind reimbursement

If the collecting agency agrees to accept works under section 46GX of the Act and the value of those works is greater than the monetary component of the infrastructure contribution payable by the applicant, the applicant is entitled to be reimbursed the difference between the two amounts.

The details of a reimbursement must be negotiated with and agreed to by the collecting agency and development agency.

5.12 Funds administration

The contributions made under this ICP will be held by the collecting agency until required for the provision of infrastructure projects. Details of contributions received and expenditures will be held by the collecting agency in accordance with the provisions of the *Local Government Act 1989*, *the Act* and the *Ministerial Reporting Requirements for Infrastructure Contributions Plans* (February 2021).

In accordance with the *Planning and Environment Act*, the collecting agency to which the monetary component of contributions are paid must forward to the VPA (as planning authority) any part of the monetary component of contributions that is imposed for plan preparation costs. Subject to the agreement between the collecting agency and the planning authority, reimbursement of plan preparation costs should occur as soon as practicable within the first five years of development.

5.13 Annual indexation of standard levy rates

The standard levy rates specified in this ICP will be indexed in accordance with the indexation method specified in Annexure 1 of the *Ministerial Direction* on the *Preparation and Content of Infrastructure Contributions Plans (February 2021)* on 1 July each year.

The indices used in the indexation method are set out in Table 15.

Table 15 Indices

CLASS OF INFRASTRUCTURE	INDEX
Community and recreation construction	Australian Bureau of Statistics Producer Price Index for Non-Residential Building Construction – Victoria (Catalogue 6427.0, Table 17, Output of the Construction Industries, subdivision and class index numbers)
Transport construction (inclusive of plan preparation costs)	Australian Bureau of Statistics Producer Price Index for Road and Bridge Construction – Victoria (Catalogue 6427.0, Table 17, Output of the Construction Industries, subdivision and class index numbers)

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5.14 Adjustment of land credit amounts

The land credit amounts specified in this ICP will be adjusted in accordance with the method of adjustment specified in Annexure 1 of the *Ministerial Direction* on the *Preparation and Content of Infrastructure Contributions Plans* (February 2021) on 1 July each year.

5.15 Adjustment of land equalisation amounts

The land equalisation amounts specified in this ICP will be adjusted in accordance with the method of adjustment specified in Annexure 1 of the *Ministerial Direction* on the *Preparation and Content of Infrastructure Contributions Plans* (February 2021) on 1 July each year.

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6 APPENDIX 1 DEFINITIONS

collecting agency	The Minister, public authority or municipal council specified in an infrastructure contributions plan as the entity that an infrastructure levy is payable to in accordance with Part 3AB of the *Planning and Environment Act 1987*.
contribution land	The land in the ICP plan area of an infrastructure contribution plan in respect of which an infrastructure contribution is to be imposed under the plan if any of that land is developed. This excludes encumbered land, existing public purposes land and land that is exempt from paying a contribution. It includes net developable area and inner public purpose land
development agency	The Minister, public authority or municipal council specified in an infrastructure contributions plan as the entity responsible for works, services or facilities and public purpose land specified in this ICP plan.
gross developable area	Total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.
inner public purpose land	Land within the ICP plan area that is specified in this ICP as land to be set aside for public purposes.
net developable area (NDA)	Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, schools and community facilities and credited public open space. It includes lots, local streets and connector streets. Net developable area may be expressed in terms of hectare units (for example NDHa).
summary land use budget table	A table setting out the total precinct area, a breakdown of constituent non developable land uses proposed within the precinct and the net developable area.
parcel specific land use budget	As per summary land use budget but broken down on a parcel by parcel basis. For the ICP, it also includes contribution land areas and a breakdown of transport and community and recreation land takes for each parcel.
Outer Public Purpose Land	Land outside of the ICP plan area that is specified in this ICP as land to be acquired for public purposes.
plan preparation costs	The reasonable costs and expenses incurred by the planning authority in preparing the infrastructure contributions plan and the related precinct structure plan or strategic plan.
works in kind	Any works, services or facilities accepted by the collecting agency in a part or full satisfaction of the monetary component of an infrastructure contribution.

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7 APPENDIX 2 LAND USE BUDGET

Table 16 Summary Land Use Budget

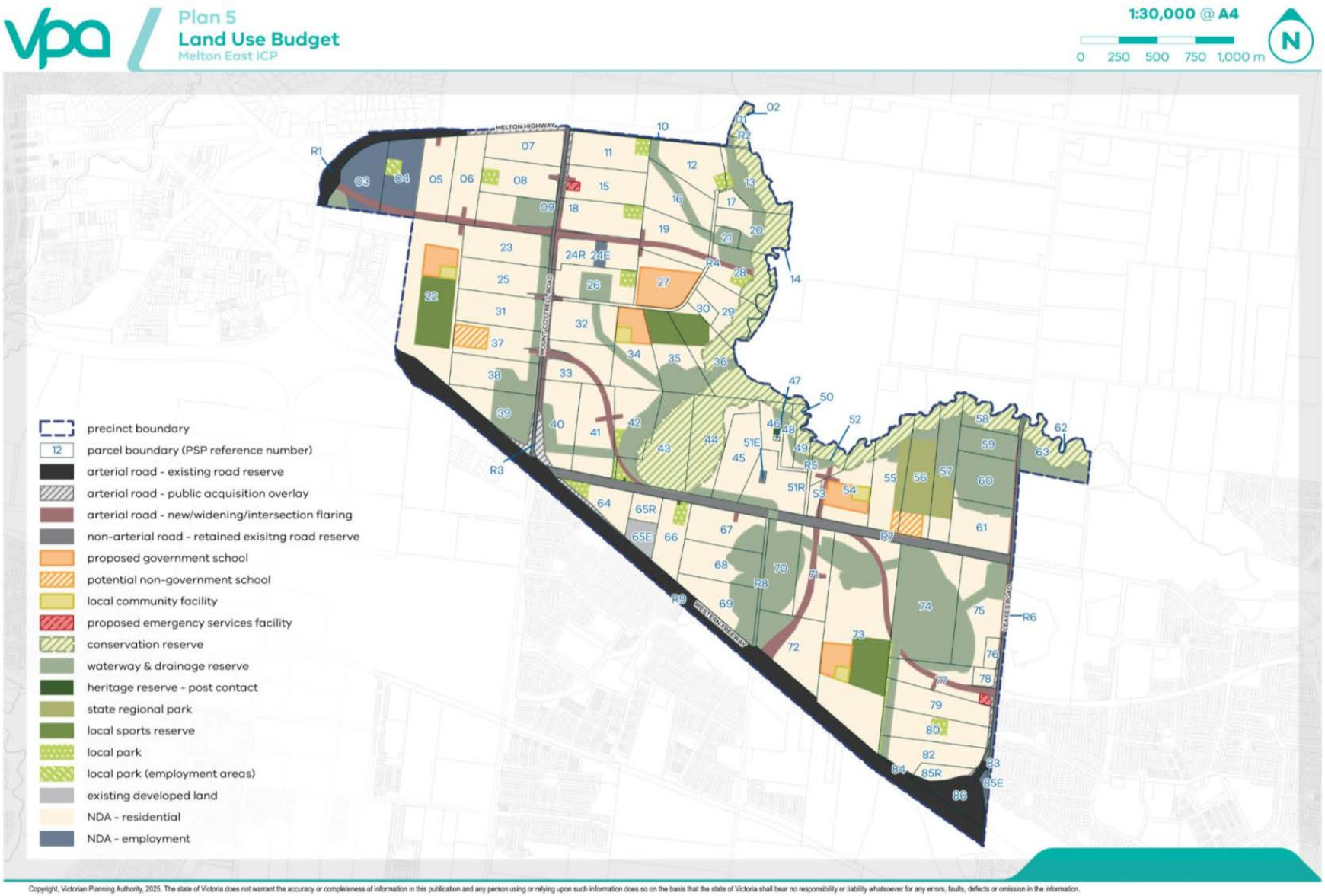
Description	PSP 1076		
	Hectares	% of Total	% of NDA
TOTAL PRECINCT AREA (ha)	**1,005.11**		
Transport			
Arterial Road - Existing Road Reserve	66.03	6.57%	13.16%
Arterial Road - Public Acquisition Overlay	6.97	0.69%	1.39%
Arterial Road - New / Widening / Intersection Flaring (ICP land)	35.66	3.55%	7.10%
Existing Public Acquisition Overlay	1.89	0.19%	0.38%
Non-Arterial Road - New / Widening / Intersection Flaring (ICP land)	-	-	-
Non-Arterial Road - Retained Existing Road Reserve	28.44	2.83%	5.67%
Public Transport Facilities / Reserve	-	-	-
Sub-Total Transport	**138.99**	**13.83%**	**27.69%**
Community & Education			
ICP Community Facilities	3.60	0.36%	0.72%
Government School	22.40	2.23%	4.46%
Potential Non-Government School	6.00	0.60%	1.20%
Emergency Services	1.00	0.10%	0.20%
Sub-Total Community & Education	**33.00**	**3.28%**	**6.58%**
Open Space			
Uncredited Open Space & Regional Open Space			
Conservation Reserve	91.68	9.12%	18.27%
Heritage	1.84	0.18%	0.37%
Waterway and Drainage Reserve	181.27	18.03%	36.12%
Utilities Easements	-	-	-
Holden Flora & Fauna Reserve (existing)*	-	-	-
Landscape Values	-	-	-
Other uncredited IS (isolated land between Rail & Gas Easement)	-	-	-
Tree Reserve	-	-	-
Sub-Total Uncredited Open Space & Regional Open Space	**274.78**	**27.34%**	**54.75%**
Credited Open Space			
Local Network Park (ICP land)	11.85	1.18%	2.36%
Local Sports Reserve (ICP land)	26.00	2.59%	5.18%
Regional Sports Reserve (ICP land)	15.00	1.49%	2.99%
Sub-Total Credited Open Space	**52.85**	**5.26%**	**10.53%**
Total All Open Space	**327.63**	**32.60%**	**65.28%**
Other			
Utilities Sub-stations / facilities (acquired by relevant authority)	-	-	-
Existing Non-Urban Land	-	-	-
Existing Commercial Land	3.62	0.36%	0.72%
Quarry/Landfill/Organic Waste	-	-	-
Potential Residential	-	-	-
Potential Industrial	-	-	-
Potential Residential (sloping)	-	-	-
Potential Residential Expansion	-	-	-
Future Investigation Area	-	-	-
Sub-Total Other	**3.62**	**0.36%**	**0.72%**
TOTAL NET DEVELOPABLE AREA - (NDA) Ha	**501.88**	**49.93%**	
NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) Ha	**480.60**	**47.82%**	
NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) Ha	**21.28**	**2.12%**	

Table 17 Parcel Specific Land Use Budget

			TRANSPORT					COMMUNITY/ EDUCATION			OPEN SPACE											
PARCEL ID	TOTAL AREA (HECTARES)	LAND USE	Arterial Road - Existing Road Reserve	Arterial Road - Public Acquisition Overlay	Arterial Road - New / Widening / Intersection Flaring (ICP land)	Non-Arterial Road - Retained Existing Road Reserve	Existing Public Acquisition Overlay	Government School	Potential Non-Government School	ICP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve	Local Sports Reserve (ICP land)	Local Network Park (ICP land)	Regional Sports Reserve (ICP land)	HERITAGE	EXISTING COMMERCIAL LAND	EMERGENCY SERVICES	TOTAL NET DEVELOPABLE AREA (HECTARES)	TOTAL CONTRIBUTION LAND (HECTARES)	TRANSPORT (HECTARES)	RESIDENTIAL COMMUNITY AND RECREATION (HECTARES)	COMMERCIAL & INDUSTRIAL COMMUNITY AND RECREATION (HECTARES)
01	1.69	Residential	-	-	-	-	-	-	-	-	1.65	0.05	-	-	-	-	-	-	-	-	-	-	-
02	0.25	Residential	-	-	-	-	-	-	-	-	0.25	-	-	-	-	-	-	-	-	-	-	-	-
03	12.15	Employment	-	-	1.41	-	-	-	-	-	-	1.20	-	-	-	-	-	-	9.54	10.94	1.41	-	-
04	11.57	Employment	-	-	0.94	-	-	-	-	-	-	-	-	1.00	-	-	-	-	9.62	11.57	0.94	-	1.00
05	11.56	Residential	-	-	1.03	-	-	-	-	-	-	-	-	-	-	-	-	-	10.54	11.56	1.03	-	-
06	11.56	Residential	-	-	1.01	-	0.40	-	-	-	-	-	-	-	-	-	-	-	10.15	11.16	1.01	-	-
07	11.59	Residential	-	-	0.22	-	1.48	-	-	-	-	-	-	-	-	-	-	-	9.89	10.11	0.22	-	-
08	11.56	Residential	-	0.06	0.25	-	-	-	-	-	-	-	-	1.00	-	-	-	-	10.25	11.50	0.25	1.00	-
09	11.56	Residential	-	0.08	2.17	-	-	-	-	-	-	4.69	-	-	-	-	-	-	4.63	6.79	2.17	-	-
10	1.32	Residential	1.14	-	-	-	-	-	-	-	0.12	0.06	-	-	-	-	-	-	-	-	-	-	-
11	12.00	Residential	-	0.42	0.15	-	-	-	-	-	-	-	-	1.00	-	-	-	-	10.44	11.58	0.15	1.00	-
12	12.01	Residential	-	-	-	-	-	-	-	-	-	0.91	-	0.65	-	-	-	-	10.44	11.09	-	0.65	-
13	10.47	Residential	-	-	-	-	-	-	-	-	5.37	4.08	-	0.35	-	-	-	-	0.68	1.02	-	0.35	-
14	3.26	Residential	-	-	-	-	-	-	-	-	3.21	0.05	-	-	-	-	-	-	-	-	-	-	-
15	12.00	Residential	-	0.26	0.50	-	-	-	-	-	-	-	-	-	-	-	-	0.50	10.75	11.25	0.50	-	-
16	12.00	Residential	-	-	-	-	-	-	-	-	-	2.74	-	-	-	-	-	-	9.27	9.27	-	-	-
17	1.95	Residential	-	-	-	-	-	-	-	-	-	0.02	-	-	-	-	-	-	1.93	1.93	-	-	-
18	12.00	Residential	-	0.18	0.53	-	-	-	-	-	-	-	-	1.00	-	-	-	-	10.29	11.82	0.53	1.00	-
19	12.00	Residential	-	-	1.81	-	-	-	-	-	-	0.58	-	-	-	-	-	-	9.62	11.43	1.81	-	-
20	10.10	Residential	-	-	-	-	-	-	-	-	4.44	2.38	-	-	-	-	-	-	3.28	3.28	-	-	-
21	2.00	Residential	-	-	-	-	-	-	-	-	-	1.83	-	-	-	-	-	-	0.17	0.17	-	-	-

22	33.93	Residential	-	-	0.19	-	-	3.50	-	0.80	-	-	10.00	-	-	-	-	-	19.44	30.43	0.19	10.80	-
23	12.00	Residential	-	0.06	0.07	-	-	-	-	-	-	1.16	-	-	-	-	-	-	10.72	10.79	0.07	-	-
24E	1.25	Employment	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	1.25	1.25	0.00	-	-
24R	10.75	Residential	-	0.12	2.56	-	-	-	-	-	-	-	-	-	-	-	-	-	8.07	10.63	2.56	-	-
25	12.00	Residential	-	0.03	0.24	-	-	-	-	-	-	0.99	-	-	-	-	-	-	10.75	10.98	0.24	-	-
26	12.00	Residential	-	0.12	0.37	-	-	-	-	-	-	3.53	-	1.00	-	-	-	-	6.99	8.36	0.37	1.00	-
27	12.00	Residential	-	-	0.10	-	-	8.40	-	-	-	-	-	-	-	-	-	-	3.50	3.60	0.10	-	-
28	12.26	Residential	-	-	1.04	-	-	-	-	-	5.17	2.30	-	1.00	-	-	-	-	2.75	4.80	1.04	1.00	-
29	10.11	Residential	-	-	-	-	-	-	-	-	4.80	0.02	-	-	-	-	-	-	5.28	5.28	-	-	-
30	2.14	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.14	2.14	-	-	-
31	12.00	Residential	-	0.01	0.08	-	-	-	-	-	-	1.16	-	-	-	-	-	-	10.75	10.83	0.08	-	-
32	12.00	Residential	-	0.15	0.56	-	-	-	-	-	-	1.40	-	-	-	-	-	-	9.90	10.46	0.56	-	-
33	12.00	Residential	-	0.41	2.03	-	-	-	-	-	-	0.12	-	-	-	-	-	-	9.44	11.47	2.03	-	-
34	13.25	Residential	-	-	-	-	-	3.50	-	1.00	-	1.87	-	-	-	-	-	-	6.88	7.88	-	1.00	-
35	13.05	Residential	-	-	-	-	-	-	-	-	0.46	4.84	4.01	-	-	-	-	-	3.74	7.75	-	4.01	-
36	17.41	Residential	-	-	-	-	-	-	-	-	9.81	1.33	3.99	-	-	-	-	-	2.28	6.28	-	3.99	-
37	12.00	Residential	-	0.08	0.32	-	-	-	3.00	-	-	0.93	-	-	-	-	-	-	7.67	7.99	0.32	-	-
38	12.00	Residential	-	-	0.19	-	-	-	-	-	-	3.78	-	-	-	-	-	-	8.03	8.22	0.19	-	-
39	12.00	Residential	-	0.96	0.10	-	-	-	-	-	-	7.50	-	-	-	-	-	-	3.44	3.54	0.10	-	-
40	14.45	Residential	-	1.97	0.40	-	-	-	-	-	-	3.05	-	-	-	-	-	-	9.03	9.43	0.40	-	-
41	14.61	Residential	-	-	1.66	-	-	-	-	-	-	1.44	-	0.00	-	-	-	-	11.51	13.17	1.66	0.00	-
42	12.09	Residential	-	-	0.47	-	-	-	-	-	0.62	5.11	-	0.66	-	-	-	-	5.22	6.35	0.47	0.66	-
43	19.01	Residential	-	-	0.77	-	-	-	-	-	14.58	3.03	-	0.57	-	0.06	-	-	-	1.34	0.77	0.57	-
44	16.43	Residential	-	-	-	-	-	-	-	-	12.71	0.67	-	-	-	-	-	-	3.06	3.06	-	-	-
45	12.07	Residential	-	-	-	-	-	-	-	-	-	0.97	-	-	-	-	-	-	11.09	11.09	-	-	-
46	5.06	Residential	-	-	-	-	-	-	-	-	0.47	0.57	-	-	-	0.30	-	-	3.73	3.73	-	-	-
47	0.11	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	0.11	-	-	-
48	3.34	Residential	-	-	-	-	-	-	-	-	1.12	0.92	-	-	-	-	-	-	1.30	1.30	-	-	-
49	3.53	Residential	-	-	-	-	-	-	-	-	2.52	0.67	-	-	-	-	-	-	0.34	0.34	-	-	-
50	0.32	Residential	-	-	-	-	-	-	-	-	0.32	-	-	-	-	-	-	-	-	-	-	-	-
51E	0.30	Employment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.30	0.30	-	-	-
51R	11.75	Residential	-	-	-	-	-	-	-	-	-	1.41	-	-	-	-	-	-	10.34	10.34	-	-	-
52	4.30	Residential	-	-	0.40	-	-	-	-	-	2.07	0.80	-	-	-	-	-	-	1.04	1.44	0.40	-	-
53	1.62	Residential	-	-	0.12	-	-	-	-	-	-	-	-	-	-	-	-	-	1.50	1.62	0.12	-	-
54	13.78	Residential	-	-	0.88	-	-	3.50	-	1.00	2.35	-	-	-	-	-	-	-	6.06	7.94	0.88	1.00	-
55	14.85	Residential	-	-	-	-	-	-	0.71	-	3.17	0.83	-	-	2.86	-	-	-	7.29	10.14	-	-	-
56	14.85	Residential	-	-	-	-	-	-	2.29	-	1.94	1.23	-	-	8.68	-	-	-	0.71	9.40	-	-	-
57	12.82	Residential	-	-	-	-	-	-	-	-	1.64	5.58	-	-	3.46	-	-	-	2.15	5.61	-	-	-
58	5.96	Residential	-	-	0.00	-	-	-	-	-	4.81	1.15	-	-	-	-	-	-	-	0.00	0.00	-	-
59	6.34	Residential	-	-	0.18	-	-	-	-	-	-	6.16	-	-	-	-	-	-	-	0.18	0.18	-	-
60	12.30	Residential	-	-	0.48	-	-	-	-	-	-	11.67	-	-	-	-	-	-	0.15	0.63	0.48	-	-
61	12.25	Residential	-	-	0.44	-	-	-	-	-	-	1.98	-	-	-	-	-	-	9.84	10.27	0.44	-	-

62	0.48	Residential	-	-	-	-	-	-	-	-	0.48	-	-	-	-	-	-	-	-	-	-	-	-
63	12.10	Residential	-	-	0.03	-	-	-	-	-	6.43	5.64	-	-	-	-	-	-	-	0.03	0.03	-	-
64	7.97	Residential	-	0.97	-	-	-	-	-	-	-	-	-	1.09	-	-	-	-	5.91	7.00	-	1.09	-
65R	3.46	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.46	3.46	-	-	-
65E	3.62	Employment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.62	-	-	-	-	-	-
66	8.92	Residential	-	-	-	-	-	-	-	-	-	-	-	1.00	-	0.09	-	-	7.84	8.84	-	1.00	-
67	11.97	Residential	-	-	0.17	-	-	-	-	-	-	2.63	-	-	-	-	-	-	9.17	9.34	0.17	-	-
68	12.00	Residential	-	-	-	-	-	-	-	-	-	4.21	-	-	-	-	-	-	7.80	7.80	-	-	-
69	12.02	Residential	-	-	-	-	-	-	-	-	-	5.22	-	-	-	-	-	-	6.79	6.79	-	-	-
70	12.95	Residential	-	-	-	-	-	-	-	-	-	11.34	-	-	-	-	-	-	1.62	1.62	-	-	-
71	12.95	Residential	-	-	2.62	-	-	-	-	-	-	2.46	-	-	-	-	-	-	7.87	10.49	2.62	-	-
72	15.96	Residential	-	-	2.39	-	-	-	-	-	-	3.30	-	-	-	-	-	-	10.28	12.66	2.39	-	-
73	55.05	Residential	-	-	2.42	-	-	3.50	-	0.80	-	7.33	8.00	-	-	0.85	-	-	32.15	43.37	2.42	8.80	-
74	29.81	Residential	-	-	0.33	-	-	-	-	-	-	26.16	-	0.11	-	0.30	-	-	2.91	3.35	0.33	0.11	-
75	20.03	Residential	-	-	0.82	-	-	-	-	-	-	8.62	-	-	-	-	-	-	10.59	11.41	0.82	-	-
76	2.03	Residential	-	-	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-	1.80	2.03	0.22	-	-
77	11.72	Residential	-	-	2.61	-	-	-	-	-	-	2.32	-	0.12	-	0.05	-	0.50	6.12	8.85	2.61	0.12	-
78	2.02	Residential	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	1.97	2.02	0.05	-	-
79	11.74	Residential	-	-	0.11	-	-	-	-	-	-	1.03	-	0.14	-	0.07	-	-	10.39	10.64	0.11	0.14	-
80	11.64	Residential	-	0.20	-	-	-	-	-	-	-	1.03	-	1.10	-	0.07	-	-	9.24	10.34	-	1.10	-
81	0.10	Residential	-	-	-	0.10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
82	10.84	Residential	-	0.05	-	-	-	-	-	-	-	0.78	-	0.05	-	0.05	-	-	9.92	9.97	-	0.05	-
83	0.27	Residential	-	-	-	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
84	0.67	Residential	0.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
85E	0.57	Employment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.57	0.57	-	-	-
85R	3.26	Residential	-	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.17	3.17	-	-	-
86	7.91	Residential	7.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total	**913.03**		**9.72**	**6.22**	**35.41**	**0.37**	**1.89**	**22.40**	**6.00**	**3.60**	**90.48**	**178.81**	**26.00**	**11.85**	**15.00**	**1.84**	**3.62**	**1.00**	**498.82**	**590.67**	**35.41**	**40.45**	**1.00**
R1	7.85	Residential	7.85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R2	0.83	Residential	-	-	-	-	-	-	-	-	0.60	0.23	-	-	-	-	-	-	-	-	-	-	-
R3	4.42	Residential	-	-	-	4.42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R4	3.40	Residential	-	0.01	0.25	-	-	-	-	-	-	0.12	-	-	-	-	-	-	3.03	3.28	0.25	-	-
R5	1.34	Residential	-	-	-	-	-	-	-	-	0.51	0.14	-	-	-	-	-	-	0.69	0.69	-	-	-
R6	5.40	Residential	-	-	-	5.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R7	18.67	Residential	-	-	-	18.25	-	-	-	-	0.09	0.34	-	-	-	-	-	-	-	-	-	-	-
R8	1.70	Residential	-	-	-	-	-	-	-	-	-	1.62	-	-	-	-	-	-	0.08	0.08	-	-	-
R9	48.47	Residential	48.47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL PSP	**1,005.11**		**66.03**	**6.23**	**35.66**	**28.44**	**1.89**	**22.40**	**6.00**	**3.60**	**91.68**	**181.27**	**26.00**	**11.85**	**15.00**	**1.84**	**3.62**	**1.00**	**501.88**	**594.72**	**35.66**	**40.45**	**1.00**



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Public Consultation

Victorian Planning Authority

MELTON EAST

Infrastructure Contributions Plan

Public Consultation

A Vibrant, Safe and Liveable City Accessible to All

CITY OF MELTON

Melton City Council Submission

Melton East Precinct Structure Plan and Infrastructure Contributions Plan

Melton City Council

April 2025

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A. Conditional Support for Amendment.

The Amendment is strategically justified however as the Implementing Authority, there are important changes required to the Amendment before the City of Melton (Council) is able to support the progression of the Amendment.

Despite the concerns raised in the submission, Council recognises the important role that the Melton growth corridor to provide an opportunity for families to gain access to affordable housing and to provide for employment creation which have a positive flow on effect to Melbourne and to the State as a whole and in relation to economic development and improvements to the provision of major infrastructure and services throughout the wider growth corridor.

B. Drainage Services Scheme Changes

The following Drainage Services Scheme (DSS) and consequential PSP-related changes should be made to the Amendment.

Submission B1 – Explore Opportunities to Reduce the Impact of Pre-European Wetlands on the Net Developable Area (NDA).

The impact of the retention of pre-European Wetlands on the urban structure, infrastructure costs and net developable area (NDA) are significant. Opportunities to reduce the impact should be considered, where relevant objectives can be met and appropriate changes should be adopted before the Amendment is approved.

Figure 1 is an extract from the PSP land budget table. The table indicates that the conservation, waterways and drainage reserves will comprise about 273 hectares. This is over a square mile of land and as such is a very significant area.

Figure 1: Extract from PSP Land Budget Table

UNCREDITED OPEN SPACE & REGIONAL OPEN SPACE			
Conservation Reserve (BCS)	91.68	9.12%	18.27%
Heritage	1.84	0.18%	0.37%
Waterway and Drainage Reserve	181.27	18.03%	36.12%
SUB-TOTAL UNCREDITED OPEN SPACE & REGIONAL OPEN SPACE	**274.78**	**27.34%**	**54.75%**
CREDITED OPEN SPACE			
Local Network Park (ICP land)	11.85	1.18%	2.36%
Local Sports Reserve (ICP land)	26.00	2.59%	5.18%
Regional Sports Reserve (ICP land)	15.00	1.49%	2.99%
SUB-TOTAL CREDITED OPEN SPACE	**52.85**	**5.26%**	**10.53%**
TOTAL ALL OPEN SPACE	327.63	32.60%	65.28%

These areas are driving down the NDA to a record low 49%. This is the first PSP to have an NDA below 50% and one of few to have an NDA below 60%.

Given this, opportunities to increase the developable area should be explored. A key driver of the large green infrastructure in the PSP are the Pre-European Wetlands. The extent of retention should be subject to a strategic and independent review.

Some of the implications of these large areas being retained are:

- The residential neighbourhoods are not well integrated and connected.

- The cost to the State, Council and developers to extend services and road networks past these large green spaces are significant.
- Development is inefficient and costly to deliver.
- The Supplementary Levy and the DSS levies are driven higher.

Submission B2 – Confirmation of Future Land Management.

Given that over 273 hectares will be set aside for green infrastructure, Council seeks written assurance that the State that it will own and manage the Pre-European Wetlands and associated drainage infrastructure.

Council does not have the resources or capability to manage such large and complex ecological and cultural water management spaces over time.

The PSP should be amended, for example in the Precinct Infrastructure Plan to designate the future public land owner and manager for each part of the green infrastructure network.

Consideration should be given to how these areas move into public ownership, given their scale, for those areas that are not vested in the State through the development process. Some property owners may choose to leave the land in private ownership, creating issues with long term management and retention of the ecological values and in terms of an integrated green space network.

Submission B3 - Maximise Recreation Opportunities Associated with the Large Areas of Encumbered Land.

Given the extensive areas designated for Green Infrastructure, the State should consider the space as a regional park for the wider Melton Community.

Council submits that the State should prepare a high-level concept plan for the parklands that allows for integration of recreation opportunities throughout the area including shared paths, seating, picnic areas as well as walking tracks, lookouts and boardwalks. This high level plan should be included in the final PSP to express the vision for the future of the space and to show the value the space can provide to the community over time.

Submission B4 – Explore Opportunities to Reduce the Area Required for Drainage Infrastructure.

Opportunities to reduce the impact of drainage on the NDA should be considered, where relevant objectives can be met and where appropriate changes adopted.

The approach to the overall drainage strategy should seek to minimise the land required (subject to satisfaction of other performance outcomes), which could otherwise be NDA. The siting of drainage assets within the conservation areas should also be considered where the conservation values are not compromised. The siting of passive recreation infrastructure within these areas should also be considered.

The VPA is requested to work with MWC and DEECA to explore opportunities for removal of drainage land, including consideration of opportunities such as:

- Whether wetlands can be co-located with other encumbered land to increase NDA.
- Whether there is scope for any of the major wetlands to be on line systems, rather than off line. This would require adopting non standard approaches to allow water movement through the wetland such that plant health and wetland performances standards can still be met. If achieved, significant land area saving could be found.
- Whether the land takes shown are overlay conservative and whether additional NDA can be shown before the PSP is approved.
- Whether sections of waterways, particularly those near green infrastructure, can have their width reduced while still meeting policy and performance requirements.

Submission B5 – Proactive DSS Implementation Facilitation.

Given the importance of the delivery of drainage infrastructure to support the PSP staging, a deliberate approach to facilitation of drainage works should be adopted by Melbourne Water. The types of approaches that should be considered by Melbourne Water include:

- Applying a Public Acquisition Overlay (PAO) to secure the land for key drainage assets and land to achieve a free draining asset. If this cannot be achieved as part of the current Amendment, a separate future Amendment should be progressed to achieve this.
- Amending the PSP to include reference to s36 of the Subdivision Act to facilitate, where appropriate, the private acquisition of land for easements to facilitate drainage works construction.

Early acquisition of land through a PAO will allow for Cultural Heritage Management Plans (CHMPs) to be prepared, geotechnical investigations and functional designs to be advanced. This enables and de-risks delivery of the assets and provides options for delivery of capital works by either MWC or a development proponent. It is important that MWC support the delivery of assets through funding from the DSS to reimburse developers for design development and delivery – especially where assets will service a number of individual estates.

The PSP should be amended to incorporate provisions that enable developers to acquire drainage easements under s36 of the Subdivision Act. The Provisions of s36 provide as follows (our highlight):

> *"If when considering a proposed amendment to a planning scheme or an application for a permit or to amend a permit; or in implementing an amendment to a planning scheme; or in a condition in a permit the Council or a referral authority states in writing that it considers that the economical and efficient subdivision or consolidation (whether existing or proposed) or servicing of, or access to, land covered by planning proposal requires the owner of land to remove a right of way over the owner's land; or acquire or remove an easement over other land in the subdivision or consolidation; or other land in the vicinity and that the removal or acquisition will not result in an unreasonable loss of amenity in the area affected by the removal or acquisition, the owner may apply to the Victorian Civil and Administrative Tribunal for leave to remove the right of way or acquire or remove the easement compulsorily.*
>
> *In conferring powers on a Council or referral authority it is the intention of Parliament that, in considering a matter for the purposes of that subsection, the Council or referral authority should make an assessment of the engineering and amenity aspects of the matter, is not bound to notify anyone affected or to hear objections, but objections to that assessment may be raised before the Tribunal.*

The Tribunal may give leave subject to any conditions it thinks fit. If leave is given in accordance with any conditions to which the leave is subject, the owner may compulsorily acquire the easement and the Land Acquisition and Compensation Act 1986 applies to the acquirement of the easement, and for that purpose this section is the special Act and the owner is the Authority; or in accordance with any conditions to which leave is subject, the owner may submit for certification and lodge for registration a plan to remove the easement and unless the Tribunal otherwise directs, the consent of any person having an interest in land benefited by the easement is not required for its removal."

In summary s36 provides:

- If Council or MWC states in writing that it considers that the economical and efficient subdivision, servicing or access to land covered by planning proposal requires the owner of land to acquire an easement over other land in the vicinity and that the removal or acquisition will not result in an unreasonable loss of amenity, then the owner may apply to the Victorian Civil and Administrative Tribunal (VCAT) for leave to compulsorily acquire the easement or right of way.
- The landowner can then use the provisions of the Land Acquisition and Compensation Act (LACA) to compulsorily acquire the easement or right of way.
- If confirmed by VCAT, the impacted landowner is entitled to compensation, however they can not block the acquisition of the easement.

The process to acquire land under section 36 is complex and involves multiple hearings, through different VCAT jurisdictions. For example, a process could progress as follows:

- Applicant seeks a permit or statement from Council, or a referral authority concerning s36 (see s40(2));
- If the statement or permit is declined, this decision can be reviewed at VCAT (Planning List);
- Once statement or permit is obtained, action is started at VCAT to acquire (Real Property List);
- Once leave is granted, compensation is assessed at VCAT (Valuation List).

The VPA is requested to work with MWC to include a suitable statement in the relevant part of the PSP to the effect that, for the purposes of s36 of the Subdivision Action, that MWC considers that the economical and efficient subdivision of the or servicing of the land may require an easement to deliver permanent drainage assets or outfalls to meet the staging obligations of the PSP. And that MWC or Council will consider individual acquisitions on their merits proposed by landowners as to whether they will result in an unreasonable loss of amenity to the impacted landowner.

Submission B5 – Other DSS Changes.

Submission B5a

PSP R42 – Requires developers to achieve infiltration targets in Melbourne Water's Healthy Waterway Strategy (2018). Council requests VPA and MWC advice to confirm whether this requirement has been considered and applied in the DSS and if so, to what standard. If this has not been considered, then the VPA and MWC are requested to include guidance in the PSP regarding how this can be achieved due to the high targets set in the Strategy.

Submission B5b

In relation to G18, Council does not support street swales and raingardens due high maintenance. There is also a potential for blockages by the future residents. Council requests the alteration of G18 as follows:

> *The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation, tree canopy and public uses to contribute to a sustainable and green urban environment. This should be achieved using overland flow paths, passive watering, and Water Sensitive Urban Design initiatives ~~such as street swales, rain gardens and/or locally treated storm water for irrigation~~.*

Submission B5c

PSP Plan 12 – Northern Stage 1 is dependent on the drainage infrastructure within Stage 2. As such, it is suggested MW to investigate possibility of directing the Stage 1 catchment west of Mt Cottrell Road to east as indicated below.



C. PSP Plan Changes.

The following changes to the PSP plans should be made before the Amendment is approved.

Submission C1 – Urban Design Improvements.

The urban structure should be refined to improve urban design and community design outcomes at the strategic and granular level.

Council submits that the draft urban structure:

- Is not sufficiently legible and does not maximise the creation of distinctive neighbourhoods.
- Does not sufficiently create logical focal points and places of interest shaped by site features and topography.
- In certain areas, creates a convoluted road layout and does not logically connect adjacent neighbourhoods.
- Leaves pockets of undevelopable land parcels.
- Applies higher density housing according to a formula around ‘high amenity’ areas where a more nuanced approach is required.

The urban structure appears to be driven by an objective to use existing road corridors. While commendable, this does not always result in a legible outcome. The plan creates issues that will be difficult to resolve at the permit stage.

Higher densities should be primarily focused around larger town centres and arterial roads that can perform a strong road based public transport function as set out in the Growth Corridor Plan with several additions designed to support high capacity public transport to be provided to link the residential population to heavy rail services.

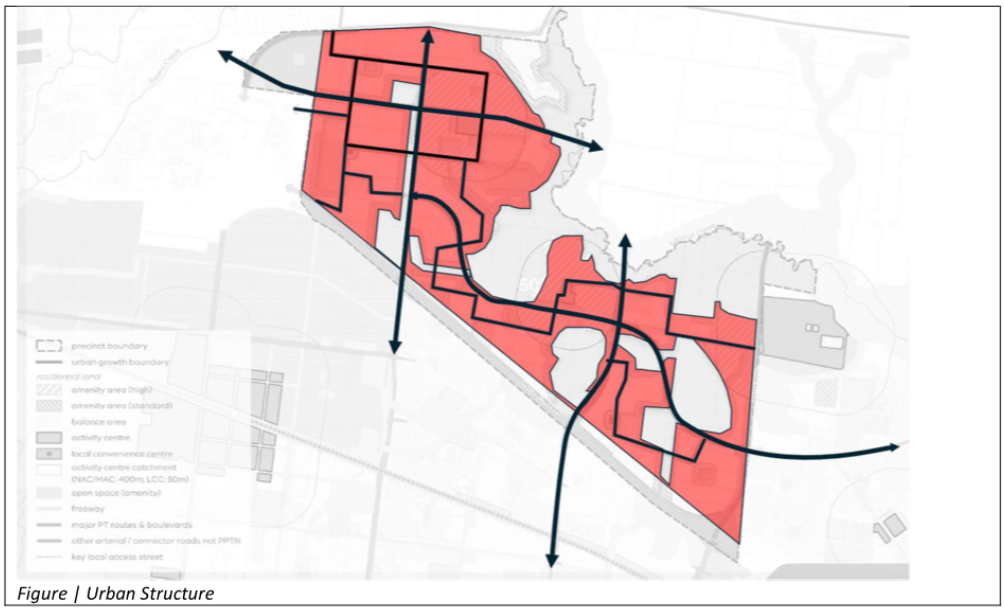


Figure | Urban Structure

It is submitted that the VPA should establish clear, organizing elements to guide the design of distinct neighbourhoods that are connected by a logical road layout with densities focused around arterial roads and neighbourhood centres.

The following organising elements are provided to the VPA for consideration and to re-organise the PSP place based future urban structure plan.

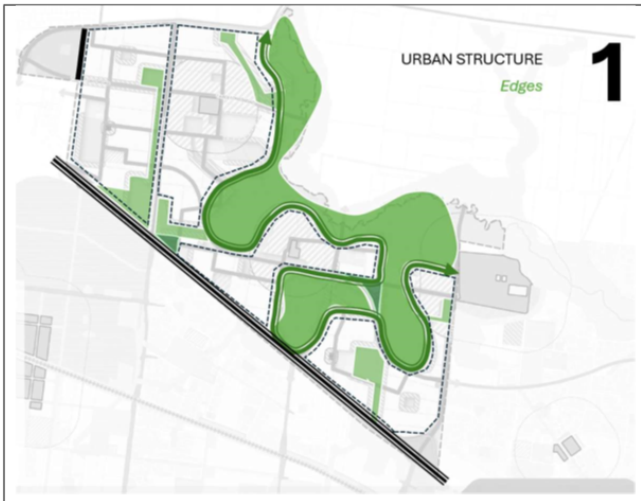


Figure 1 | Edges

Create an Edge

- *Re-shape wetlands to create realistic, feasible and economic pockets of developable area.*
- *Define distinct building typologies to respond to both natural as well as Road Edges.*
- *Allow for public access to wetland edges.*
- *Allow for strategic cycling / pedestrian corridor along this defining edge*

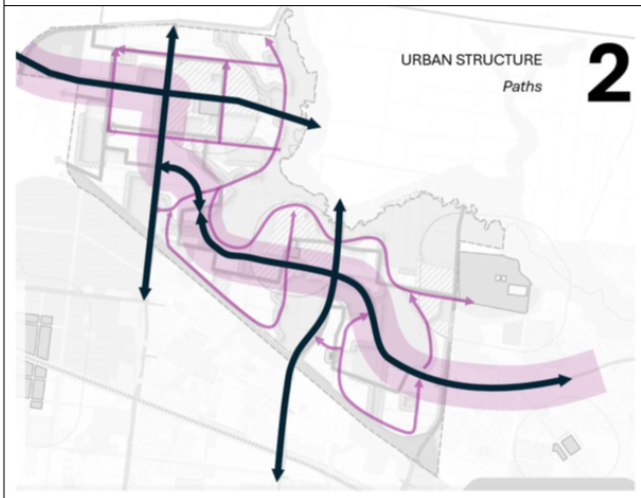


Figure 2 | Paths

Create a Path that Connects

- *Allow the Arterial Road to become the main spine to facilitate transport but also to connect people, allow for a typology to frame the wide road, allow for mixed use and higher densities, allow for convenient and efficient Public Transport that is built in from day one.*
- *Realign Connector Road Network with the topography and site features and honour natural edges.*
- *Avoid 90-degree angles on Connector Road alignment*
- *Connector Roads to connect Districts and connect into Arterial Roads*

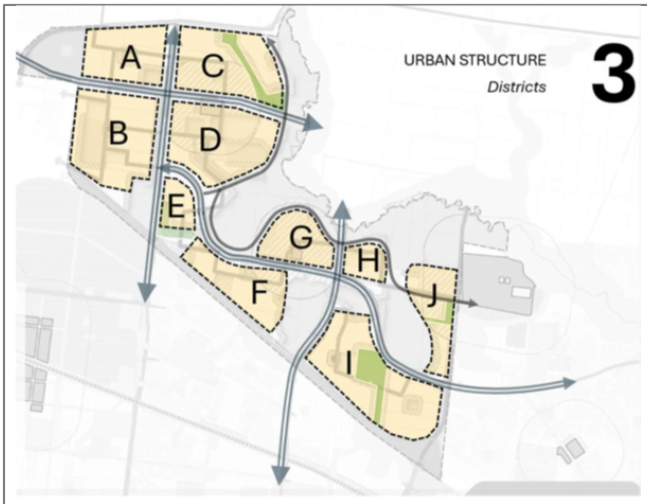


Figure 3 | Districts

Create Distinct Neighbourhoods

- *Accept edges as barriers and create distinct precincts within its barriers*
- *Establish district character*
- *Base design / road network decisions on individual characteristics and constraints and opportunities.*
- *Provide most districts with its own nodes*
- *Provide each district with its own self sustainable, interconnected road network.*
- *Inter-connect neighbourhoods (shared paths, bicycles, connector roads)*

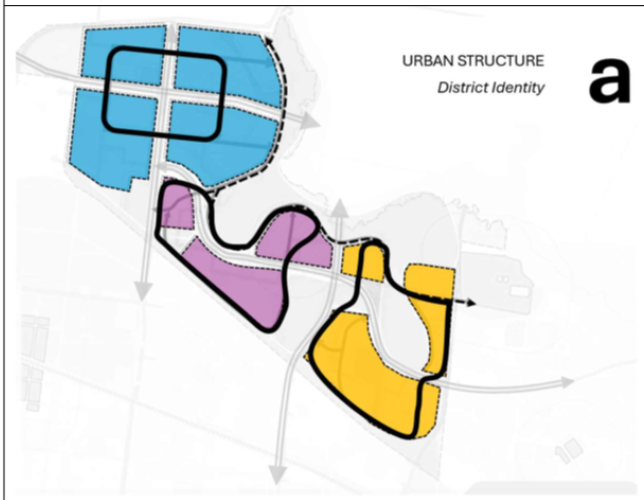


Figure 3a | Connected Districts

Create Connected Neighbourhoods

- *Logical Connector Road network to connect neighbourhoods*
- *Connector Road to follow natural features rather than existing road reserve*
- *Consider view angles onto wetland reserve for orientation.*
- *Allow for direct and convenient connections between neighbourhoods to avoid reliance on cars.*

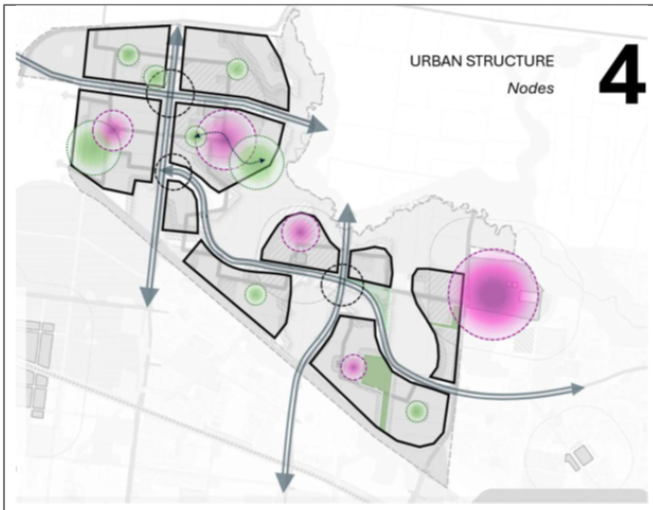


Figure 4 | Nodes

Create Nodes

- *Locate town centres central to a neighbourhood, where possible*
- *Allow co-location of services that rely on carparking*
- *Establish requirement for co-locating of carparks*
- *Establish requirements for maximum number or carparks rather than minimums*
- *Locate town centres away from Arterial Roads*
- *Locate schools away from Connector Roads*
- *Consider access / view lines to the green spine from the town centres*
- *Siting of services to consider multi-purpose trips and accessibility by public transport.*

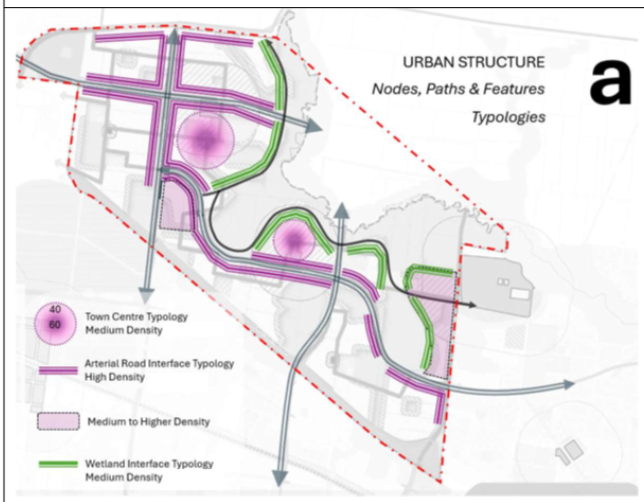


Figure 4a | Typologies

Establish Typologies in response to Urban Structure

- *Allow the 'right' density to respond to its context and further strengthen the urban structure*
- *Allow for high density and medium rise buildings along the main corridor and **strongly frame** these **wide roads**.*
- *Locate the highest density along Arterial Roads that can provide access to convenient public transport and bike infrastructure*
- *Rather than a scattered approach to density, use a variety of typologies that respond to its context.*
- *Town Centres to very strongly encourage shop top housing by mandating a suitable density.*
- *The wetland interface requires a typology that can be as dense as 40dw/ha but must appropriately respond to this interface.*
- *Various typologies to shape the urban structure and naturally provide housing diversity.*

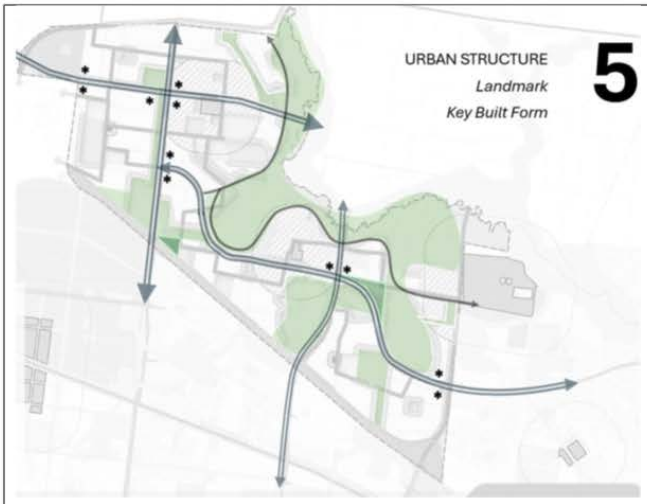


Figure 5 | Landmarks / Key Built Form

Create Landmarks

- *Identify strategic key-built-form sites*
- *Identify the marked sites as key gateway sites that demand architectural merit and a min. height (4+ storeys) to respond to its wide Arterial Road context and act as a visual marker for orientation.*

Submission C2 – Transport Network and Diagram Changes.

Submission C2a

Practical changes as outlined below should be made to the street network and sections.

Given the broad ranging nature of this part of Council's submission, it is suggested that a workshop be held with the VPA to review the elements below and confirm and agree on changes that can be made now to address this submission.

The street network is not sufficiently site responsive for the following reasons:

- Some connector road segments are angular and will likely require specialized intersection treatments which may impact active transport.
- The road layout leads to slithers of constrained developable land which are difficult successfully develop.
- The street networks dissects neighbourhoods, rather than connecting them.
- The road layout promotes a car dominated environment.
- Navigation between neighbourhoods and especially to town centres and schools should be direct and logical to encourage active transport.
- The road layout precludes efficient Public Transport provision.

It is submitted that the VPA should revise the future urban structure by adopting the following approach.

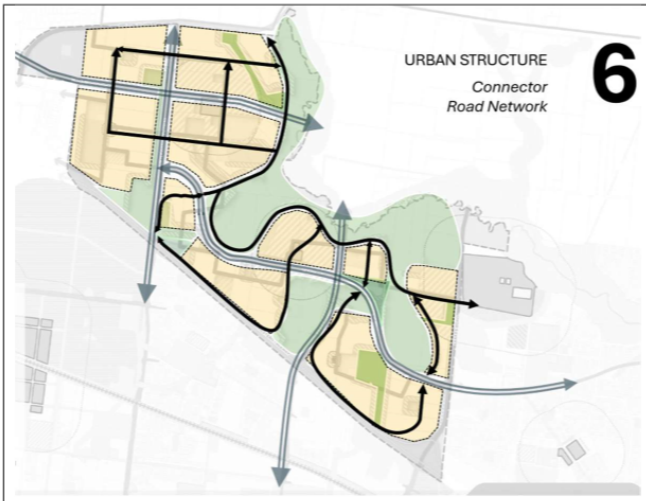


Figure 6 | Connector Roads

Create a Legible Connector Road Layout

- *Connector Roads to connect neighbourhoods.*
- *Connector Roads to follow site topography and be more 'organic' following the perimeter of the drainage reserve where practicable and suitable based on local context*
- *Connector Roads to be as direct as possible to allow for a future supporting bus network*

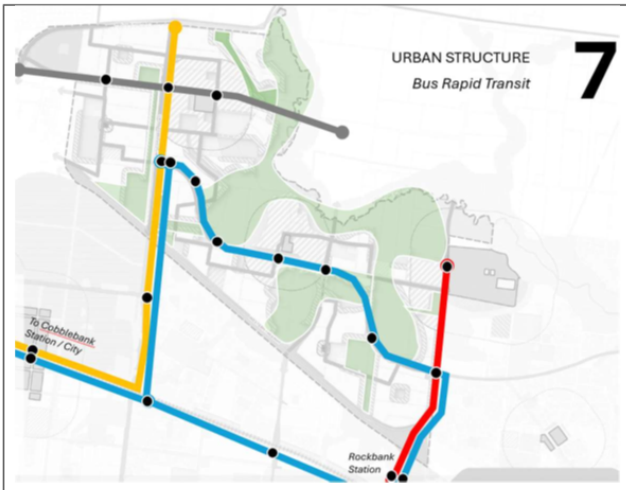


Figure 7 | Arterial Roads | Bus Rapid Transit

Built in Efficient Public Transport into Arterial Road Network

- *Provide resilient and sustainable mobility from day one*
- *Revise section to include **dedicated** Bus Rapid Transport Lane (BRT)*
- *BRT to create a continuous loop around the precinct, alongside the arterial road network to de-prioritize car dependency and allow access to the Cobblebank City Centre, Hospital, Schools and two train stations.*
- *The plan could begin with immediate, low-cost BRT implementation on arterial roads using temporary methods such as paint and plastic barriers.*
- *Over time, more significant improvements can be made to the BRT system's infrastructure.*

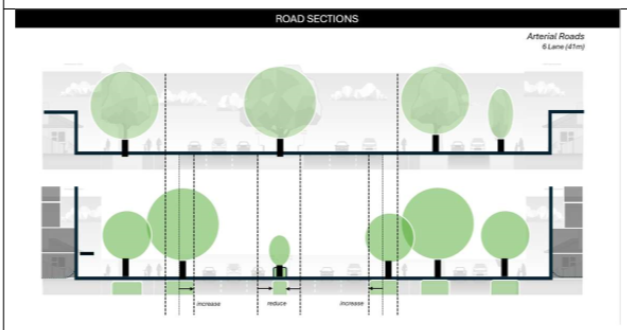


Figure 8 | Arterial Road Section

Arterial Road Section Human Scale

- *Consider a more human centred, humanly scaled approach to the Arterial Road section.*
- *Reduce centre median from 6m to 2m as it will never be accessible or used by people*
- *Add 2m on each side of the shared paths to create a barrier between people and cars.*
- *This would provide a shade street effect whereas previously no protection was provided to the shared path network.*

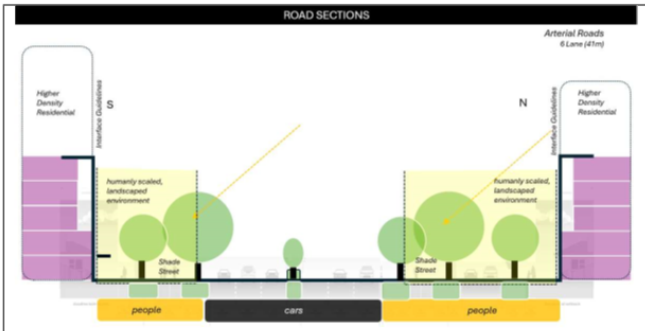


Figure 9 | Proposed Arterial Road Section

Arterial Road Section
Establish People Zones

- *Allow for higher density typologies to frame the Arterial Roads.*
- *Create 'people' and 'traffic' zones.*
- *Provide shade for people*
- *Allow activation of the Arterial Road*
- *Create a pleasant environment for people to walk as this is the most efficient, direct connection in the precinct*

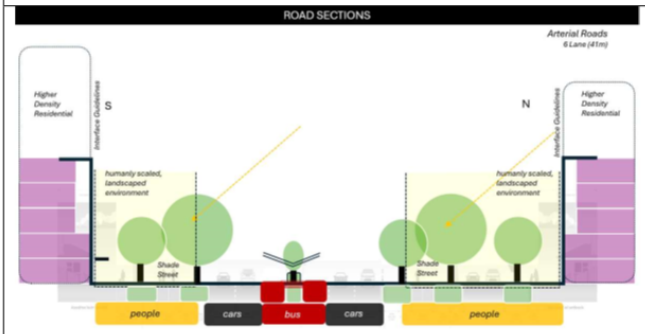


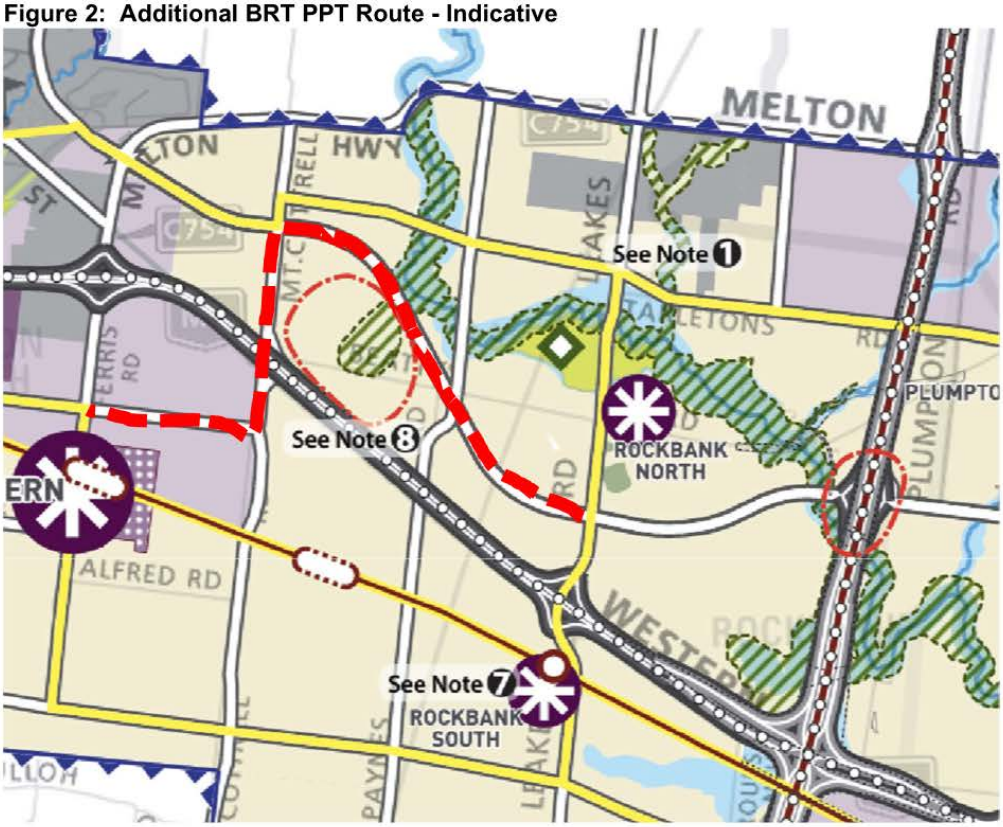
Figure 10 | Dedicated Bus Lane

Arterial Road Section
Built-in Bus Rapid Transit

- *To facilitate convenient public transport early in the life of the development, provide space for a a dedicated Bus Rapid Transit Lane to connect the precinct with the two stations, hospitals, Cobblebank City Centre and schools.*

The proposed approach builds on the Growth Corridor Plan as shown in Figure 2 below, with the red dashed line addition to connect the residential area to heavy rail.

Figure 2: Additional BRT PPT Route - Indicative



Submission C2b

The Secondary School does not have minimum 2 connector road frontages in accordance with the requirement R56. The PSP should be amended to comply with R56. It is suggested to include key local interface roads along the creek and reserves on Plan 4 to realise the requirement R56.

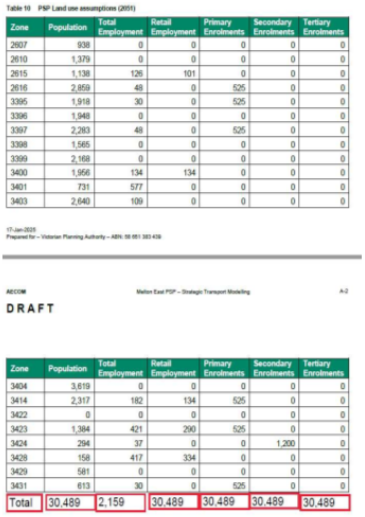
Submission C2c

Appendix 4 Figure 2 – Carpark access from Tarletons Road should be removed since Tarleton Rd is an Arterial Road and this access is undesirably close to a signalised intersection. Other access options exist that can provide suitable access.



Submission C2d

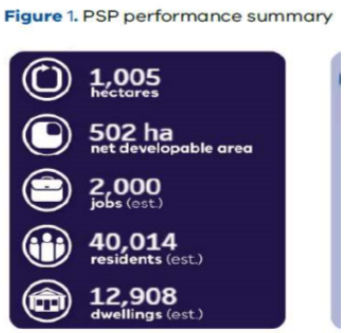
The modelling completed was based on incorrect road connections and only allowed for a population of 30,489 people. The PSP has shown an estimation of 40,014 population. This is a material difference that will generate trips in this PSP and cannot be used to justify the provided number of lanes proposed on the major arterial roads.



Zone	Population	Total Employment	Retail Employment	Primary Enrolments	Secondary Enrolments	Tertiary Enrolments
2607	938	0	0	0	0	0
2610	1,379	0	0	0	0	0
2615	1,138	126	101	0	0	0
2616	2,859	48	0	525	0	0
3395	1,918	30	0	525	0	0
3396	1,948	0	0	0	0	0
3397	2,283	48	0	525	0	0
3398	1,565	0	0	0	0	0
3399	2,168	0	0	0	0	0
3400	1,956	134	134	0	0	0
3401	731	577	0	0	0	0
3403	2,640	109	0	0	0	0

DRAFT

Zone	Population	Total Employment	Retail Employment	Primary Enrolments	Secondary Enrolments	Tertiary Enrolments
3404	3,619	0	0	0	0	0
3414	2,317	182	134	525	0	0
3422	0	0	0	0	0	0
3423	1,384	421	290	525	0	0
3424	294	37	0	0	1,200	0
3428	158	417	334	0	0	0
3429	581	0	0	0	0	0
3431	613	30	0	525	0	0
Total	30,489	2,159	30,489	30,489	30,489	30,489



Council submits that the traffic modelling must be revised and then re-issued to ensure the transport network is adequate to meet the demand travelling within and through this PSP. The PSP and ICP land budget and relevant drawings should be updated to reflect the outcome of the additional modelling before the PSP is approved.

Pending further modelling, Council submits that Mount Cottrell Road should be 6 lanes from the Western Freeway to the Melton Highway, rather that stopping the 6 lane treatment at Tarletons Road



Pending further modelling, it is expected that Leakes Road should be 6 lanes from the Western Freeway to at least the northern intersection at Aintree Major Town Centre (RD-08 in Rockbank North PSP) to facilitate movement to this major activity generator, not stop at Taylors Road.



Pending further modelling, it is expected that Taylors Road between Mount Cottrell Road and Leakes Road should be 6 lanes.



Submission C2e

The number of turn lanes and treatment type (slip lane or standard turn lane) are generally in accordance with standards, however no analysis has been provided to determine if turn lane lengths are adequate for vehicle storage to prevent overflowing into through traffic.

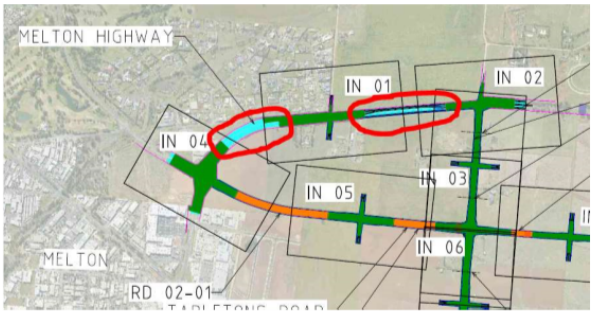
Council requests that the VPA provide traffic analysis to demonstrate that the turn lane lengths shown on the relevant PSP and ICP drawings are sufficient to meet requirements.

Council submits that the PSP and ICP land budgets and relevant drawings should be updated before the Amendment is approved to reflect the outcome of the further analysis.

If this work is not adequately undertaken, then Council will need to address turn lanes adequacy at the permit stage which will add time and complexity to the permit assessments. Further, it may lead to disputes with development proponents o may oppose extending turn lanes beyond the length shown in the PSP and ICP land and construction budgets.

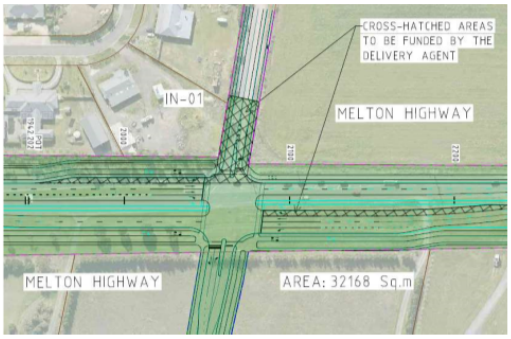
Submission C2f

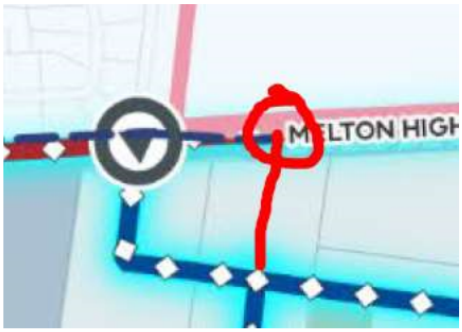
IN-04, IN-01 and IN-02 are not connected in the ICP. Council submits that, the entire road between these intersections should be included in the ICP costings to ensure the delivery of the roads. The path network should be captured between the intersections.



Submission C2f

IN-01 - Southern leg should be changed so it is offset from Ryans Lane and Ryans Lane should be a left-in left-out treatment. There is no need to show further scope to be delivered by others.



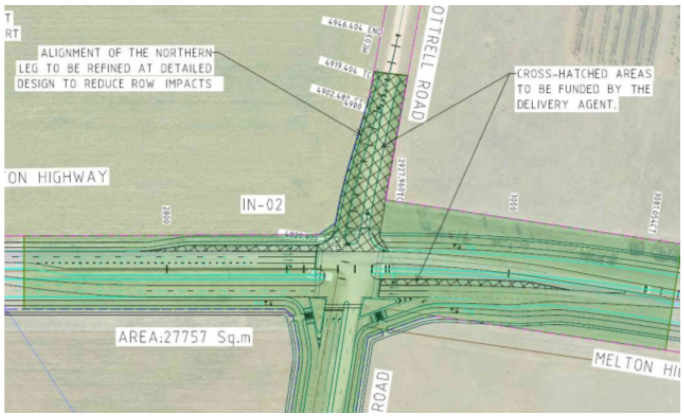


Submission C2g

IN-02 – Council does not support the northern leg not being captured in scope. How would existing residents and businesses such as the plant nursery to the north use this intersection safely?

The western leg should have 2 right turn lanes in the ultimate arrangement as per other arterial-arterial turning movements (refer to Plumpton PSP Hopkins Road/ Melton Highway intersection).

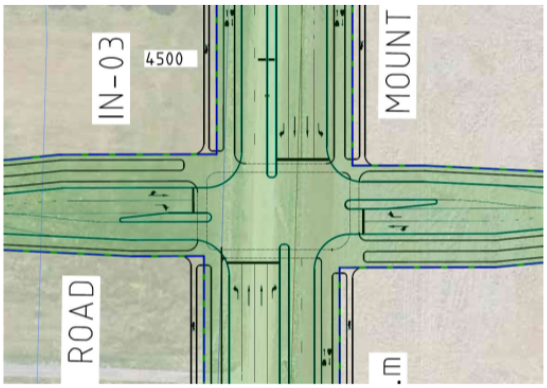
The interim and ultimate kerbs up to the extent of the left turn lane on the eastern leg should match to avoid redundant works being shifted right at the intersection.



Submission C2h

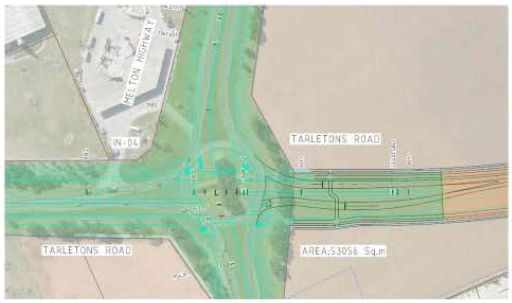
IN-03 - The separated footpath and bike path treatment flips from the northern side on the west leg to the southern side on the east leg. This drawing should be amended to allow for continuous for east-west travel and avoid crossing the road. It is noted there are open space and community facilities on the southern side so this is the preferred side to have this treatment.

Separated paths should be on the southern side of the connector roads.



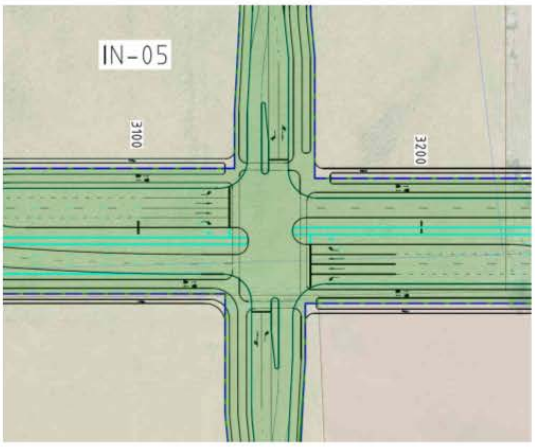
Submission C2h

IN-04 – The roundabout with pedestrian signals on eastern leg is not supported. Council requests that this should be changed to be a fully signalised intersection to improve safety and efficiency for all legs and modes of transport.



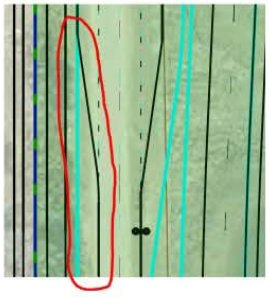
Submission C2i

IN-05 - Separated paths should be on the western side of the connector roads.



Submission C2j

IN-06 - The western carriageway on the southern leg seems to have significant redundant kerb lines between interim and ultimate arrangement. Council submits that the interim and ultimate kerbs on the western side are consistent to avoid removing kerbs in future.



Submission C2k

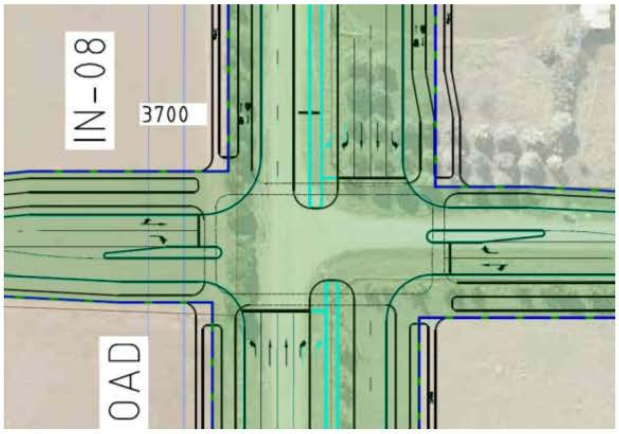
IN-07 – Council submits that the separated paths should be on the eastern side of connector roads. Council questions why are on-road bike lanes and shared paths provided here instead of the off-road separated footpath and bike path treatment?

Left turns on Tarletons Road seem short. To be reviewed with updated VPA transport assessment report and SIDRA analysis.



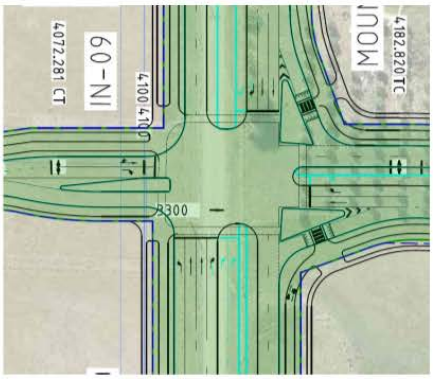
Submission C2l

IN-08 – Change the separated paths to be on the southern side of the connector roads.



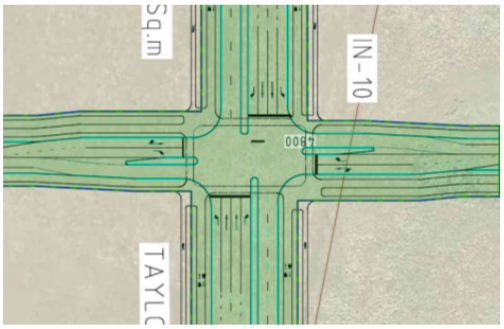
Submission C2m

IN-09 – Change the separated paths to be on the southern side of the connector road.



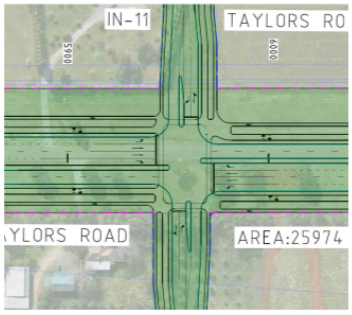
Submission C2n

IN-10 - Change the separated paths to be on the southern side of the connector road.



Submission C2o

IN-11 - separated paths should be on the east side of the connector roads.

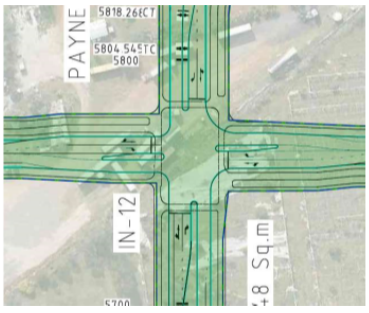


Submission C2p

IN-12 – Council submits that the separated paths should be on the south side of the east-west connector roads. The small section of separated paths on the east side of the northern leg seems unnecessary due to shared paths being present to the north and south of this small section.

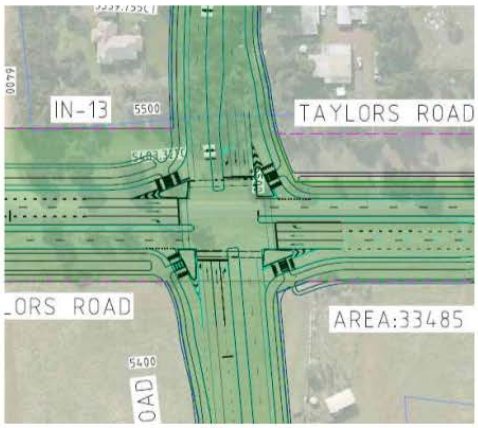
The on-road bike lanes are not adequately connected through the intersection and to shared paths when they start and end. Council preference is for separated footpaths and bike paths rather than shared paths and on-road bike lanes.

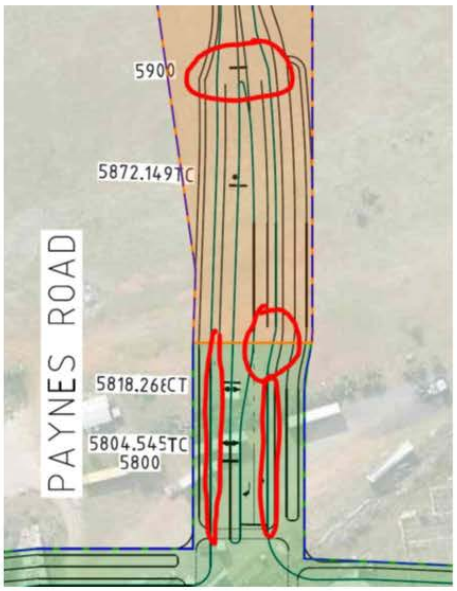
Right turn lanes look too short for adequate vehicle storage on Paynes Road both legs.



Submission C2q

IN-13 - right turn lane from Paynes Road north to Taylors Road looks too short



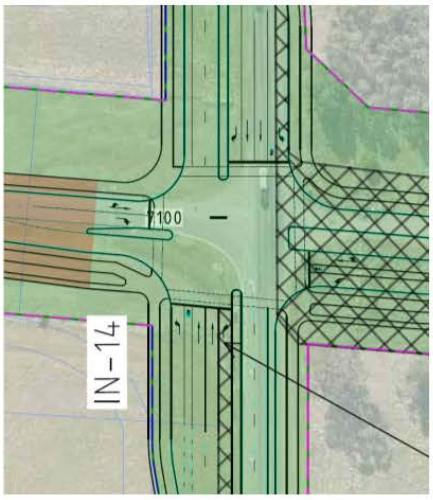


Submission C2r

IN-14 – Council submits that separated paths should be on north side of the connector road.

Council does not support the eastern leg and turn lanes being excluded from this ICP and identified as "funded by delivery agent". Note this is signalised intersection RD-06 in Rockbank North PSP and this ICP should add the remaining scope required.

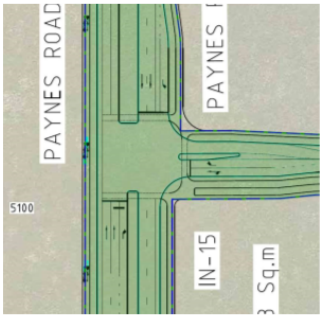
The western leg should be designed in a way that maximises the landscaping/ open space in Beattys Road corridor by pushing it to the northern or southern extent of the road reserve, not separate into two smaller landscaped areas





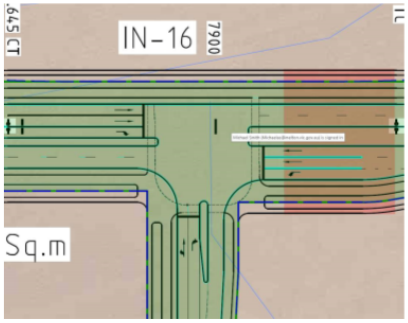
Submission C2s

IN-15 – Council submits that separated paths should be on the northern side of connector road. There should be no straight arrow for the eastern leg Left turn lane from northern leg to eastern leg seems very short.



Submission C2t

IN-16 – Council submits that there should be no straight arrow for the southern leg.

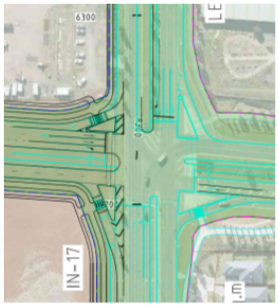


Submission C2u

IN-17 – Council submits that the interim and ultimate kerbs should align wherever possible to avoid redundant works when upgrading the intersection.

There are currently on-road bike lanes on the eastern leg of Taylors Road and both sides of Leakes Road. This intersection should include the logical tie-ins from bike lanes to the path network where they are not continuing.

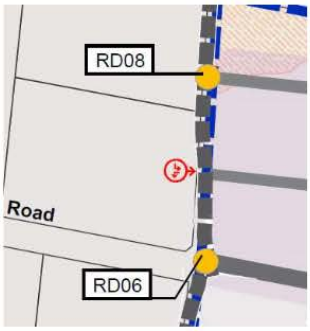
The interim arrangement should allow for two right-turn lanes from Taylors Road west leg onto Leakes Road due to high demand to access the Western Highway.



Submission C2v

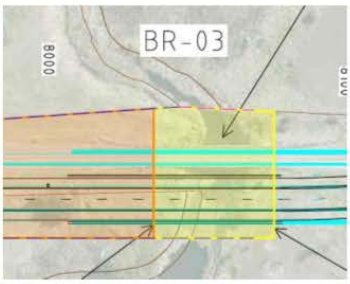
Council submits that pedestrian signals on Leakes Road north of Beattys road should be shown as a signalised T-intersection as per the Rockbank North PSP RD-08.

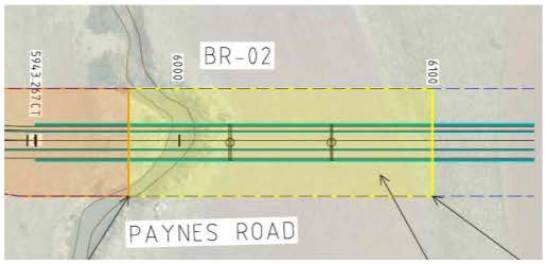


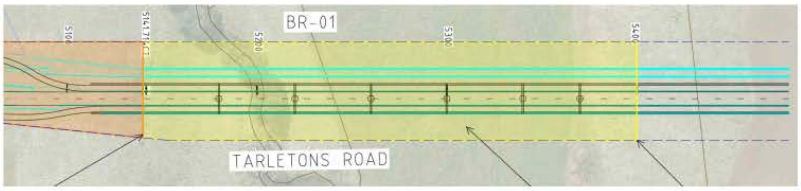


Submission C2w

Council submits that the road extents extend beyond bridge infrastructure which isn't feasible to build without the bridge itself. Bridge project extents should capture the full extent of barriers and/ or batters of the bridges.



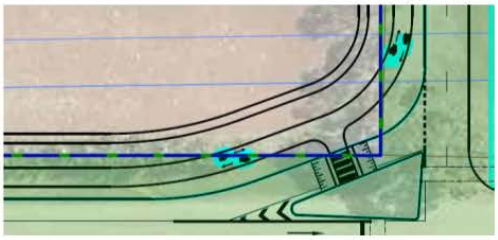


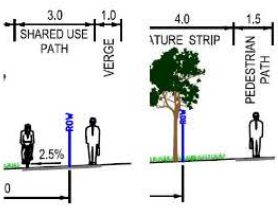


Submission C2x

Council submits that Pedestrian bridges and pedestrian signals are required to be captured as ICP items, not for Council to fund separately.

Road cross sections and intersections show required infrastructure outside of the land allocation. Land allocation for road reserve must capture the full width and splays to accommodate the required road, path and road-related infrastructure.





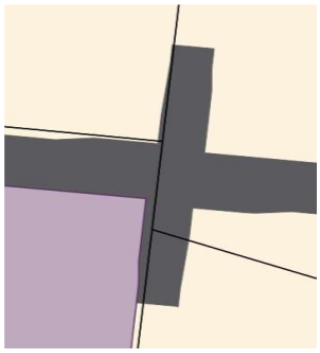
Submission C2y

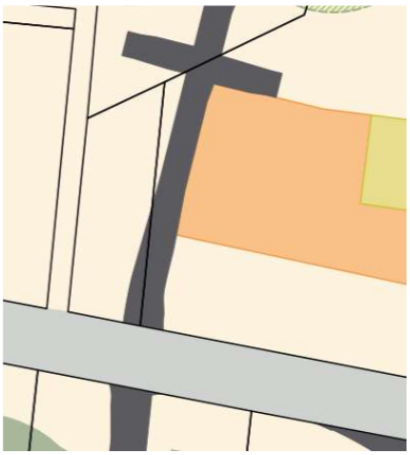
Council submits that road alignments should be changes to minimise the number of properties required to complete the road/ intersection and should avoid creating undevelopable segments of land.

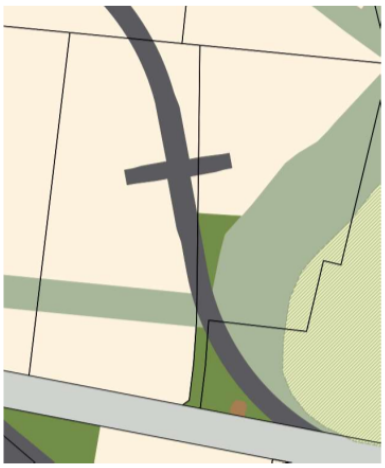
IN-07 should be shifted west to ensure the property that includes the town centre can also build the road without requiring significant infrastructure in the eastern properties.

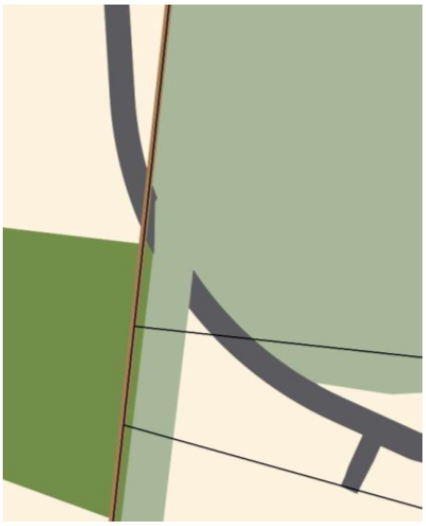
RD-03-02 should be shifted west to be constructed in the one property boundary.
IN-13 should be shifted east to fit within the property that includes the school and community facility.

RD-03-04 should be shifted west to avoid the corner of the northern property which has minimal development opportunity. This will likely hold up this road connection from being constructed.



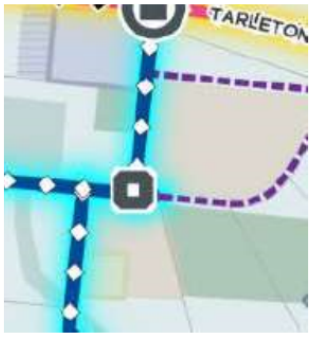






Submission C2z

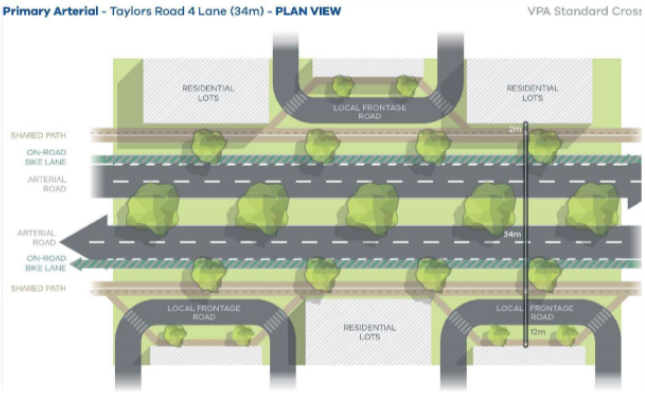
Council submits that the dog-leg connector road intersections with a pedestrian signal at the school precinct in close proximity to open space and activity centre is not supported and should be changed. This needs to be a consolidated cross intersection, either identified as a signalised intersection or a roundabout with raised priority crossings to improve safety in an area that will have high volumes of vehicles, pedestrians and cyclists



Submission C2aa

The Taylors Road plan view on page 81 of the PSP document should be changed as it does not match the ICP FLPs and cross sections. There are no on-road bike lanes shown for this road, and there are separated footpaths and bike paths, not shared paths.

The proposal for the footpaths to cross every local road is also a poor outcome for pedestrians that want to walk along this corridor, as they will constantly be zig-zagging across local roads and coming back as the wider path is designated for cyclists only.



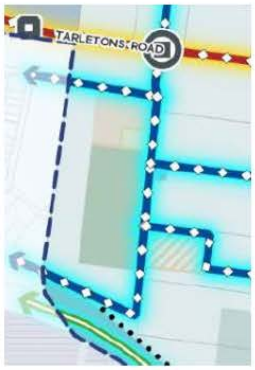
Submission C2ab

The Plumpton PSP shows concepts for the Beattys Road corridor to show how the large road reserve should be used. Council request that the PSP be changed to include this concept also.



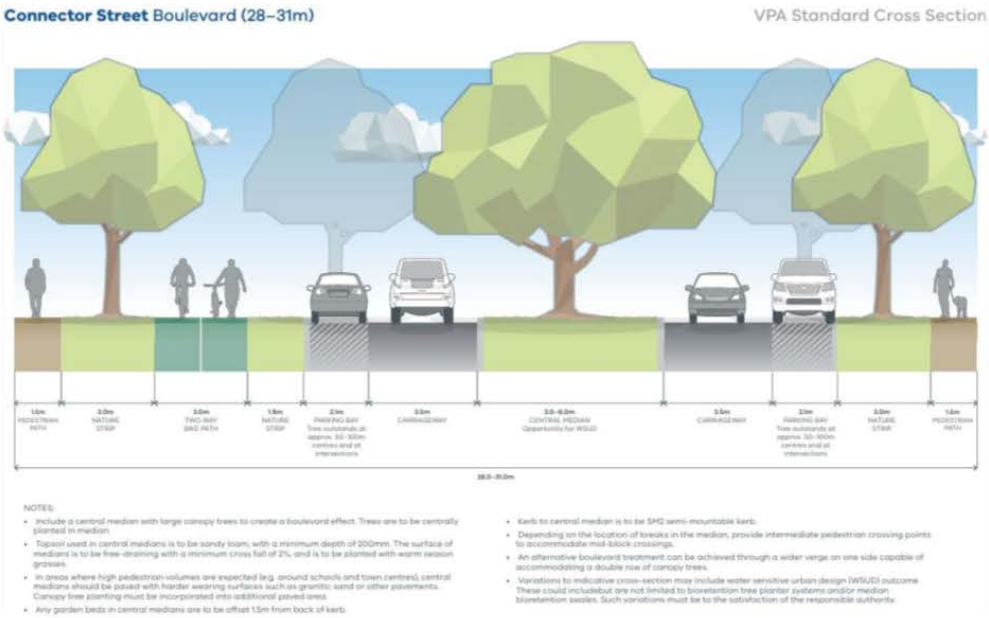
Submission C2ac

Council requests that the PSP capture the appropriate outcome regarding Connector-Connector road intersections being a roundabout with raised priority crossings to improve safety. This should be either on a plan or as a requirement.



Submission C2ad

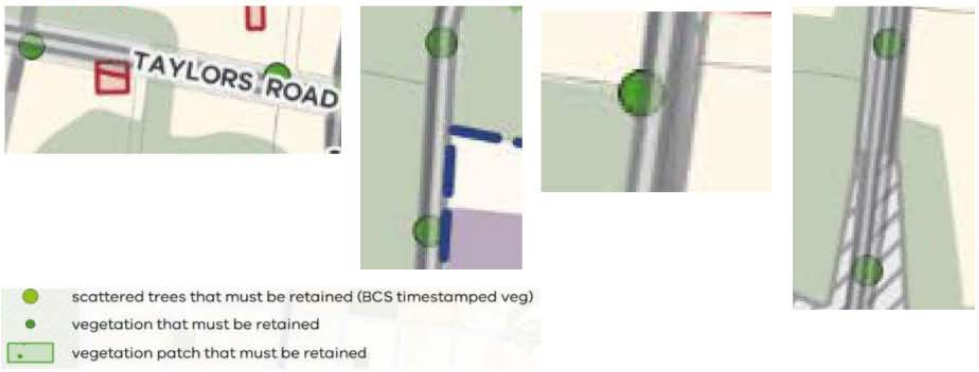
Council requests that the variation on the road reserve width for the connector street – boulevard should be removed and the PSP should nominate each road reserve width applies. Council officers would welcome the opportunity to work through the application in the PSP with the VPA to form an agreed position.



Submission C2ae

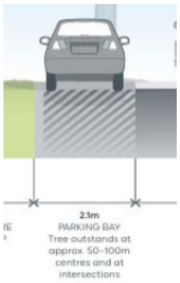
There are several locations shown on the Native Vegetation Retention & Removal plan where trees or vegetation are identified as "must be retained" in road reserves.

Council requests that the PSP and relevant documents be updated to confirm the road alignments and layouts have considered these and been designed to preserve the them or to show the trees or native vegetation to be removed.



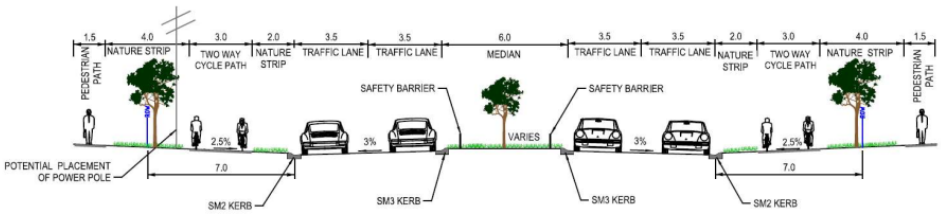
Submission C2af

Council requests that the PSP be changed to show 2.3m wide parking bays on connector roads to ensure adequate clearance between parked cars and through-traffic.



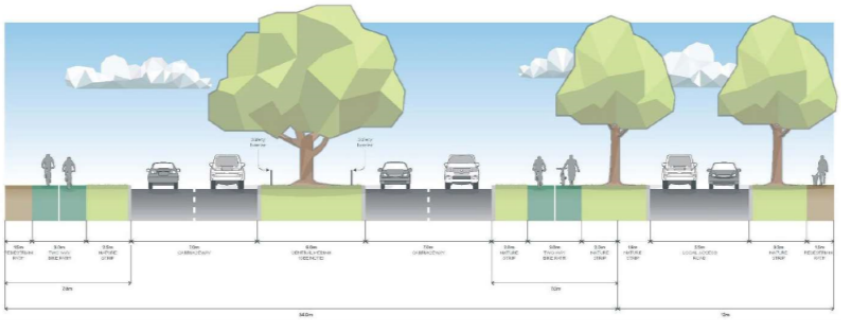
Submission C2ag

The cross sections in the PSP and ICP don't match. Council requests that relevant documents in the Amendment be amended to be consistent to ensure the correct infrastructure is built.



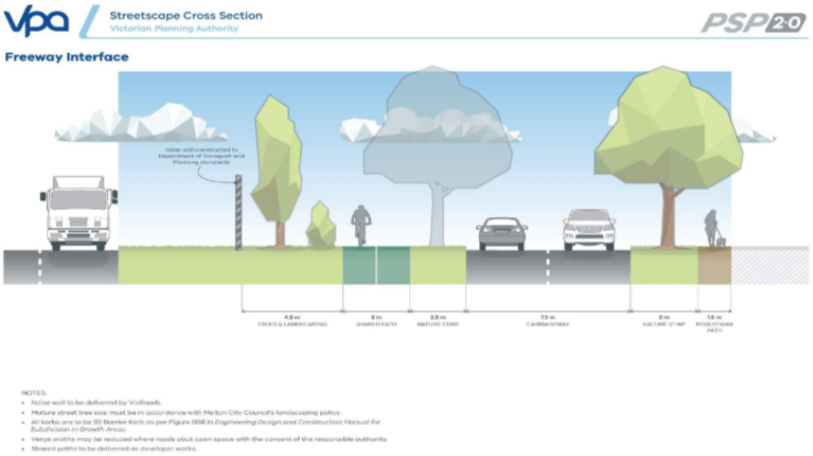
PRIMARY ARTERIAL 4 LANES

Primary Arterial 4 Lane (34m) - Compressed



Submission C2ah
Council request that the PSP be amended to show a typical cross-section for a 4-lane Secondary Arterial Road.

Submission C2ai
Council request that the PSP be changed to show / mark the extent of freeway in the Freeway Interface Road. Council requests that a shared path be shown as part of the interface road to facilitate delivery and ownership.



Submission C3 – Active Transport Planning Changes.

The VPA is requested to make important granular changes to the active transport planning sections of the PSP to improve outcomes.

As a general principle, Council considers that the separation of footpaths and bike paths is an improved outcome, rather than a shared path to avoid cyclists colliding with pedestrians leaves pedestrians walking in groups or with dogs to either squeeze onto the narrow footpath or walk on the bike path anyway. The separation of the paths also divides the nature strip, making it more difficult to establish large canopy trees.

Other refinements are provided in the detail of Council's submission.

Submission C3a
Kororoit Creek shared path. Kororoit Creek is a regionally significant waterway, which provides the opportunity to establish a continuous active transport/recreational trail from Melton East to Port Phillip Bay at Altona.

The West Corridor Growth Plan recognises this significance and identifies Kororoit Creek as part of the Metropolitan Trail Network (MTN). The Melton East PSP generally aligns with this intent by proposing an off-road shared path, however there is a notable gap in the proposed shared path along the creek in the vicinity of the regional open space and crossing Leakes Road (see plan extract below).



Council request that the PSP is changed to extend the proposed off-road shared path along Kororoit, generally as shown above.

Council also request that the PSP recognise the MTN context for Kororoit Creek in the PSP.

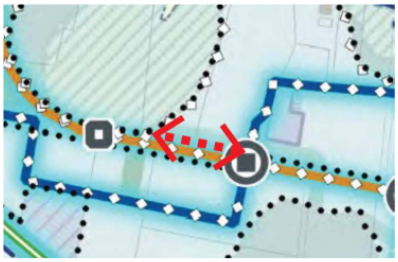
Submission C3b
Main central conservation area shared paths. The off-road shared path within the Kororoit Creek corridor is shown to deviate southward around the perimeter of the conservation area. Council notes that this avoids the need to provide a crossing of the intervening drainage channel, however, also creates a large deviation (around 2.5km) for walkers.

The PSP should be changed to show a direct connection along the creek corridor (see plan extract below). A low-level boardwalk form may be required in response to conservation requirements. A crossing of the channel may also be required, depending on alignment options.

Given the location context, funding via the ICP is likely to be the most appropriate mechanism to enable delivery.

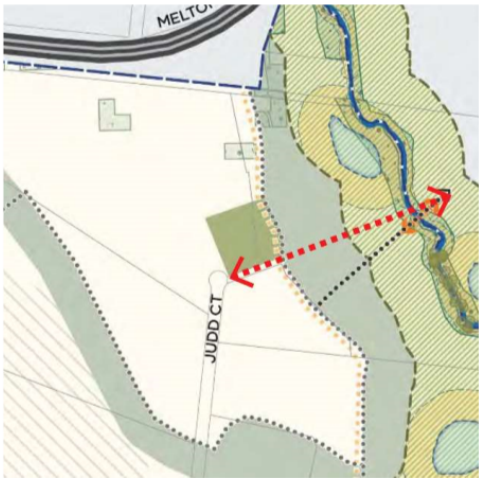


Submission C3c
Taylors (Beattys) Road shared path. The shared path proposed along the north side of Taylors Road is discontinued from the eastern approach to the main conservation area. This would require pedestrians to cross the arterial road twice.



Council requests that the PSP be amended to designate an off-road shared path connection along the full extent of Taylors Road on the north side, and connecting directly with the main conservation area.

Submission C3d
Judd Court shared path. Council acknowledges that the alignment is indicative. However, a preferred arrangement is to connect the shared path alignment more directly with the proposed local open space. Council notes that this may be inhibited by a future CHMP or native vegetation issues, however a preferred alignment should be represented as a starting point.



Council requests that the PSP be amended to realign the indicative shared path connection at Judd Court as shown.

Submission C3e
Open space, conservation area and drainage reserve interfaces. The PSP includes extensive interfaces to these areas and the associated urban design approach will be critical.

Council notes that the PSP includes "*R2 Subdivision applications for residential development must suitably demonstrate: Active interfaces with the adjacent street, open space, waterways and drainage reserves.*"

Council requests that requirement is supported in the interest of preventing poor interface outcomes, however the PSP should be changed to show critical park edges where a street interface is required, and to include a corresponding 'park edge' street typology within the PSP.

Submission C3f

Undeveloped road reserves. The PSP is not clear about how two segments of the existing road reserve for Taylors (Beattys) Road, that will not be developed for roading, are to be used. These segments are proposed to contain off-road shared paths, so will in effect be public land that forms part of the open space network.

The eastern-most segment can be combined with the proposed local parks (LP-09 and LP-10) in a reconfigured form.

The western-most segment may be of less public benefit other than for a linear connection with shared path.

Additionally, Taylors Road is proposed to be 34 metres width within an existing ROW of 60 metres width. Again it is unclear how unused width of the ROW is to be used.

Council requests that the PSP is changed to review unused road reserve segments and designate 'other uncredited open space' (or similar) – as appropriate - and indicate clearly on Plan 6 Public Realm.

Council also request that the PSP clearly identify the intended land use/s for the excess ROW width for Taylors Road.

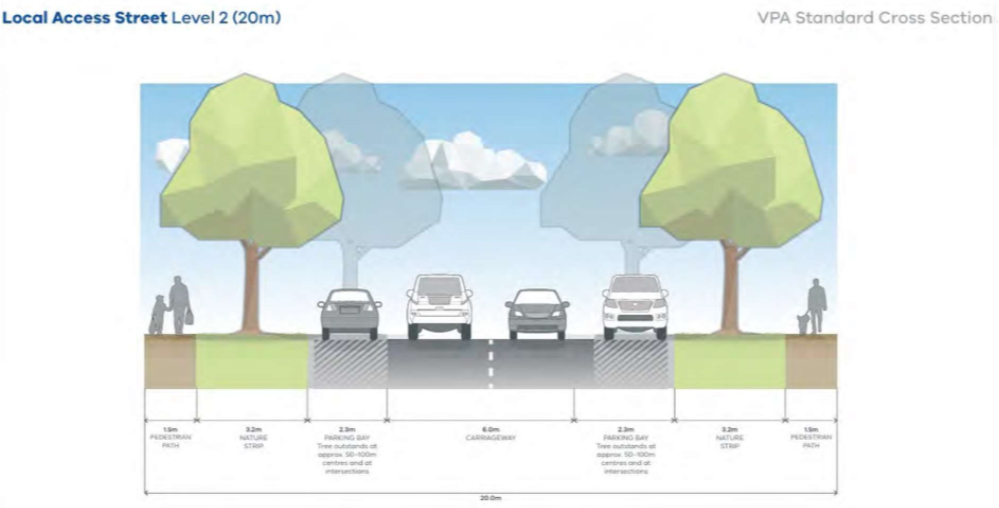
Submission C3g

Local access streets. An alternative standard Local Access Street cross-section which can assist in responding to the impacts of increased development density on residential streetscapes is supported in principle.

Access street (level 2) is in included in the PSP, however the conditions under which this is to be applied are unclear.

The allocation of the additional 4 metres in width, compared to a standard 16 metre cross-section, is unfortunately mostly absorbed by on-street parking. Consequently, verge widths are only modestly wider (6.4m cumulative width, compared to 5.7m cumulative width for standard access street). The impact of additional driveway crossovers will significantly erode these small gains in soil permeability/accessible volume to support establishment of street trees.

Local Access Street Level 2 (20m) VPA Standard Cross Section



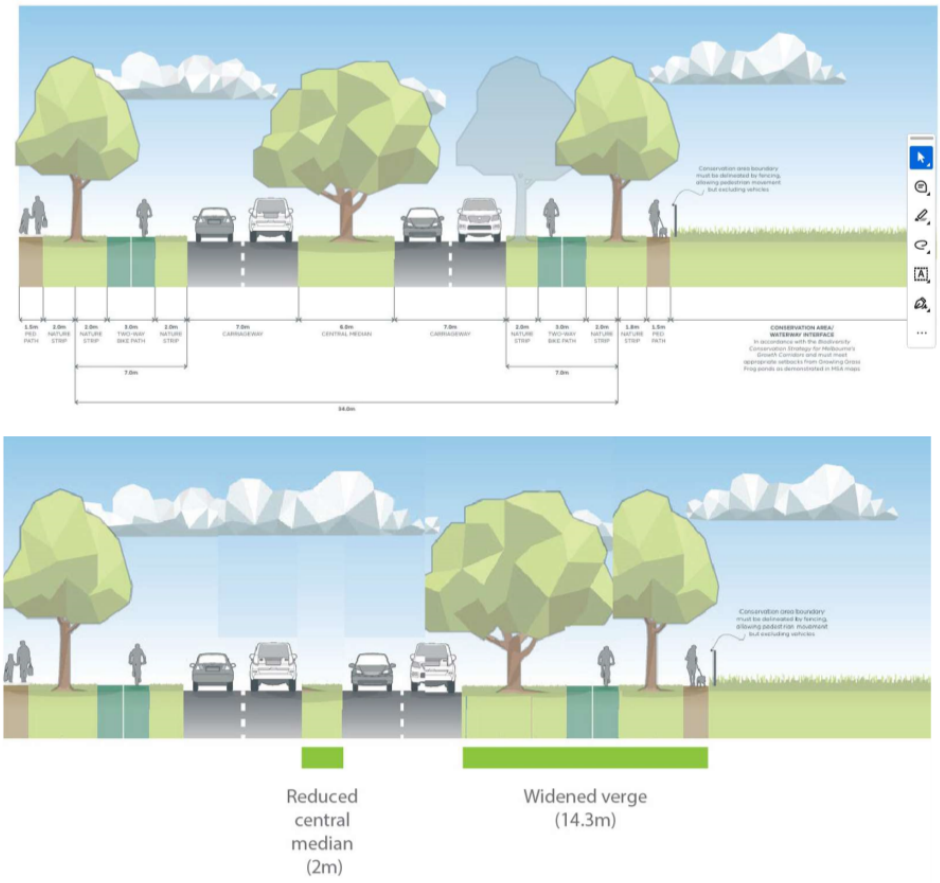
Council requests that the PSP be amended to show:

- Provide for a single footpath only.
- Provide for single-sided on-street parking, or alternating parking bays to each side.
- Show a note “Permeable paving to on-street parking areas to be considered”.
- Lowered services for increased unimpeded soil depth, and some services under footpath.

Council requests that alternative access street cross-sections should be developed and included in the PSP.

Submission C3h
Cross-sectional design. Council request that the PSP should include text to provide for the opportunity to modify cross-sectional design in targeted areas to signify response to local conditions and places and improve public realm outcomes.

For example, the Taylors Road cross-section along the interface of the main Conservation Area could be modified as shown below:

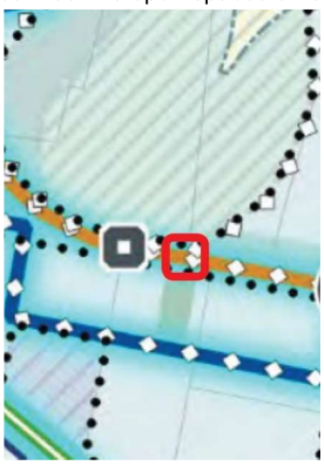


This creates additional separation between traffic and conservation area and additional pedestrian corridor width to support more tree planting within the pedestrian zone.

This outcome also gives primacy in the reading of the visual landscape to the conservation area. Species selection along this section could also be modified for compatibility with the conservation area.

Submission C3i
Pedestrian Operated Signal (POS) Crossing locations. The nominal locations in the PSP should coincide with destinations, activity and main path connections. This will provide for integrated public realm treatments to reinforce sense of place. Council requests that the VPA review all locations and based on the two examples below.

- **Taylors (Beattys) Road – at conservation area.** This POS should more directly connect the open spaces on either side of the road.



- **Taylors (Beattys) Road deviation.** This POS should more directly connect the drainage reserve and active open space/school, as well as coincide with shared path alignments.



Submission C3j
Separation of Bike Paths. The separation of footpaths and bike paths rather than a shared path is good in theory to avoid cyclists colliding with pedestrians, however this leaves pedestrians walking in groups or with dogs to either squeeze onto the narrow footpath or walk on the bike path anyway.

The separation of the paths also divides the nature strip, making it more difficult to establish large canopy trees. Council submits that in most instances a wider shared path is a better solution. There may be specific locations where a dedicate bike path is appropriate in high bike activity areas.

It is noted that connector roads have separated footpath and bike path treatment on one side, and footpath only on the other side. The separated paths should front activity generators such as schools, shops and open space, with minimal road crossings.

Council submits that the VPA should review the location of dedicated bike paths, and constrain their location to specific areas.

Council submits that the PSP be amended to clearly show the separated path network.

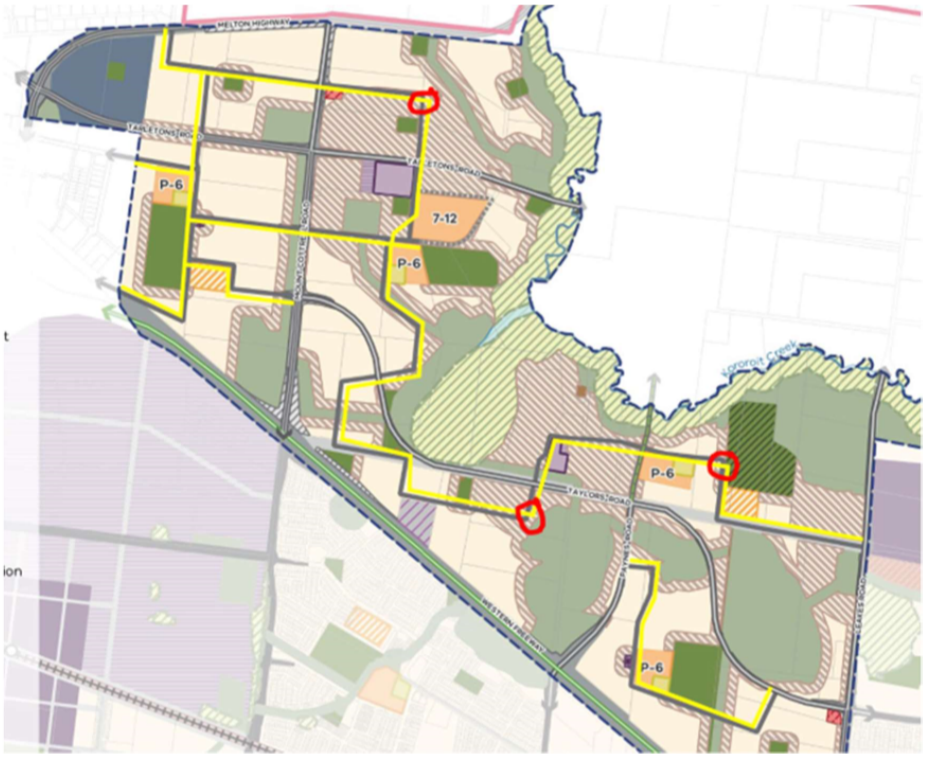
Submission C3k

Location of paths on the side of each road. Council submits that the PSP should be amended to show dedicated or shared paths on the correct side of the road.

Council has marked up the preferred side for the paths (on connector roads where they are only on one side) in yellow lines, and circled where they should cross the road to ensure they are located o the preferred side.

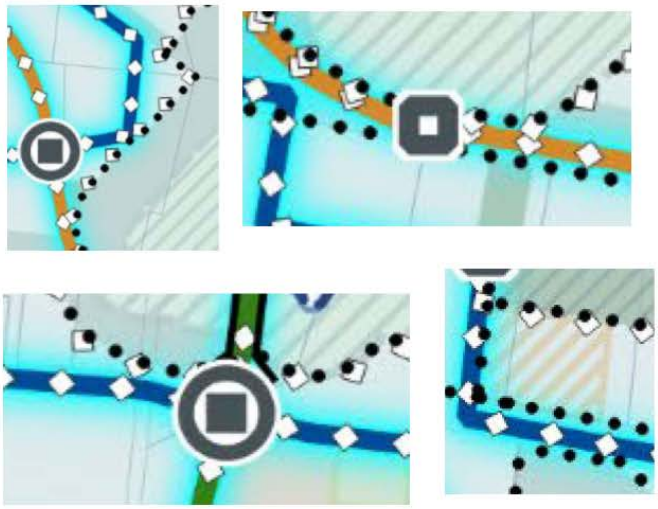
The ICP FLPs often have these paths on opposite sides of the road, meaning cyclists need to constantly cross the road to continue along a corridor.

ICP FLPs should be amended to show the correct side of the road for this treatment.



Submission C3l

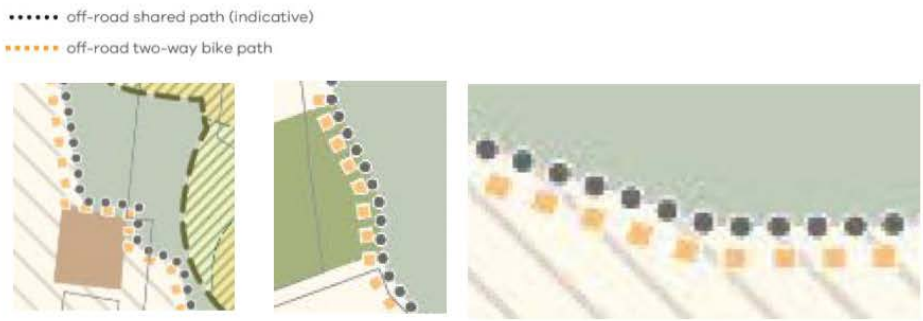
Council request that the PSP is amended to avoid duplicating paths. Some paths near conservation areas are close to road paths and can be combined as shown in the examples beow.



Submission C3m

Council submits that one wider shared path is more appropriate than having shared paths and bike paths next to each other along the conservation areas.

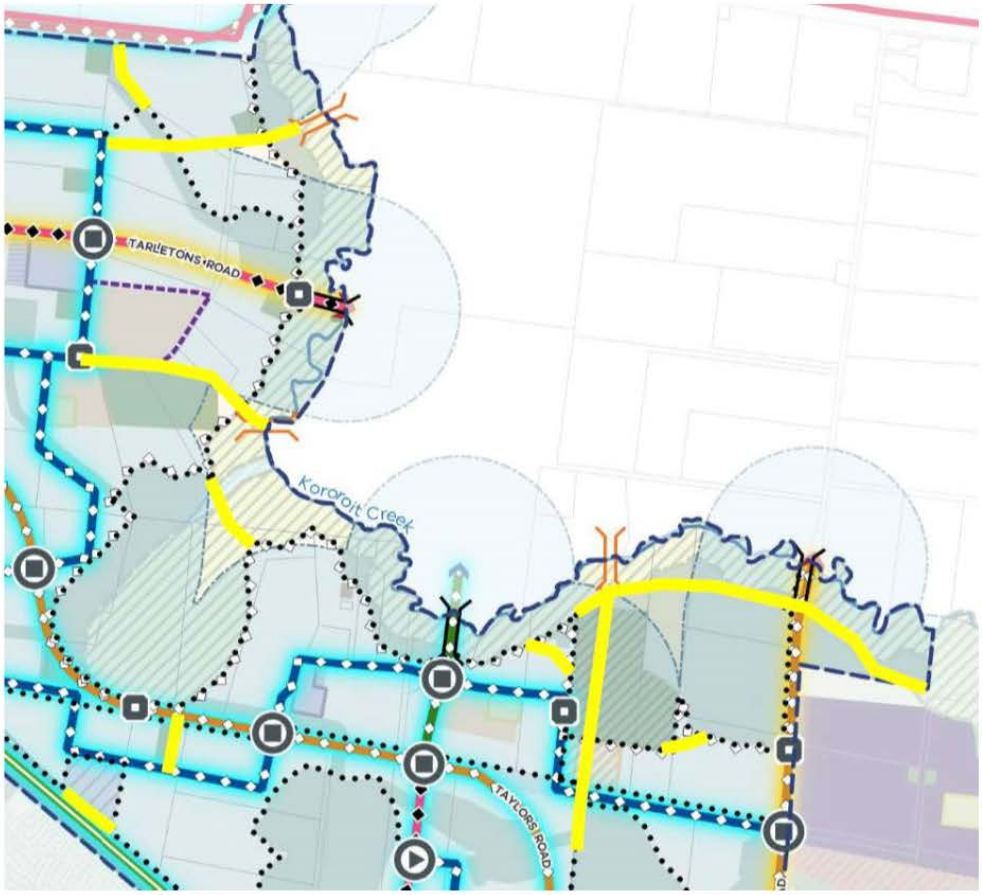
These paths are primarily for recreational walking and cycling and don't require full separation.



Council requests that the PSP is amended to show a single path where possible, and avoid the duplication of paths as shown in the examples above.

Submission C3n

Council submits that there are several locations where paths are indirect for pedestrians and cyclists. Council submits that the PSP should be changed to show the additional/ realigned paths below to smooth out the journey.



Submission C3o

Council submits that separated footpaths and bike paths are preferred to shared paths and on-road bike lanes for secondary arterial roads (Paynes Road and Tarletons Road).

The paths can merge to shared paths over bridges





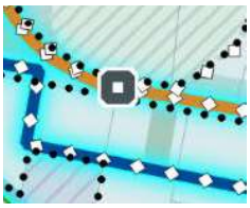
Submission C3p
Council submits that the pedestrian signals on Tarletons Road east of IN-04 don't provide a logical connections for pedestrians and cyclists as it is located at the rear property boundary with no through connection to the south. Council requests that the PSP be amended to address this issue.



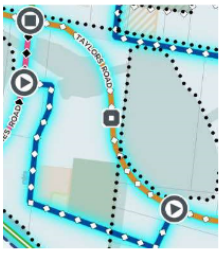
Submission C3q
Council requests that the PSP is amended to show the shared path run under Tarletons Road bridge on the west side of Kororoit Creek to eliminate conflict with vehicles and remove the need for pedestrian signals.



Submission C3r
Council submits that the PSP should be amended so the pedestrian signals on Taylors Road west of IN-11 should align with the local open space to the south. Either the signals or the local park should be shifted.



Submission C3s
Council requests that the PSP is amended to show the pedestrian signals on Taylors Road between IN-13 and IN-16 relocated to align with the north-south shared path running along the open spaces.



Submission C3t

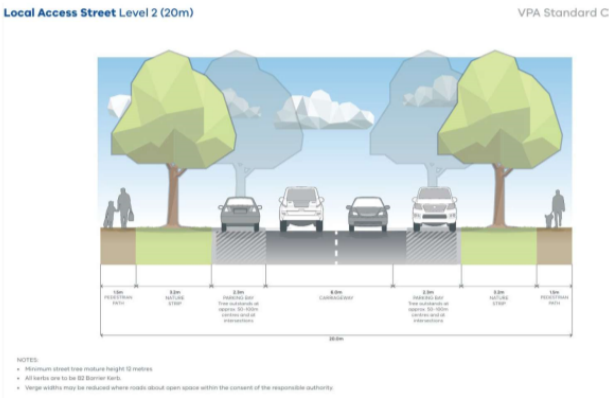
Council requests that the PSP is amended to address the issue with the pedestrian signals on the connector road east of IN-12 as they are unnecessary given the expected vehicle and active transport use in this location and close to a bend in the road.

The PSP should instead show a raised priority crossing for pedestrians and cyclists may be more appropriate and determined at the development stage.



Submission C3u

Council requests that the local access street level 2 that wraps around the school south of Tarletons Road should include shared paths along the school frontage and link to the surrounding shared path network.





Submission C4 – Housing Density and Diversity.

Council has identified changes to and refinements regarding the approach to the housing diversity and density provisions of the PSP to improve outcomes.

Council is concerned with the impact that the proposed blanked density target may have on community infrastructure the road and tree canopy. The potential for impacts include:

- Limitation of street tree provision.
- Inadequate housing diversity.
- Increased Urban Heat Island Effect.
- Undefined urban structure with inadequate attention to height and landmarks.
- Car-dominated town centres.
- Rear-lane dominated developments.
- Lack of private secluded open space over a large-scale area.

Figure 2 below provides an example of rear loaded medium density housing in the Melton context.

Figure 2: Melton Context Medium Density Housing



Council submits that a blanket density of 40dw/ha in the Melton context will most tend to result in a large volume of single storey, 4.5m wide, rear loaded small lot housing code developments. This would lead to a monotonous, over 90% sealed surface environment with the risk of increasing the urban heat island effect.

This typology heavily relies on street tree planting but due to the lead in services (water, stormwater, sewer, telecom) into every house, every 4.5m, there is limited space for deep soil area for canopy trees to grow. Council notes that this typology comes with a reduced front setback of 1.5m that further reduces any opportunity to plant larger shade trees within the road reserve.

Council also considered that a blanket density does not provide Council with sufficient means to encourage housing diversity as the above described is the most economically delivered with a short-term benefit for the developer.

Council submits that rather than establishing blanket density target and / or a scattered approach to higher densities throughout the precinct, densities should be strategically located

- To respond to its context and interfaces.
- To focus on proposed road based public transport corridors being the roads described earlier in Council's submission (the Arterial Troad Corridor).
- To shape the urban structure and frame roads.

- In proximity to town the activity centres.

The driver for 'the right density' should be

- Delivery of compact urban form to maximise limited developable land within this PSP.
- Access to public transport and services.
- Delivery of minimum canopy cover within the streetscape.
- Establish minimum density requirements that will be applied to deliver a **compact urban form** as illustrated on a **density and typology plan** and include 4 distinct, site specific typologies
    - Shop-top housing within the activity centres (Activity Centre Typology).
    - Medium density housing within 400 metres of activity centres (Standard Town House Typology).
    - Medium density to capitalize on the unique location and opportunity for access to the green spine, shared path network as well as long view lines towards the Kororoit Creek (Wetland Interface Typology).
    - Higher density housing within 400 metres of the Arterial Road Corridor.
        a. The Arterial Road Corridor will be a key destination for public transport by supporting higher density neighbourhoods, delivering fast and convenient services.
        b. Land for a dedicated, separated public transport infrastructure will be secured along the corridor to ensure that bus rapid transit (BRT) can be supported as part of urban development and further expanded to connect into Rockbank PSP, the established Melton areas, as well as Cobblebank City Centre, Hospital, Schools and Cobblebank Community Hub.
    - Medium and high density housing areas will incorporate high quality public realm to compensate for smaller private spaces.
    - Housing in medium density areas will cater for the 'missing middle' housing types.

D. PSP Drafting Changes.

The following PSP drafting changes should be made to the Amendment:

Submission D1 - Strengthen the Decision-Making Framework to Support New Policy Approaches.

Submission D1a – Implementation Worked Examples

The PSP proposes new policy approaches that will impose an implementation burden on Council. Council requests that the PSP is amended to provide a stronger decision-making framework to make the administration of these requirements efficient and effective.

The PSP includes a range of new approaches to key policy issues. Council submits that the VPA should provide Council with a practical worked examples of different development contexts to show how t intends that Council will administer these requirements. Council requests that the worked examples include the following concepts and address the issues outlined below.

Submission D1b - Development Staging

The PSP adopts the VPAs new approach to development staging and its implications for the PSP delivery. Council requests that a range of permit application scenarios are provided in different staging context to explain how the VPA intends Council to respond to the staging requirement. An example where a development proponent proposes interim arrangements should form part of the analysis.

Submission D1c - Acoustic Management

The PSP includes a new approach to managing traffic noise which appears overly complicated and which can be simplified.

Freeway Noise

The freeway related noise should be considered separately to arterial road based noise.

Freeway related noise is normally addressed by the Agent of change using the existing planning scheme policies. The cost of mitigating freeway noise is extensive. Given the Government proposes to rebuild the Western Freeway, it would seem appropriate that the freeway works provide for noise mitigation as part of the freeway works. This will ensure a high standard of noise treatment is provide using robust materials and in accordance with the project business case. This may then allow initial developments to provide an appropriate, but more cost-effective treatment. The details need to be worked through in case studies by the VPA and to the satisfaction of DTP and the EPA and in conjunction with development proponents and Council.

Arterial Road Noise

Noise modelling routinely demonstrates that the shielding offered by boundary fencing and a house / built form can result in noise levels on lots behind the first row of homes will usually meet the relevant acoustic standard.

Some consideration is required regarding lot orientation with respect to whether traffic noise objective would be achieved in outdoor living areas at the rear of any given lot. South facing

lots that front the noise source for example protect the rear yard of those homes and consideration is required to different lot configurations in each circumstance.

Bedrooms and living spaces of the first row of lots facing the traffic noise source may require minor improvements to lightweight facade construction to achieve the internal noise criteria.

Due to the reduction of traffic noise with increasing distance from the road, modern energy-efficient building envelope constructions for lots north of the first row dwellings may provide sufficient traffic noise reduction to allow internal noise level criteria to be achieved, provided windows are closed.

In many instances, cooling systems that require external windows or doors to be open (e.g. evaporative cooling) are not recommended, as the need for windows to remain open will be significantly detrimental to traffic noise sound insulation.

Council requests that the PSP be amended to include a simplified Permit Application Requirement as follows:

A permit application must be informed by an acoustic assessment report prepared by a qualified acoustic engineer, which applies the following noise objectives:

- 35 dB LAeq,8h when measured within a sleeping area between 10 pm and 6 am.
- 40 dB LAeq,16h when measured within a living area between 6 am and 10 pm.

The report must include recommendations for any noise attenuation measures required to meet the applicable noise level objectives.

The PSP should include the following alternative approach:

A Permit may impose the following mandatory Condition which will ensure each dwelling meets the required noise standard:

"A permit to subdivide land must require a restriction on titles requiring buildings (and associated works) for accommodation, to be constructed in such a way as to ensure internal bedroom noise levels will not exceed 35 dB LAeq,8h when measured within a sleeping area between 10 pm and 6 am and also 40 dB LAeq,16h when measured within a living area between 6 am and 10 pm. The restriction may include specific construction requirements to the satisfaction of the responsible authority."

Council considers that the benefit of this alternative approach is:

- The permit condition is simple to apply and does not require an acoustic report to be submitted at the Planning Permit Stage.
- The restriction will be applied through the normally subdivision certification and Statement of Compliance process.
- A Building Surveyor will not issue a permit for a dwelling unless they are satisfied that the dwelling design will meet the restriction on title.
- The lot owner will need to have an acoustic report for their house design to satisfy the Building Surveyor and get a Building Permit.
- The Building Surveyor is responsible for ensuring the house is constructed to meet the standard.
- Council does not need to assess individual houses and acoustic reports.

The Wyndham North growth area has adopted an approach to rail noise by applying DDO 10, which includes a similar requirement to the above.

This approach as adopted by the Ministerial Advisory Committee for the Regional Rail Link after hearing extensive evidence and based on planning, acoustic and legal advice and so is robust.

Order of dwelling construction and fences. Under the proposed provisions, there is no specific need for Council to manage building construction staging. Every residential lot will have to satisfy the noise requirement. It will be in the developer's interest to stage the development and housing to reduce the need for dwellings to have to be upgraded to meet the requirement.

Housing and Design Guidelines. It is helpful for the Developer to provide information to purchasers and to build in the acoustic standards into Housing and Design Guidelines. However, with the acoustic standard on title, this is not necessary. The Building Surveyor will ensure the house meets the standard. This is a stronger regulatory regime that use of Developer Guidelines.

Submission D1d – Affordable Housing

The PSP proposes strong guidelines in relation to affordable housing. Council will need to further consider whether the proposed approach is reasonable or practical.

The PSP Background Report summarises the PSP approach to affordable housing as follows:

> *"Affordable housing options*
>
> *The Guidelines describe the feature of 'affordable housing options' as "affordable housing options – including social housing – that provide choices for very low, low and moderate-income households."*
>
> *The relevant performance target for this feature is T4, which requires a PSP to set a minimum target for the provision of affordable housing*
>
> *In considering the appropriate response to the feature, the VPA have prepared an Affordable Housing Needs Assessment using a model prepared by SGS Economics and Planning. The model incorporates a range of inputs relating to future statewide demand for social and affordable housing and makes recommendations as to how this could be distributed at a more localised level.*
>
> *The outputs of the model have been incorporated into the assessment report and are summarised as follows:*
>
> - *Subsidised market housing demand is 314 dwellings or approximately 2% of all dwellings in the PSP.*
> - *Social housing demand is 12,19 dwellings or approximately 9% of all dwellings in the PSP.*
> - *Between subsidised market housing demand and social housing demand, the total demand for affordable housing in the precinct area is 12% of all dwellings.*
> - *Anticipated demand for 1-bedroom dwellings is highest, comprising 46% of subsidised market housing demand and 52% of social housing demand.*
>
> *The relevant sections of the PSP that implement the findings of the Affordable Housing Needs Assessment are as follows:*

- *Objective 5 specifies a target of 12% of affordable housing to be delivered. The objective is proposed to be implemented by Guidelines 3-5, which encourages residential subdivision and development to contribute towards the affordable housing target and includes guidance on preferred locations for affordable housing (e.g. in proximity to high-amenity areas). These provisions are consistent with the outcomes specified by T4.*
- *Table 4 of the PSP provides guidance on the targeted income ranges and number of bedrooms within dwellings that affordable housing should contribute towards. Overall, it is considered that the PSP appropriately plans for and promotes provision of affordable housing consistent with the PSP Guidelines.*

UGZ Schedule

The UGZ Schedule provides the following:

Subdivision – Residential Development

In addition to the requirements of Clause 56.01-2, a subdivision design response for a residential subdivision of 10 lots or more must be accompanied by the information listed below. An application for the construction of 10 or more dwellings on a lot must be accompanied by the same information:

- A written statement outlining how the proposal will contribute to the delivery of affordable housing in the precinct, including any proposed delivery mechanisms.

And:

Affordable housing

Before deciding on an application to develop or subdivide land for dwellings, the responsible authority must consider, as appropriate:

- Whether the proposed subdivision application contributes towards the provision of affordable housing;
- The Ministerial Notice under 3AA(2) of the Act, as amended from time to time.

The PSP Affordable Housing Background Report provides these definitions:

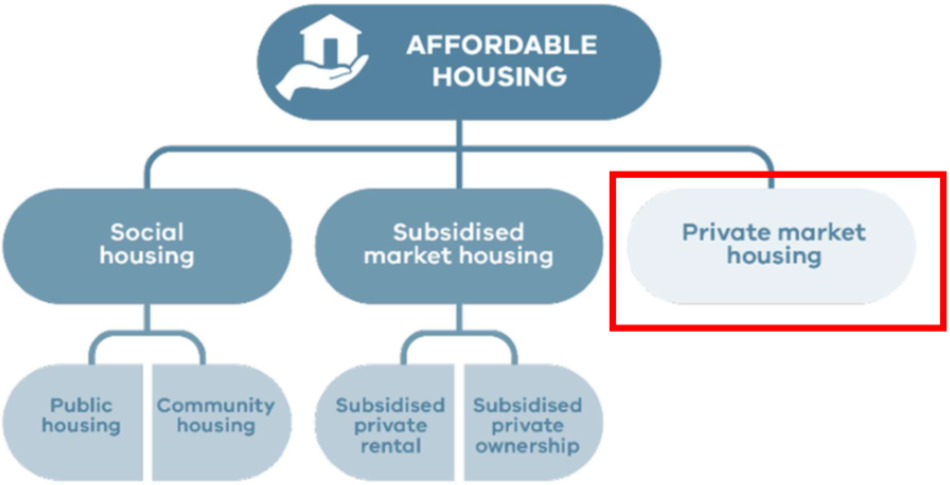
For determining total demand for local housing assistance, this report uses the definition of 'affordable housing' found in Victoria's *Planning and Environment Act 1987* (the Act): *"...housing, including social housing, that is appropriate for the housing needs of very low, low and moderate income households".*

Under the broad legislative umbrella definition of affordable housing sits distinct definitions of subsidised market housing & social housing:

- **Subsidised market housing** refers to housing (rented or owned) which is made available to households at below market rates through subsidies according to eligibility criteria set out in the Act. Eligibility is based on income ranges for very-low-, low-, and moderate-income households. Households that require subsidised market housing are those on low and moderate incomes and experiencing severe or moderate rental stress.
- **Social housing** which falls under the broad legislative umbrella of 'affordable housing', is defined under the Housing Act 1983 as rental housing that is provided and/or managed by the government (public housing) or by a not-for-profit organisation (community housing). Social housing is an overarching term that covers both public housing and community housing.

The VPA approach acknowledges that private market housing can also be affordable housing, if priced such that a person on a moderate income can afford. See for example:

Figure 2: Affordable housing nesting diagram



The VPA Paper also provides the following Options for Delivery:

- Gifting land or dwellings.
- Selling land or dwellings at a discount.
- Monetary contribution to an RHA, housing trust or similar entity.
- Selling dwellings to individuals under an affordable home ownership agreement. This includes shared equity or rent-to-buy.

Key Issues for Council and development Proponents

- The VPA AH report talks to PSP Figure 2 which acknowledges that private market housing can be delivered at a price point that is affordable to persons on moderate incomes. In such a case it would be defined as affordable housing. An example would be a Small Lot Housing Code Lot on say a 200m2 lot. See for example: Home Starter Range - Homebuyers Centre
- Small lot homes delivered as private market housing can deliver affordable housing to persons on moderate income ranges without a subsidy.
- However, the Melton East PSP Guidelines reference social housing and **subsidised** market housing only. They do not have regard to private market delivery affordable housing.
- It is understood that the VPA may make this distinction because market housing that is affordable is considered a response to planning policy around housing diversity. And a developer meeting the relevant market to obtain sales. However, where a developer modifies their standard lot mix preference to deliver more private market affordable housing they should be supported as it delivers significant community benefit.
- In the case of Melton East, the PSP itself requires large areas to have a minimum dwelling density of 40 dwellings per net developable hectare. This will already require the delivery of small, affordable housing product.
- The Melton East PSP guidelines seek 12% affordable housing – excluding private market housing. This is now a significant issue which Council will need a framework in which to negotiate the voluntary contribution.
- At the 12% level, a developer will likely point Council to the private market housing provided to negotiate a dispensation from the VPA PSP guideline. With the VPA increasing housing densities this will become a contested issue.
- It is unclear how VCAT would interpret the PSP guideline and whether it is completely voluntary in a dispute. The level of detail in the PSP in conjunction with the objective would imply that [providing a significant response is not voluntary.
- The Development Facilitation Program (DFP) process requires a 10% AF contribution which is calculated in a specific way which is defined, and which is flexible as to how the housing is then supplied. The DFP approach does not specify the number of bedrooms or require it to be specific to social housing for example. It does exclude private market housing. The form of delivery is at the discretion / option of the developer.
- Planning Panels have valued the ability for a developer to understand the calculable value as a base position. This provides a clear framework and a base cost position for considering and comparing developer proposals. The VPA guideline is not written to allow a calculable value to be created. For example the recent C387 Geelong Panel outcome was 5% of housing at a 20% discount. In that case, the benchmark lot in that case was agreed to be a 300m2 lot.
- The VPA have not had regard to the DFP approach. Noting that the DFP provides a faster approval and the VPA approach does not. The VPA approach has also not had regard to the community benefit of a developer providing private market affordable housing at a higher rate than they would otherwise. And the PSP does not consider how the VPA guideline could be converted to a calculatable amount – for example if a cash payment was to be provided.
- The VPA approach does not consider the role that the Commonwealth and the State needs to play, as set out by SGS, in the delivery of affordable housing. It appears to place the entire burden on the development proponent.
- Development proponents are left with uncertainty and risk to the project feasibility and the negotiation over affordable housing may extend the time it takes to gain planning permission.
- The VPA approach requires Council to act as arbiter under a complex array of considerations and with insufficient guidance.

The VPAs approach for Affordable Housing in the Melton East PSP can be summarised as follows:

- The UGZ Schedule requires a written response to affordable housing and consideration by the responsible authority as to whether the permit contributes to affordable housing in a satisfactory manner.
- PSP Objective O5 is "to facilitate 12% affordable housing". Given the objective is measurable, it provides strong guidance that permit applications must respond to.
- The PSP Guidelines:
  - Encourage permits to demonstrate how they contribute to the PSPs 12% affordable housing target.
  - Encourage the provision of affordable housing in well serviced locations.
  - Require permits to consider Table 3 affordable housing income ranges and household sizes.

Table 4 in the PSP provides that affordable housing should represent 12% of total dwellings comprising 2% subsidised market housing and 9% social housing (Council notes that this adds to 11% rather than 12%).

The PSP defines subsidised market housing to mean housing provided to persons that meet the income thresholds published in the Government Gazette.

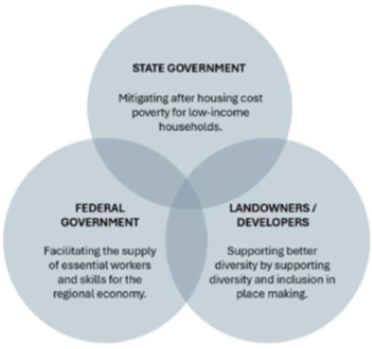
Table 4 also seeks about two thirds of social housing to be directed to very low-income persons, 28% to low and 3% to moderate incomes.

Table 3 also seeks a high proportion of homes to be 1 bedroom, followed by 2, 3 and 4+ bedrooms.

Persons on very low incomes require access to a range of support services including heath care and in particular to public transport. The VPA does not appear to have given sufficient regard to the needs generated by these persons and how they should be best located and housed with the metropolitan area (for example in public housing in a major town centre or near heavy rail).

The VPAs approach is based on a broad SGS prepared model. The SGS model acknowledges the shared responsibility for the delivery of affordable housing as shown in the SGS diagram below:

Figure 1: A shared responsibility or meeting need for affordable housing



Source: SGS Economics and Planning, 2024

Council identifies the following difficulties with the SGS approach:

- The SGS provides a very high level, and therefore somewhat crude, assessment of demand for affordable housing.
- The SGS recommendations at the PSP level do not consider the role in the delivery of affordable housing of the State and Commonwealth. This is the case, despite recognition of the role of Government being a corner stone of the SGS framework.
- The SGS approach does not consider the significant role that private market affordable housing can provide to reduce the demand for subsidized market housing or social housing over time.

At a high-level Council makes several observations:

- The Government through its own funding should provide for social housing and subsidised affordable housing to very low and low income households and by extension, the majority of 1 and 2 bedroom homes.
- The role of the developer is best directed to providing market affordable housing and market subsidised affordable housing.
- The ability of a developer to deliver market subsidised affordable housing depends on:
  - Available Government grants and or subsidies to support market delivery.
  - Whether dispensations from other regulations are available to provide a form of subsidy to private developers.
  - The extent of cross subsidy a developer can make to increase the price of the balance of home in the estate to subsidise delivery of other homes.
- Very low income persons require higher levels of support in the community, and will include relatively higher percentages of people suffering from mental and physical issues, and long term unemployed persons. People with these characteristics may be better directed to well serviced locations such as in the Melton Town Centre or other mature large town centres with good access to services and transport.

The VPA and SGS approach does not sufficiently value private market affordable housing. And the role it can play to ensure persons on moderate incomes can gain access to housing on the fringe. This provision takes pressure of the Government subsidised affordable housing.

The complex arrangements of the PSP Guidelines make it difficult to create a calculable assessment of the contribution. This is at odds for example with the DFP affordable housing contributions which are calculable, and their delivery is flexible.

The VPA approach essentially creates a significant affordable housing contribution of the type that requires a large subsidy and significant support services and which should be met by Government into the PSP. There is inadequate assistance with respect to the role of the developer or a framework for Council to realistically assess permits against.

To address these issues, Council submits that the PSP should be changed in the following way:

- O5 shood be changed to:
  "*To facilitate private market affordable housing and encourage partnerships to deliver market subsidised affordable housing and social housing.*"
- The relevant affordable housing PSP Guidelines should be deleted and changed to:
  - Residential subdivision that provides increased amounts of market affordable housing which reduces pressure for subsidised housing is encouraged.

- Residential developments should demonstrate how they have maximised the provision of subsidised market housing and social housing to the extent reasonably practicable.
- Affordable housing provision should have regard to the recommendations of the Melton Affordable Housing Strategy and the VPA Affordable Housing Report prepared in conjunction with the PSP and the SGS Report AHNAM Method Report – Greenfield, Victorian Planning Authority, 19 July 2024."

Submission D2 – Environmental Values

Page 32 of the PSP, section G15, it mentions "a Vegetation identified in Plan 8 Native Vegetation Retention & Removal as 'can be removed' should be retained where possible along streets and in subdivisions, as identified in the Melton East PSP Arboricultural Report (Tree Logic, July 2022)." An arborist report, under the Guidelines for removal of vegetation, is not sufficient for approval of removal of native vegetation.

G16 - Canopy trees must not be used when bordering conservation area as it creates overshadowing which is not favourable.

Seasonal Herbaceous Wetlands (Freshwater) of the Temperate Lowland Plains, are critically endangered vegetation community and is protected under the EPBC Act. Council supports the retention of the SHW as much as practicable.

Submission D3 – Public Transport Investment.

Consistent with the State Bus Plan and current and recent Infrastructure Victoria advice, accelerated investment in public transport is required to support the proposed approach to housing density, diversity and affordable housing.

Council requests that the VPA amend the PSP to include a strong statement supporting the need for the early provision of bus services in the PSP area.

The VPA is requested to amend the PSP to show a BRT link as proposed in Council's submission to link the PSP area to heavy rail and major centres.

The Victorian Bus Plan was released in September 2023. The plan sets out a vision for the State's bus network. The Bus Plan proposes bus related reforms. In terms of bus route planning, page 11 of the Bus Plan provides for:

- Category 1 – Rapid routes comprising Bus Rapid Transit (BRT) and Shuttle routes.
- Category 2 – Connector routes including trunk, connector and neighbourhood routes.
- Category 3 – Local routes.
- Category 4 – School routes.

A feature of the Bus Plan is to locate more frequent services on high-capacity arterial road based and direct routes with few stops. These categories of bus services are supported by neighbourhood connector routes and local routes.

The State Bus Plan and State planning policies, propose more frequent bus services where they perform a critical function within an integrated network and where they are in the form of a direct trunk route along arterial roads that provides connection to rail and major town centres, universities or other concentrated destinations.

Infrastructure Victoria (IV) have completed a comprehensive assessment of bus

planning and function and made recommendations in relation to improving bus services to assist the Government to prioritise future Budget expenditure.

The IV research, on page 24, provides:

> *"Currently, Melbourne's buses arrive every 40 minutes on average during a typical weekday, extending out to every 50 minutes on Sundays."*

The IV Report, while not Government policy, provides an independent expert overview of the challenges, competing options and cost for improving bus services in Victoria. Key priorities are identified. IV recommend:

> *"Immediately upgrade the frequency of bus services in Melbourne, starting with trunk and connector bus routes operating in outer and new growth suburbs like Tarneit, Craigieburn, Epping, Cranbourne and Frankston.*
>
> *Set minimum frequency targets for bus routes across Melbourne, based on route category. Then, deliver suitable trunk and connector bus routes for frequency upgrades in inner and middle suburbs including Point Cook, Footscray, Reservoir, Clayton."*

Figure 3: Extract from Page 11 of the State Bus Plan



Table 2 in the IV Report is extracted and provided in Figure 4 below.

The IV report indicates that more frequent bus services are recommended to run along arterial roads to connect major travel destinations.

Figure 4: Extract from IV Report

Table 2. Bus frequency based on route categories

ROUTE CATEGORY	MORNING AND AFTERNOON PEAK	OFF-PEAK	EXAMPLE
Rapid routes: high speed highways of the bus network	Every 5 min	Every 10 min	Future bus routes running along the Eastern Busway
Shuttle routes: high frequency university connections from stations	At least every 10 min at all times		Route 601, connecting Monash University Clayton to Huntingdale Station
Trunk routes: arterials of the bus network	Every 10 min all times		Orbital SmartBus route 901, connecting Frankston to Melbourne Airport
Connector routes: easy access to the rail network and local activity centres	Every 15 min	Every 20 min	Route 510, providing east-west connections between Essendon and Ivanhoe stations
Local routes: the local streets of the bus network	Every 20 min	Every 30 min	Route 151, linking local residents with nearby shopping centres and services

2. In summary IV makes the following 10 overall recommendations:

   "Infrastructure Victoria makes 10 recommendations to the Victorian Government to deliver a faster, fairer and better-connected bus network across greater Melbourne.

   1. *Increase the frequency of bus services, beginning with outer and growth area suburbs.*
   2. *Optimise the bus network through fast and direct routes.*
   3. *Extend operating hours to match passenger demand and improve timetable integration.*
   4. *Strengthen the role of community transport across the network.*
   5. *Speed up buses through on-road priority and smarter technology.*
   6. *Plan and deliver bus rapid transit across Melbourne.*
   7. *Improve the bus stop and interchange experience.*
   8. *Substantially reduce bus fares relative to other modes.*
   9. *Update the Principal Public Transport Network to align it with existing and future mass transit bus routes to be delivered through Victoria's bus plan.*
   10. *Provide funding certainty for growth area buses."*

In addition, the current Draft 30-year strategy prepare by Infrastructure Victoria provides the following recommendation:

"Recommendation 10. Build a new bus rapid transit network
Complete a detailed assessment, reserve the required land, and build a new bus rapid transit network. Start with routes that connect train stations and busy destinations in Melbourne's north, west, and south-east, and extend the new Eastern Busway along Hoddle Street."

These State documents are summarised to provide the basis for the VAP to amend the PSP as requested by Council.

Submission D4 – Heritage.
The VPA is requested to make specific heritage related changes to the Amendment.

Submission D4a
Council submits that there is a lack of clarity in location of heritage items. The graphic colour chosen is not contrasting enough to the residential areas hatching. For example the selection wall cannot be seen at all.

Submission D4b
Plan 2, page 13. The PSP should be changed so heritage items shown with an Asterix or drawn in solid contrast colour.

Submission D4c
Objective O19 refers to incorrect requirements and guidelines. Council request that O19 be updated.

Submission D4d
Page 27. Change O19 to refer to R45-50, not R46-51. It should reference G27-31, not G23-28.

Submission D4e
G30 refers to a document which is not available on VPA website and which the VPA states has not been endorsed for use.

Submission D4f
Page 34. The document referred to here actually will not be relevant until such time as a permit is required. The document which will assist the developer to plan for development around the wall is the Dry Stone Wall Heritage Design Guidelines.

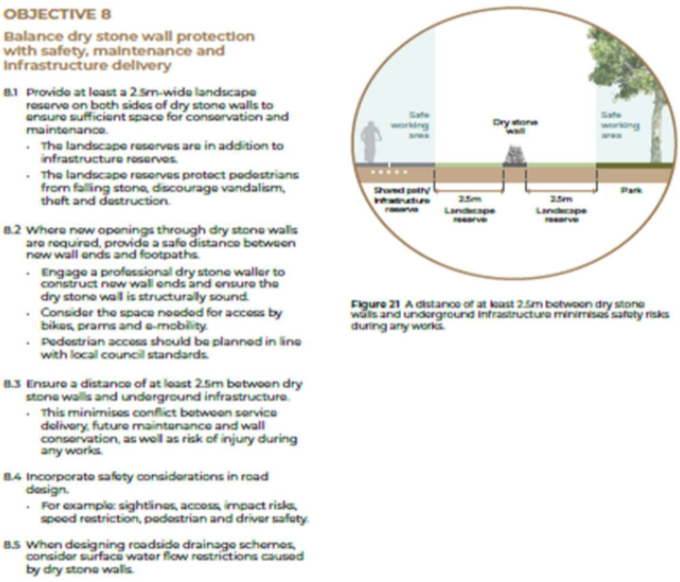
Council requests that both documents should be referred to; one for the development of plans, the other for permit applications.

Submission D4g
page 34. Council does not want dry stone walls in shared ownership with private landowners. The PSP should be amended so the entire wall alignment is included in public land, not private. Reference to property boundary wall should be removed.

Submission D4h
Plan 6 shows the co-location of LP-09 and LP-11 with two heritage features, the Nissen hut and Fulham Park. Guideline 27 refers to adaptive reuse of these heritage places. Council seeks clarification regarding the intent of the PSP.

Submission D4i
Page 38. Council request clarification about this and whether vesting the heritage sites in Council within open space is appropriate. Adaptation of the buildings will be reliant on finding a use and in Open Space areas, this will be very difficult, before a community moves in. Council and developer/owners require more guidance about this given how this has both cost and time implications.

Submission D4j
Selection wall cross section. Page 98



OBJECTIVE 8

Balance dry stone wall protection with safety, maintenance and infrastructure delivery

8.1 Provide at least a 2.5m-wide landscape reserve on both sides of dry stone walls to ensure sufficient space for conservation and maintenance.
- The landscape reserves are in addition to infrastructure reserves.
- The landscape reserves protect pedestrians from falling stone, discourage vandalism, theft and destruction.

8.2 Where new openings through dry stone walls are required, provide a safe distance between new wall ends and footpaths.
- Engage a professional dry stone waller to construct new wall ends and ensure the dry stone wall is structurally sound.
- Consider the space needed for access by bikes, prams and e-mobility.
- Pedestrian access should be planned in line with local council standards.

8.3 Ensure a distance of at least 2.5m between dry stone walls and underground infrastructure.
- This minimises conflict between service delivery, future maintenance and wall conservation, as well as risk of injury during any works.

8.4 Incorporate safety considerations in road design.
- For example: sightlines, access, impact risks, speed restriction, pedestrian and driver safety.

8.5 When designing roadside drainage schemes, consider surface water flow restrictions caused by dry stone walls.

Figure 21 A distance of at least 2.5m between dry stone walls and underground infrastructure minimises safety risks during any works.

The cross section showing the selection wall does not appear to relate to the cross sections shown in documents that are endorsed by the VPA, such as the DSW design guidelines which have different requirements.

A 5m buffer to each side of a may not be achievable. Most developers would provide a narrower minimum width. Further consideration is required regarding the appropriate width in different circumstances.

Submission D5 - Open Space.
The VPA is requested to make specific open space related changes to the Amendment.

Submission D5a – Open Space Shortfall.

There is a considerable shortfall in the overall allocation of open space for active and passive recreation given the projected population (40,000). The area percentage basis for open space contributions typical of past PSPs, which allocates 5-7% of land to active open space, is optimised for development density of around 17 dwellings per hectare.

The density for Melton East PSP however is projected at 27-30 dwellings per hectare, resulting a higher population that will be dependent on the 5% of active open space to be provided. The availability of substantial areas of uncredited/encumbered open space and conservation area will assist meeting the passive open space shortfall, however optimal placement of the limited credited passive open space will be critical to this. The impact of the active open space shortfall will require other measures.

Council requests that the PSP be amended to optimise passive open spaces planning, including distribution, placement, co-location and configuration (see detailed recommendations below - Passive Open Space).

Submission D5b – Active Open Space
Council submits that access to active open space is poor in the neighbourhoods north of Tarletons Road.

Council requests that the PSP be amended to identity a future active open space in the area opposite Kororoit Creek within the future Warrensbrook PSP area.

Submission D5c – Regional Active Open Space
All of the regional active open space is shown to be credited, however 5ha is identified as 'regional', therefore no ICP/DCPs are proposed to be collected for regional land.

A recommendation of the council report of 31 July 2023 was that all of the land should be used as local active open space, thereby allowing it to be captured in the ICP. Council request that the PSP is amended to include all of the regional open space within the PSP credited open space provision so its vested is funded through the ICP.

The extent of flooding prone land within the reserve is unclear. Previously, it was understood to be quite substantial, affecting around 5 hectares (one third) of the site. More recent information sourced from Melbourne Water appears to show a significantly reduced extent of flood risk. Because critical sports infrastructure (pavilions, lights, netball courts, carparking, fencing) will have to be located outside the 1 in 100-year ARI area, the extents of this area will reduce the functional size of the reserve.

Council requests that PSP be revised to provide for the crediting of the regional open space area by referencing the Regional Active Open Space as 'Local'.

Council requests that the proposed layout of sports infrastructure, and the latest modelling of the flood-affected land extents be clarified. This will enable a more informed assessment by Council of the viability of the proposal.

Submission D5d – SR-02
SR-02. This space is shown with limited northern road frontage for the primary access, which may create access and parking constraints.

Council requests that the PSP be amended to maximise the extent of the northern road frontage and maintain an east-west orientated rectangular parcel.

Submission D5e – Passive Open Space
There is a notable gap in the walkable catchment to local passive open space coverage for the central neighbourhood, located between Leakes Road and Kororoit Creek (refer Plan 6 Public Realm, p.37).

This is proposed as a high density neighbourhood (40 dwellings per hectare), and whilst local access to the creek corridor and associated conservation areas will be highly beneficial, access to local passive open space amenities is essential.

Council requests that the PSP is amended to provide a local open space within this neighbourhood and consider suitability of co-location with the heritage site (separate co-located site).

Council requests that the PSP is amended to redistribute available passive open space to optimise access, improve urban design integration and better service the planned community.

Submission D5f – Passive Open Space – Various Changes

The following comments and recommendations are provided specifically in relation to individual local open spaces:

LP-01

The location within a planned light industrial precinct does not warrant a 1 Ha local park.

Council requests that the PSP is amended to show a much smaller space, nominally a quarter of a hectare (maximum) will suffice. The balance is to be redistributed to benefit residential neighbourhoods.

LP-02

In light of LP-01 recommendation (above), and proximity to existing native vegetation to the east, the siting of this park should be reconsidered.

Council request that the PSP is amended to relocateLO-02 further east to partly coincide with established trees immediately to the east (note: these trees are not indicated for removal by the PSP).

LP-03

A substantial part of the catchment extends into farmland (not future UGZ).

Council requests that the PSP is amended to reposition LO-03 southward, or partly consolidate with LP-04 to maximise the walkable catchment (balance distributed to cover shortfall elsewhere).

LP-06

The placement of this park relative to the adjacent activity centre and nearby drainage reserve creates awkward areas for housing development and a disjointed public realm.

Council requests that the PSP is amended to reposition and/or reconfigure the open space to achieve abuttal with, and connection between, the drainage reserve and activity centre.

LP-07

The size, configuration of this space, as well as the proposed co-location with the creek corridor is supported. Siting immediately adjacent to Tarletons Road – a proposed four-lane arterial road, should be expected to have substantial amenity impacts.

Council requests that the PSP is amended to reposition the park southward, and retain co-location with creek corridor.

LP-08 and LP-09

Smaller, awkwardly shaped spaces that are poorly situated in ‘difficult to develop’ locations along edge of a 4-lane arterial road, with associated amenity impacts.

Council requests that the PSP is amended to consolidate the park into a single local passive open space and reposition more centrally within the neighbourhood above Taylors (Beattys) Road.

LP-10

Space allocation is suitable, however the acute triangular configuration is awkward, and the proposed location adjacent to the Western Freeway should be expected to have substantial

amenity impacts. This outcome is partly a factor of existing road reserve constraints and the proposed street network for this neighbourhood, resulting in an overall sub-optimal urban design arrangement. The road reserve adjoining to the north does however have some potential to improve the design outcome if this area can be preserved as public land under Council management.

Council requests that the PSP is amended to reflect the outcome of a reassessment, subject to revisions to improve the proposed urban design structure – notably the street network – for this neighbourhood.

LP-11

Proposed co-location of the heritage places (nissin and quonset huts) within the open space may be appropriate if suitably sited (without unreasonable constraint to other use of the parkland), and, more critically, if suitable management arrangements can be agreed.

Retention of heritage places at the edges of the open space will also have implication for interface design (may be perceived as an issue, therefore highlighting the importance of management and maintenance arrangements).

Council requests that the PSP is amended to reflect the outcome of further assessment and discussion.

Submission D6 – Miscellaneous PSP Drafting Changes.

The identified PSP drafting changes should be made to the Amendment.

The identified PSP drafting changes should be made to the Amendment.

Submission D6a - Various Changes

Page numbers are based on PDF document and not the PSP page number.

- Page 13 – Place Based Plan – shading/colour along the freeway is not noted in the key – looks similar to light industry.
- Page 13 –Thin strip of residential development and a school in proximity of residential development (Industrial 1 Zone) is not desirable. The PSP design should be amended.



- Page 14 – PSP targets. Dwellings within 400m of local park only 82%, when the target is 95%. The PSP should be amended to increase the % performance.
- Page 24 – Road network from Taylors Road beyond the Mount Cottrell Road intersection to get to High Street is convoluted and will likely result in significant rat running. The VPA is requested to reconsider the street network to address this issue.



Submission D6b – Phone Towers
Council requests that phone tower locations be identified in the PSP. This is important to provide for adequate phone towers to service the PSP area.

Submission D6c – G45 Changes
Council request that Guideline 45 – be changed to suggest removal of "crushed rock or alternative interim provision where deemed appropriate" as Council does not support unsealed surfaces for paths used for transport.

> Safe pedestrian path/s (crushed rock or alternative interim provision where deemed appropriate) from any existing pedestrian network/s to proposed connections to facilitate connectivity to services, transport, community infrastructure and adjoining communities

Submission D6d – Requirement 80
Council notes that Requirement 80 - Does not support Taylors Road extension being part of Stage 2. The VPA is requested to review R80.

> R80 Until the construction of the first carriageway of Taylors Road between Beattys Road and Leakes Road at Stage 2 as per Plan 12 Infrastructure and Development Staging, subdivisions must upgrade and utilise the existing Beattys Road carriageway for access.

Submission D6e – Beattys Road
Council submits that the PSP should support the requirement to upgrade Beattys Road before Taylors Road fully connects. Consideration needs to be given to how Council can manage redundant works where Beattys Road will discontinue. Provision for removal of redundant works should be considered in the relevant ICP costs.

Council requests that the definition of upgrade be provided. For example, does "upgrade" mean rural seal and public lighting, urban seal and paths? Is the upgrade for the full extent of Beattys Road from Leakes Road to the development site at developer costs?

Submission D6f – G46

- Guideline 46 – Council request that G46 be amended to capture the need for out-of-sequence development to provide adequate transport connections to the nearest urban environment at developer costs or ICP funding if appropriate.

G46 Out-of-sequence development should only be supported by negotiation and agreement between a developer and the impacted infrastructure providers and not impose unreasonable additional burden on infrastructure providers.

- Council requests that Guideline 52 – be changed to a requirement as it is a critical element to ensure a safe and functioning road network.

G52 Properties abutting the future Taylors Road should prioritise delivery of the road in the early stages of development, to the satisfaction of the responsible authority.

Submission D6h – Table Changes

Council requests that Table 23 - IN-01, IN-02 and IN-04 should be lead agency DTP/ VicRoads

The following items are incorrectly labelled for interim/ ultimate construction: RD-02-03, IN-11, IN-13, IN-15, BR-02

Table 23. Precinct infrastructure

CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP		
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION
Road	RD-02-03	Tarletons Road IN-06 to IN-07	Secondary Arterial Interim – first carriageway	Melton City Council	Yes	Yes	Yes
Intersection	IN-01	Melton Highway and North-South Connector Boulevard	Primary/Connector Boulevard T-Signalised Ultimate	Melton City Council	Yes	Yes	No
Intersection	IN-02	Melton Highway and Mount Cottrell Road	Primary/Connector Boulevard/Secondary Arterial Cross signalised Ultimate	Melton City Council	Yes	Yes	No
Intersection	IN-04	Tarletons Road and Melton Highway	Primary/Primary Cross signalised Ultimate Eastern leg – refer to benchmarks	Melton City Council	Yes	Yes	No
Intersection	IN-11	Taylors Road and North-South Connector	Secondary/Connector Boulevard Cross signalised Ultimate	Melton City Council	Yes	No	Yes
Intersection	IN-13	Taylors Road and Paynes Road	Connector Boulevard/Secondary Arterial/Secondary Arterial Cross signalised Ultimate	Melton City Council	Yes	No	Yes
Intersection	IN-15	Paynes Road and East Connector	Secondary Arterial/Connector Boulevard T-signalised Ultimate	Melton City Council	Yes	Yes	No
Bridge	BR-02	Paynes Road crossing Kororoit Creek	Construction of a connector road bridge (interim standard)	Melton City Council	Yes	Yes	Yes

Submission D6i – Table Changes - Apportionment

Council has identified that he pedestrian bridges are not captured in the ICP interim works costs, but is shown as 50% apportionment to Warrensbrook ICP in Table 23.

CATEGORY	PIP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Pedestrian Bridge	PED-01	Pedestrian bridge	Construction of a shared pedestrian and cyclist bridge	Melton City Council	Yes	N/A	Yes	L	Warrensbrook ICP	50.00%
Pedestrian Bridge	PED-02	Pedestrian bridge	Construction of a shared pedestrian and cyclist bridge	Melton City Council	Yes	N/A	Yes	L	Warrensbrook ICP	50.00%
Pedestrian Bridge	PED-03	Pedestrian bridge	Construction of a shared pedestrian and cyclist bridge	Melton City Council	Yes	N/A	Yes	L	Warrensbrook ICP	50.00%

The PSP and ICP should be amended to correctly identify the apportionment of the bridges to the Melton East PSP area.

Submission D6j – Planning Ordinance Changes
Schedule 6 to Clause 43.03 Incorporated Plan Overlay – the decision guidelines in section 4.0 requires minor corrects as per below.

4.0 Decision guidelines

30/07/2018

Before deciding on an application the responsible authority must consider as appropriate:

- The consistency of the use or development with:
  - *The Biodiversity Conservation Strategy for Melbourne's Growth Corridors* (Department of Environment and Primary Industries, 2013).
  - The incorporated *Melton East Precinct Structure Plan.*
  - Any relevant approval under Part 10 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).
  - Any management plan applying to the land under an agreement under section 69 of the *Conservation Forest and Lands Act 1987.*
- *Delivering Melbourne's Newest Sustainable Communities: Program Report* (Victorian Government, 2009).
- Whether use or development protects and enhances the biodiversity an other environmental values of the site and its surrounds.
- Any impacts from the construction or operation of the use or development on biodiversity; and
- Other environmental values an the ability for the land to be revegetated or rehabilitated.

E. Infrastructure Contributions Plan (ICP) Changes.

The following ICP related changes should be made before the Amendment is approved:

Submission E1 - Address the $145m Infrastructure Contribution Plan (ICP) Funding Shortfall.

Council has calculated that the Amendment will generate a significant financial burden to Council. The Victorian Planning Authority (VPA) is requested to change the supplementary levy to address the $145m funding shortfall.

Council requests that the cost of ICP road, bridge and intersection projects should be increased to reflect accurate current day costs. The supplementary levy should be increased to reflect accurate current costs.

Council officers have identified funding gaps which will arise in the build out of the PSP. The estimated value of the funding gaps is summarised in the table below.

	ICP Collection	Shortfall
Community and Recreation	51%	$51,096,269
Standard Transport	82%	$15,822,470
Regional Sports Reserve (Land)	0%	$19,321,500
Council Funded Project	0%	$6,519,911
Council to Fund		**$92,760,150**
Uncertain Funding (Warrensbrook)	50%	$52,481,131
Total Gap		**$145,241,281**

Based on Council's assessment to date, the ICP will impose a funding gap on Council of $145m. Council will continue to analyse the liabilities imposed by the Amendment. To the extent possible, Council will seek to reduce its exposure to unfunded liabilities to protect its financial stability over the coming decades.

Funding this gap would require diversion of resources from other parts of the municipality to cross subsidise the growth area build out. This should be avoided, and changes should be made to the Amendment to address this issue.

The main concerns regarding the funding shortfall are:

- A funding gap will emerge from the outset of the ICPs approval and increase as the development progresses.
- The value of the funding gap is expected to escalate in real terms as has been Council's experience with other DCPs and ICPs to date.
- Council's experience has been that there is a funding gap of about 30% due to the imposition of a standard levy for community facilities and this could reach as high as 50%. While grants and other funding is available from time to time, most of the cost gap will fall to Council.
- Council's experience is that the transport projects within the Standard Levy generate a funding shortfall to be carried by Council of around 20%.
- Council is expected to fund the acquisition of land for regional sport comprising 15 hectares. This creates a funding gap of around $19m which may increase over time as land values escalate as is normally the case.

The ICP presents Council with a cash flow dilemma for projects apportioned to other precincts. This is of concern where a project is required to be delivered to meet community expectations before funding is available from a separate precinct.

The Warrensbrook PSP has uncertain timing and significant funding is required from development within Warrensbrook to the Melton East PSP. Under the State's Greenfield Plan, the Warrensbrook PSP is expected to:

- Commence preparation in the period 2029/2030 to 2033/2034.
- There is no completion date for the Warrensbrook PSP.

However, PSPs typically take 4 years to be completed and a further two years for construction of the first stages to be complete.

Therefore, according to the Greenfield Plan, the Warrensbrook PSP may not generate ICP income until the period 3035/2036 and around 2040.

The practical implications of these funding shortfalls are:

- Council will not be able to proactively deliver ICP road projects. Development proponents will be required to deliver fit for purpose infrastructure to support their projects and if there are shortfall in the delivery of those projects, the relevant development proponent will need to meet those shortfalls.
- Council will need to scope and document the various funding shortfalls in more detail to inform Council's long term financial planning. A particular focus is required to community and recreation projects for which Council will likely deliver the vast majority of the works.
- Council will need to undertake investigations regarding risks and costs related to the delivery of large bridges over Kororiot Creek to ensure the projects are adequately funded and to remove delivery risks.
- Based on the State Greenfield Plan, projects which have funding apportioned to the Warrensbrook PSP may not be able to be delivered for at least 15 years.
- The regional open space delivery is at risk as it its land acquisition is not adequately funded.

Council will engage expert assistance to review the costing information and to independently review Council's concerns. This evidence can then form the basis for more detailed submissions to the forthcoming advisory committee hearing.

Submission E2 – Specific ICP Project Changes.

The identified specific ICP related changes should be made to the Amendment.

Submission E2a
Council requests that the PSP is amended to include a requirement that prioritises Works in Kind by developers.

This will support Council's proposal to ensure developers deliver the infrastructure needed in step with their developments

Submission E2b – Infrastructure Funding

Shared paths. The PSP proposes an extensive network of off-road shared paths. The ICP makes no provision for funding of these shared paths, as is standard, however this has been shown to create infrastructure funding and delivery gaps in certain situations, such as along creek corridors. The burden is ultimately place upon Council.

Recommendation: Revise the ICP to itemise and account for the costs of shared paths in the Kororoit Creek corridor.

Submission E2c
Pedestrian bridges. The PSP proposes three pedestrian bridges of the Kororoit Creek. This infrastructure is essential to provide cross-community connections of the creek, to the function of the active transport network and for recreational enjoyment of the creek.

The PSP identifies the bridges in the Precinct Infrastructure Plan, and indicates a 50% apportionment of costs to the Melton East PSP. However, the ICP makes no provision for this funding contribution to the bridges.

Council requests that the ICP be amended to itemise and include the costs of the three pedestrian bridges.

ATTACHMENT 1: PRELIMINARY CALCULATION OF INFRASTRUCTURE FUNDING SHORTFALLS

Melton East ICP

Community and Recreation Construction Projects

Comparison between ICP cost with Community & Recreation Levy

PROJE CT ID	PROJECT TITLE & DESCRIPTION	APPORTIONMENT TO THIS ICP	ITEM	COST APPORTIONED TO ICP
ME-CI- 01	Land and construction of a Multi-purpose Community Centre co-located with the north-western local convenience centre (0.8ha),	100%	Level 1 Facility	$9,578,066
ME-CI- 02	Land and construction of a Multi-purpose Community Centre co-located with the north-western local convenience centre (1ha)	100%	Level 2 Facility	$11,242,831
ME-CI- 03	Land and construction of a Multi-purpose Community Centre co-located with the north-western local convenience centre (1ha)	100%	Level 2 Facility	$11,242,831
ME-CI- 04	Land and construction of a Multi-purpose Community Centre co-located with the north-western convenience centre (0.8ha)	100%	Level 1 Facility	$9,578,066
ME-SR- 01	Land and construction of sports fields and hard courts co-located with the north- western local convenience centre	100%	Sports and recreation facility 8 to 10 hectare site	$13,039,821
ME-SR- 01c	Construction of multipurpose pavilion co-located with the north- western local convenience centre	100%	Sports Pavilion 2 playing areas	$2,085,364
ME-SR- 02	Land and construction of sports fields and hard courts co-located with the northern local town centre	100%	Sports and recreation facility 8 to 10 hectare site	$13,039,821
ME-SR- 02c	Construction of multipurpose pavilion co-located with the northern local town centre	100%	Sports Pavilion 2 playing areas	$2,085,364
ME-SR- 03A	Land and construction of sports fields and hard courts co-located with the north- east of Kororoit Creek	100%	Sports and recreation facility 8 to 10 hectare site	$13,039,821
ME-SR- 03Ac	Construction of multipurpose pavilion co-located with the north-east of Kororoit Creek	100%	Sports Pavilion 3 playing areas	$3,466,792
ME-SR- 04	Land and construction of sports fields and hard courts co-located with the southern local convenience centre	100%	Sports and recreation facility 8 to 10 hectare site	$13,039,821
ME-SR- 04c	Construction of multipurpose pavilion co-located with the southern local convenience centre	100%	Sports Pavilion 2 playing areas	$2,085,364
Total Cost Apportioned to ICP				**$103,523,962**
Total C&R levy (Capped)		$109,088	480.6	$52,427,693
Cost recovery by Levy				**51%**
Shortfall of Community Levy				**$51,096,269**

Standard levy transport construction projects

Comparison between ICP cost with Std. Transport levy

PROJECT ID	PROJECT TITLE & DESCRIPTION	APPORTIONMENT TO THIS ICP	TOTAL ESTIMATED COST	COST APPORTIONED TO ICP
ME-IN-03	Primary/Connector Road Ultimate - cross signalised	100.00%	$9,916,805	$9,916,805
ME-IN-04	Primary/Primary Interim - cross signalised	100.00%	$3,349,830	$3,349,830
ME-IN-05	Primary/Connector Road Interim - cross signalised	100.00%	$9,960,994	$9,960,994
ME-IN-07	Secondary/Connector Road Interim - cross signalised	100.00%	$9,928,760	$9,928,760
ME-IN-08	Primary/Connector Road Interim - cross signalised	100.00%	$9,928,760	$9,928,760
ME-IN-10	Primary/Connector Road Interim - cross signalised	100.00%	$9,643,666	$9,643,666
ME-IN-11	Primary/Connector Road Ultimate - cross signalised	100.00%	$9,809,188	$9,809,188
ME-IN-12	Connector Boulevard /Connector Road Ultimate - cross signalised	100.00%	$4,701,327	$4,701,327
ME-IN-15	Secondary/Connector Road Interim - T-signalised	100.00%	$6,611,153	$6,611,153
ME-IN-16	Primary/ Connector Road Interim - T-signalised	100.00%	$7,981,094	$7,981,094
ME-IN-17	Primary Arterial leg extension into existing intersection Cost of construction and associated works for the fourth leg connector extension into the ME PSP	100.00%	$4,697,817	$4,697,817
ME-CU-01	Construction of a culvert under a 4-lane primary arterial road (interim extent)	100.00%	$561,791	$561,791
ME-CU-02	Construction of a culvert under a 4-lane primary arterial road (interim extent)	100.00%	$553,844	$553,844
ME-CU-03	Construction of a culvert under a 4-lane primary arterial road (interim extent)	100.00%	$341,290	$341,290
ME-CU-04	Construction of a culvert under a 4-lane primary arterial road (interim extent)	100.00%	$1,211,988	$1,211,988
ME-CU-05	Construction of a culvert under a 4-lane primary arterial road (interim extent)	100.00%	$341,290	$341,290
ME-CU-06	Construction of a culvert under a 4-lane primary arterial road (interim extent)	100.00%	$341,290	$341,290
Total Cost Apportioned to ICP			**$89,880,887**	**$89,880,887**
Total Std Transport levy (Capped)		$147,562 501.88		**$74,058,417**
Cost recovery by Levy				**82%**
Shortfall of Standard Transport Levy				**$15,822,470**

Melton East ICP

Regional Sports Reserves Land

Melton Funding

PARCEL ID	LAND USE	AREA (Ha)	ICP CONTRIBUTION	BALANCE LAND	RATE/Ha*	LAND COST
55	Residential	2.86	1.33	1.53	$ 1,650,000	$ 2,524,500
56	Residential	8.68	1.23	7.45	$ 1,650,000	$ 12,292,500
57	Residential	3.46	0.73	2.73	$ 1,650,000	$ 4,504,500
Total Sports Reserve Land Value						**$ 19,321,500**

* Overall 2024/2025 broad rate per Hectare for Rockbank North

Melton East ICP

External Funded Projects

Melton Funding

PROJECT ID	PROJECT TITLE & DESCRIPTION	APPORTIONMENT TO THIS ICP	APPORTIONMENT FUNDING SOURCE	TOTAL COST*	COST APPORTIONED OTHER SOURCE
SR-03b	Sports Field. Land and construction of a training field, co-located with the north-east of Kororoit Creek	0%	Melton City Council	$ 6,519,911	$ 6,519,911
Total Melton Funding					**$ 6,519,911**

* Assumed the cost will be half of SR-03a which has double land area.

Melton East ICP

External Funded Projects

Warrensbrook Uncertain Funding

PROJECT ID	PROJECT TITLE & DESCRIPTION	APPORTIONMENT TO THIS ICP	APPORTIONMENT FUNDING SOURCE	TOTAL COST	COST APPORTIONED OTHER SOURCE
ME-BR-01	Secondary arterial road bridge, 4 lanes Provision of land and construction of a single carriageway crossing (interim treatment)	50%	Warrensbrook ICP	$51,039,024	$25,519,512
ME-BR-02	Connector boulevard road bridge, 2 lanes Provision of land and construction of a dual carriageway crossing (ultimate treatment)	50%	Warrensbrook ICP	$26,254,870	$13,127,435
ME-BR-03	Secondary arterial road bridge, 4 lanes Provision of land and construction of a single carriageway crossing (interim treatment)	50%	Warrensbrook ICP	$14,612,331	$7,306,166
ME-PED-01	Construction of 20m Super-T - 4m wide (Ultimate)	50%	Warrensbrook ICP	$4,352,012	$2,176,006
ME-PED-02	Construction of 20m Super-T - 4m wide (Ultimate)	50%	Warrensbrook ICP	$4,352,012	$2,176,006
ME-PED-03	Construction of 20m Super-T - 4m wide (Ultimate)	50%	Warrensbrook ICP	$4,352,012	$2,176,006
Total Warrensbrook Uncertain Funding					**$52,481,131**

Planning and Environment Act 1987

Melton Planning Scheme

Draft Amendment C244melt

Explanatory Report

Overview

This draft amendment proposes the implementation of the Melton East Precinct Structure Plan (PSP) and Melton East Infrastructure Contributions Plan (ICP). The Melton East PSP enables the delivery of approximately 12,200 dwellings and 2,000 jobs.

The draft amendment incorporates the Melton East PSP and Melton East ICP into the Melton Planning Scheme. A new schedule to the Urban Growth Zone (UGZ) will also be applied to facilitate development of the precinct. Additional changes to the zoning, overlay, particular provisions, general provisions and operational provisions of the Melton Planning Scheme are also required to facilitate development of the precinct.

Where you may inspect this amendment

The draft amendment is available for public inspection between 3 March – 31 March 2025 online at:

Engage Vic

https://engage.vic.gov.au/meltoneast

The draft amendment is available for public inspection, free of charge, during office hours at the following places:

Melton City Council
Melton City Council
232 High Street Melton, VIC 3337
www.melton.vic.gov.au

Should you not have access to the internet and the above office is closed or not accessible during office hours, please contact the Victorian Planning Authority on 9561 9600 to make arrangements to obtain a copy of this draft amendment.

Submissions

Any person who may be affected by the draft amendment may make a submission to the planning authority. Submissions about the draft amendment must be received by 5pm, 31 March 2025.

SAC hearing dates

If required, this project will be subject to the Victorian Planning Authority Projects Standing Advisory Committee, appointed pursuant to Part 7, section 151 of the Planning and Environment Act 1987 (the Act) to advise the Minister for Planning and the Victorian Planning Authority on referred projects and plans and associated draft planning scheme amendments.

While the Victorian Planning Authority will seek to resolve any issues raised, unresolved issues or particular matters may be referred to the Victorian Planning Authority Standing Advisory Committee, which will contact submitters and then determine the best way to consider unresolved matters – either by round table discussions, written submissions or a public hearing. The Victorian Planning Authority Standing Advisory Committee will provide advice on the draft amendment to the Victorian Planning Authority and Minister for Planning.

The Victorian Planning Authority will then make recommendations to the Minister for Planning, who will consider the appropriate approval pathway for the draft amendment.

If required, dates for the Melton East Standing Advisory Committee are reserved for:

- Directions hearing: Week commencing 26 May.
- Panel hearing: Week commencing 7 July.

Details of the amendment

Who is the planning authority?

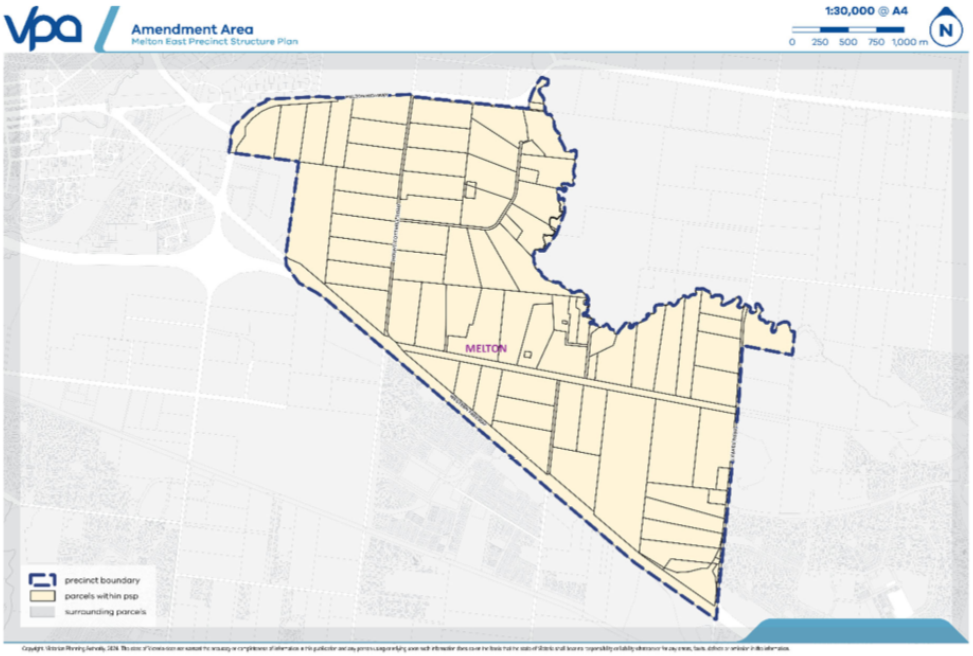
This draft amendment (the amendment) has been prepared by the Victorian Planning Authority on behalf of the Minister for Planning, who is the planning authority for this amendment.

The amendment has been made at the request of the Victorian Planning Authority.

Land affected by the amendment

The amendment applies to land included in the Melton East Precinct Structure Plan (PSP) as shown on Map 1 below. The PSP area is approximately 4km east of the existing Melton township and covers approximately 1,005 hectares of land. It is generally defined by the Western Freeway to the South, Melton Highway to the west and north, Kororoit Creek to the north-east, and Leakes Road to the east.

Map 1 – Melton C244 Amendment Area (Melton East Precinct)



What the amendment does

The amendment proposed to implement the Melton East Precinct Structure Plan (PSP) by introducing a new Schedule 13 to the Urban Growth Zone and applying it to the precinct. The amendment also proposes to introduce an Infrastructure Contributions Plan (ICP) to land affected by the Melton East PSP.

More specifically, the amendment proposes the following changes to the Melton Planning Scheme:

- Inserts Schedule 13 to Clause 37.07 Urban Growth Zone (UGZ13) and rezones the precinct from Urban Floodway Zone (UFZ) and Urban Growth Zone (UGZ) to UGZ13 and Rural Conservation Zone 3 (RCZ3) for land included within the *Biodiversity Conservation Area*.
- Applies Clause 45.03 Environmental Audit Overlay (EAO) to land identified as having high for potential contamination in the Melton East PSP Land Capability Assessment (Jacobs) 8 July 2023.
- Applies Schedule 5 to Clause 42.01 Environmental Significance Overlay (ESO5) to land within the *Biodiversity Conservation Strategy* (BCS) and zoned RCZ within the amendment area.
- Amends the Schedule to Clause 43.01 (Heritage Overlay) and applies the Heritage Overlay to the Beattys Road Nissen Hut (HO207) and introduce a new Statement of Significance.
- Applies Schedule 6 to Clause 43.03 Incorporated Plan Overlay (IPO6) to land within the BCS and zoned RCZ3 within the amendment area.

- Amends the Schedule to Clause 45.01 Public Acquisition Overlay (PAO) to insert the Head, Transport for Victoria as an acquiring authority for the purposes of road construction.
- Applies Clause 45.01 Public Acquisition Overlay 14 and 15 to reserve land for the purposes of road construction and nominates the Head, Transport for Victoria as the acquiring authority to the land addresses as follows:
    - Part of 471A Mount Cottrell Road, Grangefields;
    - Part of 471-497 Mount Cottrell Road, Grangefields;
    - Part of 499-525 Mount Cottrell Road, Grangefields;
    - Part of 527-555 Mount Cottrell Road, Grangefields;
    - Part of 557-583 Mount Cottrell Road, Grangefields;
    - Part of 570-590 Mount Cottrell Road, Grangefields;
    - Part of 592-610 Mount Cottrell Road, Grangefields;
    - Part of 585-611 Mount Cottrell Road, Grangefields;
    - Part of 612-630 Mount Cottrell Road, Grangefields;
    - Part of 613-639 Mount Cottrell Road, Grangefields;
    - Part of 641-675 Mount Cottrell Road, Grangefields;
    - Part of 632-650 Mount Cottrell Road, Grangefields;
    - Part of 672-762 Mount Cottrell Road, Grangefields;
    - Part of 677-761 Mount Cottrell Road, Grangefields;
    - Part of 1315-1355 Beattys Road, Grangefields;
    - Part of 2540 Western Highway, Grangefields;
    - Part of 989-1029 Beattys Road, Grangefields;
    - Part of 986-1008 Leakes Road, Grangefields;
    - Part of 970-984 Leakes Road, Grangefields;
    - Part of 1010-1024 Leakes Road, Grangefields;
    - Part of 1026-1040 Leakes Road, Grangefields;
    - Part of 1042-1060 Leakes Road, Grangefields;
    - Part of 1068 Leakes Road, Aintree;
    - Part of 1062-1066 Leakes Road, Grangefields.
- Overlay (ICO4) and applies ICO4 to land within the amendment area.
- Amends the Schedule to Clause 52.17 Native Vegetation to include native vegetation removal exemptions for the Melton East Precinct Structure Plan.
- Amends the Schedule to Clause 66.04 Referral of Permit Applications under Local Provisions to require referral to the Secretary to the Department administering Part 2 of the *Conservation, Forests and Lands Act* for an application for subdivision containing conservation area as shown in Plan 1 to Schedule 13 of the Urban Growth Zone.
- Amends the Schedule to Clause 72.03 to include the revised list of maps in the Melton Planning Scheme.

- Incorporates the "Melton East Precinct Structure Plan, March 2025" and "Melton East Infrastructure Contributions Plan, March 2025" into the planning scheme by listing the documents in the Schedule to Clause 72.04, and a Statement of Significance for the Beattys Road Nissen Hut (HO207).

Strategic assessment of the amendment

Why is the amendment required?

The Melton East PSP is included in *Victoria's Housing Statement The decade ahead 2024-2034* as a priority planning project for growing suburbs. The draft amendment implements the Melton East PSP and Melton East ICP into the Melton Planning Scheme.

The PSP:

The amendment is required to implement the Melton East PSP which facilitates the use and development of the PSP area as a predominately residential precinct comprising 12,200 dwellings for 37,820 people, and approximately 23 hectares of employment land for an anticipated 2,000 jobs. To service this new population, the amendment provides for two neighbourhood activity centres and two local convenience centres, approximately 102 hectares of open space and the provision of a Drainage Services Scheme.

The amendment introduces planning provisions to implement State Planning Policy Framework regarding the growth of Melbourne by facilitating new urban development and associated infrastructure provision and open space outcomes.

A planning scheme amendment is required to rezone the land to enable the development of the land in accordance with the envisaged land use and development outcomes in the State Planning Policy Framework. The amendment allows for urban development outcomes specific to the land, resulting in more certain and efficient regulation than might otherwise occur were the general provisions of the scheme to be relied upon.

The ICP:

The ICP system has been revised to improve the method for securing land for public purposes. On 2 July 2018, the Planning and Environment Amendment (Public Land Contributions) Act 2018 came into operation. This Act requires all public land identified in an ICP to be provided as a direct land contribution, thereby removing monetary contributions (i.e. the existing public land standard levy amount) from the ICP system. The Act also prescribes the method by which the cost of providing all public land is equalised across all landowners with a PSP area.

A Supplementary Levy ICP has been prepared and is also the subject of this amendment and includes the following:

- Supplementary rate of $342,933.55 for transport construction.
- Includes 23 projects.

Overall there are:

- 4 community building projects
- 8 open space projects
- 11 road projects
- 20 intersection projects (including 3 pedestrian crossings)

- 9 culvert and bridge projects
- 26 transport inner public purpose land items
- 20 community and recreation inner public purpose land items

ICPs and the associated planning controls are required to ensure collecting agencies can lawfully collect infrastructure contributions from landowners. This amendment incorporates an ICP to Melbourne's south-east growth area and applies it to land affected by the Melton East PSP. This amendment incorporates a supplementary levy ICP, which will be applied to the Melton East PSP area by inserting Schedule 4 to Clause 45.11 – Infrastructure Contributions Overlay (ICO4).

The ICP is necessary to deliver all the infrastructure items required within the Melton East PSP area.

The total net developable area is 501.88 hectares and the total contribution land is 593.98 hectares. The ICP includes classes of development for residential, commercial and industrial development.

The ICP provides timeframes (short 0-5 years, medium 5-10 years and long term 10 years onwards) for the delivery of ICP funded infrastructure projects.

How does the amendment implement the objectives of planning in Victoria?

The amendment will facilitate industrial, commercial, retail, residential and community infrastructure development by introducing planning provisions that apply fairly and transparently to all affected landowners. The amendment facilitates this development where existing services and infrastructure can be reasonably expanded.

The amendment implements Section 12(1)(a) of the Act by facilitating the development of land within the Urban Growth Boundary of Melbourne, and will provide for the efficient and sustainable servicing of the land.

The amendment allows for further urban development in Melbourne that will improve the supply of housing, provide employment opportunities, and create distinct employment and residential neighbourhoods with funded local infrastructure projects through the implementation of an infrastructure contributions plan to fund infrastructure to service the future urban land within the Melton East PSP.

The Melton East ICP will implement applicable objectives of planning in Victoria under Section 4 of the Planning and Environment Act 1987 (the Act) through the implementation of a contributions collection scheme to facilitate the delivery of infrastructure to service the precinct structure plan. The amendment applies the necessary planning controls to implement the ICP, which will provide a clear structure of contributions required to fund development and community infrastructure within the precincts for residential, commercial and industrial development, and will ensure the fair and equitable provision of community and development infrastructure.

The amendment implements the objectives of planning in Victoria under Section 4 of the Act. In particular:

- To provide for the fair, orderly, economic and sustainable use and development of land

The amendment will facilitate the development of a new residential community with good access to services, public open space and employment opportunities. The delivery of housing makes effective use of the available residential land within the precinct area with a required average density across the PSP of at least 20 dwellings per net developable hectare.

The amendment sets out what development and community infrastructure is required to ensure the fair and equitable provision of works, services and facilities needed by the new community to secure a good quality of life.

The north-west corner of the Melton East precinct will be unlocked for non-hazardous industrial development

Two local town centres, two local convenience centres, community facilities, active open space, four government primary schools, one government secondary school and two potential non-government schools are located in Melton East to create several community focal points and provide employment opportunities, local amenity and services for the new community.

Infrastructure contributions will be collected to fund new infrastructure required to service the precinct. Infrastructure items are outlined in the PSP and ICP, which will be incorporated into the Scheme and outline the development contributions required to fund the necessary infrastructure.

The precinct will connect to existing road infrastructure, such as proposed signalised intersections with the Melton Highway and Leakes Road which will provide for connectivity between the Melton East precinct, the existing Melton township, Cobblebank Major Activity Centre, rail corridor, and the established Rockbank North and Toolern PSPs.

A series of parks are spread throughout both the Melton East precinct for future employees and residents.

- To provide housing affordability as defined and referenced in the *Planning and Environment Act 1987*.

The amendment seeks to provide for affordable housing by including a guideline for residential development to provide affordable housing.

- To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.

The Melton East PSP is included within the Melbourne Strategic Assessment area, and contains part of Conservation Area 15 *Western Growth Corridor: Growling Grass Frog corridors (north)*. The area is proposed to be zoned Rural Conservation Area with the Environmental Significance Overlay – Schedule 5 and a new Incorporated Plan Overlay – Schedule 6 which applies the Melton East PSP to the land. This approach is consistent with guidance from the Department of Energy, Environment and Climate Action.

An assessment of existing trees in the precinct has been conducted, with high-value trees identified as to be retained in Appendix 5 of the PSP. Trees identified as worthy of being retained are also co-located with local parks where possible to maximise mature trees available for community benefit.

Stormwater flows will be managed through an integrated system that aims to manage flows beyond the precinct to be generally kept to pre-development levels.

- To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

The PSP contains requirements that regulate the subdivision of land and seek to create pleasant residential neighbourhoods with good access to services and recreational facilities. New local parks and existing natural features will contribute to the creation of a pleasant living and recreational environment for future residents, employees and visitors.

The amendment ensures that housing will have good proximity to education and employment opportunities and will allow residents to have a variety of travel options to reach these destinations.

- To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.

The amendment ensures that servicing of the new urban development will be of sufficient capacity to ensure all households are connected to sewerage and water.

Drainage infrastructure will be upgraded to cater for urban development and allow for natural flows into retarding basins or wetlands.

The PSP encourages transport choice and a reduction in private car use by setting the framework for a highly interconnected road network, including bus-capable roads and a network of pedestrian and bicycle paths across the precinct.

The application of the Public Acquisition overlay to land required for the Mt Cottrell Road / Western Freeway Interchange, Mount Cottrell Road ultimate configuration, Leakes Road interchange and subsequent section of road leading up to and including the Taylors Road intersection will ensure that the land is reserved for a future public purpose. It will ensure that the Head, Transport for Victoria can compulsorily purchase land to realise necessary shared infrastructure when it is required. This will ensure certainty about the necessary infrastructure items required to be provided for the development to the precinct and the location of the infrastructure. The Head, Transport for Victoria has requested the application of the Public Acquisition Overlay and are proposed to be the acquiring authority.

- To balance the present and future interests of all Victorians

Implementation of the PSP via the amendment will deliver community facilities, housing and employment opportunities to accommodate the future population growth of Victoria.

Providing for urban development and employment in the area will ensure that current and future residents in the area have adequate infrastructure and access to services needed for a growing population.

The PSP identifies land within the precinct for arterial road upgrades, sports facilities, local parks and the provision of utilities. The new community contributes to the cost of this new infrastructure in line with the anticipated demand for infrastructure through the ICP. By doing so, the infrastructure can be delivered while alleviating the need for costly public spending in the future to ‘reclaim’ privately developed land for public purposes.

How does the amendment address any environmental, social and economic effects?

Environmental effects

The amendment identifies high-value vegetation worthy of being retained, informed by an arboricultural report, and the PSP has attempted to locate credited open space where concentrations of high-value trees exist. The precinct is included within the Melbourne Strategic Assessment (MSA) area and contains Conservation Area 3 (Kororoit Creek Reserve). The amendment appropriately plans for the protection of MSA vegetation in accordance with guidance from the Department of Energy, Environment and Climate Action.

Stormwater flows will be managed through an integrated system that aims to manage flows beyond the precinct to be generally kept to pre-development levels. The precinct will require a range of constructed and natural waterways linked to a network of retarding basins to manage flooding, implementing the Drainage Services Scheme prepared by Melbourne Water.

A land capability assessment was conducted (Melton East PSP Land Capability Assessment (Jacobs) August 2024) to determine whether there was any land in the precinct that may be potentially contaminated. The amendment proposes to apply the Environmental Audit Overlay (EAO) to properties within the PSP area which were identified as having a high potential for contamination in the assessment, consistent with Planning Practice Note 30: Potentially Contaminated Land. A requirement to undertake a Preliminary Risk Screen Assessment has been deferred through provisions included in the UGZ13 for properties identified as having a medium potential for contamination.

The amendment will contribute towards increased transport choice and potential reductions in private car use as the precinct establishes, through the nomination of areas of increased density around high-amenity locations. The precinct is also designed with access to future potential bus routes.

The north-west pocket of the PSP area is proposed to have the applied Industrial 3 Zone, to allow for a logical continuation of the existing industrial development to the west of the precinct, whilst allowing for a transition from land included within the Industrial 1 Zone to the residential development proposed elsewhere in the precinct.

The amendment area includes land that is prone to flooding, particularly an area of land where the Urban Floodway Zone (UFZ) applies around Kororoit Creek that the amendment generally seeks to rezone to UGZ13. The Melton East PSP, through the application of the UGZ13, is the appropriate tool to manage flooding of the area, as the PSP adequately outlines how the drainage network should be established to mitigate flooding. Further, changes to flood levels will occur as detailed applications take place generally in accordance with the PSP. In the case of waterways, where changes are proposed by landowners they will be assessed by Melbourne Water. Any lots in the PSP area created through subdivision must be filled to a minimum of 300mm above the 1% AEP flood level.

Economic effects

The amendment will establish a framework for the development of a new urban community which will integrate seamlessly with surrounding suburbs.

The PSP includes two local town centres (each including a small local enterprise precinct) and two local convenience centres. The amendment encourages the development of a range of housing typologies including low and medium density residential development. Medium density homes in varying styles are promoted near services, community facilities, public transport corridors, open space and amenities. This will support the economic viability of the centres servicing the precinct. The PSP identifies a pocket of industrial land that is co-located with existing industrial land to

the east of the Melton Township. Overall the precinct is expected to provide approximately 2,000 jobs.

The amendment also proposes to implement an ICP for the PSP area, which identifies the financial levy required to be paid by developers to fund the infrastructure required for the precinct, and thus sets out an equitable and transparent means of collecting financial contributions towards servicing the future community. This reduces the burden on the responsible authority and existing communities to fund future local infrastructure.

Social effects

The amendment is expected to generate social benefits for Melton City Council through the provision of a range of residential densities that are well served by community facilities and other key infrastructure including schools, retail areas, an employment precinct, and other public facilities. The extension of the industrial precinct also provides employment opportunities for new local residents.

Planning for the development of community infrastructure, such as active open space facilities and a regional open space facility will create a spatial relationship with established and future residential neighbourhoods to the east and north respectively. Local town centres and convenience centres have been co-located with active open space and future government schools to create several community focal points for the future residential community.

The PSP also plans for the delivery of the following elements:

- Housing diversity encouraged through an average density of 20 dwellings per net developable hectare, allowing for a range of housing types that can be supported including detached housing, townhouses and multi-unit housing;
- Provision for new residential land supply to improve affordability and choice for homebuyers;
- Two local town centres;
- Two local convenience centres;
- Local employment opportunities in the form of further light industrial land adjoining the existing industrial precinct at the western edge of the precinct, and small local enterprise precincts co-located with each of the local town centres;
- Four proposed government primary schools;
- One proposed government secondary school;
- Two potential non-government schools;
- Bus capable roads;
- Local parks distributed throughout the precinct to ensure residential properties have access to a local park within 400 metres walking distance; and
- Sports reserves, including a regional active open space facility, and community facilities.

The PSP also includes provisions that seek to achieve ecologically sustainable development outcomes and the provision of affordable housing.

Does the amendment address relevant bushfire risk?

The amendment has been informed by a Bushfire Assessment and Development Report for the Melton East Precinct Structure Plan prepared by Terramatrix (November 2023) which assessed bushfire risk in the precinct. The assessment found that the Melton East precinct is in a relatively low bushfire risk landscape.

The surrounding landscape is dominated by flat or almost flat land that will not exacerbate fire behaviour. The only appreciable landscape bushfire hazard is Grassland, which in the future will be limited to northern exposure (beyond the urban growth boundary) only.

The PSP includes a Bushfire Plan which shows bushfire landscape hazards throughout the precincts, and corresponding requirements and guidelines for development to meet BAL 12.5 standards and to appropriately manage bushfire risk.

The UGZ13 also includes an application requirement for the preparation of a Bushfire Management Plan on land as adjacent to a bushfire hazard area, as well as a condition requiring endorsement of a Bushfire Management Plan by the responsible authority.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment complies with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

The amendment also complies with the following relevant Ministerial Directions:

Direction No. 1 Potentially Contaminated Land

A land capability assessment was conducted (Melton East PSP Land Capability Assessment (Jacobs August 2024) to determine whether there was any land that may be potentially contaminated. The report found several lots with a medium or high potential for contamination. The amendment proposed to apply the Environmental Audit Overlay (EAO) to lots within the PSP area which were identified as having a high risk for potential contamination in the assessment, and include a requirement to undertake a PRSA in the UGZ13 for sites identified as having a medium risk for potential contamination.

This has been done to defer the requirement to undertake a Preliminary Risk Screen Assessment (PRSA) or Environmental Audit on these lots, which is generally consistent with guidance under Planning Practice Note 30 – Potentially Contaminated Land. This approach has been undertaken as conducting PRSAs for all properties as part of the amendment is difficult to facilitate because of the number of lots affected and issues associated with gaining access to land to undertake required testing.

The EPA's feedback was sought on the draft amendment, who questioned the potential for contamination classification included in Jacob's Land Capability Assessment (LCA) for some sites on the basis that these were inconsistent with guidance included in PPN30. This feedback was provided to Jacobs who advised that in some instances, professional judgement was used that resulted in a rating that did not directly align with PPN30 – e.g. some sites with stockpiling / waste disposal have been rated as 'high' instead of 'medium' because some properties contained significant stockpiling.

EPA disagreed with the recommendation of the LCA that septic tanks, small stockpiles and underground storage tanks could be controlled through a Construction

Management Environment Plan, and advised that the EPA should ensure the remediation of contaminated land must be informed by an environmental audit. The VPA did not factor this recommendation of Jacobs into the amendment in its application of the EAO.

The EPA also recommended that a requirement to undertake a Preliminary Site Investigation be included in the amendment to ensure land uses other than sensitive uses (e.g. retail, commercial, minor sports and recreation facilities) located on high potential for contamination are appropriately assessed. Therefore, the VPA added a PSI requirement in the UGZ Schedule for properties that were identified as having a high potential for contamination, and are identified in the PSP as having a land use other than residential.

The VPA, having reviewed the EPA's advice and discussed their feedback on the land use classifications with Jacobs, are satisfied that the amendment appropriately addresses the risks presented by potentially contaminated land through the deferment of a PRSA / Environmental Audit.

Direction No.9 – Metropolitan Strategy

The relevant policies within Plan Melbourne that the amendment helps implement are provided below.

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

The amendment identifies approximately 24 hectares of industrial land adjacent the Melton Highway, co-located with existing regionally significant industrial land. The area is highly suitable for future industrial development because of its location adjacent the Melton Highway.

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

The Melton East PSP provides for the expansion of an existing industrial precinct located proximate to existing residential communities in Melbourne's outer west, as well as two local town centres and two local convenience centres.

Policy 2.1.3 Plan for and define expected housing needs across Melbourne's regions

A range of housing densities have been planned across the precinct as guided by the place based plan within the PSP, including higher densities in walkable catchments around centres, open space and key transport routes.

Policy 2.1.4 Provide certainty about the scale of growth in the suburbs

The PSP requires subdivisions to achieve an average density of 20 dwellings per hectare and minimum density targets with a range of lot sizes capable of accommodating a wide range of housing types.

Policy 2.2.3 Support new housing in activity centres and other places that offer good access to jobs, services and public transport

The future urban structure plan within the PSP identifies opportunities for higher density development within and around centres, open space and key transport routes.

Policy 2.2.5 Require development in growth areas to be sequenced and staged to better link infrastructure delivery to land release.

The PSP includes objectives that seek to ensure subdivision and development occurs in a sequenced and staged approach and requires that each lot be appropriately serviced.

Policy 2.4.1 Support streamlined approval processes in defined locations

In general, and as intended by the PSP process, the amendment will streamline the process for applications generally in accordance with the approved PSP.

The UGZ13 facilitates use of the 'Small Lot Housing Code' (SLHC), which streamlines the process for development of single dwellings on lots less than 300 square metres in size by removing the need for a planning permit.

Policy 2.5.2 Provide a range of housing types in growth areas

Housing types are guided by the residential densities identified in the PSP. As well, Table 3 of the Melton East PSP outlines the lot sizes and housing types subdivision applications must accommodate.

Policy 3.1.3 Improve arterial road connections across Melbourne for all road users

The road network has been designed with the Department of Transport and Planning's transport requirements to meet the needs of local, sub-regional and regional users. The PSP has the benefit of being located between the Melton Highway and the Western Freeway, and provides for a connector road network through the precinct to leverage the connectivity of the existing arterial road network, whilst facilitating the upgrade of Taylors Road into a 4-lane arterial to provide for improved east-west connectivity.

Policy 3.1.4 Provide guidance and certainty for land-use and transport development through the Principal Public Transport Network and the Principal Freight Network

The PSP facilitates the extension of an industrial precinct adjacent the Melton Highway, which provides for convenient road connections through to the Western Freeway which forms part of Melbourne's Principal Freight Network. Provision for the Principal Public Transport Network is safeguarded through delivery of a road network consistent with the Department of Transport and Planning's requirements. The development provides for bus capable roads and higher density residential development to enable the creation of public transport routes in the future.

Policy 3.2.1 Improve roads in growth areas and outer suburbs

The amendment clearly defines a new road network which incorporates the requirements of the Department of Transport and Planning to meet the needs of local, sub-regional and regional users. The planned road network is characteristic of a grid pattern and allows for suitable links into future neighbourhoods to the north, west and east.

Policy 3.2.2 Improve outer-suburban public transport

The amendment provides for bus-capable roads serving a majority of the PSP area. Future development will generate additional patronage demand that will feed into improved bus services in the area. Improving connectivity across the Western Freeway will be important in facilitating access to the rail corridor from the PSP area.

Policy 3.3.1 Create pedestrian-friendly neighbourhoods

The PSP seeks to create pedestrian-friendly neighbourhoods by dispersing open space within reasonable walking distance of residential areas, and by identifying active transport routes that will enjoy a high degree of canopy tree cover to provide for a comfortable walking experience to key neighbourhood locations.

Policy 4.4.2 Respect and protect Melbourne's Aboriginal cultural heritage

Cultural Heritage Management Plans to protect values will be required prior to subdivision permits being issued in in an area of cultural heritage sensitivity, as defined by the *Aboriginal Heritage Regulations 2007*.

An Aboriginal Cultural Heritage Impact Assessment and an Aboriginal Cultural Values Assessment is being prepared for the precinct, which will inform the preparation of the PSP. A Cultural Heritage Permit is also required for a bridge crossing in the precinct.

Policy 5.2.1 Improve neighbourhoods to enable walking and cycling as part of daily life

The PSP plans for a pedestrian and cycle network that provides extensive connections across the precinct and particularly between key destinations to encourage walking and cycling as viable transport modes, by identifying cross sections for higher-order roads in the precinct that include ample room for cyclists and pedestrians.

Policy 5.3.1 Facilitate a whole-of-government approach to the delivery of social infrastructure

The PSP identifies a range of social infrastructure to be delivered across government agencies to support the new residential community.

Providing for new population growth in Melton East will add to the economic well-being of the community, and delivery of new centres will provide further opportunities for existing residents of nearby suburbs. The provision of new goods and services and an increase in demand can help facilitate local jobs and economic activity.

Additional opportunities for recreation and social groups will also emerge as a result of the provision of new public open space, new community facilities and new centres.

Policy 5.4.1 Develop a network of accessible, high quality, local open spaces

The amendment sets aside approximately 102 hectares of open space including, 18.95 hectares of local parks, including a future sports reserve and a regional active open space facility. Local parks and active open space are located within reasonable walking distance of all planned residential areas, and well-located throughout the future employment precinct.

Policy 6.3.2 Improve alignment between urban water management and planning by adopting an integrated water management approach

An integrated water management strategy is proposed that will manage urban development flows across the PSP area.

Policy 6.3.3 Protect water, drainage and sewerage assets

The integrated water management strategy will manage urban development flows across the PSP area, and clearly define constructed and existing storm-water management assets.

Policy 6.4.2 Strengthen the integrated metropolitan open space network

The PSP provides an integrated and accessible public open space network offering attractive active and passive recreation opportunities that will cater to future residents and employees.

Policy 6.5.1 Create a network of green spaces that support biodiversity conservation and opportunities to connect with nature

The amendment area includes Kororoit Creek and preserves the area for conservation, allowing for movement of wildlife and the creation of a shared path around the creek to encourage residents to connect with nature.

Policy 6.5.2 Protect and enhance the health of urban waterways

The integrated water management strategy will manage urban development flows across the PSP in accordance with the applicable water management standards and regulations.

Direction No. 11 – Strategic Assessment of Amendments

This direction seeks to ensure a comprehensive strategic evaluation of a planning scheme amendment. This explanatory report addresses the requirements outlined in this direction.

Direction No. 12 – Urban Growth Areas

Parts 4, 5 and 6 of the Ministerial Direction 12 requires that when preparing an amendment to introduce or change provisions in a schedule to the UGZ, a planning authority must evaluate and include in the explanatory report a discussion about:

How the amendment implements any Growth Area Framework Plan applying to the land

The Melton East PSP implements the land use objective for Melton East within the Western Growth Corridor Plan as it is identified as having a ‘residential’ land use, with the exception of the north-western industrial area that is co-located with existing industrial land. The precinct is also identified as containing a ‘regional active open space facility’, which the PSP identifies, noting half of the facility is proposed to be located in the future Warrensbrook PSP to the north. Therefore, the amendment is consistent with the general outcomes prescribed for the precinct within the Growth Area Framework Plan.

Is the amendment in accordance with the Precinct Structure Planning Guidelines approved by the Minister for Planning?

The most recent version of the Precinct Structure Planning Guidelines (PSP Guidelines) is dated October 2021. The PSP Guidelines are structed into identified hallmarks of 20-minute neighbourhood principles. How the PSP fulfills each of the Hallmarks is described below.

Hallmark 1: Viable Densities

Viable densities will be achieved through a range of housing densities and products, guided by the differentiation of residential areas based on their locational

advantages. The PSP seeks to implement the amenity-based density model, promoting higher-density development where communities will be supported by key features such as open space, activity centres, community facilities and public transport. The PSP clearly identifies these areas and sets targets for an average density of 40 or 30 dwellings per hectare within these areas. Outside amenity-based density areas, the PSP includes provisions to facilitate 20 dwellings per hectare.

Hallmark 2: Safe, Accessible and Well Connected

The PSP is well serviced through the provision of walking and cycling paths, especially alongside identified drainage corridors which provide active transport connections to key destinations across the PSP area. The PSP identifies road typologies which will enable the future delivery of a bus network servicing the precinct.

Hallmark 3: Connect People to Jobs and Higher Order Services

Local town centres and local convenience centres are dispersed throughout the Melton East precinct to be practical walking or cycling distance for the future community. Active transport links are provided within the precinct to help facilitate this. The Melton East precinct will also provide some employment opportunities for nearby residential populations of Melbourne's outer west, providing for an extension of an existing industrial precinct.

Hallmark 4: Offer High-Quality Public Realm

The PSP is well serviced by high quality open space. The PSP plans for an active open space reserve near each centre, in addition to several local parks dispersed throughout the precinct so as to maximise accessibility for future residents, and a network of passive open space in the form of a drainage reserve that provides for green connections throughout the precinct.

Hallmark 5: Services and Destinations

The PSP will be well-serviced by educational facilities through the identification of five future government schools, and two potential non-government schools. The PSP also seeks to co-locate land uses to create community focal points, . Future residents will also have the benefit of any businesses established within each of the local centres. These present multiple opportunities for future residents to have access to vital services.

Hallmark 6: Thriving Local Economies

Future residents will have access to two local town centres and two local convenience centres which are interspersed throughout the precinct. Residents also have the benefit of potential employment opportunities created in the extension to the industrial precinct.

Hallmark 7: Infrastructure Coordination

The Melton East ICP will ensure basic and essential infrastructure will be provided to future residents in an appropriate and timely manner. The PSP also includes guidance on development fronts to facilitate the logical roll-out of infrastructure in the precinct.

In introducing or changing provisions in a schedule to the Urban Growth Zone, how the provisions give effect to the intended outcomes of the precinct structure plan.

The proposed Schedule 13 to the Urban Growth Zone to be introduced into the Melton Planning Scheme as part of the proposed amendment, seeks to achieve the

following:

- Application of standard VPP zones including a mix of industrial and commercial zones in to facilitate future and existing employment uses, and a mix of residential zones to facilitate diverse residential development;
- The inclusion of application requirements to ensure future development appropriately responds to matters such as bushfire hazard and road noise.
- The inclusion of application requirements and conditions to ensure subdivisions containing land included within the Melbourne Strategic Assessment appropriately protect land until it is transferred to the Department of Energy, Environment and Climate Action.
- Specific provisions to streamline planning permits for buildings and works for uses in a location that is generally in accordance with the PSP, including local parks, community facilities and schools.

How a translation of provisions can be achieved, once development anticipated by the precinct structure plan is substantially complete.

A translation of zoning provisions could be achieved through a future planning scheme amendment once the PSP is substantially developed, based on the actual development in relation to the place based plan and applied zones given within the UGZ Schedule.

Direction No. 19 – Ministerial direction on the preparation and content of amendments that may significantly impact the environment, amenity and human health

The VPA sought the Environment Protection Authority's (EPA) advice as part of agency validation phase of the draft amendment. EPA raised matters with respect to Potentially Contaminated Land, which are discussed above under Ministerial Direction No.1. Further advice was provided in relation to noise and air quality impacts in the precinct, and risks of sodic soils. 1.

Noise and Air quality impacts on sensitive uses

The EPA recommended the VPA undertake a precinct-wide acoustic assessment given the precinct is located in proximity to a number of noise sources. The VPA underwent an exercise of identifying potential noise sources in the precinct and have planned for potential noise and air quality impact through the inclusion of provisions in the PSP and draft amendment for development to consider the impacts of noise at the planning permit stage.

Potential noise sources (both existing and future) such as high order roads and industrial areas have been shown spatially in Appendix 7 of the PSP and are linked to an application requirement in the UGZ13 that requires assessment of noise levels and identifies lots/buildings requiring noise mitigation measures.

A decision guideline is also included in the UGZ13 to allow the responsible authority to consider how planning permits mitigate potential noise sources.

Development adjoining the Western Freeway will be required to deliver a noise wall to the relevant VicRoads standards. To support appropriate outcomes adjoining the Western Freeway, a Freeway Interface Cross Section is included in the PSP along with a requirement for dwellings to front an internal road where housing is proposed adjacent to an acoustic wall. These measures also support improved air quality outcomes for nearby dwellings.

Sodic Soils

The EPA recommended the VPA undertake a precinct wide sodic soils management plan prior to the amendment progressing further. VPA consider that the risks presented by potential sodic soils in the precinct can be addressed through the inclusion of an application requirement in the UGZ13 to require a sodic soils management plan to be prepared at the planning permit stage. The VPA consider a sodic soil management plan is more appropriately completed at the planning permit stage so more specific recommendations can be implemented that respond to the specific conditions of that site.

A requirement is also included in the UGZ13 which seeks the implementation of necessary measures to avoid the risks posed by sodic soils to future development.

This approach is consistent with the approach to addressing sodic soils in previous Precinct Structure Plans completed by the VPA, and was agreed by EPA.

Ministerial Direction on the preparation and content of Infrastructure Contributions Plans and ministerial reporting requirements for Infrastructure Contributions Plans

The Planning & Environment (Public Land Contributions) Act 2018 introduced a contribution model for the ICP system. The land contribution model enables land for public purposes to be provided as part of an infrastructure contribution when land is developed. It changes the way land is acquired for public purposes, instead of requiring a monetary levy it will require a percentage, similar to the operation of Clause 53.01 of the Melton Planning Scheme.

The ICP system came into effect on 2 July 2018. The system is based on standard levies that are pre-set for particular development and land uses in order to fund the construction of basic and essential infrastructure to service growing urban communities. This system also allows for a supplementary levy, in addition to the standard levy, if required to fund infrastructure that cannot be adequately funded by the standard levy.

This direction guides planning authorities in relation to the preparation and content of infrastructure contributions plans.

This amendment proposes to insert Schedule 4 to the Infrastructure Contributions Overlay to include the monetary component and levy rate payable within the amendment area. The overlay reflects the Planning & Environment Amendment (Public Land Contributions) Act 2018 model for collection of infrastructure contributions.

The proposed ICP sets out funding of infrastructure works for the precinct and levies a certain amount from developers in the precinct with the balance of funding being the responsibility of council and other state agencies, as well as directly funded by developers through developer works. The PSP provides the strategic justification for the ICP items.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports the implementation of the Planning Policy Framework through the following means:

- Clauses 11.01 Victoria, 11.02 Managing Growth, 11.03 Planning for Places – The PSP plans for orderly and coordinated urban growth by providing residential and industrial land with access to existing and planned amenities, services and infrastructure, including the planning for local town centres within the network of existing and planned centres in the region.
- Clause 12.01-2S Native vegetation management – The PSP identifies significant native vegetation that is to be retained informed by an arborist report prepared that assessed the value of the precinct's trees.
- Clause 13.02-1S Bushfire Planning – The PSP has responded to the requirements of Clause 13.02 (Bushfire) of the Planning Policy Framework through a combination of defendable space at the development edge and construction management requirements.
- Clauses 13.05 Noise, 13.06 Air Quality – The PSP provides for the consideration of noise and air quality impacts from existing sources, such as arterial roads, by requiring proponents to demonstrate the appropriateness of a proposed use relative to noise and air quality impacts that may be experienced on-site. Decision guidelines are also included to allow due consideration of these issues as part of permit applications for future development.
- Clause 15.03 Heritage – the PSP identifies a place of heritage significance (Beattys Road Nissen Hut) and plans for the protection of the Nissen Hut through the application of the Heritage Overlay and adding a statement of significance to the planning scheme.
- Clause 16.01 Residential Development – The PSP plans for residential land of varying densities, with access to services, employment opportunities, community infrastructure and open spaces.
- Clauses 17.01 Employment, 17.02 Commercial, 17.03 Industrial – The PSP plans for the expansion of an existing industrial precinct, as well as two local town centres and two local convenience centres which collectively contribute to the local services and employment opportunities available to future and existing residents.
- Clauses 18.01 Integrated Transport, 18.02 Movement networks – The PSP plans for a transport network that is integrated with the existing and future network. This includes a bus-capable connector road network that provides for an efficient movement network within the precinct, whilst planning for the appropriate infrastructure on roads that form the boundary of the precinct such as the Melton Highway and Western Freeway in order to connect the precinct to surrounding established areas.
- Clause 19.03 Development Infrastructure – The amendment will implement an Infrastructure Contributions Plan to collect developer contributions to fund infrastructure throughout the PSP.

How does the amendment support or implement the Municipal Planning Strategy?

The amendment supports the implementation of the Municipal Strategic Statement by responding to the following Clauses:

- Clause 02.03-1 Settlement – the amendment provides the framework for facilitating infrastructure contributions in a timely manner by proposing an Infrastructure Contributions Plan for the PSP area. Planning for activity centres is also supported by identifying areas of higher density residential development around future centres.
- Clause 02.03-2 Environmental and landscape values – the amendment protects biodiversity by zoning the Kororoit Creek Melbourne Strategic Assessment area as Rural Conservation Zone and the application of the Environmental Significance Overlay and Incorporated Plan Overlay to apply the PSP to the land and prescribe conservation interface outcomes.
- Clause 02.03-3 Environmental risks and amenity – the Melton East PSP includes provisions aimed to improve the climate resilience and sustainability of the precinct to manage the impacts of climate change. The PSP also includes provisions to ensure bushfire hazards are identified, managed and mitigated to enable safe residential development. Finally, the PSP has been informed by a Drainage Services Scheme prepared by Melbourne Water, identifying areas required for drainage and areas subject to existing flooding so that safe development can occur.
- Clause 02.03-5 Built environment and heritage – the amendment plans for the protection of a heritage place, retaining Melton's cultural heritage to create a sense of local identity.
- Clause 02.03-6 Housing – the PSP prescribes areas of varying densities depending on their locational attributes, and encourages the provision of a range of housing typologies to meet the needs of a growing population.
- Clause 02.03-8 Transport – the PSP facilitates the development of an integrated transport system by combining different modes of transport to maximise ease and efficiency for the user in terms of time, cost, comfort, safety, accessibility and convenience. It does this through the identification of key roads (including bus capable roads), shared paths and intersections required within the precinct area, and connections to adjoining established areas.
- Clause 02.03-9 Infrastructure – the PSP includes new staging provisions to ensure development of the precinct is kept in sequence with the timely rollout of necessary infrastructure needed by new communities. Further, an abundance of local parks are identified throughout the precinct, with approximately 10% of the precinct area to be open space.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victorian Planning Provisions. The UGZ is the most appropriate planning tool to guide future use and development intended by the PSP. In addition, the ICO is the most appropriate mechanism to give effect to the ICP.

How does the amendment address the views of any relevant agency?

The draft amendment has been prepared in consultation with relevant agencies including:

- Department of Education
- Department of Energy, Environment and Climate Action
- Department of Health
- Department of Jobs, Skills, Industry and Regions
- Department of Transport and Planning
- Environment Protection Authority
- Fire Rescue Victoria
- Greater Western Water
- Homes Victoria
- Major Road Projects Victoria
- Melbourne Water
- Melton City Council
- Powercor

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment is likely to have a significant impact on the transport system at a local level. It plans for a new local road network, proposes new intersections on the Melton Highway and Leakes Road and will contribute to the development of the bus network in the area.

The proposed additions and changes to the existing transport system in and surrounding the PSP area will meet the transport system objectives by:

- **Social and economic inclusion** – The PSP provides locally-based sports and recreational facilities, community facilities, schools and activity centres to reduce the need for long-distance travel.

- **Economic prosperity –** The PSP plans for an interconnected road system that responds to the likely level of use generated by the PSP area, thereby encouraging development and services investment. Key economic destinations such as neighbourhood activity centres are located on the connector road network to improve their accessibility and connectivity.

- **Environmental sustainability -** Ensuring the road network minimises impacts on the site's topography, native vegetation and water flow regimes, whilst ensuring that key roads provide space for active transport and bus capability where relevant.

- **Integration of transport and land use –** As above, land uses in the precinct have been planned to maximise accessibility for future residents and reduce the need for long-distance travel. The PSP includes requirements and guidelines that seek to promote mobility in the future residential community.

- **Efficiency, coordination and reliability** - The PSP cannot impact on the reliability of services, but plans for a bus-capable road network that connects key locations in the precinct, as well as enabling inter-modal transport through connections to the rail network south of the PSP.

- **Safety, health and wellbeing –** The PSP includes street cross sections which seek to ensure separation of bicycles from the road network on key transport routes, and plans for intersections consistent with relevant Australian Standards.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment is expected to have minimal impact on the resources and administrative costs of the responsible authority. The incorporated PSP will facilitate the orderly and proper planning of the area and appropriately allows for a reduction of notice provisions for future planning permit applications.

An ICP to be implemented in the accordance with the Ministerial Direction for ICPs will enable the collection of developer funds to pay for necessary community and development infrastructure for the precinct.

Furthermore, the UGZ13 has been drafted to enable the timely and efficient translation into conventional VPP zones once the land has been developed.

Planning and Environment Act 1987

Melton Planning Scheme

Draft Amendment C244

Instruction sheet

The planning authority for this amendment is the Minister for Planning.

The Melton Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 6 attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map Nos 8ZN and 9ZN in the manner shown on the attached map marked “Melton Planning Scheme, Amendment C244”.

Overlay Maps

2. Amend Planning Scheme Map No 9IPO in the manner shown on the attached map marked “Melton Planning Scheme, Amendment C244”.

3. Amend Planning Scheme Map No 9HO in the manner shown on the attached map marked “Melton Planning Scheme, Amendment C244”.

4. Amend Planning Scheme Map No 8EAO in the manner shown on the attached map marked “Melton Planning Scheme, Amendment C244”.

5. Amend Planning Scheme Map No 9ESO in the manner shown on the attached map marked “Melton Planning Scheme, Amendment C244”.

6. Amend Planning Scheme Map Nos 8PAO and 9PAO in the manner shown on the attached map marked “Melton Planning Scheme, Amendment C244”.

7. Insert new Planning Scheme Map No 9EAO in the manner shown on the attached map marked “Melton Planning Scheme, Amendment C244”.

8. Insert new Planning Scheme Map Nos 8ICO and 9ICO in the manner shown on the attached map marked “Melton Planning Scheme, Amendment C244”.

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

9. In **Zones** – Clause 37.07, insert a new Schedule 13 in the form of the attached document.

10. In **Overlays** – Clause 43.01, insert a new Schedule in the form of the attached document.

11. In **Overlays** – Clause 43.03, insert a new Schedule 6 in the form of the attached document.

12. In **Overlays** – Clause 45.01, insert a new Schedule in the form of the attached document.

13. In **Overlays** – Clause 45.11, insert a new Schedule 4 in the form of the attached document.

14. In **Particular Provisions** – Clause 52.17, replace the Schedule with a new Schedule in the form of the attached document.

15. In **General Provisions** – Clause 66.04, replace the Schedule with a new Schedule in the form of the attached document.

16. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document.

17. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

End of document

04/10/2018

SCHEDULE 13 TO CLAUSE 37.07 URBAN GROWTH ZONE

Shown on the planning scheme map as **UGZ13**.

MELTON EAST PRECINCT STRUCTURE PLAN

1.0 The Plan

30/07/2018

Plan 1 shows the future urban structure proposed in the Melton East Precinct Structure Plan. It is a reproduction of Plan 2 in the *Melton East Precinct Structure Plan.*

Plan 1 to Schedule 13 to Clause 37.07



2.0 Use and development

30/07/2018

2.1 The Land

30/07/2018

The use and development provisions specified in this schedule apply to the land within the 'precinct boundary' on Plan 1 and shown as UGZ13 on the planning scheme maps. This schedule must be read in conjunction with the incorporated Melton East Precinct Structure Plan (PSP).

Note: If land shown on Plan 1 is not zoned UGZ13, the provisions of this zone do not apply.

2.2 Applied zone provisions

19/01/2022

Table 1 allocates the land use/development shown on Plan 1 of this schedule with a corresponding zone from this scheme.

Where the use/development in the left column is carried out or proposed generally in accordance with the incorporated Melton East Precinct Structure Plan, the use, subdivision, construction of a building and construction and carrying out of works provisions of the corresponding zone in the right column apply.

A reference to a planning scheme zone in an applied zone must be read as if it were a reference to an applied zone under this schedule.

Note: e.g. The General Residential Zone specifies 'Place of worship' as a Section 1 Use with the condition, 'The site must adjoin, or have access to, a road in a Transport Zone.' In this instance the condition should be read as, 'The site must adjoin, or have access to, a road in a Transport Zone or an applied Transport Zone in the Urban Growth Zone schedule applying to the land'

Table 1: Applied zone provisions

Land shown on plan 1 of this schedule Neighbourhood activity centre Local convenience centre	Applied zone provisions Clause 34.01 – Commercial 1 Zone
Land shown on plan 1 of this schedule Business / Small local enterprise precinct Existing developed land	Applied zone provisions Clause 34.02 – Commercial 2 Zone
Land shown on plan 1 of this schedule Area of increased density	Applied zone provisions Clause 32.07 – Residential Growth Zone 1
Land shown on plan 1 of this schedule Light industry	Applied zone provisions Clause 33.01 – Industrial 3 Zone
Land shown on plan 1 of this schedule Arterial road	Applied zone provisions Clause 36.04 – Transport Zone 2
Land shown on plan 1 of this schedule All other land	Applied zone provisions Clause 32.08 – General Residential Zone

2.3 **Specific provisions – Use of land**
30/07/2018

Section 1 - Permit not required

Use	Condition
Primary school Secondary school	On land identified as 'potential non government school' in the incorporated *Melton East Precinct Structure Plan.*
Child care centre Hall Indoor recreation centre Library Medical centre Restricted recreation facility	On land identified as 'local community facilities' in the *Melton East Precinct Structure Plan* The use must be carried out by or on behalf of the public land manager.
Minor sports and recreation facility	On land identified as 'local sports reserve' in the incorporated Melton East *Precinct Structure Plan.* The use must be carried out by or on behalf of the public land manager.
Retail premises (other than Food and drink premises, Gambling premises, Motor vehicle, boat or caravan sales, and Shop other than Restricted retail premises) where the applied zone is Commercial 2 Zone	The leasable floor area must not exceed 900 square metres.

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Restricted retail premises where the applied zone is Commercial 2 Zone	The combined leasable floor area of all Restricted retail premises must not exceed 3,000 square metres.
Shop (other than Supermarket) where the applied zone is Commercial 1 Zone	The combined leasable floor area of all Shops must not exceed: • 14,500 square metres for land shown as Northern Local Town Centre in the incorporated *Melton East Precinct Structure Plan* • 6,000 square metres for land shown as Central Local Town Centre in the incorporated *Melton East Precinct Structure Plan* • 1,000 square metres for land shown as Local Convenience Centre in the incorporated *Melton East Precinct Structure Plan*
Any use listed in Clause 62.01	Must meet requirements of Clause 62.01.
Any use listed in Section 1 in the Table of uses in the applicable applied zone	

Section 2 - Permit required

Use	Condition
Any other use not in Section 1 or 3 in the Table of uses in the applicable applied zone	

Section 3 – Prohibited

Use	Condition
Food and drink premises where the applied zone is Commercial 2 Zone	If the Section 1 condition in the applied zone is not met.
Gambling premises, Motor vehicle, boat or caravan sales where the applied zone is Commercial 2 Zone	
Retail premises (other than Gambling premises, Motor vehicle, boat or caravan sales, and Shop except Restricted retail premises) where the applied zone is Commercial 2 Zone	If the Section 1 condition is not met.
Restricted retail premises where the applied zone is Commercial 2 Zone	If the Section 1 condition is not met
Supermarket where the applied zone is Commercial 2 Zone or Industrial 3 Zone	
Industry (other than service industry, materials recycling and transfer station) where the applied zone is Commercial 2 Zone	
Any use listed in Section 3 in the Table of uses of the applicable applied zone	

2.4 Specific provisions - Subdivision

30/07/2018

None specified.

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2.5 Specific provisions - Buildings and works

30/07/2018

Dwellings on a lot less than 300 square metres

A permit is not required to construct or extend one dwelling on a lot of less than 300 square metres, if either of the following apply:

- There is a restriction registered on the plan of subdivision identifying the lot as a lot to which the *Small Lot Housing Code* (Victorian Planning Authority, November 2019) applies and the development complies with the *Small Lot Housing Code* (Victorian Planning Authority, November 2019) incorporated into this planning scheme.
- There is a restriction registered on the plan of subdivision identifying the lot as a lot to which the *Small Lot Housing Code* (Victorian Planning Authority, November 2024) applies and the development complies with the *Small Lot Housing Code* (Victorian Planning Authority, November 2024) incorporated into this planning scheme.

Buildings and works for a school

A permit is required to construct a building or construct or carry out works associated with a Primary school or Secondary school on land shown as a Potential Non-Government School unless exempt under Clauses 62.02-1 and 62.02-2.

3.0 Application requirements

30/07/2018

The following application requirements apply to an application for a permit under Clause 37.07, in addition to those specified in Clause 37.07 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority.

If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

Subdivision

In addition to the requirements of Clause 56.01-2, a subdivision design response for a residential subdivision of 10 lots or more must be accompanied by the information listed below. An application for the construction of 10 or more dwellings on a lot must be accompanied by the same information:

- A written statement that sets out how the application implements the incorporated *Melton East Precinct Structure Plan.*
- A land use budget setting out the amount of land allocated to the proposed uses and expected population, dwelling and employment yields.
- A Traffic Impact Assessment including functional layout plans and a feasibility / concept road safety audit that demonstrates how the local street and movement network integrates with adjacent urban development or can integrate with future development on adjacent land parcels.
- A plan showing the proposed road network, that addresses the interface treatments adjacent to arterial roads, open space and environmentally sensitive areas.
- A plan showing access arrangements for properties adjacent to all existing and future arterial roads.
- Potential bus route and bus stop locations prepared in consultation with the Head, Transport for Victoria.
- A hydrogeological assessment of the groundwater conditions on the site and the potential impacts on the proposed development and protected ecological features and pre-European wetlands, including any measures required to mitigate the impacts of groundwater on the development and the impact of the development on groundwater.

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- A drainage and integrated water management plan.
- A Stormwater Management Strategy that assesses the existing surface and subsurface drainage conditions on the site, addresses the provision, staging and timing of stormwater drainage works, including temporary outfall provisions, to the satisfaction of Melton City Council and Melbourne Water.
- A landscape master plan that:
  - Shows natural features including trees and other significant vegetation, habitat for protected species, drainage lines, water courses, wetlands, ridgelines, hill tops and features of geomorphic significance;
  - Recognises and responds to sodic or dispersive soils;
  - Shows recreation facilities to be provided within public open space;
  - Shows storm water facilities that are compliant with the relevant approved drainage strategy;
  - Incorporates relevant EVCs and ecological requirements in planting selection surrounding waterways and pre-European wetlands; and
  - Identifies vegetation to be retained and removed and any re-vegetation.
- A written statement outlining how the proposal will contribute to the delivery of affordable housing in the precinct, including any proposed delivery mechanisms.
- Where relevant, demonstration of how the subdivision will respond to and integrate sensitively with the heritage significance of the Beattys Road Nissen Hut (HO217), the Former Fulham Park (HO135), the Selection Wall (HO205), the 107-121 Water Reserve Road House (HO119) and their surrounding areas.

Environmentally sustainable development

An application for the development of land must be accompanied by a Sustainable Design Assessment report or a Sustainability Management Plan prepared by a suitably qualified professional that demonstrates how the development will achieve best practice sustainable design. This includes encouraging energy performance, integrated water management, indoor environment quality, transport, waste management and urban ecology. Best practice environmental design for the development can use the Built Environment Sustainability Scorecard (BESS) or other comparable sustainable design tool.

The sustainable design assessment (including an assessment using BESS, STORM or other methods) should consider as relevant to the below:

Residential

- 2-9 dwellings.
- A building used for accommodation other than dwellings with a gross floor area between 100 square metres and 1000 square metres.

Non-residential

- A non-residential building with a gross floor area of 300 square metres to 1000 square metres.
- An extension to an existing non-residential building creating between 300 square metres to 1000 square metres of additional gross floor area (excluding outbuildings).

The Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a green travel plan should be applicable to the below:

Residential

- 10 or more dwellings.
- A building used for accommodation other than dwellings with a gross floor area of more than 1000 square metres.

Non-residential

- A non-residential building with a gross floor area of more than 1000 square metres.

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- An extension to an existing non-residential building creating more than 1000 square metres of additional gross floor area (excluding outbuildings).

Mixed use

Applicable assessments for the residential and non-residential components of the development.

Public infrastructure plan

An application for subdivision and/or use and development of land must be accompanied by a public infrastructure plan which addresses the following:

- What land may be affected or required for the provision of infrastructure works;
- The provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment;
- What, if any, infrastructure set out in the infrastructure contributions plan applying to the land is sought to be provided as "works in lieu" subject to the consent of the collecting agency;
- The provision of public open space and land for any community facilities; and
- Any other matter relevant to the provision of public infrastructure required by the responsible authority.

Shared Path Network Plan

An application to subdivide land, construct a building or construct or carry out works on land that adjoins existing or future primary or secondary arterial road, being Tarletons Road, Mount Cottrell Road, Taylors Road, Paynes Road, Leakes Road shown on Plan 1 of this Schedule must be accompanied by a Shared Path Network Plan.

The Shared Path Network Plan must respond to the Place Based Plan, Infrastructure and Development Staging Plan, and ICP PIP Table and identify the direction and distances to existing activity nodes, including local employment centres, community centres, primary and secondary schools, community infrastructure and/or a major public transport hub such as a railway station or bus interchange, and:

- Identify the existing pedestrian, bicycle and/or shared path network connections along these roads.
- Identify any sections of the pedestrian, bicycle and/or shared path network along these roads that is not constructed that would provide continual access to existing activity nodes.
- Identify the relevant ICP items required to be delivered in full or in part to ensure continuous connections to activity nodes are provided.

Acoustic Assessment Report

Any application for use, subdivision or development of land for Accommodation, Education centre (other than Tertiary institution and Employment training centre) or Hospital within a noise influence area shown on Plan 15 Noise Influence Areas of the *Melton East Precinct Structure Plan*, must be accompanied by an acoustic assessment report prepared by a qualified acoustic engineer or other suitably skilled person to the satisfaction of the responsible authority which:

- Applies the following noise objectives:
  - Not greater than 35 dB LAeq,8h when measured within a sleeping area between 10pm and 6am.
  - Not greater than 40 dB LAeq,16h when measured within a living area between 6am and 10pm.
  - For areas other than sleeping and living areas, not greater than the median value of the range of recommended designed sound levels.
- Noise levels should be assessed:

- Considering the cumulative noise from all sources impacting on the proposal including existing and likely future road traffic noise, industry noise and other potential noise sources; and
- In unfurnished rooms with a finished floor and the windows closed and be based on average external noise levels measured as part of a noise level assessment.

- Identifies lots and/or buildings requiring mitigation from noise from all sources impacting on the proposal, including road traffic noise and industry noise. If lots and/or buildings requiring acoustic mitigation are identified, the report should include recommendations for any noise attenuation measures required to meet the applicable noise level objectives. These recommendations should prioritise measures that benefit both outdoor and indoor spaces, and should address:
  - Noise compatible design for buildings, with siting, orientation, and internal layout, to be considered prior to setting building envelope performance requirements.
  - Potential noise character (tonality, impulsiveness or intermittency);
  - Noise with high energy in the low frequency range;
  - Transient or variable noise; and
  - Vibration.

This requirement does not apply if the permit applicant provides, to the satisfaction of the responsible authority, a statement in writing, supported by verifiable evidence, from a qualified acoustic engineer or other suitably skilled person to the satisfaction of the responsible authority that, having regard to Clause 13.05, the proposed development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions, and that no noise attenuation measures are required.

Integrated Water Management

An application to subdivide land must be accompanied by an Integrated Water Management Strategy, with a focus on drainage servicing, that assesses the existing surface and subsurface drainage conditions on the site, addresses the provision, staging and timing of stormwater drainage works, including temporary outfall provisions, flow rate and flow volume management, to the satisfaction of Melton City Council and Melbourne Water.

Bushfire Management Plan

An application to subdivide land adjacent to a Bushfire Hazard Area shown on Plan 9 Bushfire of the *Melton East Precinct Structure Plan* must be accompanied by a Bushfire Management Plan that demonstrates how the application will address bushfire risk at the site. The plan must be prepared in accordance with the relevant requirements and guidelines in the *Melton East Precinct Structure Plan*, unless otherwise agreed in writing by the Responsible Authority and CFA. The plan must include:

- The design and layout of the subdivision, including lot layout, road design and access points, both vehicular and pedestrian;
- The location of any bushfire hazard areas;
- The details of any bushfire protection measures required for individual lots;
- The identification of any areas to form the setback between a bushfire hazard and built form;
- The details of any vegetation management in any area of defendable space including, information on how vegetation will be managed and when the vegetation management will occur i.e. annually, quarterly, during the fire danger period;
- Notation that indicated what authority is responsible for managing vegetation within open space areas; and
- Notation that ensures that the areas of classified vegetation in the nominated bushfire hazard areas must be managed to a level that will ensure the vegetation classification under AS3959-2018 will not be altered.

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The responsible authority and fire authority may waive this requirement if a plan has been approved for the land.

Preliminary Risk Screen Assessment

An application to subdivide land or use or develop land for a sensitive use (residential use, childcare centre, pre-school centre, primary school or children's playground) and, must be accompanied by a Preliminary Risk Screen Assessment in accordance with the *Environment Protection Act 2017*. The assessment must be issued stating that an environmental audit is not required for the application.

An application to subdivide land (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision) to enable the ultimate use or development of land for a sensitive use (residential use, childcare centre, kindergarten, pre-school centre, primary school, even if ancillary to another use) or children's playground or secondary school and on land identified in Table 2 of this Schedule must be accompanied by either:

- A Preliminary Risk Screen Assessment in accordance with the *Environment Protection Act 2017* stating that an environmental audit is not required for the land: or;
- An environmental audit statement under Part 8.3, Division 3 of the *Environment Protection Act 2017* which states that the land is suitable for the proposed use or development; or
- An environmental audit statement under Part 8.3, Division 3 of the *Environment Protection Act 2017* which states that the land is suitable for the proposed use or development if the recommendations made in the statement are complied with.

If an environmental audit statement under Part 8.3 of the Environment Protection Act 2017 has been issued stating that the land is suitable for the land use under the Environmental Reference Standard 2021, a condition must be included on the planning permit consistent with section 4.0 of this schedule.

Where a Preliminary Risk Screen Assessment (or environmental audit) has already been undertaken for the land, a further PRSA (or environmental audit) may not be required, if the previous Preliminary Risk Screen Assessment (or environmental audit) has considered the relevant land uses under the Environmental Reference Standard 2021.

This requirement does not apply to the construction or carrying out of buildings and works if:

- The buildings and works are associated with an existing sensitive use, secondary school or children's playground, included in Clause 62.02-1 or 62.02-2, and the soil is not disturbed;
- The buildings and works are required by the Environment Protection Authority or an environmental auditor appointed under the *Environment Protection Act 2017* to make the site suitable for use; or
- The buildings and works are reasonably required by environmental auditor appointed under the *Environment Protection Act 2017* or the *Environment Protection Act 1970* to undertake a preliminary risk screen assessment or environmental audit.

If a Preliminary Risk Screen Assessment determines that an environmental audit is required, a condition must be included on the planning permit consistent with section 4.0 of this schedule to require that an environmental audit statement under Part 8.3 of the *Environment Protection Act 2017* must be issued stating that the land is suitable for the use or proposed use.

This application requirement does not apply to any lot where the Environmental Audit Overlay applies.

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Table 2

Address	Legal Description
2145-2169 Melton Highway Melton	Lot 4 LP200559
499-525 Mount Cottrell Road Grangefields	Lot 2 LP216717
527-555 Mount Cottrell Road Grangefields	Lot 3 LP216717
10 Judd Court Grangefields	Lot 10 LP218298
12 Judd Court Grangefields	Lot 8 LP218298
28-100 Water Reserve Road Grangefields	Lot 2 LP98912
107-121 Water Reserve Road Grangefields	Lot 1 TP213863
Water Reserve Road Grangefields	Lot 1 TP118945
1031-1085 Beattys Road Grangefields	Lot 3~7 PP2927
1072-1114 Beattys Road Grangefields	Lot 1 TP542527
780-792 Leakes Road Grangefields	Lot 2 PS518411
66-114 Paynes Road Grangefields	Lot 5 LP137020

Preliminary Site Investigation

An application to use, subdivide land (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), or to construct a building or construct and carry out works on land associated with the new or existing use of the land for Minor sports and recreation facility, Retail premises, Office, Industry or Warehouse and described in Table 3, must be accompanied by a Preliminary Site Investigation (PSI) prepared by a suitably qualified environmental consultant in accordance with National Environment Protection (Assessment of Site Contamination) Measure (National Environment Protection Council, 1999).

The PSI must make a recommendation as to:

- The likelihood of contamination and its potential to affect the planning proposal.
- Whether a risk-based remediation or management strategy can be derived or further investigation (such as an audit) is recommended.

Table 3

Address	Legal Description
2530 Western Highway Grangefields	Lot 1 PS537638
11 Judd Court Grangefields	Lot 9 LP218298
9A Judd Court Grangefields	Lot 2 PS520699

Sodic and dispersive soils management plan

For an application to subdivide land, a sodic and dispersive soils management plan must be prepared by a suitability qualified professional, that describes:

- The existing site conditions, including:
  - extent of sodic and dispersive soils based on topsoil and subsoil samples in the works area.
  - land gradient.
  - erosion risk mapping
  - the extent of any existing erosion, landslip or other land degradation.

- Soils investigation, undertaken by a soil scientist;
- The extent of any proposed earthworks;
- Recommendations for soil management practices (including fill) with consideration of anticipated sodic and dispersive soil exposure;
- The management of drainage during all stages of development (including run-off);
- The staging of development;
- Any training and supervisions processes proposed for construction contractors to ensure compliance with the sodic and dispersive soils management plan;
- Proposed document monitoring and reporting processes that ensure works are undertaken in accordance with the sodic and dispersive soils management plan;
- Any treatment of soil proposed to be removed from the site;
- Any post-construction monitoring and/or management requirements; and
- Recommendations that inform a site management plan including:
  - The management, volume and location of any stockpiles.
  - Vehicle access and movement within the site area.
  - Any treatment to manage the soil while works are undertaken.
  - Treatments to rehabilitate areas that are disturbed during site works.
  - Any soil treatment to manage the soil to reduce risk to existing or current infrastructure and dwellings.

Salvage and translocation

All applications for subdivision of land identified as 'Potential Salvage Operations' by the MSA Map Share tool must be accompanied by evidence that a salvage enquiry form has been submitted to the Department of Energy, Environment and Climate Action.

4.0 Conditions and requirements for permits

30/07/2018

Conditions – Subdivision permits that allow for the creation of a lot of less than 300 square meters

A permit issued before 31 December 2026 which allows for the subdivision of land to create a lot of less than 300 square metres, must include the following condition:

- Before the plan of subdivision is certified under the Subdivision Act 1988, a plan must be approved and endorsed by the responsible authority, that identifies the lots to which:
  - type A or type B of the Small Lot Housing Code (Victorian Planning Authority, 2019) applies;
  - or – type A, type B or type C of the Small Lot Housing Code (Victorian Planning Authority, November 2024) applies.

to the satisfaction of the responsible authority.

A permit issued on or after 31 December 2026, other than an amendment of a permit issued before 31 December 2026 under section 72 of the Act , which allows for the subdivision of land to create a lot of less than 300 square metres, must include the following condition:

- Before the plan of subdivision is certified under the Subdivision Act 1988, a plan that identifies the lots to which type A, type B or type C of the Small Lot Housing Code (Victorian Planning Authority, 2024).

Conditions – Bushfire management plan

A permit to subdivide land adjacent to a Bushfire Hazard Area shown on Plan 9 Bushfire, must include the following condition:

- Unless otherwise agreed by the Responsible Authority and the Country Fire Authority, before certification of the plan of subdivision the Bushfire Management Plan must be endorsed by the Responsible Authority.

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Conditions – Heritage Sites

Any permit for subdivision of land containing the Heritage Overlay must contain the following conditions:

- Prior to the certification of a stage of the subdivision, a conservation Management Plan must be approved for the heritage place to ascertain cultural value/significance, appropriate site boundaries, required restoration works, possible future uses and interpretative signage.
- Before the commencement of works for any stage of subdivision or development, the heritage place must be appropriately secured against damage as a result of works, deterioration, and the effects of weather, trespassing or vandalism to the satisfaction of the Responsible Authority.
- Prior to the issue of a statement of compliance for the first stage of subdivision the owner must enter into an agreement with the Responsible Authority made pursuant to Section 173 of the Planning and Environment Act 1987 which provides for works to the heritage places for the purposes of restoration and repair are in accordance with the timeframes and requirements of the approved Conservation Management Plan.

Condition – Integrated water management plan

A permit to subdivide land must include the following condition:

- Unless otherwise agreed by the Responsible Authority and Melbourne Water, before certification of the plan of subdivision the Integrated Water Management Plan must be endorsed by the Responsible Authority.

Condition – Public Transport

Unless otherwise agreed by Head, Transport for Victoria, prior to the issue of a statement of compliance for any subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed:

- In accordance with the Public Transport Guidelines for Land Use and Development; and compliant with the Disability Discrimination Act – Disability Standards for accessible Public Transport 2002.
- At locations approved by the Department of Transport and Planning, at no cost to the Department of Transport and Planning, and to the satisfaction of Head, Transport for Victoria.

Condition – Road Network

Any permit for subdivision or buildings and works must contain the following conditions:

- Prior to the certification of a plan of subdivision, the plan of subdivision must show the land affected by the widening of the road reserve which is required to provide road widening and/or right of way flaring for the ultimate design of any adjacent intersection.
- Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed arterial road must be transferred to or vested in council at no cost to the acquiring agency unless funded by the Melton East Infrastructure Contributions Plan.

Condition – Shared Path Network

A permit granted to subdivide land, construct a building or construct or carry out works on land that adjoins existing or future primary or secondary arterial road, being Tarletons Road, Mount Cottrell Road, Taylors Road, Payne Road, Leakes Road, shown on Plan 1 of this Schedule, must include the following condition:

- Before the Statement of Compliance for the plan of subdivision is issued (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), or before a building permit is issued (whichever comes

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first), a dedicated shared path must be constructed between the subject site and existing activity nodes, to the satisfaction of the responsible authority in accordance with the Shared Path Network Plan.

Condition – Freeway Noise Wall

Any permit for subdivision, use or buildings and works abutting the Western Freeway must contain the following conditions:

- Any subdivision (or, in the case of a staged subdivision, the first stage of subdivision), use or buildings and works on land directly abutting the Western Freeway boundary must comply with the VicRoads Traffic Noise Reduction Policy, 2005 to the satisfaction of, and at no cost to, the Head, Transport for Victoria.

Condition – Public Infrastructure Plan

Any permit for subdivision must contain the following conditions:

- Prior to the certification of a plan of subdivision or at such other time which is agreed between the council and the owner, if required by the responsible authority or the owner, the owner must enter into an agreement or agreements under section 173 of the Planning and Environment Act 1987 which provide for:
  - The implementation of the Public Infrastructure Plan approved under this permit.
  - The timing of any payments to be made to a person in respect of any infrastructure project having regard to the availability of funds in the Infrastructure Contributions Plan.

Condition – Environmental Audit

Any permit to subdivide land (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision) to enable the ultimate use or development of land for a sensitive use (residential use, childcare centre, kindergarten, pre-school centre, primary school, even if ancillary to another use) or children's playground or secondary school and where an environmental audit statement under Part 8.3 of the *Environment Protection Act 2017* has been issued stating that the land is suitable for the use or proposed use subject to recommendations:

- The recommendations that relate to the use and development of the land must be complied with to the satisfaction of the responsible authority before the use or development commences; and
- Written confirmation of compliance with any recommendations in the environmental audit statement must be provided by a suitably qualified environmental professional (with the costs borne by the applicant) to the satisfaction of the responsible authority, regarding verification of works.

Where recommendations of the Environmental Audit Statement require significant ongoing maintenance and/or monitoring, the applicant must enter into an agreement with the responsible authority under Section 173 of the *Planning and Environment Act 1987*. The Section 173 Agreement must be executed on the title of the relevant land prior the grant of a permit to develop the land, unless otherwise agreed to by the responsible authority. The applicant must meet all costs associated with drafting and execution of the Agreement, including those incurred by the responsible authority.

Condition – Security of conservation land

A permit to subdivide land containing a 'conservation area' as shown in the *Melton East Precinct Structure Plan* must include the following condition:

The owner of the land must, as part of the plan of subdivision (or the first plan of subdivision submitted for registration, in the case of any staged subdivision), create the

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'conservation area' as a separate lot or reserve. The boundaries of the lot or reserve on the plan of subdivision are subject to the prior satisfaction of the Secretary to the *Department of Energy, Environment and Climate Action* as constituted under Part 2 of the Conservation, Forests and Lands Act 1987 (Secretary). The owner must further secure the conservation area, by causing that lot or reserve to be vested, transferred, or protected in perpetuity in one of the following ways:

- Prior to a statement of compliance being issued for the plan of subdivision (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), enter into an agreement under section 173 of the *Planning and Environment Act 1987* by which the owner agrees to transfer ownership of the conservation area to, or to vest the conservation area in, the Minister responsible for section 5 of the *Crown Land (Reserves) Act 1978*, the Council or Melbourne Water. The transfer or vesting must either be for no or nominal consideration. The Secretary and the person or body to whom the land is to be transferred or vested must also be a party to the agreement. The terms of the agreement must include that the owner pays the reasonable costs of the other parties to the agreement that were incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration; or
- Prior to a statement of compliance being issued for the plan of subdivision (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), enter into an agreement with the Secretary under section 69 of the *Conservation, Forests and Lands Act 1987*, which provides for the conservation and management of the conservation area by or on behalf of the owner in perpetuity. The terms of the agreement must include that the owner pays the reasonable costs of the Secretary incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration.

The requirement to include the above condition does not apply if the permit applicant provides the responsible authority with a statement in writing from the Secretary, as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*, that the condition is not required because the Secretary is satisfied that either:

- the land containing the conservation area is expected to be further subdivided and a further planning permit will be required for that subdivision (to which the above condition requirement will apply); or
- the conservation area has been or will be otherwise secured in perpetuity.

Condition – Fencing of conservation areas

A permit granted to subdivide land where works are required to carry out the subdivision, or a permit granted to construct a building or carry out works, on land including or abutting a conservation area as shown in the *Melton East Precinct Structure Plan*, must include the following condition:

Prior to the commencement of development, a conservation area fencing plan must be submitted to and approved by the Secretary to the *Department of Environment, Energy and Climate Action* (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*) (Secretary) to ensure the conservation area is adequately protected. The fencing plan must contain the following:

- The boundaries of any conservation area, and the location of any scattered tree and the boundaries of any patch of native vegetation within the conservation area.
- The location and alignment of temporary protection fencing showing the following minimum distance from the element to be protected:

Element	Distance
Conservation area	0.5 metres

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Scattered tree	12 x diameter at a height of 1.3 metres
Patch of native vegetation	2 metres

- The timing of installation and removal of temporary protection fencing.
- The timing of installation of permanent fencing.
- Location and details of ongoing maintenance vehicle access points;
- The type of temporary and permanent fencing including materials, heights and spacing of uprights;
- Frequency of inspections and rectification works for temporary protection fencing.

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary to the Department of Energy, Environment and Climate Action and the responsible authority.

Stockpiles, fill, machinery, vehicle parking, excavation and construction activity of any kind must not be bought into, or be undertaken within, the area to be fenced, except with the prior written consent from the Secretary.

Condition – Correct alignment of protective fencing

Buildings and works must not commence until written evidence that protection fencing has been erected in accordance with the approved Conservation Area Fencing Plan is provided by a suitably qualified land surveyor to the Secretary to the *Department of Energy, Environment and Climate Action* (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) (Secretary), and the Secretary confirms it is satisfied by the evidence.

Condition – Land management plan for conservation area

A permit to subdivide land containing a conservation area as shown in the *Melton East Precinct Structure Plan* must include the following condition:

Prior to the commencement of development, a land management plan for the conservation area land must be prepared by a suitably qualified consultant, submitted to, and approved by the Secretary to the Department of Energy, Environment and Climate Action (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) (Secretary). The land management plan must outline how the biodiversity values for the land identified in the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (Department of Environment and Primary Industries, 2013) will be maintained, managed and improved, including:

- How environmental weeds will be managed up until the securing of the conservation area.
- How any revegetation will be undertaken in coordination with weed management activities to prevent re-colonisation of weed species.
- How rubbish and hazards will be removed, and any contaminated material managed up until the securing of the conservation area.

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary and the responsible authority.

Condition – Construction environmental management plan

A planning permit to subdivide land, construct a building, or construct or carry out works on or within 50 metres of land shown as a conservation area in the incorporated *Melton East Precinct Structure Plan* must include the following condition:

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Before works start, a Construction Environmental Management Plan consistent with *DELWP requirements for Construction Environmental Management Plans under the Melbourne Strategic Assessment (Department of Environment, Land, Water and Planning, November 2020*) must be submitted to and approved by the Secretary to the Department of Energy, Environment and Climate Action (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*) and the responsible authority, demonstrating how the conservation area will be protected during works.

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary and the responsible authority.

Condition – Salvage and translocation

Prior to the commencement of development, a salvage inquiry form must be submitted to the Secretary to the Department of Energy, Environment and Climate Action (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*) (Secretary), and where required the Secretary must be permitted to access the land to conduct salvage operations, in accordance with the requirements of the *Salvage and Translocation Protocol for Melbourne's Growth Corridors 2018 (Department of Environment, Land, Water and Planning, 2018*).

Requirement – Sodic and dispersive soil site management plan

A permit to subdivide land must include a condition that requires a site management plan be prepared that implements the recommendations identified in the sodic and dispersive soil management plan, to the satisfaction of the Responsible Authority.

5.0 Exemption from notice and review

30/07/2018

An application for a use listed in Section 2 of the Residential Growth Zone and General Residential Zone on land where the applied zone listed at Table 1 of this schedule is Residential Growth Zone or General Residential Zone is not exempt from the notice requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

6.0 Decision guidelines

30/07/2018

The following decision guidelines apply to an application for a permit under Clause 37.07, in addition to those specified in Clause 37.07 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

Town Centre floorspace

Before deciding on an application to create floorspace in excess of any cap in a local town centre or local convenience centre, the responsible authority must consider, as appropriate:

- The local catchment and PSP catchment demand for the additional floor area; and
- The effect on existing and future major town centres within City of Melton.

Noise impacts

Before deciding on a permit application under this schedule on land included within a Noise Influence Area on Plan 15 – Noise Influence Areas of the incorporated Melton East Precinct Structure Plan the responsible authority must consider, as appropriate:

- If Accommodation, Hospital or Education centre (other than Tertiary institution and Employment training centre) is proposed, whether the proposal minimises the impact on human health and amenity from noise exposure near the transport system and other noise emission sources having regard to:

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- the impact of potential noise sources have been mitigated through siting, orientation design, layout, and location; and whether this reduces the need for acoustic treatment of buildings or compromises the useability of the building by its occupant;
- Any building façade treatments that are required to mitigate noise impacts; and
- Any relevant recommendations of an Acoustic Assessment Report for the application.

Affordable housing

Before deciding on an application to develop or subdivide land for dwellings, the responsible authority must consider, as appropriate:

- Whether the proposed subdivision application contributes towards the provision of affordable housing;
- The ministerial Notice under 3AA(2) of the Act, as amended from time to time.

Shared Path Network

Whether the proposed application to subdivide land, construct a building or construct or carry out works on land that adjoins existing or future State roads, will enable safe pedestrian, bicycle and/or shared path network access to existing activity notes, including local employment centres, community centres, primary and secondary schools, public transport and community infrastructure.

7.0 Signs

04/10/2018

None specified.

24/04/2019
C199melt

SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

1.0
13/07/2023
C219melt

Application requirements

The following application requirements apply to an application under Clause 43.01, in addition to those specified elsewhere in the planning scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A Conservation Management Plan for heritage buildings and places where adaptation or change of use are proposed.
- A written justification as to why demolition or any proposed additions to a dry stone wall is required.
- Where any demolition of a dry stone wall is proposed (partial or full):
    - An assessment of the condition of the dry stone wall by a suitably qualified professional.
    - A plan for the proposed re-use or storage of any removed stone.
    - Photographs or other suitable records of the dry stone wall.
- Where partial demolition of a dry stone wall is proposed:
    - The extent of removal required, including the percentage of the demolished area in relation to the whole structure.
    - Details of how the section of dry stone wall will be reconstructed (where applicable).
- Where demolition of a dry stone wall section to create an opening is proposed, detail on the new wall end construction.
- Where any alterations to a dry stone wall are proposed (added to, reconstructed or conserved):
    - Sections of the dry stone wall where it is proposed to be altered.
    - Details of who will be carrying out the proposed works.
- Where conservation or reconstruction is proposed for a dry stone wall, details of how the style of works is in keeping with the structure and form of the original or adjoining lengths of wall.
- Where additions to a dry stone wall are proposed, detail on the proposed additions to demonstrate that they will not disturb its structure.
- Where subdivision or development is proposed:
    - A feature survey of any dry stone wall within the proposed development.
    - A Dry Stone Wall Management Plan that includes the following:
        - Photographs (or suitable records) of the dry stone wall.

- Recommendations for repair and / or reconstruction.
- Conservation works which will retain the cultural significance of the dry stone wall.
- A plan showing the proposed location of any landscaping, footpaths, and structures which may impact the dry stone wall.

2.0
20/03/2023
VC229

Heritage places

The requirements of this overlay apply to both the heritage place and its associated land.

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1	**Eynesbury** Eynesbury Road and Springhill Road	-	-	-	-	-	Yes Ref No H362	Yes	No
HO2	**Exford Homestead** Exford Road	-	-	-	-	-	Yes Ref No H316	Yes	No
HO3	**Strathtulloh** 1402-1600 Greigs Road	-	-	-	-	-	Yes Ref No H317	Yes	No
HO4	**Deanside Homestead Complex** 96-103 Reed Court	-	-	-	-	-	Yes Ref No H810	Yes	No
HO5	**Christ (Anglican) Church**	No	No	No	Yes	No	No	No	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	2-4 Unitt Street, Melton The heritage place is the former Christ Church Sunday school hall, metal bell tower and stained glass windows of former church.								
HO6	**Presbyterian Church** Yuille Street, Melton The heritage place is the bluestone chapel and brick church hall.	No	No	Yes	Yes	No	No	No	No
HO7	**'The Willows'** In the Willows Historical Park, 76–82 Reserve Road The heritage place is the house and the parkland setting, the memorial gates and the cypress tree by cowbail, pepper tree by memorial, avenue of gums and gum in northwest corner.	No	No	Yes	Yes	Yes	No	Yes	No
HO8	**Railway Viaduct over Melton Reservoir** (Also in Brookfield and Exford)	-	-	-	-	-	Yes Ref No H2327	No	No
HO9	**Bridge over Djerriwarrh Creek**	-	-	-	-	-	Yes Ref No	No	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Disused section of the Western Highway.						H1658		
HO10	**Rockbank Inn** Beattys Road and 1992-2106 Western Highway	-	-	-	-	-	Yes Ref No H1933	Yes	No
HO13	**'Lynuilg' Homestead** 477-569 Bensons Road The heritage place is the house, hipped outbuilding, draughthorse stabling, underground tank, milking/shearing shed and Canary Island Palms nearby the main house.	No	No	Yes	Yes	Yes	No	Yes	No
HO14	**'Glencoe'** 518-610 Blackhill Road The heritage place is the stone house, dry stone walls, stables, dairy, fowl house, pig pen and Norfolk Island pines at the entrance to the homestead.	Yes – homestead and stable/dairy	No	Yes	Yes	Yes	No	Yes	No
HO15	**House 'Angus Downs'** 546-570 Blackhill Road	No	No	No	Yes	No	No	Yes	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	The heritage place is the house.								
HO16	**House** 2-200 Porteous Road The heritage place is the house.	No	No	No	Yes	No	No	Yes	No
HO17	**'Melton Park'** 691-801 Bulmans Road The heritage place is the house, garden setting of cypress, peppercorn and other exotics and stables.	No	No	Yes	Yes	Yes	No	Yes	No
HO18	**Paine's Cottage** 152-176 Chapmans Road The heritage place is the timber cottage, remnant front fence and four Italian cypresses.	No	No	Yes	Yes	Yes	No	Yes	No
HO19	**Cornwall Park Stud** 2389-2485 Diggers Rest Coimadai Road The heritage place is the main Federation house, former coach house/stables and the Inter-war	No	No	No	Yes	Yes	No	Yes	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Bungalow cottage.								
HO20	**Former Condons Dairy** 1397 Diggers Rest Coimadai Road The heritage place is the former dairy and rubble walls.	Yes	No	No	Yes	Yes	No	Yes	No
HO21	**'Toolern Park'** 1558-1672 Diggers Rest-Coimdai Road The heritage place is the house, dry stone walls and mature conifers.	No	No	Yes	Yes	Yes	No	Yes	No
HO22	**House 'Kuloomba'** 2203 Diggers Rest Coimdai Road The heritage place is the house, and two outbuildings.	No	No	No	Yes	Yes	No	Yes	No
HO23	**War Memorial** In Reserve off Diggers Rest Coimadai Road The heritage place is the memorial and the land around the memorial for a distance of five metres.	Yes	No	No	Yes	No	No	No	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO24	**Farm Complex** 1229-1279 Gisborne Melton Road The heritage place is the house, cottage, stone ruin, underground tank, brick garage and potential archaeological remains.	Yes - brick garage (former dairy) and stone ruins	No	No	Yes	Yes	No	Yes	No
HO25	**House** 1374 - 1404 Gisborne Melton Road The heritage place is the house.	No	No	No	Yes	No	No	Yes	No
HO26	**House 'Creighton'** 1618 Gisborne Melton Road The heritage place is the house and immediate garden setting and the two Canary Island Palm trees at the front of the house.	Yes	No	Yes	Yes	No	No	Yes	No
HO27	**House & Outbuilding** 310 - 360 Gisborne Melton Road The heritage place is the house and rendered brick outbuilding and the immediate setting of cypress trees.	No	No	Yes	Yes	Yes	No	Yes	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO28	**Ruin 'McIntosh Cottage'** 687-777 Gisborne - Melton Road The heritage place is the stone ruin and peppercorn tree.	Yes	No	Yes	Yes	No	No	No	No
HO29	**Former 'Yangardook' Cottage** 575-685 Gisborne Melton Road The heritage place is the stone cottage.	Yes	No	No	Yes	No	No	Yes	No
HO30	**Ruin 'The Elms'** 779-859 Gisborne Melton Road The heritage place is the stone ruin.	Yes	No	Yes	Yes	No	No	No	No
HO31	**'Glen Elgin'** 766-858 Gisborne Melton Road The heritage place is the house, stables, timber shed, underground tank, shearing shed, two stone cottages, cattle yards and the immediate setting of Monterey cypresses along the drive, conifers and palm in main house garden, the Algerian Oaks, Bunya Bunya	Yes - brick stables, stone cottages and shed	No	Yes	Yes	Yes	No	Yes	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Pine, Osage Orange and English Elms.								
HO32	**Hjorth's Farm** 163 Hjorths Road The heritage place is the dry stone wall dam, terraces, remains of the irrigation system and orchard trees.	No	No	Yes	Yes	No	No	No	No
HO33	**'Norwood'** 78-132 Hoggs Road The heritage place is the house and bird-watchers cabin.	No	No	No	Yes	Yes	No	Yes	No
HO35	**'Wattle Grove' House & Shed** 117-125 McPhersons Road The heritage place is the house, shearing shed and stable.	No	No	No	Yes	Yes	No	Yes	No
HO36	**'Greenhills'** 1260-1398 Diggers Rest-Coimdai Road The heritage place is the house, outbuildings, garden setting of palm, eucalypt, and peppercorn	No	No	Yes	Yes	Yes	No	Yes	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	trees in front of house, isolated oak tree near creek, and remnant conifers near house, dry stone walls and dams.								
HO37	**'Pinewood' Homestead** 783-829 Blackhill Road The heritage place is the stone house, dry stone walls, the old pine garden and driveway plantings, the Aleppo pine at the front gate, the Hawthorn plantings, and the old pear and pine trees near the original homestead site.	Yes -the bluestone portions of the homestead	No	Yes	Yes	Yes	No	Yes	No
HO38	**Stone Cottage** 189-193 Blackhill Road The heritage place is the stone cottage.	Yes - random rubble walls	No	No	Yes	No	No	Yes	No
HO39	**House & Bullock Track** 847-1071 Blackhill Road The heritage place is the house and former Bullock track remains.	No	No	No	Yes	Yes	No	Yes	No
HO40	**Plumpton Hare Enclosure**	No	No	Yes	Yes	No	No	No	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	847-1071 Blackhill Road The heritage place is the remains of an enclosure made of dry stone walls and the land around the enclosure for a distance of five metres including the old eucalyptus in the enclosure.								
HO41	**Aitken's Gap Pine Avenue** Calder Freeway The heritage place is the avenue of Monterey Pine trees along the Freeway and a distance of five metres beyond their canopy.	No	No	Yes	Yes	No	No	No	No
HO42	**Diggers Rest Railway Station & Platforms** Calder Highway The heritage place is the railway station and the bluestone platform.	Yes	No	No	Yes	No	No	No	No
HO43	**The Diggers Rest Hotel** 1434-1466 Calder Highway The heritage place is the hotel, the wooden garage, remnant paving, oak tree and potential	No	No	Yes	Yes	Yes	No	Yes	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	archaeological material.								
HO44	**Former Diggers Rest School** 1290 Calder Highway The heritage place is the former school house.	No	No	No	Yes	No	No	Yes	No
HO45	**Sanger Grave** 1286-1292 Calder Highway The heritage place is the brick monument and the land around the grave for a distance of five metres.	Yes	No	No	Yes	No	No	No	No
HO46	**House** 1376 - 1432 Calder Highway The heritage place is the house.	No	No	No	Yes	No	No	Yes	No
HO47	**House** 2- 180 Davis Road The heritage place is the house, front timber picket fence, front and side cypress, and other exotics and outbuildings to the west of driveway.	No	No	Yes	Yes	Yes	No	No	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO48	**Former Murphy Dam** 209 - 247 Plumpton Road The heritage place is the dam, dry stone dam wall and dry stone walls around the gully.	No	No	No	Yes	Yes	No	No	No
HO49	**Former Army Radio Station** 107- 207 Diggers Rest-Coimadai Road The heritage place is the bow-roofed, WW II building.	No	No	No	Yes	No	No	Yes	No
HO50	**Former Clarke Dam** 544-618 Diggers Rest-Coimadai Road The heritage place is the Dam and dry stone wall.	No	No	No	Yes	No	No	No	No
HO51	**Arrunga** 77-347 Holden Road The heritage place is the house and driveway trees of cypress and eucalyptus in three rows along the edge of the two driveways.	No	No	Yes	Yes	No	No	Yes	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO52	**House** 932-1036 Holden Road The heritage place is the house, scrolled metal gate and timber post and wire fence.	No	No	No	Yes	Yes	No	Yes	No
HO53	**Holden Road Dam** 765-789 Holden Road The heritage place is the dry stone dam wall and dam.	No	No	No	Yes	No	No	No	No
HO54	**Bridge over Kororoit Creek** Melton Highway The heritage place is the early masonry bridge.	Yes	No	No	Yes	No	No	No	No
HO55	**House** 974-1048 Melton Highway The heritage place is the house and dry stone wall and cypresses around house.	No	No	Yes	Yes	Yes	No	Yes	No
HO56	**Gollars Court** 1366-1496 Melton Highway	Yes	No	No	Yes	No	No	Yes	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	The heritage place is the house.								
HO57	**Norton Ruin** 1912-1962 Melton Highway The heritage place is the stone ruin and dry stone walls to the north and west.	Yes	No	No	Yes	Yes	No	No	No
HO58	**House** 911-935 Melton Highway The heritage place is the house and boundary plantings of Monterey cypresses.	No	No	Yes	Yes	No	No	Yes	No
HO59	**Rocklands** 211 Mt Aiken Road The heritage place is the brick house and the dry stone wall in the former garden.	No	No	No	Yes	Yes	No	Yes	No
HO60	**Mt. Aiken Site & Ruin** 740-794 Mt Aitken Road The heritage place is the semi-ruinous stone building and the archaeological remains of former	Yes	No	Yes	Yes	Yes	No	No	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	structures, including walls, tracks and gardens and the conifer shelter plantings and any remnant garden plantings.								
HO61	**Bluestone Cottage & Ruinous Timber dwelling** 2-88 Mt Cottrell Road The heritage place is the ruinous timber building, stone cottage, dry stone walls and Peppercorn tree and gum tree adjacent to buildings.	No	No	Yes	Yes	Yes	No	Yes	No
HO62	**Mt Kororoit Homestead** 2-88 Leakes Rd The heritage place is the house, timber outbuildings, shearing shed, dry stone walls and peppercorn and palm trees.	No	No	Yes	Yes	Yes	No	Yes	No
HO63	**Plumpton Dam** 412- 518 Plumpton Road The heritage place is the dam, dry stone dam wall and embankment.	No	No	No	Yes	No	No	No	No
HO64	**'Plumpton Park'**	No	No	Yes	Yes	No	No	Yes	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	412- 518 Plumpton Road The heritage place is the house and setting and cypress trees.								
HO65	**Rocklands Dam** 131-199 Townsings Rd The heritage place is the dam and dry stone dam wall.	No	No	No	Yes	No	No	No	No
HO66	**Bridge over Toolern Creek** Bridge Road The heritage place is the bridge.	No	No	No	Yes	No	No	No	No
HO68	**Kippenross** 429-455 Bulmans Road The heritage place is the house, laundry, underground tank, avenue of Sugar Gums and driveway.	Yes	No	Yes	Yes	Yes	No	Yes	No
HO69	**Melton Cemetery** Centenary Avenue The heritage place is the Melton Cemetery, the Sheoaks and Monterey pines.	No	No	Yes	Yes	No	No	No	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Incorporated plan: *Melton Cemetery Incorporated Plan*								
HO70	**Darlingsford Barn** 13 - 15 Darlingsford Boulevard The heritage place is the former barn.	Yes	No	No	Yes	No	No	Yes	No
HO71	**Melton South State School No. 3717** 34-46 Exford Road The heritage place is the interwar brick school building.	Yes	No	No	Yes	No	No	Yes	No
HO72	**House** 2 Exford Road The heritage place is the house.	No	No	No	Yes	No	No	Yes	No
HO73	**House** 54-56 Exford Road The heritage place is the house.	No	No	No	Yes	No	No	Yes	No
HO74	**Parklea**	No	No	Yes	Yes	Yes	No	Yes	No

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	148-200 Abey Road The heritage place is the house, driveway, the peppercorn trees flanking driving and cypress trees nearby the house, two farm outbuildings and the immediate setting.								
HO75	**Former Melton Reservoir** In Hannah Watts Park, High Street The heritage place is the reservoir pond and a bluestone inlet on Toolern Creek.	No	No	No	Yes	No	No	No	No
HO76	**Former Melton Courthouse** 323-329 High Street The heritage place is the former court house.	Yes	No	No	Yes	No	No	Yes	No
HO77	**War Memorial** High Street The heritage place is the two memorials and the land around the memorials for a distance of five metres.	Yes	No	No	Yes	No	No	No	No

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HO78	**Staughton Memorial** High Street The heritage place is the memorial lamppost and the land around the memorial for a distance of five metres.	Yes	No	No	Yes	No	No	No	No
HO79	**Former Mechanics Institute** 232-238 High Street The heritage place is the former Mechanics Institute.	Yes	No	No	Yes	No	No	Yes	No
HO80	**Walnut Tree** In front of Civic Centre, High Street The heritage place is the tree and the land beneath the canopy for a distance of five metres.	No	No	Yes	Yes	No	No	No	No
HO81	**Coronation Tree** In Hannah Watts Park, High Street The heritage place is the tree and the land beneath the canopy for a distance of five metres.	No	No	Yes	Yes	No	No	No	No
HO82	**Melton Valley Golf Course**	No	No	Yes	Yes	Yes	No	No	No

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	Yuille Street & Melton Valley Drive The heritage place is the graves, former roadways, dairy tree and small fig tree associated with a former house and potential archaeological sites located on the golf course.								
HO83	**'Raglan's Cottage'** 237 High Street The heritage place is the house.	Yes	No	No	Yes	No	No	No	No
HO84	**Melton Weir, over Toolern Creek** Nixon Street The heritage place is the weir and road causeway.	No	No	No	Yes	No	No	No	No
HO85	**'Dunvagen'** In the Willows Historical Park, 68-74 Reserve Road The heritage place is the house.	Yes	No	No	Yes	No	No	Yes	No
HO86	**'Macs Cottage'** In the Willows Historical Park, 68-74 Reserve Road	No	No	No	Yes	No	No	Yes	No

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	The heritage place is the house.								
HO87	**House** 32 O'Neils Road The heritage place is the house.	No	No	No	Yes	No	No	Yes	No
HO88	**Former Wesleyan Methodist Church** 66-76 Palmerston Street The heritage place is the former church and immediate setting.	Yes	No	No	Yes	No	No	Yes	No
HO89	**House 'Balmoral Farm'** 2120 - 2224 Melton Highway The heritage place is the house and underground tank.	No	No	No	Yes	Yes	No	Yes	No
HO90	**St. Dominics Roman Catholic Church** Smith Street The heritage place is the former church.	Yes	No	No	Yes	No	No	Yes	No
H091	**CJ Melrose Memorial Cairn**	No	No	No	Yes	No	No	No	No

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	398-446 Clarkes Road The heritage place is a stone cairn and the land around the cairn for a distance of five metres, on the east bank of Arnolds Creek, opposite CJ Melrose Memorial Reserve.								
HO92	**House** 160 Station Road The heritage place is the house and front fence.	Yes	No	No	Yes	Yes	No	Yes	No
HO93	**Melton South Railway Station** Brooklyn Road The heritage place is the station building, signal boxes and platforms.	No	No	No	Yes	No	No	Yes	No
HO94	**John Campbell Miles farmhouse** Shamrock Place The heritage place is the site of the former farmhouse, the peppercorn trees and potential archaeological remains in the vicinity.	No	No	Yes	Yes	No	No	Yes	No

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HO95	**Former Robinsons House Tank** 122-142 The Bullock Track The heritage place is the underground tank and the land around the tank for a distance of five metres.	Yes	No	No	Yes	No	No	No	No
HO96	**Melton State School No. 430** Unitt Street The heritage place is the bluestone school house and rows of Peppercorn trees along school boundaries.	Yes	No	Yes	Yes	No	No	Yes	No
HO97	**Early crossing Place associated with the Djerriwarrh Bridge** Disused section of the Western Highway The heritage place is the disused bridge, early crossing places, ford, quarry, tracks and potential archaeological sites near bridge.	No	No	No	Yes	No	No	No	No
HO98	**House 'Nerowie'** 155 Nerowie Road	Yes	Yes - 'chapel'	No	Yes	No	No	Yes	No

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	The heritage place is the house.								
HO99	**Former Exford Shearing Shed** 1182-1250 Exford Road The heritage place includes three concrete silos.	-	-	-	-	-	Yes Ref No H2276	Yes	No
HO100	**Former Dairy** 1180 Exford Road The heritage place is the former dairy.	Yes	No	No	Yes	No	No	Yes	No
HO101	House 865 Exford Road The heritage place is the house.	No	No	No	Yes	No	No	Yes	No
HO102	**Glengallon** 77-207 Greigs Road West The heritage place is the house.	No	No	No	Yes	No	No	Yes	No
HO103	**Former Dairy & Trees** 30 & 35 Hickey Road	No	No	Yes	Yes	Yes	No	Yes	No

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	The heritage place is the former dairy and the peppercorn trees.								
HO104	**Moloney's Farm Site & Water Reserve** 1884-1908 Mt Cottrell Road and land adjacent to Werribee River The heritage place is the underground tank remains, dry stone walls and two peppercorn trees adjacent to the tank.	No	No	Yes	Yes	Yes	No	No	No
HO105	**Mt Cottrell Road Stock Yard, Ruins & Dry Stone Walls** 1476 – 1570 Mt Cottrell Road The heritage place is the complex of dry stone walls, dam and stockyards, house ruins, underground tank, mature Peppercorn and Sugar Gums.	No	No	Yes	Yes	Yes	No	No	No
HO107	**House** 285 Nerowie Road The heritage place is the house.	No	No	No	Yes	No	No	Yes	No
HO108	**Former Australian Beam**	-	-	-	-	-	Yes Ref No	Yes	No

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	Wireless Receiving Station 653-701 Greigs Road and 703-735 Greigs Road						H2278		
HO109	**Old Rockbank Middle Road (Cobblestone Road)** In Reserve, The Bridges The heritage place is a cobblestone road and the land around the road for a distance of five metres.	No	No	No	Yes	No	No	No	No
HO110	**Kerr Farm Site** 1780-1882 Boundary Road The heritage place is the remains of a stone house, cistern, internal and boundary dry stone walls, stockyards, a gatepost and a cobbled area near the house. **Incorporated plan:** *Kerr Farm Site, Incorporated Plan*	No	No	No	Yes	Yes	No	No	No
HO111	**Mount Cottrell Homestead** 167 Faulkners Road The heritage place is the house, stables and machinery shed.	No	No	No	Yes	Yes	No	Yes	No

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HO112	**House & Outbuilding** 65-543 Greigs Road East The heritage place is the house and gambrel roofed outbuilding in the yard and mature eucalypts and peppercorn trees flanking the long drive, and peppercorn trees with the house yard (rear of dwelling). **Incorporated plan:** *65-543 Greigs Road East, Incorporated Plan*	No	No	Yes	Yes	Yes	No	Yes	No
HO113	**Payne's Cottage** 638-688 Greigs Rd East The heritage place is the stone cottage.	Yes	No	No	Yes	No	No	Yes	No
HO114	**'Rocklands' Homestead & Farm** 619-653 Hopkins Road The heritage place is the house, dry stone walls, dam, stockyards, rear cottage farm setting, cypress tree on east side of house, Eucalypts along garden walls and saltbush to front of homestead.	Yes - main house	No	Yes	Yes	Yes	No	Yes	No
HO115	**Rockbank Community Hall**	No	No	Yes	Yes	No	No	Yes	No

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	Leakes Road The heritage place is the hall and immediate setting of peppercorns and sugar gums.								
HO117	**Bonnie Doone** 339 - 365 Tarletons Rd The heritage place is the house, underground tank, stables, and dry stone walls.	No	No	No	Yes	Yes	No	Yes	No
HO118	**Rockbank Headstation Dam** 1233 – 1287 Taylors Road The heritage place is the dry stone dam wall and dam.	No	No	No	Yes	No	No	No	No
HO119	**House** 107-121 Water Reserve Road The heritage place is the Edwardian house and the Victorian cottage.	No	No	No	Yes	Yes	No	Yes	No
HO120	**House** 1957-1963 Western Highway	No	No	No	Yes	No	No	Yes	No

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	The heritage place is the house.								
HO121	**Former Rose & Crown Hotel** 2057-2083 Western Highway The heritage place is the former hotel building.	No	No	No	Yes	No	No	Yes	No
HO122	**House** 2341-2421 Western Highway The heritage place is the house.	No	No	No	Yes	No	No	Yes	No
HO123	**'Dalgook' Farm Complex** Corner Calder Park Drive and Hume Drive The heritage place is the house, dry stone walls of the house paddock and dairy to the west, and shelter planting associated with the dry stone wall of the home paddock.	No	No	Yes	Yes	Yes	No	Yes	No
HO124	**Grave, Ruin & Archaeological site Former 'Greenhills' Pastoral Station** 36-49 O'Connell Avenue	No	No	No	Yes	No	No	No	No

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	The heritage place is the fenced grave, stone ruin and potential archaeological remains of the sheep yards/wash.								
HO125	**Former Mowbray College Patterson Campus** 102-112 Centenary Avenue	-	-	-	-	-	Yes Ref No H2319	Yes	No
HO127	**House** 161 Bulmans Road The heritage place is the house and the peppercorn tree at the rear of the property.	No	No	Yes	Yes	No	No	Yes	No
HO128	**Stoneleigh** 196 Sinclairs Road The heritage place is the homestead, palm and sugar gum trees surrounding the homestead, and the dry stone walls.	No	No	Yes	Yes	Yes	No	No	No
HO129	**House** 398-428 Exford Road, Weir Views (SPI: 3\PS422772)	Yes	No	No	Yes	No	No	No	No

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	The heritage place is the Federation period weatherboard house and its setting towards Exford Road. **Statement of significance:** House at 344-384 Exford Road, Weir Views (SPI: 3\PS422772) Statement of Significance: 398-428 Exford Road, Weir Views, "House", November 2018								
HO130	Staughton Infant Grave 430-458 Exford Road, Weir Views 35A Astley Drive, Strathtulloh (SPI: RES2\PS422772) The heritage place is the grave and its associated setting including a copse of trees and the view to the valley of Toolern Creek to the east and the adjacent copse of trees to the west, including a Stone Pine (Pinus pinea). **Statement of significance:** Statement of Significance: 430-458 Exford Road, Weir Views, "Staughton Infant Grave", November 2018	No	No	No	Yes	No	No	No	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO131	**Behlen Shed** Brooklyn Road, Melton South (railway reserve, part of 2-98 Staughton Street) The heritage place is the mid-20th century prefabricated frameless steel shed. **Statement of Significance:** Statement of Significance: 2-98 Staughton Street, Melton South, "Behlen Shed", November 2018	No	No	No	Yes	No	No	No	No
HO132	**Former Melton Stud** 325 Clarkes Road, Brookfield The heritage place is the Federation period Melton Stud, including the weatherboard residence, the grave of 'The Welkin', and a weatherboard stallion box. **Statement of Significance:** Statement of Significance: 325 Clarkes Road, Brookfield, "Former Melton Stud", November 2018	No	No	No	Yes	Yes	No	No	No
HO133	**Tara Stud (former) - Outbuildings**	Yes	No	Yes	Yes	Yes	No	No	No

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	and Trees 2 Killarney Drive, 2A Sherwin Court, Melton The heritage place is the three largely intact outbuildings (northern stables, southern shed/stables and office building) at 2 Killarney Drive and the row of 11 cyprus trees on the adjacent public reserve at 2A Sherwin Court. **Statement of Significance:** Statement of Significance: 2A Sherwin Court and 2 Killarney Drive, Melton "Tara Stud (former) - Outbuildings and Trees, November 2018								
HO134	**Water Reserve, Beattys Road** 660A Beattys Road, Bonnie Brook The heritage place is the water reserve (land) adjoining the east side of Kororoit Creek, north of Beattys Road and including the dry stone wall on the north-eastern boundary. **Statement of Significance:** Statement of Significance: 660A	No	No	No	Yes	Yes, dry stone wall located on the north-eastern side of the reserve	No	No	No

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	Beattys Road, Bonnie Brook "Water Reserve, Beattys Road", November 2018								
HO135	**Former Fulham Park** 1267-1289 Beattys Road, Grangefields The heritage place is the remnants of the Victorian stone cottage at the former Fulham Park and the nearby riveted vessels. **Statement of Significance:** Statement of Significance: 1267-1289 Beattys Road, Grangefields, "Former Fulham Park", November 2018	Yes	No	No	Yes	No	No	No	No
HO136	**Beattys Bridge** 660A Beattys Road, Bonnie Brook The heritage place is the remains of the timber bridge known as Beattys Bridge which crosses Kororoit Creek and the cobbled roadway to the west. **Statement of Significance:** Statement of Significance: 660A	No	No	No	Yes	No	No	No	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Beattys Road, Bonnie Brook "Beattys Bridge", November 2018								
HO137	**Tibbermore** 687 Hopkins Road, Truganina The heritage place is the house known as Tibbermore, outbuildings and tank. **Statement of Significance:** Statement of Significance: 687 Hopkins Road, Truganina, "Tibbermore" November 2018	No	No	No	Yes	Yes	No	No	No
HO200	**Mount Cottrell Dry Stone Wall Precinct**	No	No	No	Yes	Yes	No	No	No
HO201	**Mount Kororoit Dry Stone Wall Precinct**	No	No	No	Yes	Yes	No	No	No
HO202	**She-Oak Hill Dry Stone Wall Precinct**	No	No	No	Yes	Yes	No	No	No
HO203	**Mount Atkinson Dry Stone Wall Precinct**	No	No	No	Yes	Yes	No	No	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO204	**Greigs Road Dry Stone Wall Precinct**	No	No	No	Yes	Yes	No	No	No
HO205	**Selection Wall**	No	No	No	Yes	Yes	No	No	No
HO206	**Plumpton Road Wall**	No	No	No	Yes	Yes	No	No	No
HO207	**Beattys Road Nissen Hut** **Statement of Significance:** Heritage Citation Report: Nissen Hut, 1232-1290 Beattys Road, Grangefields, Victoria 2023	No	No	No	No	No	No	Yes	No

30/07/2018

SCHEDULE 6 TO CLAUSE 43.03 INCORPORATED PLAN OVERLAY

Shown on the planning scheme map as **IPO6**.

MELTON EAST PRECINCT STRUCTURE PLAN

1.0 Requirement before a permit is granted

30/07/2018

The subdivision of land within or adjoining a conservation area as shown in the *Melton East Precinct Structure Plan* must accord with the conservation area boundary as shown on the MSA Mapshare Tool.

2.0 Permits not generally in accordance with incorporated plan

30/07/2018

A permit granted must be generally in accordance with the incorporated plans as they apply to the land unless otherwise agreed in writing by the Secretary to the Department of Energy, Environment and Climate Action, and the responsible authority is satisfied that the development will not prejudice the orderly planning of the area having regard to the objectives of the incorporated *Melton East Precinct Structure Plan*.

3.0 Conditions and requirements for permits

30/07/2018

The requirements of the incorporated *Melton East Precinct Structure Plan* must be included in a permit.

Bushfire Management Plan

An application to subdivide land adjacent to a Bushfire Hazard Area shown on Plan 5 Bushfire Hazard Areas must be accompanied by a Bushfire Management Plan that demonstrates how the application will address bushfire risk at the site. The plan must include:

- The design and layout of the subdivision, including lot layout, road design and access points, both vehicular and pedestrian;
- The location of any bushfire hazard areas;
- The details of any bushfire protection measures required for individual lots;
- The identification of any areas to form the setback between a bushfire hazard and built form.
- The details of any vegetation management in any area of defendable space including, information on how vegetation will be managed and when the vegetation management will occur i.e. annually, quarterly, during the fire danger period.
- Notations that indicate what authority is responsible for managing vegetation within open space areas.
- Notations that ensure that the areas of classified vegetation in the nominated bushfire hazard areas must be managed to a level that will ensure the vegetation classification under AS3959-2018 will not be altered.

The responsible authority and fire authority may waive this requirement if a plan has been previously approved for the land.

Condition – Security of conservation land

A permit to subdivide land containing a ‘conservation area’ as shown in the *Melton East Precinct Structure Plan* must include the following condition:

The owner of the land must, as part of the plan of subdivision (or the first plan of subdivision submitted for registration, in the case of any staged subdivision), create the 'conservation area' as a separate lot or reserve. The boundaries of the lot or reserve on the

plan of subdivision are subject to the prior satisfaction of the Secretary to the *Department of Environment, Energy and Climate Action* as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987* (Secretary). The owner must further secure the conservation area, by causing that lot or reserve to be vested, transferred, or protected in perpetuity in one of the following ways:

- Prior to a statement of compliance being issued for the plan of subdivision (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), enter into an agreement under section 173 of the *Planning and Environment Act 1987* by which the owner agrees to transfer ownership of the conservation area to, or to vest the conservation area in, the Minister responsible for section 5 of the *Crown Land (Reserves) Act 1978*, the Council or Melbourne Water. The transfer or vesting must either be for no or nominal consideration. The Secretary and the person or body to whom the land is to be transferred or vested must also be a party to the agreement. The terms of the agreement must include that the owner pays the reasonable costs of the other parties to the agreement that were incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration; or
- Prior to a statement of compliance being issued for the plan of subdivision (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), enter into an agreement with the Secretary under section 69 of the *Conservation, Forests and Lands Act 1987*, which provides for the conservation and management of the conservation area by or on behalf of the owner in perpetuity. The terms of the agreement must include that the owner pays the reasonable costs of the Secretary incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration.

The requirement to include the above condition does not apply if the permit applicant provides the responsible authority with a statement in writing from the Secretary, as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*, that the condition is not required because the Secretary is satisfied that either:

- the land containing the conservation area is expected to be further subdivided and a further planning permit will be required for that subdivision (to which the above condition requirement will apply); or
- the conservation area has been or will be otherwise secured in perpetuity.

Condition – Fencing of conservation areas

A permit granted to subdivide land where works are required to carry out the subdivision, or a permit granted to construct a building or carry out works, on land including or abutting a conservation area as shown in the *Melton East Precinct Structure Plan*, must include the following condition:

Prior to the commencement of development, a conservation area fencing plan must be submitted to and approved by the Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*) (Secretary) to ensure the conservation area is adequately protected. The fencing plan must contain the following:

- The boundaries of any conservation area, and the location of any scattered tree and the boundaries of any patch of native vegetation within the conservation area.
- The location and alignment of temporary protection fencing showing the following minimum distance from the element to be protected:

Element	Distance
Conservation area	0.5 metres
Scattered tree	12 x diameter at a height of 1.3 metres
Patch of native vegetation	2 metres

- The timing of installation and removal of temporary protection fencing.
- The timing of installation of permanent fencing.
- Location and details of ongoing maintenance vehicle access points;
- The type of temporary and permanent fencing including materials, heights and spacing of uprights;
- Frequency of inspections and rectification works for temporary protection fencing.

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary to the Department of Energy, Environment and Climate Action and the responsible authority.

Stockpiles, fill, machinery, vehicle parking, excavation and construction activity of any kind must not be bought into, or be undertaken within, the area to be fenced, except with the prior written consent from the Secretary.

Condition – Correct alignment of protective fencing

Buildings and works must not commence until written evidence that protection fencing has been erected in accordance with the approved Conservation Area Fencing Plan is provided by a suitably qualified land surveyor to the Secretary to the *Department of Energy, Environment and Climate Action* (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) (Secretary), and the Secretary confirms it is satisfied by the evidence.

Condition – Land management plan for conservation area

A permit to subdivide land containing a conservation area as shown in the *Melton East Precinct Structure Plan* must include the following condition:

Prior to the commencement of development, a land management plan for the conservation area land must be prepared by a suitably qualified consultant, submitted to, and approved by the Secretary to the Department of Energy, Environment and Climate Action (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) (Secretary). The land management plan must outline how the biodiversity values for the land identified in the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (Department of Environment and Primary Industries, 2013) will be maintained, managed and improved, including:

- How environmental weeds will be managed up until the securing of the conservation area.
- How any revegetation will be undertaken in coordination with weed management activities to prevent re-colonisation of weed species.
- How rubbish and hazards will be removed, and any contaminated material managed up until the securing of the conservation area.

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary and the responsible authority.

Condition – Construction environmental management plan

A planning permit to subdivide land, construct a building, or construct or carry out works on or within 50 metres of land shown as a conservation area in the incorporated *Melton East Precinct Structure Plan* must include the following condition:

Before works start, a Construction Environmental Management Plan consistent with *DELWP requirements for Construction Environmental Management Plans under the Melbourne Strategic Assessment (Department of Environment, Land, Water and Planning, November 2020*) must be submitted to and approved by the Secretary to the Department of Energy, Environment and Climate Action (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*) and the responsible authority, demonstrating how the conservation area will be protected during works.

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary and the responsible authority.

4.0 Decision guidelines

30/07/2018

Before deciding on an application the responsible authority must consider as appropriate:

- The consistency of the use or development with:
  - *The Biodiversity Conservation Strategy for Melbourne's Growth Corridors* (Department of Environment and Primary Industries, 2013).
  - The incorporated *Melton East Precinct Structure Plan*.
  - Any relevant approval under Part 10 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).
  - Any management plan applying to the land under an agreement under section 69 of the *Conservation Forest and Lands Act 1987*.
- *Delivering Melbourne's Newest Sustainable Communities: Program Report* (Victorian Government, 2009).
- Whether use or development protects and enhances the biodiversity an other environmental values of the site and its surrounds.
- Any impacts from the construction or operation of the use or development on biodiversity; and
- Other environmental values an the ability for the land to be revegetated or rehabilitated.

5.0 Preparation of the incorporated plan

30/07/2018

None specified.

MELTON PLANNING SCHEME

01/02/2018
C147

SCHEDULE TO CLAUSE 45.01 PUBLIC ACQUISITION OVERLAY

1.0
07/07/2023
C237melt

Public acquisition

PS Map	Acquiring Authority	Purpose of Acquisition
PAO1	VicRoads	Road
PAO3	Roads Corporation	Outer Metropolitan Ring /E6 Transport Corridor
PAO5	The Minister responsible for administering Part 2 of the Crown Land (Reserves) Act 1978	Western Grassland Reserves
PAO6	Director of Public Transport	Outer Metropolitan Ring / E6 Transport Corridor – Rail Connections
PAO7	Melton City Council	Road Purposes
PAO8	Public Transport Victoria	Calder Park Train Stabling and Maintenance Yards
PAO10	Melbourne Water	Drainage
PAO11	Minister for Energy, Environment and Climate Change	Delivery of the Kororoit Creek Regional Park
PAO13	Melton City Council	Indoor Recreation - Aquatic Centre
PAO14	Head, Transport for Victoria	Mount Cottrell Road/Western Freeway Interchange and Leakes Road Interchange and Road
PAO15	Head, Transport for Victoria	Mount Cottrell Road Ultimate Configuration

15/05/2018

SCHEDULE 4 TO CLAUSE 45.11 INFRASTRUCTURE CONTRIBUTIONS OVERLAY

Shown on the planning scheme map as **ICO4**

MELTON EAST INFRASTRUCTURE CONTRIBUTIONS PLAN, MARCH 2025

1.0 Permit requirement

15/05/2018

None specified.

2.0 Monetary component – Standard levy

15/05/2018

Class of development	Infrastructure category	Levy rate payable
Residential	Community and recreation construction	$109,088
	Transport construction	$147,562
	Total standard levy rate payable	**$256,650**
Commercial and industrial	Transport construction	$147,562
	Total standard levy rate payable	**$147,562**

3.0 Monetary component – Supplementary levy

15/05/2018

Class of development	Infrastructure category	Levy rate payable
Residential	Transport construction	$342,933.55
	Total supplementary levy rate payable	**$342,933.55**
Commercial and industrial	Transport construction	$342,933.55
	Total supplementary levy rate payable	**$342,933.55**

4.0 Infrastructure Contribution Plan (ICP) land contribution percentage

15/05/2018

Class of development	ICP land contribution percentage
Residential	13.11%
Commercial and industrial	10.06%

5.0 Land component

15/05/2018

Precinct Structure Plan (PSP) parcel ID	Class of development	Parcel contribution percentage	Land credit amount	Land equalisation amount
ME-01	Residential	-	-	-
ME-02	Residential	-	-	-
ME-03	Employment	12.87%	-	-

ME-04	Employment	16.81%	-	-
ME-05	Residential	8.88%	-	-
ME-06	Residential	9.02%	-	-
ME-07	Residential	2.18%	-	-
ME-08	Residential	10.89%	-	-
ME-09	Residential	31.88%	-	-
ME-10	Residential	-	-	-
ME-11	Residential	9.89%	-	-
ME-12	Residential	5.90%	-	-
ME-13	Residential	33.82%	-	-
ME-14	Residential	-	-	-
ME-15	Residential	4.40%	-	-
ME-16	Residential	-	-	-
ME-17	Residential	-	-	-
ME-18	Residential	12.91%	-	-
ME-19	Residential	15.81%	-	-
ME-20	Residential	-	-	-
ME-21	Residential	-	-	-
ME-22	Residential	36.13%	-	-
ME-23	Residential	0.61%	-	-
ME-24E	Employment	0.01%	-	-
ME-24R	Residential	24.07%	-	-
ME-25	Residential	2.15%	-	-
ME-26	Residential	16.35%	-	-
ME-27	Residential	2.84%	-	-
ME-28	Residential	42.60%	-	-
ME-29	Residential	-	-	-
ME-30	Residential	-	-	-
ME-31	Residential	0.70%	-	-
ME-32	Residential	5.32%	-	-
ME-33	Residential	17.68%	-	-
ME-34	Residential	12.69%	-	-
ME-35	Residential	51.74%	-	-
ME-36	Residential	63.59%	-	-
ME-37	Residential	4.02%	-	-
ME-38	Residential	2.33%	-	-
ME-39	Residential	2.85%	-	-
ME-40	Residential	4.19%	-	-

ME-41	Residential	12.61%	-	-
ME-42	Residential	17.84%	-	-
ME-43	Residential	100.00%	-	-
ME-44	Residential	-	-	-
ME-45	Residential	-	-	-
ME-46	Residential	-	-	-
ME-47	Residential	-	-	-
ME-48	Residential	-	-	-
ME-49	Residential	-	-	-
ME-50	Residential	-	-	-
ME-51E	Employment	-	-	-
ME-51R	Residential	-	-	-
ME-52	Residential	27.86%	-	-
ME-53	Residential	7.57%	-	-
ME-54	Residential	23.69%	-	-
ME-55	Residential	-	-	-
ME-56	Residential	-	-	-
ME-57	Residential	-	-	-
ME-58	Residential	100.00%	-	-
ME-59	Residential	100.00%	-	-
ME-60	Residential	75.90%	-	-
ME-61	Residential	4.26%	-	-
ME-62	Residential	-	-	-
ME-63	Residential	100.00%	-	-
ME-64	Residential	15.57%	-	-
ME-65	Residential	-	-	-
ME-66	Residential	11.32%	-	-
ME-67	Residential	1.87%	-	-
ME-68	Residential	-	-	-
ME-69	Residential	-	-	-
ME-70	Residential	-	-	-
ME-71	Residential	24.98%	-	-
ME-72	Residential	18.84%	-	-
ME-73	Residential	25.88%	-	-
ME-74	Residential	13.20%	-	-
ME-75	Residential	7.20%	-	-
ME-76	Residential	11.52%	-	-
ME-77	Residential	31.42%	-	-

ME-78	Residential	2.82%	-	-
ME-79	Residential	2.37%	-	-
ME-80	Residential	10.68%	-	-
ME-81	Residential	-	-	-
ME-82	Residential	0.49%	-	-
ME-83	Residential	-	-	-
ME-84	Residential	-	-	-
ME-85E	Employment	-	-	-
ME-85R	Residential	-	-	-
ME-86	Residential	-	-	-
ME-R1	Residential	-	-	-
ME-R2	Residential	-	-	-
ME-R3	Residential	-	-	-
ME-R4	Residential	7.64%	-	-
ME-R5	Residential	-	-	-
ME-R6	Residential	-	-	-
ME-R7	Residential	-	-	-
ME-R8	Residential	-	-	-
ME-R9	Residential	-	-	-

6.0 Method and timing of indexation – Standard levy rate

15/05/2018

Infrastructure category	Indexation method	Timing
Community and recreation construction	Australian Bureau of Statistics Producer Price Index for Non-Residential Building Construction – Victoria (Catalogue 6427.0, Table 17, Output of the Construction Industries, subdivision and class index numbers)	1 July each year
Transport construction (inclusive of plan preparation costs)	Australian Bureau of Statistics Producer Price Index for Road and Bridge Construction – Victoria (Catalogue 6427.0, Table 17, Output of the Construction Industries, subdivision and class index numbers)	1 July each year

7.0 Method and timing of indexation – Supplementary levy rate

15/05/2018

Infrastructure category	Indexation method	Timing
Transport construction	Australian Bureau of Statistics Producer Price Index for Road and Bridge Construction - Victoria	1 July each year

	(Catalogue 6427.0, Table 17, Output of the Construction Industries)	

8.0 Method and timing of adjustment – Land component

15/05/2018

Adjustment method	Timing
A revised estimate of inner public purpose land value report prepared in accordance with the methodology specified in the Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans	1 July each year
Relevant public land index prepared by Valuer-General Victoria for the 12 month period occurring immediately before the beginning of the financial year in respect of which the indexed rate is being determined	1 July each year a revised estimate is not being prepared

9.0 Land or development exempt from payment of an infrastructure contribution

15/05/2018

- Use and development for a non-government school.
- Use and development associated with a dwelling that is existing or approved at the approval date of this provision.
- Use and development for accommodation provided by or on behalf of the Department of Families, Fairness and Housing.

Notes: *This schedule sets out the levies prescribed in the infrastructure contributions plan. Refer to the incorporated infrastructure contributions plan for full details.*

01/02/2018
C147

SCHEDULE TO CLAUSE 52.17 NATIVE VEGETATION

1.0 Scheduled area

14/07/2022
VC213

Area	Description of native vegetation for which no permit is required to remove, destroy or lop
Reservation for the Western Freeway - Melton to Bacchus Marsh west of Bulmans Road	None specified
Those areas marked PAO1 on Map14PAO	All native vegetation
Those sites zoned Special Use – Schedule 8	All native vegetation
Land in a Transport Zone 1 for the Caroline Springs Railway Station and associated facilities, known as Lot 1 on TP514045 part of 11-15 Palm Springs Road, Ravenhall	All native vegetation
Land shown as UGZ6 or IPO3 on the planning scheme maps	All native vegetation in the levy area within the meaning of the *Melbourne Strategic Assessment (Environmental Mitigation Levy) Act 2020* . This does not apply to native vegetation identified as 'remnant patches to be retained' on Plan 6 in the incorporated *Toolern Park Precinct Structure Plan* .
Land shown as UGZ7 on the planning scheme maps	All native vegetation in the levy area within the meaning of the *Melbourne Strategic Assessment (Environmental Mitigation Levy) Act 2020* . This does not apply to native vegetation identified as 'to be retained' on Plan 7 in the incorporated *Rockbank Precinct Structure Plan, August 2016.*
Land shown as UGZ9, SUZ11 or IPO5 on the planning scheme maps	All native vegetation in the levy area within the meaning of the *Melbourne Strategic Assessment (Environmental Mitigation Levy) Act 2020* . This does not apply to native vegetation identified as 'to be retained' on Plan 8 in the incorporated *Mt Atkinson & Tarneit Plains Precinct Structure Plan* .
Land shown as UGZ11, SUZ10 on the planning scheme maps	All native vegetation in the levy area within the meaning of the *Melbourne Strategic Assessment (Environmental Mitigation Levy) Act 2020* . This does not apply to native vegetation identified as to be retained in a precinct structure plan incorporated in this scheme.
Land shown as UGZ12, SUZ9 or IPO4 on the	All native vegetation in the levy area within the

Area	Description of native vegetation for which no permit is required to remove, destroy or lop
planning scheme maps	meaning of the *Melbourne Strategic Assessment (Environmental Mitigation Levy) Act 2020* . This does not apply to native vegetation identified as to be retained in a precinct structure plan incorporated in this scheme.
Land shown as UGZ13 or IPO6 on the planning scheme maps	All native vegetation in the levy area within the meaning of the *Melbourne Strategic Assessment (Environment Mitigation Levy) Act 2020.* This does not apply to native vegetation identified as to be retained in a precinct structure plan incorporated in this scheme.

2.0
25/08/2022
C208melt

Scheduled weed

Area	Description of weed
None specified	

01/02/2018
C147

SCHEDULE TO CLAUSE 66.04 REFERRAL OF PERMIT APPLICATIONS UNDER LOCAL PROVISIONS

1.0
25/08/2022
C208melt

Referral of permit applications under local provisions

Clause	Kind of application	Referral authority	Referral authority type
Clause 5.0 of Schedule 3 to Clause 42.01 (ESO)	An application required under Schedule 3 to Clause 42.01.	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Clause 5.0 of Schedule 4 to Clause 42.01 (ESO)	An application required under Schedule 4 to Clause 42.01.	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Clause 5.0 of Schedule 5 to Clause 42.01 (ESO)	An application required under Schedule 5 to Clause 42.01.	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Clause 8.0 of Schedule 5 to 37.07 (UGZ)	An application to subdivide land, or construct a building or carry out works (where the value of those works is in excess of $500,000) on land in a local town centre	Metropolitan Planning Authority	Determining referral authority
Clause 8.0 of Schedule 4 to 37.07 (UGZ)	An application to subdivide land, or construct a building or carry out works (where the value of those works is in excess of $500,000) on land in a local town centre	Metropolitan Planning Authority	Determining referral authority
Clause 2.8 of Schedule 7 to 37.07 (UGZ)	An application to subdivide land, or construct a building or carry out works (where the value of those works is in excess of $500,000) on land in a major town centre	Growth Areas Authority	Determining referral authority
Clause 2.9 of Schedule 7 to 37.07 (UGZ)	An application to subdivide land, or construct a building or carry out works in the Westcott Parade Precinct	Melbourne Water	Determining referral authority
Clause 2.7 of Schedule 9 to 37.07 (UGZ)	An application to subdivide land, or construct a building or carry out works (where the value of those works is in excess of $500,000) on land identified as 'Mt Atkinson Major Town Centre Urban Design Framework Extent' on Plan 6 of the Mt Atkinson & Tarneit Plains Precinct	Victorian Planning Authority	Determining referral authority

Clause	Kind of application	Referral authority	Referral authority type
	Structure Plan		
Clause 2.7 of Schedule 9 to 37.07 (UGZ)	An application to use land, or to construct a building on land, identified within the 'Quarry Sensitive Use Buffer' on Plan 11 of the Mt Atkinson & Tarneit Plains Precinct Structure Plan	Secretary to the Department administering the Mineral Resources (Sustainable Development) Act 1990	Recommending referral authority
Clause 2.0 of Schedule 4 to 43.02 (DDO)	An application to construct a building or construct or carry out works	Environment Protection Authority Victoria	Determining referral authority
Clause 3.0 of Schedule 4 to 43.02 (DDO)	An application for subdivision	Environment Protection Authority Victoria	Recommending referral authority
Schedule 11 to 37.07 (UGZ)	An application to subdivide land, or construct a building or carry out works (where the value of those works is in excess of $500,000) on land identified on Plan 5 in the incorporated *Plumpton Precinct Structure Plan* as 'Plumpton Major Town Centre' and 'Plumpton Local Town Centre'.	Victorian Planning Authority	Determining referral authority
Schedule 12 to 37.07 (UGZ)	An application to subdivide land, or construct a building or carry out works (where the value of those works is in excess of $500,000) on land identified on Plan 5 of the *Kororoit Precinct Structure Plan* as the 'Kororoit Local Town Centre' and 'Deanside Local Town Centre'.	Victorian Planning Authority	Determining referral authority
Schedule 6 to 42.01 (ESO)	An application required under Schedule 6 to Clause 42.01.	Secretary to the Department of Environment, Land, Water and Planning	Determining referral authority
Schedule 4 to Clause 37.07 (UGZ)	An application to subdivide land containing conservation area as shown in Map 1 to Schedule 4 as 'Waterway – Growling Grass Frog habitat & stormwater wetlands.'	Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*)	Determining referral authority
Schedule 6	An application to subdivide land	Secretary to the	Determining

Clause	Kind of application	Referral authority	Referral authority type
to Clause 37.07 (UGZ)	containing conservation area as shown in Map 1 to Schedule 6 as 'Growling Grass Frog - Category 1 Habitat.'	Department of Environment, Land, Water and Planning (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*)	referral authority
Schedule 9 to Clause 37.07 (UGZ)	An application to subdivide land containing conservation area as shown in Plan 1 to Schedule 9 as 'Conservation Area (service open space).'	Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*)	Determining referral authority
Schedule 12 to Clause 37.07 (UGZ)	An application to subdivide land containing conservation area as shown in Plan 1 to Schedule 12 as 'Conservation Area.'	Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*)	Determining referral authority
Schedule 13 to Clause 37.07 (UGZ)	An application to subdivide land containing conservation area as shown in Plan 1 to Schedule 13 as 'Conservation Area'.	Secretary to the Department of Energy, Environment and Climate Action (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987)*	Determining referral authority

31/07/2018
VC148

SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?

1.0
14/11/2023
C240melt

Maps comprising part of this planning scheme:

- 1, 1HO, 1ESO, 1BMO
- 2, 2HO, 2ESO, 2BMO
- 3, 3DCPO, 3HO, 3ESO, 3DPO, 3MAEO
- 4, 4HO, 4ESO, 4DPO, 4PAO, 4BMO
- 5, 5HO, 5ESO, 5DPO, 5DCPO, 5BMO
- 6, 6HO, 6ESO, 6DCPO
- 7, 7DCPO, 7DPO, 7ESO, 7HO, 7PAO
- 8, 8DCPO, 8EAO, 8ESO, 8HO, 8ICO, 8IPO, 8PAO, 8SCO
- 9, 9DCPO, 9DPO, 9EAO, 9ESO, 9ICO, 9IPO, 9SLO, 9HO, 9LSIO, 9PAO, 9MAEO
- 10, 10HO, 10ESO, 10DPO, 10DCPO, 10IPO, 10LSIO, 10SBO, 10MAEO, 10PAO, 10SCO
- 11, 11HO, 11ESO, 11DDO, 11IPO, 11DPO
- 12, 12DCPO, 12DDO, 12DPO, 12ESO, 12HO, 12IPO, 12PAO, 12SLO, 12BMO, 12SCO
- 13, 13DCPO, 13DDO, 13EAO, 13ESO, 13HO, 13ICPO, 13IPO, 13LSIO, 13PAO, 13RO, 13SCO, 13SLO
- 14, 14HO, 14ESO, 14DDO, 14DPO, 14IPO, 14LSIO, 14SBO, 14SCO, 14PAO

15/01/2024
VC249

SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS

1.0 Incorporated documents

15/01/2024
VC249

Name of document	Introduced by:
Australian Standard AS2021-2015, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, Standards Australia Limited, 2015	VC107
Ballarat Line Upgrade Incorporated Document, August 2018	GC95
Ballarat Line Upgrade - Toolern Station Incorporated Document, January 2018	C194
Calder Park Train Stabling and Maintenance Yards Incorporated Document, September 2012	C125
Caroline Springs Town Centre Comprehensive Development Plan August 2000	C14
Chartwell Restructure Allotment Plan (August 1992)	NPS1
Conditions for use of Lots 1&2 LP30733K, Plumpton Road for rock crushing	C9
Conditions for use of south-west corner of Greigs Road and Mount Cottrell Road, Melton, Crown Portions 1 and 2, Section 11, Parish of Pywheitjorrk for Extractive Industry	C13
Design and Siting Guidelines for Rural Zones, Melton Shire Council, 1996	NPS1
Diggers Rest Development Contributions Plan (Growth Areas Authority, December 2023)	VC249
Diggers Rest Native Vegetation Precinct Plan, March 2012	C121
Diggers Rest Precinct Structure Plan, March 2012 (Amended September 2017)	C181
Eynesbury Station Incorporated Plan, September 2001	C20
Eynesbury Township Stages 5, 6 and 13 Native Vegetation Removal and Offset Requirements, May 2017	C176
Guidelines for the Preparation of Environmental Management Plans in Melton's Rural Areas, Melton Shire Council, 1996	NPS1
HO110 Kerr Farm Site 1780-1882 Boundary Road, Mt Cottrell Incorporated Plan (2009)	C71
HO112 65-543 Greigs Road, Truganina Incorporated Plan (2009)	C71

Name of document	Introduced by:
HO128 Stoneleigh Homestead Complex, 196 Sinclairs Road, Rockbank – Statement of Significance, June 2016	C147
HO207 Nissen Hut, 1232-1290 Beattys Road, Grangefields – Statement of Significance, 2023	C244melt
Kororoit Precinct Structure Plan, December 2017 (Amended April 2019)	C203melt
Melbourne Metro Rail Project: Upgrades to the Rail Network Incorporated Document, May 2018	GC96
Melton Cemetery Incorporated Plan (2008)	C73
Melton Dry Stone Wall Study Volume 3 – Statements of Significance, February 2016	C100
Melton East Infrastructure Contributions Plan (March 2025)	C244melt
Melton East Precinct Structure Plan (March 2025)	C244melt
Melton North Precinct Structure Plan Development Contributions Plan (Growth Areas Authority, December 2023)	VC249
Melton North Precinct Structure Plan, May 2010	C83
Melton Renewable Energy Hub (MREH) – 77–347 Holden Road and 67 & 77 Victoria Road, Plumpton – Incorporated Document – April 2021	C225melt
Melton Tourist Precinct Local Area Development Plan – February 1998	C4
Mount Cottrell Water Storage Facility, Incorporated Document, February 2020	C218melt
Mt Atkinson & Tarneit Plains Infrastructure Contributions Plan, January 2020	C201melt
Mt Atkinson & Tarneit Plains Precinct Structure Plan, June 2017 (Amended January 2020)	C217melt
New Melton Hospital Incorporated Document, June 2023	C240melt
Outer Suburban Arterial Roads - Western Package Incorporated Document, June 2017	GC74
Palmers Road and Robinsons Road Upgrade (Sayers Road to Western Freeway, Truganina) Incorporated Document, July 2012	C81

Palmers Road Upgrade Project (Western Freeway to Calder Freeway) Incorporated Document, June 2017	C187
Paynes Road Precinct Structure Plan, February 2016	C161

Name of document	Introduced by:
Plumpton & Kororoit Infrastructure Contributions Plan, July 2018 (Amended July 2023)	C239melt
Plumpton Precinct Structure Plan, December 2017 (Amended April 2019)	C203melt
Ravenhall Concrete Manufacturing Facility Incorporated Document, July 2022	C230melt
Ravenhall Spoil Processing Facility, October 2020	C222melt
RDAV Rockbank Facility Incorporated Document, July 2013	C151
Robinsons Road Employment Area South Native Vegetation Precinct Plan, February 2011	C65
Rockbank Development Contributions Plan (Victorian Planning Authority, December 2023)	VC249
Rockbank Precinct Structure Plan, August 2016	C145
Rockbank North Development Contributions Plan (Growth Areas Authority, December 2023)	VC249
Rockbank North Native Vegetation Precinct Plan, March 2012	C120
Rockbank North Precinct Structure Plan, March 2012	C120
Shire of Melton Heritage Study Stage 2: Volume 6- Statements of Significance, March 2009	C71
Small Lot Housing Code (Victorian Planning Authority, November 2019)	GC150
Statement of Significance - 161 Bulmans Road, Melton West, May 2011	C113
Statement of Significance: 2-98 Staughton Street, Melton South, "Behlen Shed" November 2018	C198melt
Statement of Significance: 2A Sherwin Court and 2 Killarney Drive, Melton, "Tara Stud (former) Outbuildings and Trees" November 2018	C198melt
Statement of Significance: 325 Clarkes Road, Brookfield, "Former Melton Stud" November 2018	C198melt

Name of document	Introduced by:
Statement of Significance: 398-428 Exford Road, Weir Views, "House" November 2018	C198melt
Statement of Significance: 430-458 Exford Road, Weir Views, "Staughton Infant Grave" November 2018	C198melt
Statement of Significance: 660A Beattys Road, Bonnie Brook, "Beattys Bridge" November 2018	C198melt
Statement of Significance: 660A Beattys Road, Bonnie Brook, "Water Reserve Beattys Road" November 2018	C198melt
Statement of Significance: 687 Hopkins Road, Truganina, "Tibbermore" November 2018	C198melt
Statement of Significance: 1267-1289 Beattys Road, Grangefields, "Former Fulham Park" November 2018	C198melt
Statement of Underlying Provisions - Land reserved for the Outer Metropolitan Ring and the E6 Transport Corridor, July 2010 (updated May 2012)	C128
Sunbury Electrification Project Incorporated Document February 2010	C96
Tara Stud (former) Outbuildings, 2 Killarney Drive, Melton, Incorporated Plan October 2020	C198melt
Taylors Hill West Precinct Structure Plan (including the Taylors Hill West Native Vegetation Precinct Plan) May 2010 (Amended December 2016)	C178
Taylors Hill West Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Toolern Park Precinct Structure Plan, August 2014	C122
Toolern Park Development Contributions Plan (Metropolitan Planning Authority, December 2023)	VC249
Toolern Precinct Structure Plan (including Toolern Native Vegetation Precinct Plan), July 2011 (Amended February 2019)	C172melt
Toolern Development Contributions Plan (Victorian Planning Authority, December 2023)	VC249
Water for a Growing West Project Incorporated Document, July 2014	GC18

12.6 COMMUNITY GRANT AND FUND PROGRAM UPDATE APRIL 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 Nov/Dec 2024 round of Community Grants and Funds.

RECOMMENDATION:

That Council note the Community Grant and Fund Program Update.

Motion

Crs Shannon/Zada.

That Council note the Community Grant and Fund Program Update.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against : Nil

Abstained: Nil

CARRIED UNANIMOUSLY

REPORT

1. Executive Summary

Council's revised Community Grant and Fund Program commenced in March 2024 with the first four rounds of funding already approved. Applications for the fifth community grants and fund program round were accepted from 1 November to 31 December 2024.

A total of ten (10) applications were submitted by the closing date. Seven (7) applications met the criteria for assessment with six (6) recommended for funding totalling $26,088.44.

One (1) unapproved applicant and three (3) ineligible applicants have been provided feedback to assist them in considering a resubmission for a future round of funding.

In addition to this round of the Community Grants Program, Council officers continued to receive and process eligible Community Fund applications including Resident Achievement and New Group Fund applications. Since 1 March 2024 a total of sixty-five (65) Resident Achievement Fund applications have been approved to a total value of $91,893.68 as well as seventeen (17) New Group establishment applications to a value of $25,416.26.

A total of $280,198.25 has been distributed this financial year through the Community Grants and Funds Program.

2. Background/Issues

The updated program now provides year-round access through bi-monthly assessments, recognising the importance of supporting, assisting, and partnering with community groups to 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 influenced by received applications. To promote all elements of the program, officers are actively encouraging applications in all categories.

The November/December 2024 Community Grants round opened on 1 November 2024 and closed on 31 December 2024. Applications were assessed against the Council adopted Community Grants and Fund Policy to ensure consistency with adopted policy and procedures.

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. Applicants must disclose any conflicts of interest involving Panel members or Council Officers. 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 Melton City Council's Chief Executive Officer (CEO). The table attached **(Appendix 1)** lists the grants awarded funding in the November/December 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 promptly resubmit for the following round.

3. Council and Wellbeing Plan Reference and Policy Reference

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

1. A safe City that is socially and culturally connected

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

4. Financial Considerations

Six (6) applications were approved for funding in this round totalling $26,088.44.

A total of $280,198.25 has been awarded this financial year through the Community Grants and funding streams.

Community Grant/Fund	FY24/25 Budget	YTD Spend	Budget Spent (%)
Community Grants	$275,000	$174,365.73	63.4%
New Groups Fund	$20,000	$20,916.96	104.5%
Resident Achievement Fund	$20,000	$28,182	140.9%
FairGo 4 Youth Fund	$100,000	$56,733.56	56.7%
Total Spend (Grants/Funds)	**$415,000**	**$280,198.25**	**67.5%**

5. Consultation/Public Submissions

The following promotional and training activities were undertaken to support potential applications for the November/December Grant round:

- Delivered Get to Know Community Grants Session at Caroline Springs Library on 14 November
- Delivered Community Grants Writing Session at Diggers Rest Community and Sport Pavilion on 15 November
- Presentation at Djerriwarrh AMEP Multicultural Event on 10 December
- Directly supported and met with five community organisations to develop grant applications

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. Nov Dec 2024 Grant Round recommendations confidential - **CONFIDENTIAL**

12.7 KERBSIDE WASTE REFORMS UPDATE

Author: Caroline Rantall - Coordinator Waste & Cleaning Operations
Presenter: Neil Whiteside - Director City Delivery

Cr Ramsey departed the Chamber at 8:22pm.

PURPOSE OF REPORT

To provide an update on the Victorian Government's Kerbside Waste Reforms and seek Council's consideration of approval of the proposed service model to implement the standard four-stream waste and recycling system for households in the City of Melton.

RECOMMENDATION:

That Council:

1. Note the update on the Victorian Government's Kerbside Waste Reforms as detailed in this report.
2. Approve the introduction of the mandated Kerbside Glass Collection Service utilising a 120 litre bin on a 4 weekly collection frequency from 1 July 2027.
3. Approve the transition of the current opt-in Kerbside Food Organics and Green Organics (FOGO) Collection Service to a universal service in accordance with legislative requirements, continuing with the fortnightly collection frequency by 1 July 2027.
4. Continue with the weekly Kerbside Garbage Collection Services and fortnightly Kerbside Recycling Collection Service with no change to the frequency.
5. Approve the implementation of a Communication Plan, noting Phase 1 will include a clear and concise information focusing on communicating to residents:
    a. The changes to the waste and recycling systems
    b. Why the changes are necessary and legislative requirements behind the changes
    c. Timelines on when the changes will occur.
6. Note a comprehensive education and behaviour change program will be developed to educate the community on the mandated four-stream waste and recycling service with the aim to reduce contamination and resource loss within the bins and improve the diversion rate.

Motion

Crs Morris/Turner.

That Council:

1. Note the update on the Victorian Government's Kerbside Waste Reforms as detailed in this report.
2. Approve the introduction of the mandated Kerbside Glass Collection Service utilising a 120 litre bin on a 4 weekly collection frequency from 1 July 2027.
3. Approve the transition of the current opt-in Kerbside Food Organics and Green Organics (FOGO) Collection Service to a universal service in accordance with legislative requirements, continuing with the fortnightly collection frequency by 1 July 2027.
4. Continue with the weekly Kerbside Garbage Collection Services and fortnightly Kerbside Recycling Collection Service with no change to the frequency.

5. Approve the implementation of a Communication Plan, noting Phase 1 will include a clear and concise information focusing on communicating to residents:
   a. The changes to the waste and recycling systems
   b. Why the changes are necessary and legislative requirements behind the changes
   c. Timelines on when the changes will occur.
6. Note a comprehensive education and behaviour change program will be developed to educate the community on the mandated four-stream waste and recycling service with the aim to reduce contamination and resource loss within the bins and improve the diversion rate.

For: Crs Abboushi, Carli, Morris, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

Cr Morris called for a division thereby setting aside the vote.

For: Crs Abboushi, Carli, Morris, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

The Mayor declared the motion CARRIED

REPORT

1. Executive Summary

In February 2020, the Victorian Government released the Recycling Victoria: A New Economy Policy mandating that Victorian councils introduce a standard four-stream waste and recycling system for households within their local government area by 1 July 2027.

The four-stream system consists of garbage, recycling, food organic garden organic (FOGO) and glass kerbside services. The biggest challenges affecting City of Melton with these reforms are the introduction of a dedicated glass recycling bin and the compulsory uptake of the existing opt in FOGO service.

Several factors have been considered relating to the Kerbside Waste Reforms including contamination rates and resource loss within the current waste and recycling system, operational costs, benchmarking with other metropolitan councils and the diversion rates in Council's existing waste services.

Council officers are recommending Council introduce the mandated glass bin on a four-weekly collection cycle and transition to a universal FOGO service whilst maintaining the current service frequencies for the garbage, recycling and FOGO bins.

Community usage data highlights the need for Council to develop and implement a comprehensive education and behaviour change program. This program will focus on clarifying which recyclables are accepted in the recycling bin, offer guidance on how to dispose of materials not accepted, and educate residents on the proper use of the FOGO bin. This would help reduce odour, balance bin contents, and increase the diversion of food waste from landfill.

These programs will be crucial in educating the community on correct bin usage, promoting sustainable waste disposal habits, and ensuring greater efficiency and effectiveness in waste management.

2. Background/Issues

Background

In February 2020, the Victorian Government released the Recycling Victoria: A New Economy Policy (Policy). The Policy is an overarching plan to transform the waste management and recycling industry within Victoria with the aim of increasing resource recovery, reducing materials going to landfill and enabling the development of the circular economy.

The major changes within the 10-year action plan include:

- Standard four-stream waste and recycling system for households across the State including:
    - General waste
    - Co-mingled Recycling (i.e. paper, plastics and cardboard)
    - Glass
    - Food Organics and Garden Organics (FOGO)
- Introduction of a Container Deposit Scheme
- Infrastructure and innovative waste management solutions
- New recycling laws and governance
- Statewide ban of single-use plastics

In July/August 2024 the Victorian Government released proposed regulations and service standards seeking feedback/comments from councils. Within the proposed regulations, the timelines for roll-out of the four-stream waste and recycling system was brought forward from 1 July 2030 to 1 July 2027.

The biggest changes affecting the City of Melton with these reforms are the introduction of a dedicated glass recycling bin and the compulsory uptake of FOGO with a heavily regulated opt-out system.

Under the proposed Service Standards, Melton City Council will be required to provide the mandated services via a kerbside collection.

Victorian Council Transition Status

There are 79 councils within Victoria, who are all in differing stages of transitioning to the mandated four-stream waste and recycling system.

As of December 2024, 57 councils have introduced kerbside FOGO services with differing collection frequencies.

The most common collection frequency is a weekly garbage collection with a fortnightly recycling and fortnightly FOGO collection offered by 30 councils, with 20 councils offering a fortnightly garbage and fortnightly recycling collection, with a weekly FOGO service.

Table 1: Victorian Council Waste and Recycling Service Frequencies

Number of Councils	**Garbage**	**Recycling**	**FOGO**
30	Weekly	Fortnightly	Fortnightly
20	Fortnightly	Fortnightly	Weekly
4	Weekly	Fortnightly	Weekly
1	Weekly	Weekly	Weekly
2	Fortnightly	Weekly	Weekly

Table 2: Metropolitan Councils Waste and Recycling Service Frequencies

Garbage	**Recycling**	**FOGO**	**Metropolitan Council**
Weekly	Fortnightly	Fortnightly	• Hume City Council • Wyndham City Council • Brimbank City Council • City of Whittlesea • City of Casey • Moonee Valley City Council • City of Maribynong • City of Darebin • Maroondah City Council • Whitehorse City Council • Hobsons Bay City Council • Cardinia Shire Council
Fortnightly	Fortnightly	Weekly	• Manningham City Council • Knox City Council • City of Monash • Glen Eira City Council • Bayside City Council

There are 21 councils that have already introduced a kerbside glass collection service. The most common frequency for glass collection is every four weeks (13 collections per year) being offered by 17 councils, with two councils offering eight-weekly collections and two councils offering a fortnightly glass collection.

Table 3: Victorian Councils Glass Service Frequencies

Number of Councils	**Glass**
17	4 weekly (13 collections per year)
2	8-weekly
2	Fortnightly

Factors and Considerations for Determining the Four Stream Service Model

Several factors have been considered in determining the preferred service model for the mandated four stream waste and recycling service for the City of Melton.

Contamination and Resource Loss

Annual composition audits revealed that 43% of the garbage bin contents are general waste, with a 57% of the garbage stream being resource loss; that is, items that could be recovered through other streams such as food scraps and recyclable items.

The contamination rate of the recycling stream was 43%, the highest rate observed since audits began in 2019, indicating that residents are using the recycling bin as an overflow for general waste.

Similarly, the FOGO bin saw a contamination rate of 6.5%, with 4.63% general waste and 0.62% recyclables, further illustrating incorrect waste sorting. The resource recovery rate from the FOGO stream was just 54%, and food waste accounted for only 1.43% of the FOGO bin contents, while 92% was garden waste.

These high contamination rates and low resource recovery results highlight the opportunity for improvement in waste separation practices through the development and implementation of a comprehensive education and behaviour change program.

Operational Costs

There are significant cost implications of introducing the mandated glass service and universal FOGO service. Section 4 of this report provides indicative costs associated with implementing the mandated services, noting this is without any changes to bin collection frequencies.

If there was a change to frequencies this will further increase the operational costs of delivering the services and overall cost for ratepayers.

Council Benchmarking

As outlined in Table 1 and 2, several councils in Victoria have introduced the mandated services via differing collection frequencies with some councils changing their weekly garbage to fortnightly and implementing a weekly FOGO service.

The metropolitan councils in the western region (Brimbank, Moonee Valley, Maribyrnong, Hobsons Bay and Wyndham) have all continued with weekly garbage and fortnightly FOGO.

Diversion Rates

Currently, Council's diversion rate is 41%, indicating that a significant portion of recyclable and organic materials are not being separated or diverted from landfill.

However, with the introduction of new services and full community compliance in diverting all materials without any resource loss, the diversion rate could potentially increase to 65%. This would require residents to fully separate FOGO, recycling, and general waste materials, with no contamination or incorrect disposal.

Given the current contamination rates and resource loss observed in the community, residents are not yet consistently sorting their waste effectively. As such, changing the collection frequency without first addressing these fundamental sorting issues would likely result in increased contamination, reduced resource recovery, and ultimately, ineffective waste diversion, undermining the potential benefits of more frequent collections.

3. Council and Wellbeing Plan Reference and Policy Reference

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

2. A vibrant and healthy natural and built environment

2.4 A City that mitigates and adapts to climate change, and is environmentally aware.

4. Financial Considerations

Cost Modelling

Council officers undertook a cost analysis investigating the cost impacts of the mandated four-stream waste and recycling system (refer **Attachment 1 - Cost Modelling - Mandated Waste and Recycling Service**).

The mandated service has been modelled on the current system, with the opt-in FOGO transitioning to a universal service, along with the addition of a glass service utilising a 120L bin and being collected on a four-weekly schedule.

The analysis covers costs for bin/lid purchase, collection, transportation, processing, and landfill for garbage, recycling, FOGO, and glass services.

The business as usual (BAU) option reflects the current waste system, which includes an opt-in FOGO service.

The analysis produced the following outputs:

- Cost per household (Net Present Value)
- Breakdown of Total Costs Year 1 (Net Present Value)
- Diversion rate (%)

The estimated cost per household is calculated by dividing the total estimated cost by the number of households and years modelled. The estimated costs are based on the anticipated number of households and projected waste volumes as at 1 July 2027.

All cost modelling is indicative as of April 2025. The figures are based on current bin collection rates and gate fees and are subject to change due to factors such as population growth, CPI adjustments, and broader industry pressures.

Figures 1 and 2 demonstrate the estimated cost per household and the total estimated cost breakdown for year 1, providing Council with an indicative measurement of the proposed costs of the mandated services.

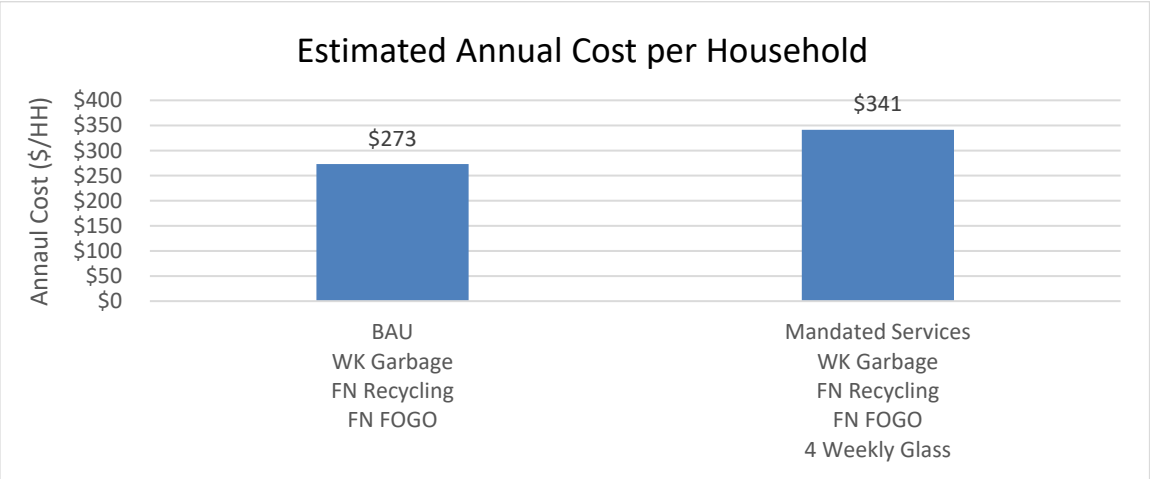


Figure 1 – Estimated Annual Cost per Household

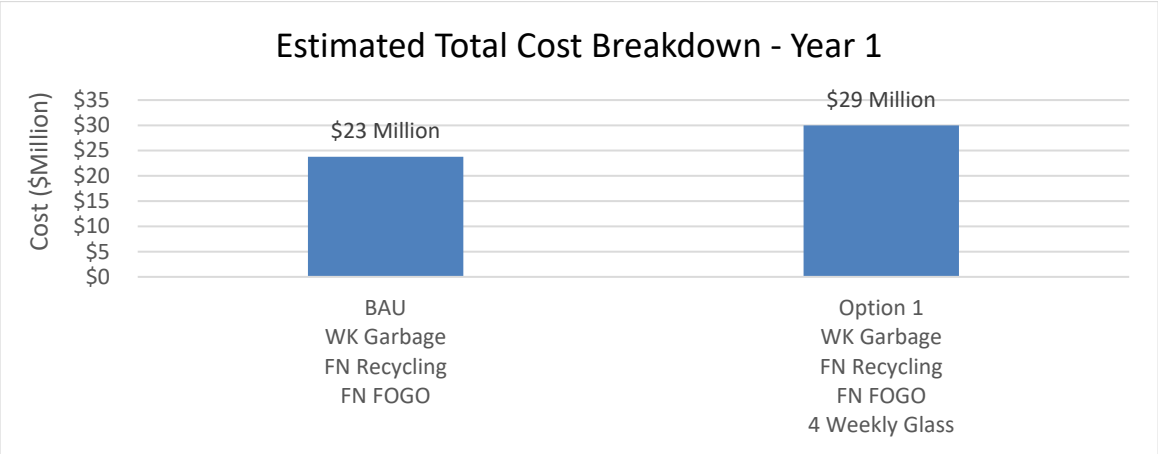


Figure 2 - Estimated Total Cost Breakdown Year 1

With the addition of the fourth bin (glass) and transition to universal FOGO, the estimated cost per household in year 1 increases by at least $68.

By comparison, in the 2023/24 financial year the cost to deliver the current waste and recycling system was $20,088,506.33.

Waste Service Charge

Households within the City that receive a kerbside waste collection service are subject to a waste service charge.

The current charge incorporates costs associated with:

- Garbage bin collections and landfill disposal costs
- Recycling bin collections and processing costs
- FOGO bin collections and processing costs
- Melton Recycling Facility operation and disposal costs (based on % of transactions with entitlement + resident usage)
- Hard waste service, collection and disposal costs

The cost modelling provided reflects only the expenses associated with the collection, processing and disposal of kerbside waste across the four waste streams: garbage, recycling, FOGO and glass.

In addition to these core services, the waste service charge includes costs for the Melton Recycling Facility and Hard Waste services as described above. In the 2024/25 financial year these services cost approximately $40 per household, noting this cost is expected to vary in future years due to factors such as inflation, service changes and market conditions.

5. Consultation/Public Submissions

Community Consultation

Council is currently developing a new Circular Economy Strategy that will guide how we manage waste and resources in the City of Melton in the future.

Community consultation was undertaken in March 2024 which included online surveys, phone interviews, and community pop-up events. There were 156 submissions with representation from 22 of 31 suburbs.

Several of the questions are directly related to the Kerbside Waste Reform project and provide an insight into our community's understanding and usage habits of kerbside waste services.

Out of the 156 submissions, 77% of respondents have a FOGO bin with 60% using this bin for food waste, 40% of residents opted not to use this bin for food waste with concerns relating to smell, not being able to use bin liners and not having enough garden materials to balance out the bin.

Two questions were asked in relation to the mandated glass service, with 82% of residents indicating that they would prefer a kerbside glass bin collection in lieu of a drop off service with most residents opting for a smaller bin such as 80L or 120L. The service standards that have been released since the survey dictate that Melton City Council is not eligible to introduce a drop off service as this is reserved for rural areas with geographically dispersed populations.

Community Education and Communication

A phased communications plan will support the implementation of the new services. The proposed community education and communications plans for each phase will help the community transition from placing recyclable glass containers in the existing, yellow-lidded recycling bin to using the new purple glass-only bin, while also promoting the uptake and proper use of the FOGO bin.

This plan aligns with the Victorian Government's messaging on the newly mandated Kerbside Reforms.

The proposed approach includes:

Phase 1	Phase 2	Phase 3	Phase 4
•Awareness Raising **"Have you heard?"**	•Awareness Building and Preparation **"Are you ready?"**	•Bin Roll Out and Service Commencement **"The Glass Bins are Here"**	•Review, monitoring and feedback **"How are we going?"**

The first phase of the plan will include a clear and concise information campaign focusing on communicating to residents:

- The changes to the waste and recycling systems
- Why the changes are necessary and legislative drivers behind the changes
- Timelines on when the changes will occur

In addition, Phase 1 will include a variety of communication channels to ensure that all residents have access to this critical information. These channels will include community information sessions (both in-person and virtual), printed materials (e.g. flyers, brochures), social media posts, and a dedicated webpage on the Council's website.

Phases 2 and 3 will provide regular updates and reminders leading up to and throughout the implementation phase to ensure that the transition is as smooth as possible for residents.

6. Risk Analysis

Table 4: Risk Analysis – Mandated Four-Stream Waste and Recycling Services

Risk	Description	Mitigating Control
Underutilisation of the FOGO service	Residents may not see the value of using FOGO bin and continue to put their food waste into the weekly garbage bin	• Reinforce the benefits of using FOGO through a targeted education campaign • Conduct audits and incentivise correct use through rewards for higher participation
Potential odour and hygiene issues with the FOGO bin	Concerns relating to odour and pest concerns with a fortnightly FOGO bin	• Promote proper bin usage through educating residents on best practices • Provide kitchen caddies and tips to reduce smell and pests
Household storage and bin management concerns	Residents may struggle with finding space for additional bins	• Provide education and practical advice on managing multiple bins efficiently

7. Options

Council may:

1. Approve the proposed service model of a weekly garbage collection service, fortnightly recycling and FOGO collection services and a four-weekly glass collection service.
2. Request the Chief Executive Officer explore alternative service model options.

LIST OF APPENDICES

1. Cost Modelling - Mandated Waste and Recycling Service

Kerbside Reform Project

Cost Modelling - Mandated Waste and Recycling Service

Review Date: April 2025
Completed by: Caroline Rantall, Coordinator Waste and Cleaning Operations

This cost modelling has been prepared for the purpose of considering the cost impacts of the mandated four-stream Waste and Recycling system.

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2.2 Breakdown of Total Costs Year 1 (Net Present Value (NPV) over 8 years) 3
3. Diversion Rate 4
4. Summary 5

Glossary

Terminology	Definition
BAU	Business as Usual
CDS	Container Deposit Scheme
FOGO	Food Organics and Garden Organics
FN	Fortnightly
HH	Household
LGA	Local Government Area
NPV	Net Present Value
pa	Per annum
WK	Weekly

Executive Summary

Recycling Victoria: A New Economy Policy

In February 2020, the Victorian Government released the Recycling Victoria: A New Economy Policy (Policy). One of the major changes within the 10-year action plan was for all councils to introduce a standard four-stream waste and recycling system for households across the State including:

- General waste
- Co-mingled Recycling (i.e. paper, plastics, and cardboard)
- Glass
- Food Organics and Garden Organics (FOGO)

Four Stream Waste and Recycling Cost Modelling

This cost model will report on the estimated cost impacts of the mandated four-stream waste and recycling system. The analysis assessed the costs associated with the introduction of a glass service and the universal roll out of the FOGO service.

The analysis produced the following outputs:

- Cost per household (NPV over 8 years) for the mandated services
- Breakdown of total costs Year 1 (NPV over 8 years) for the mandated services
- Diversion rate (%)

1. Background

In February 2020, the Victorian Government released the Recycling Victoria: A New Economy Policy (Policy). The Policy is an overarching plan to transform the waste management and recycling industry within Victoria with the aim of increasing resource recovery, reducing materials going to landfill and enabling the development of the circular economy.

The major changes within the 10-year action plan include:

- Standard four-stream waste and recycling system for households across the State including:
  - General waste
  - Co-mingled Recycling (i.e. paper, plastics, and cardboard)
  - Glass
  - Food Organics and Garden Organics (FOGO)
- Introduction of a Container Deposit Scheme
- Infrastructure and innovative waste management solutions

- New recycling laws and governance
- Statewide ban on single-use plastics

In July/August 2024 the Victorian Government released proposed regulations and service standards for councils to provide comments. Within the proposed regulations, the Victorian Government brought forward the roll-out date of the four-stream waste and recycling system from 1 July 2030 to 1 July 2027.

The biggest changes affecting the City of Melton because of these reforms are the introduction of a dedicated glass recycling bin and the compulsory uptake of FOGO with a heavily regulated opt-out system. Whilst not yet formally legislated, it is clear within the waste industry that these reforms will go ahead.

2. Four-Stream Waste and Recycling System Cost Modelling

To inform the introduction of the four-stream mandated system, officers undertook a cost per household analysis to investigate the estimated costs associated with the introduction of a Glass service and the universal roll out of the FOGO service.

The mandated service has been modelled on the current system, with the opt-in FOGO transitioning to a universal service, along with the addition of a glass service utilising a 120L bin and being collected on a 4-weekly schedule. This was not modelled on the garbage or FOGO services changing frequency.

Table 1 – Four-stream Waste and Recycling Systems Options

Four-Stream Waste and Recycling System Options				
Options	**General Waste**	**Recycling**	**FOGO**	**Glass**
BAU	 **120L Weekly**	 **240L Fortnightly**	 **240L Fortnightly**	
Mandated Four Stream System	 **120L Weekly**	 **240L Fortnightly**	 **240L Fortnightly**	 **120L 4 Weekly**

2.1 Cost Per Household (Net Present Value (NPV) over eight years)

The costs for the mandatory service were calculated to show the 8-year Net Present Value using a 6.7% discount rate. The analysis includes costs of bin/lid capital, collection, transportation, processing and landfill for the garbage, recycling, FOGO, and glass services.

The BAU option cost represents Council's current waste system which includes an opt-in FOGO service. The mandated service includes Council's current waste system with the opt-in FOGO transitioning to a universal service and the addition of a glass service.

The estimated cost per household is calculated by dividing the number of households and the number of years modelled. Figure 7 and Figure 8 show the cost per household providing Council with an indicative measurement of its costs.

The costs depicted are based on the number of households and tonnages that Council are expecting to be servicing at commencement of the contract on 1 July 2027.

With the addition of the fourth bin the cost per household in year 1 increases by at least $68.

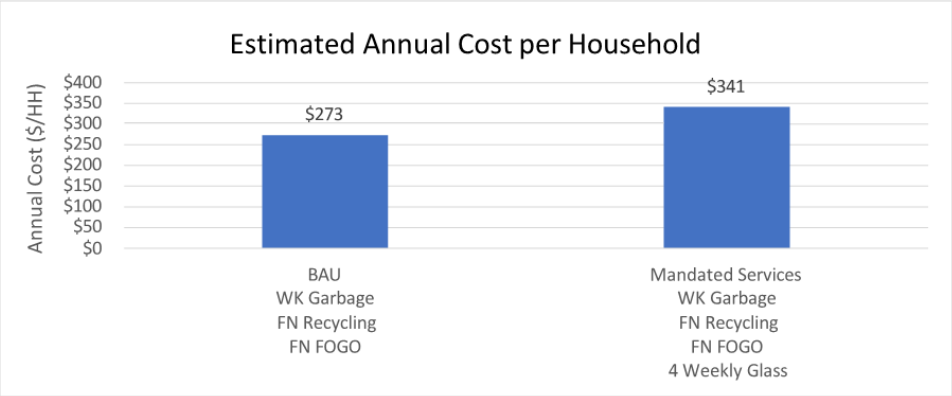


Figure 7 – Estimated Annual Cost per Household – Net Present Value (NPV)

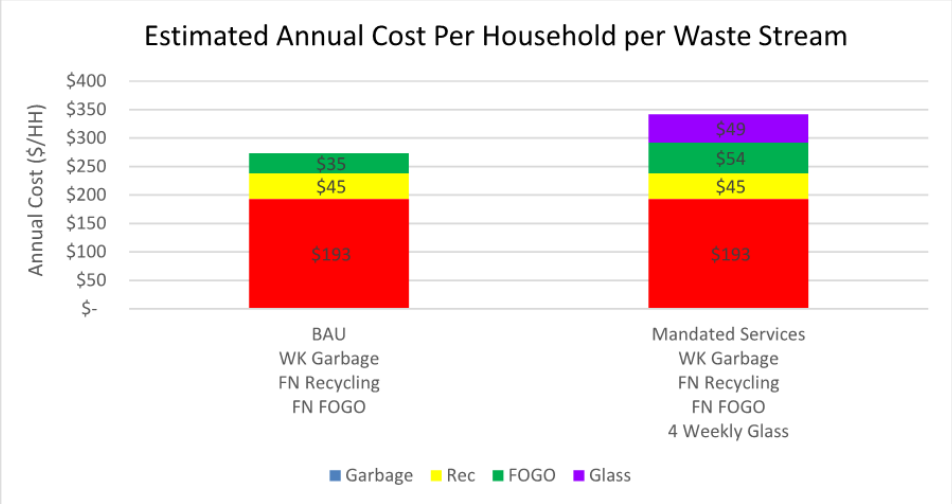


Figure 8 – Estimated Annual Cost per Household per Waste Stream – Net Present Value (NPV)

2.2 Breakdown of Total Costs Year 1 (Net Present Value (NPV) over 8 years)

Using the same calculation methodology as the cost per household, this breakdown illustrates the costs for each waste stream and includes the amortised cost of bin/lid capital over the 8-year period.

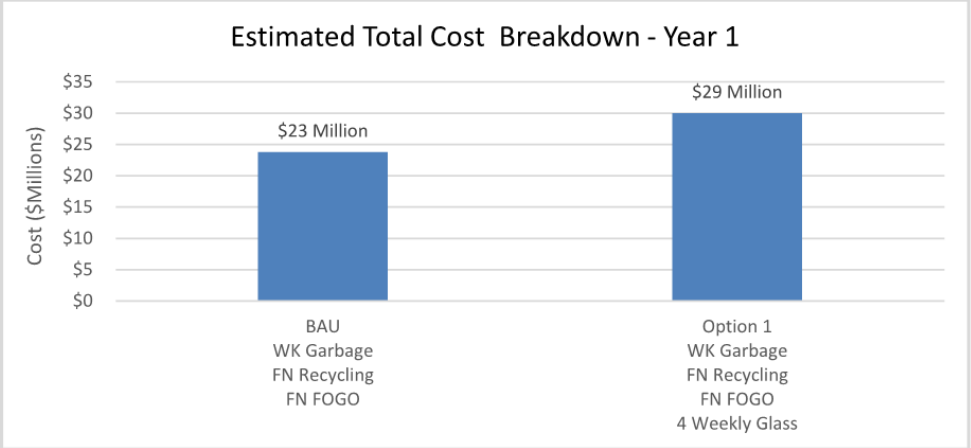


Figure 9 – Estimated Total Cost Breakdown Year 1 – Net Present Value (NPV)

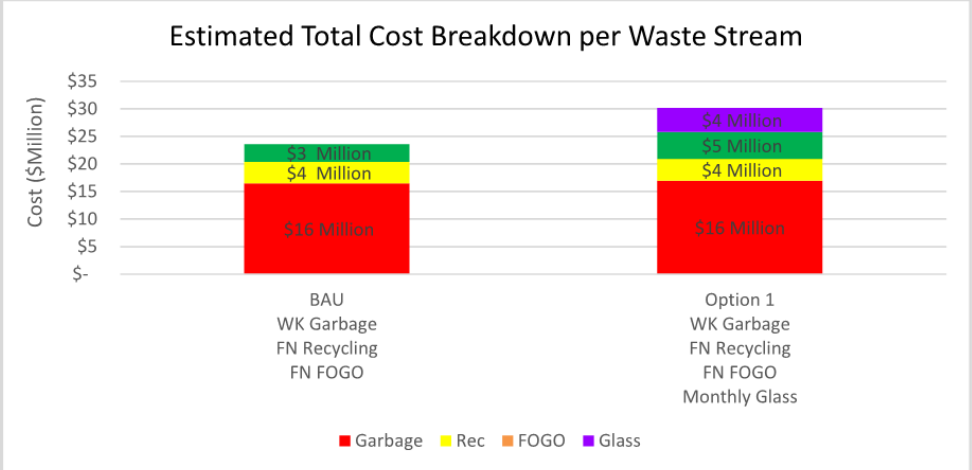


Figure 10 – Estimated Total Cost Breakdown by Waste Stream Year 1 – Net Present Value (NPV)

3. Diversion Rate

Melton City Council currently diverts 41% of materials from landfill and is based on the actual bin usage habits of Melton City Council's residents.

The diversion rates for the mandated service are based on residents diverting all recyclable and FOGO materials from landfill with no resource loss.

The addition of the fourth bin may result in an increase in diversion up to 65%.

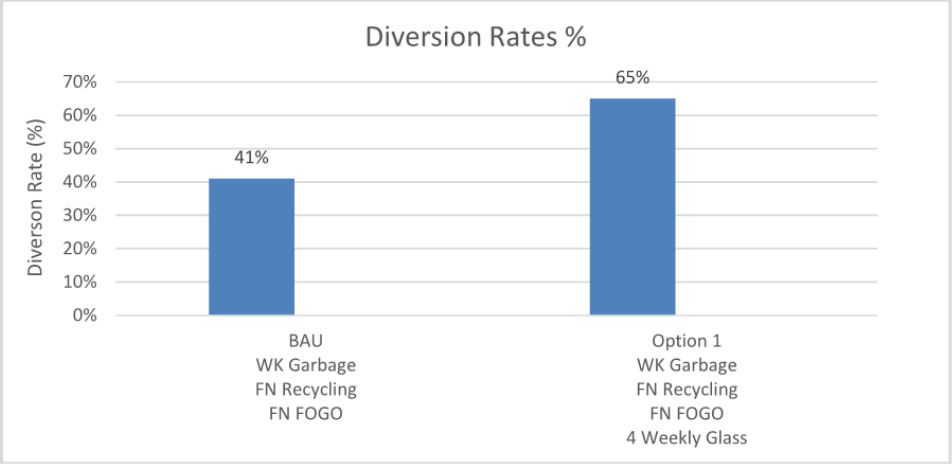


Figure 11 – Diversion Rates

4. Summary

Following the release of the Recycling Victoria: A New Economy Policy Victorian Councils are required to introduce a four-stream service consisting of garbage, recycling, FOGO and glass.

The biggest changes affecting the City of Melton because of these reforms are the introduction of a dedicated glass recycling bin and the compulsory uptake of FOGO with a heavily regulated opt-out system.

With the addition of the fourth glass bin and transition to universal FOGO the estimated cost per household in year 1 increases by at least $68.

Melton City Council currently diverts 41% of materials from landfill but to achieve the 61% diversion possible under the new mandated services, Council will need to implement comprehensive education and behaviour change programs. These programs will be crucial in educating the community on proper bin usage, promoting sustainable waste disposal habits, and ensuring greater efficiency and effectiveness in waste management.

12.8 PROPOSED LEASE - 12 HOLLINGSWORTH DRIVE, COBBLEBANK

Author: Sian Rainford - Senior Lawyer and Property Advisor
Presenter: Neil Whiteside - Director City Delivery

Cr Ramsey returned to the Chamber at 8:25pm.

PURPOSE OF REPORT

To consider commencing the statutory process to enter into a lease with Powercor Australia Ltd (ACN 064 651 109) for part of the land situated at 12 Hollingsworth Drive, Cobblebank.

RECOMMENDATION:

That Council:

1. Commence the statutory process to lease part of the land situated at 12 Hollingsworth Drive (Stadium Drive) (being proposed Lot DJ on PS825773) (the Land), Melton South contained in Certificate of Title Volume 12398 Folio 399, being the part of the Land adequate to house an electricity substation and as identified hatched and highlighted on the below site plan, to Powercor Australia Ltd (ACN 064 651 109).
2. Note that a public notice will be published of Council's intention to lease the land in accordance with its obligations pursuant to section 115 of the *Local Government Act* 2020 (Vic) for a period of no less than 28 days.
3. Following the notice period, delegates to the Chief Executive Officer the authority to decide to enter into the lease with Powercor on the commercial terms acceptable to the Chief Executive Officer in their sole discretion.
4. Delegates to the Chief Executive Officer the authority to do all things necessary to negotiate and finalise the agreement for lease and lease, including execution of the agreement for lease, lease, or any other relevant documentation.

Motion

Crs Zada/Morris.

That Council:

1. Commence the statutory process to lease part of the land situated at 12 Hollingsworth Drive (Stadium Drive) (being proposed Lot DJ on PS825773) (the Land), Melton South contained in Certificate of Title Volume 12398 Folio 399, being the part of the Land adequate to house an electricity substation and as identified hatched and highlighted on the below site plan, to Powercor Australia Ltd (ACN 064 651 109).
2. Note that a public notice will be published of Council's intention to lease the land in accordance with its obligations pursuant to section 115 of the *Local Government Act* 2020 (Vic) for a period of no less than 28 days.
3. Following the notice period, delegates to the Chief Executive Officer the authority to decide to enter into the lease with Powercor on the commercial terms acceptable to the Chief Executive Officer in their sole discretion.
4. Delegates to the Chief Executive Officer the authority to do all things necessary to negotiate and finalise the agreement for lease and lease, including execution of the agreement for lease, lease, or any other relevant documentation.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

REPORT

1. Executive Summary

Council approved the Cobblebank Community Services Hub (**CCSH**) schematic design and the associated cost plan at its meeting on 22 July 2024. A requirement of the schematic design of the CCSH, is an electrical design, including an electrical substation. Powercor, as the power authority, has made an offer to Council as it relates to the substation, which includes an Agreement for Lease and a Lease.

The purpose of the substation is to:

- Change electricity voltage up or down.
- Turn parts of the grid on or off safely.
- Manage how electricity flows and keep it balanced.
- Protect equipment with safety switches.
- Watch and control how the grid is working.
- Deliver electricity safely and efficiently.

The purpose of the lease documentation is to enable Powercor with the required exclusive use and access to install, maintain and fix the substation. Council does not have the necessary skills, expertise or resources to assume this responsibility.

This matter is being presented to a meeting of Council, in circumstances where the terms of the lease documentation are beyond the scope of the Lease and Licence Policy, with consideration that the substation is required only to service Council's CCSH Project and is at the request of Council.

The exact specifications of the leased area are to be determined by the Major Projects Team and Powercor. The indicative specifications and location are identified on the below map.



2. Background/Issues

Council approved the Cobblebank Community Services Hub (**CCSH**) schematic design and the associated cost plan at its meeting on 22 July 2024. A requirement of the schematic design of the CCSH, is an electrical design which has been developed by BRT Consulting Pty Ltd, in conjunction with the electrical engineers and architects of the Project.

BRT Consulting submit the electrical design to Powercor, as the power authority. Powercor have since issued a letter of offer and an agreement for lease to Council.

The Offer acknowledges that Powercor must extend its network, to provide electricity to CCSH. The offer also outlines the scope of works, costs of works and indicative timeframes. The offer contains both an agreement for lease, and a lease. The documents propose that Council as landowner, grant Powercor a lease for an initial term of 30 years and a further term of 20 years, for a peppercorn rental amount of 0.10 cents per annum, payable on demand, on land to house the substation.

A substation acts as a crucial link in the power system, receiving electricity from the main supply and ensuring it is delivered safely and efficiently to buildings like CCSH. It plays a key role in keeping the power flow stable, reliable, and safe.

The purpose of the substation is to:

- Change electricity voltage up or down.
- Turn parts of the grid on or off safely.
- Manage how electricity flows and keep it balanced.
- Protect equipment with safety switches.
- Watch and control how the grid is working.
- Deliver electricity safely and efficiently.

A Lease is required to enable Powercor to carry out its duties and functions in relation to the substation, including:

- Putting up, checking, fixing, maintaining, replacing, or removing poles, wires, cables, and related equipment needed for electricity, and clearing anything that blocks access to them.
- Installing, checking, fixing, maintaining, replacing, or removing underground electric cables and related equipment, and clearing anything that blocks access to them.
- Allowing vehicles and equipment to access the area at all times.

The proposed design draws from existing electrical supply on Stadium Drive. The high voltage supply is then brought in from Stadium Drive and run through the proposed substation which will then distribute required electricity to service the CCSH site.

Based on the proposed substation location, the substation will service both the project and potential future developments to the south of the CCSH.

Council's Lease and Licence Policy limits the issuing of a lease for more than twenty (20) years. As it relates to the current circumstances, Powercor are seeking secure, long-term tenure, to ensure they maintain the necessary access rights to the asset. Council does not have the skills, expertise or resources to install, check, maintain or fix the asset, and Powercor will be required to provide this support to ensure activation of the CCSH.

Officers pursuant to delegation, are authorised to lease land. In circumstances where the lease proposal extends beyond the parameters of the Lease and Licence Policy, the matter is being presented to Council for consideration.

The commercial terms of the Lease include:

1. An initial term of thirty (30) years, with one further term of twenty (20) years;
2. Rental of $0.10 cents per annum, payable on demand;
3. Council to be responsible for all fees, charges, taxes, outgoings or other costs associated with the Leased area.

The offer from Powercor was due to expire on 14 April 2025. Due to the requirements for Council to comply with its obligations pursuant to section 115 of the *Local Government Act 2020,* Officers sought and were granted an extension of the offer until 6 June 2025.

3. Council and Wellbeing Plan Reference and Policy Reference

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

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

3.3 A City with accessible infrastructure that meets the needs of all.

4. Financial Considerations

There are no direct financial considerations as it relates to this proposal. The proposed rental amount is $0.10 cents per annum, payable on demand.

In circumstances where the purpose of the lease, is to service a Council facility, and is at the request of Council, Officers recommend that a peppercorn rental amount is appropriate and that market value for the land should not be sought.

5. Consultation/Public Submissions

Section 115 of the *Local Government Act 2020*, requires Council to comply with its community engagement policy, where Council has not included a proposal in its financial year budget, and where the proposed lease is:

(a) for one year or more and -

  (i) the rent for any period of the lease is $100 000 or more a year; or

  (ii) the current market rental value of the land is $100 000 or more a year; or

(b) for 10 years or more.

The proposed lease to Powercor, means that Council must comply with its community engagement policy. The community engagement policy requires that Council publish a notice of intention to lease on its website. This notice, subject to reaching terms to the satisfaction of the CEO and pending endorsement of Council, will be published as soon as practicable and with sufficient time to consider and make a decision on the offer before 6 June 2025.

6. Risk Analysis

There exists significant risk to the progression of the CCSH Project, if a lease is not entered into with Powercor, being that the CCSH will not be electrified.

7. Options

That Council resolve in line with the recommendation as set out in the report.

LIST OF APPENDICES

Nil

12.9 DEED OF RENEWAL - COUNTRY FIRE AUTHORITY, TOOLERN VALE

Author: Sian Rainford - Senior Lawyer and Property Advisor
Presenter: Emily Keogh - Head of Governance

Cr Carli departed the Chamber at 8.26pm.

PURPOSE OF REPORT

The purpose of this report is to present to Council for consideration the option for execution of the deed of renewal documentation for the Further Term with the Country Fire Authority for land situated at 181 Creamery Road and 203-215 Creamery Road, Toolern Vale.

RECOMMENDATION:

That Council authorise the Chief Executive Officer to execute all relevant documentation to formalise the continuing occupation of the Country Fire Authority of the land known as 203-215 Creamery Road, Toolern Vale and 181 Creamery Road, Toolern Vale.

Motion

Crs Shannon/Turner.

That Council authorise the Chief Executive Officer to execute all relevant documentation to formalise the continuing occupation of the Country Fire Authority of the land known as 203-215 Creamery Road, Toolern Vale and 181 Creamery Road, Toolern Vale.

For: Crs Abboushi, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

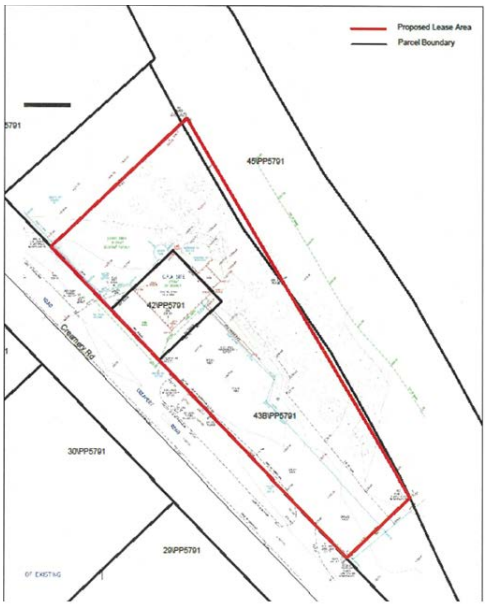
Abstained: Nil

CARRIED UNANIMOUSLY

REPORT

1. Executive Summary

Melton City Council (**Council**) is the appointed Committee of Management (**CoM**) for the land at part Crown Allotment 43, Parish of Yangadook and Crown Allotment 42, Parish of Yandgadook. The CFA occupies the below areas of land outlined in yellow:



A lease to the CFA for the land situated at Crown Allotment 42, and part of Crown Allotments 43 and 45, Township of Toolern Vale, Parish of Yangardook (**the Lease**). The Lease commenced on 13 May 2014, for an initial term of ten years, with one option to extend for a further term of ten years expiring on a final basis on 12 May 2034 (Further Term).

In circumstances where Council initially resolved to enter the Lease and executed under Common Seal, this report seeks explicit delegation to the Chief Executive Officer to execute all relevant renewal documentation, to formalise the Further Term for the CFA to continue occupying the site.

2. Background/Issues

Melton City Council (**Council**) is the appointed Committee of Management (**CoM**) for the land at part Crown Allotment 43, Parish of Yangadook and Crown Allotment 42, Parish of Yandgadook.

Council is the Landlord of a lease to the Country Fire Authority (ABN 39 255 319 010) for the land situated at Crown Allotment 42, and part of Crown Allotments 43 and 45, Township of Toolern Vale, Parish of Yangardook and known as 181 Creamery Road, Toolern Vale (**the Lease**). The Lease commenced on 13 May 2014, for an initial term of ten (10) years, expiring 12 May 2024 with one option to extend for a further term of ten (10) years expiring on a final basis on 12 May 2034 (**Further Term**). The further term was not executed in 2014 with the CFA remaining in occupation.

The permitted use pursuant to the Lease, is for a Country Fire Authority depot and ancillary fire-fighting purposes.

The CFA provides a voluntary and community-based fire and emergency services which helps protect 3.3 million Victorians and more than one million homes and properties across the state.

3. Council and Wellbeing Plan Reference and Policy Reference

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

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

3.2 Health and community services are accessible locally.

4. Financial Considerations

The commercial terms, including the rental amounts are stipulated in the Lease. The commencing rent was $104 per annum, exclusive of GST. In accordance with the terms of the lease, a market review was to be conducted on the third anniversary of the commencement date, and every three years thereafter. Officers have socialised the rental increase to $1000 per annum, exclusive of GST with further increases requirements in line with the terms of the Lease with the Tenant who have expressed no objections. The CFA as Tenant will be responsible for all outgoings and maintenance responsibilities, with a CPI adjustment to occur on each anniversary from 12 May 2024.

5. Consultation/Public Submissions

There are no consultation requirements in relation to this report. Compliance with any consultation requirements under the *Local Government Act 1989 (Vic)* would have occurred prior to the Lease being entered into.

6. Risk Analysis

If Council resolves to delegate signing of required documentation to the CEO, there is minimal risk to Council. The arrangement will continue to operate in line with the terms of the Lease, which has been the status quo for duration of the lease.

If Council resolves not to execute the Further Term, Council would be acting contradictory to the terms of the Lease, which provide the Tenant with the option to exercise the Further Term. Council would also become responsible for the Subject Land.

7. Options

Council may delegate to the Chief Executive Officer the power to execute all relevant documentation to formalise the Further Terms contained within the Lease.

LIST OF APPENDICES

Nil.

12.10 DEED OF RENEWAL - PART 231-319 FAULKNERS ROAD, MOUNT COTTRELL

Author: Sian Rainford - Senior Lawyer and Property Advisor
Presenter: Emily Keogh - Head of Governance

Cr Carli returned to the Chamber at 8.30pm.

PURPOSE OF REPORT

The purpose of this report is to present to Council for consideration the options for execution of the deed of renewal documentation for the Lease to Indara Infrastructure Pty Ltd for part of the land at 231-319 Faulkners Road, Mount Cottrell.

RECOMMENDATION:

That Council authorise the Chief Executive Officer to execute all relevant documentation to formalise the Further Term options contained within the Lease to Indara Infrastructure Pty Ltd for part of the land at 231-319 Faulkners Road, Mount Cottrell.

Motion

Crs Verdon/Zada.

That Council authorise the Chief Executive Officer to execute all relevant documentation to formalise the Further Term options contained within the Lease to Indara Infrastructure Pty Ltd for part of the land at 231-319 Faulkners Road, Mount Cottrell.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

REPORT

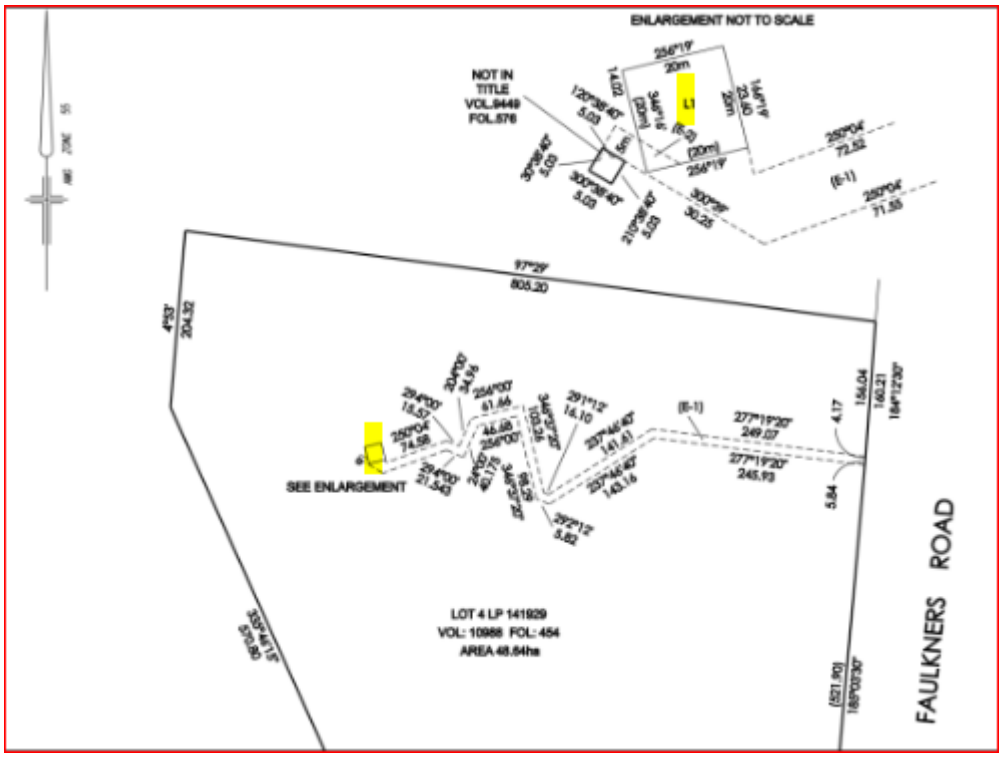
1. Executive Summary

Melton City Council (**Council**) is the Landlord pursuant to a lease with Indara Infrastructure Pty Ltd (ABN 34 090 873 091) (**the Tenant**) for part of the land at 231-319 Faulkners Road, Mount Cottrell (**the Lease**). The lease commenced on 1 January 2015 for an initial term of ten (10) years, and one option to extend for a period of ten (10) years (**Further Term**). The permitted use under the lease, is for the

This report seeks explicit delegation to the Chief Executive Officer to execute the Deed of Renewal formalising the Further Term option with the Tenant, in circumstances where Council initially resolved to enter the Lease, the Lease was executed under Common Seal, and the resolution was silent on preferred execution of the Deed of Renewal.

2. Background/Issues

At its meeting of Council of 16 December 2014, Council resolved to enter into a 10 year lease with a 10 year option to extend, with (formally) Crown Castle for the use of part of the land at 231-319 Faulkners Road, Mount Cottrell. The total land parcel is presently subject to a number of existing leases being Indara Infrastructure Pty Ltd, Airservices and Powercor Australia Pty Ltd. The Tenant occupy approximately 400 square metres of the land. The subject land of the lease with the Tenant, is the land sown as L1 and highlighted in yellow on the Plan in section 2 of this report.



The Tenant provides a range of critical infrastructure solutions to improve connectivity in the City of Melton. The site has been occupied for the same purpose, since March 2008. The Tenant Indara Infrastructure formally notified Council of its exercise of the Further Term option pursuant to the Lease.

The permitted use pursuant to the lease is for the construction, maintenance and operation of a communication facility and incidental uses.

3. Council and Wellbeing Plan Reference and Policy Reference

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

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

3.3 A City with accessible infrastructure that meets the needs of all.

4. Financial Considerations

The commencing rent is $20,000 plus GST per annum, with an annual increase of CPI and a market review to be completed at the Further Term. Council has obtained a market rent review, which provided a valuation of $25,000 plus GST, per annum. No CPI adjustment is required at the commencement of the Further Term. A CPI adjustment will be applied on each anniversary of the commencement date of the Further Term, being 1 January 2026 and each 1 January for the duration of the Further Term. The Tenant has acknowledged the updated rental figure.

5. Consultation/Public Submissions

Council's powers to lease land are outlined in section 115 of the *Local Government Act 2020* (Act). Council is required to publicly advertise its notice of proposal to lease land in accordance with section 223 of local Government Act 1989. Public Notice of Council intention to lease the land was give on 16 September 2014 and no submissions were received. The public notice at the time included the option for the further term, and as such, no further consultation is required.

6. Risk Analysis

If Council resolves to sign all required documentation to formalise the Further Term, there is minimal risk to Council. The arrangement will continue to operate in line with the terms of the lease, which has been the status quo for duration of the lease.

If Council resolved not to sign all required documentation, Council would be acting contradictory to the terms of the Lease, which provide the Tenant with the option to exercise the Further Term. Council would also become responsible for the Subject Land.

7. Options

Resolve to delegate to the Chief Executive Officer the power to execute all relevant documentation to formalise the Further Term of the Lease.

LIST OF APPENDICES

Nil

12.11 INSTRUMENT OF APPOINTMENT AND AUTHORISATION - PLANNING AND ENVIRONMENT ACT 1987

Author: Renee Hodgson - Manager Governance
Presenter: Emily Keogh - Head of Governance

PURPOSE OF REPORT

To appoint authorised officers under section 147(4) of the *Planning and Environment Act 1987* for the purposes and regulations made under that Act.

RECOMMENDATION:

In the exercise of the powers conferred by 147(4) of the *Planning and Environment Act* 1987 and the other legislation referred to in the attached Instrument of Appointment and Authorisation (the Instrument), Melton City Council resolves that:

1. The Instrument authorised by Council on 24 June 2024 be revoked.
2. The members of Council staff referred to in the Instrument in **Appendix 1** be appointed and authorised as set out in the Instrument.
3. The Instrument comes into force immediately after the common seal of Council is affixed to the Instrument and remains in force until Council determines to vary or revoke it.
4. The Instrument be sealed.

Motion

Crs Zada/Ramsey

In the exercise of the powers conferred by 147(4) of the *Planning and Environment Act* 1987 and the other legislation referred to in the attached Instrument of Appointment and Authorisation (the Instrument), Melton City Council resolves that:

1. The Instrument authorised by Council on 24 June 2024 be revoked.
2. The members of Council staff referred to in the Instrument in **Appendix 1** be appointed and authorised as set out in the Instrument.
3. The Instrument comes into force immediately after the common seal of Council is affixed to the Instrument and remains in force until Council determines to vary or revoke it.
4. The Instrument be sealed.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

REPORT

1. Executive Summary

Council has responsibilities for, and acts under, various pieces of legislation. In order to carry out some specific duties, functions and responsibilities authorised officers are required to be appointed. This report seeks Council approval for the appointment of authorised officers under section 147(4) of the *Planning and Environment Act 1987* for the purposes and regulations made under that Act.

2. Background/Issues

Most legislation under which the Council acts contain powers of sub-delegation. This enables the Chief Executive Officer to issue an Instrument of Sub-delegation to Staff given that the Council has beforehand resolved to issue an Instrument of Delegation to the CEO. Similarly, the CEO can directly appoint 'authorised officers' under most legislation.

The *Planning and Environment Act 1987,* however, does not contain an express power of sub-delegation. Accordingly, delegations under that Act are made by the Council directly to staff. Similarly, the appointment of authorised officers for the purposes and regulations made under that Act require a Council resolution.

The attached Instrument reflects the necessary appointment of staff who carry out authorised officer responsibilities under the *Planning and Environment Act 1987*. Officers in the positions of Manager Community Safety and Coordinator Health and Building Services no longer require this authorisation and have been removed. Officers in the positions of Coordinator Strategic Planning have been added and changes to position titles of current authorised officers are also reflected in the Instrument.

3. Council and Wellbeing Plan Reference and Policy Reference

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

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

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

4. Financial Considerations

There are no financial implications in making appointments as authorised officers.

5. Consultation/Public Submissions

Not applicable.

6. Risk Analysis

The Council requires duly appointed authorised officers to carry out a range of duties, functions and responsibilities under the *Planning and Environment Act 1987*. Without these appointments, these matters, including a range of enforcement, recovery, and legal proceedings, cannot be properly carried out under law.

7. Options

Council has the option to:

1. Adopt the Officers' recommendation.
2. Not adopt the Officers' recommendation and maintain the current appointments of authorised officers, authorised by Council under the *Planning and Environment Act 1987* on 24 June 2024.

LIST OF APPENDICES

1. Instrument of Appointment and Authorisation (Planning and Environment Act 1987 only)

Melton City Council

Instrument of Appointment and Authorisation

(*Planning and Environment Act 1987* only)

Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "**officer**" means –

Blake De Alencar Angus	Manager City Growth and Development
Dijana Sarac	Coordinator Planning Support Services
Kane Gebert	Planning Enforcement Officer
Paul Spencer	Planning Enforcement Officer
Roger Sucic	Coordinator Development Planning
Steve Finlay	Coordinator Development Planning
Helen Bowes	Development Contributions Coordinator
Travis Conway	Manager City Strategy
Lucy Slater	Coordinator Strategic Planning
Tejas Deshmukh	Coordinator Strategic Planning

By this instrument of appointment and authorisation Melton City Council -

1. under s 147(4) of the *Planning and Environment Act 1987* – authorises the officers to carry out the duties or functions and to exercise the powers of an authorised officer under the *Planning and Environment Act 1987*; and

2. under s 313 of the *Local Government Act 2020* authorises the officers either generally or in a particular case to institute proceedings for offences against the Acts and regulations described in this instrument.

It is declared that this instrument -

- comes into force immediately upon its execution; and
- remains in force until varied or revoked.

This instrument is authorised by a resolution of the Melton City Council on Monday 28 April 2025.

The **Common Seal** of the)
Melton City Council)
was hereunto affixed in the presence of:)

…….. Mayor (Cr Steve Abboushi)

…….. Chief Executive Officer (Roslyn Wai)

…….. Date

12.12 INTERNAL RESOLUTION PROCEDURE

Author: Renee Hodgson - Manager Governance
Presenter: Emily Keogh - Head of Governance

PURPOSE OF REPORT

To adopt an Internal Resolution Procedure in accordance with section 140 of the *Local Government Act 2020.*

RECOMMENDATION:

That Council, pursuant to section 140 of the *Local Government Act 2020* and regulation 12A of the Local Government (Governance and Integrity) Regulations 2020, adopt the Internal Resolution Procedure provided as **Appendix 1** to this report.

Motion

Crs Zada/Morris.

That Council, pursuant to section 140 of the *Local Government Act 2020* and regulation 12A of the Local Government (Governance and Integrity) Regulations 2020, adopt the Internal Resolution Procedure provided as **Appendix 1** to this report.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

Cr Shannon called for a division thereby setting aside the vote.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

The Mayor declared the motion CARRIED

REPORT

1. Executive Summary

As part of the most recent reforms to the *Local Government Act 2020* and the *Local Government (Governance and Integrity) Regulations 2020*, councils are required to develop and implement a new Internal Resolution Procedure by 1 July 2025. The aim of this Procedure is to address any alleged breaches of the Model Councillor Code of Conduct before they are escalated to formal processes like internal arbitration.

The basis of the attached Internal Resolution Procedure (**Appendix 1**) was created by Maddocks for the purposes of ensuring compliance with each of the requirements set out in Schedule 1A to the Regulations and is presented to Council for adoption.

2. Background/Issues

On 26 October 2024, the Local Government (Governance and Integrity) Amendment Regulations 2024 introduced a requirement for all councillors to observe a new Model Councillor Code of Conduct. The Model Councillor Code of Conduct is prescribed in Schedule 1 to the Local Government (Governance and Integrity) Regulations 2020. It sets out individual standards of conduct expected to be observed by councillors in the course of performing their duties and functions as councillors.

Pursuant to section 140 of the *Local Government Act* 2020, for the purposes of ensuring good governance and standards of conduct are observed and maintained by a Council, the Council must implement and adopt any prescribed procedures in relation to dealing with alleged breaches of the Model Councillor Code of Conduct.

Schedule 1A to the Local Government (Governance and Integrity) Regulations 2020 requires Council to implement and adopt an internal resolution procedure that may be followed by councillors to deal with alleged breaches of the Model Councillor Code of Conduct.

The basis of the attached Internal Resolution Procedure (**Appendix 1**) was created by Maddocks for the purposes of ensuring compliance with each of the requirements set out in Schedule 1A to the Regulations and is presented to Council for adoption.

3. Council and Wellbeing Plan Reference and Policy Reference

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

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

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

4. Financial Considerations

Any costs associated with the preparation of the Internal Resolution Procedure (Procedure) have been met through operational budgets.

It is stated within the Procedure that Council will not pay the costs of legal advice or representation for either party in connection with the Procedure, however, legal advice sourced through the Head of Governance may be made available to the Mayor, which will be met through operational budgets.

5. Consultation/Public Submissions

There is no public consultation requirement associated with the recommendation.

6. Risk Analysis

The consideration and adoption of the Internal Resolution Procedure by 1 July 2025, ensures compliance with the *Local Government Act 2020* and the Local Government (Governance and Integrity) Regulations 2020.

7. Options

Council may

1. Adopt the Internal Resolution Procedure as set out at **Appendix 1**; or
2. Adopt the Internal Resolution Procedure with amendments.

LIST OF APPENDICES

1. Internal Resolution Procedure - Draft

INTERNAL RESOLUTION PROCEDURE

1. Purpose

This Internal Resolution Procedure (**Procedure**) is adopted under and in accordance with section 140 of the *Local Government Act 2020* (**Act**) and regulation 12A of the *Local Government (Governance and Integrity) Regulations 2020*.

This Procedure will be observed when dealing with alleged breaches of the Model Councillor Code of Conduct.

2. Internal Resolution Procedure

Disputes between Councillors may arise in a variety of circumstances. This Procedure is to apply to those disputes in which one Councillor (**the Complainant**) alleges that another Councillor (**the Respondent**) has breached the Model Councillor Code of Conduct.

This Procedure provides both parties to a dispute with support and encouragement to resolve the dispute in a manner that enables the Councillors to move forward and maintain effective working relationships.

This Procedure is designed to minimise cost and disruption of disputes to Council and individual Councillors and, where possible, avoid disputes escalating and becoming the subject of an internal arbitration.

It is acknowledged that this Procedure will not be suitable for resolution of all disputes between Councillors.

An overview of the Procedure is annexed, in the form of a flowchart.

3. First Stage of Internal Resolution Procedure – Discussion

A Complainant is encouraged to raise their issue directly with the Respondent in a respectful and courteous manner, either in person or in writing, where they feel comfortable to do so.

Councillors are encouraged to recognise that:

(a) certain behaviours and communications may be perceived by others to be causing issues or offence that may not have been intended;

(b) it can provide useful insight to reflect on their own behaviour or motivation and possible contribution to the dispute, whether intended or not; and

(c) dealing with the dispute early is more likely to avoid the issue escalating and resolve it before it threatens the effective operation of Council.

It is useful to frame any issue from the Councillor's perspective (eg "I felt disrespected when you said / did …"), rather than accusing another person of holding a particular position or taking a negative action deliberately. A Councillor should let the other Councillor know how they feel and ask for an explanation, rather than making accusations or assumptions.

4. Second Stage of Internal Resolution Procedure – Conciliation

Where a direct conversation between Councillors has not been successful in resolving the dispute, or a Councillor does not feel comfortable communicating directly with another Councillor, the second stage of this Procedure is conciliation.

4.1 Initiating conciliation

A Complainant initiating conciliation must notify the Mayor and the Respondent of the dispute by completing a **Conciliation Application Form**. That form (see Attachment 1 to this Procedure) must:

(a) specify the names of the Complainant and Respondent;

(b) specify the provision (or provisions) of the Model Councillor Code of Conduct alleged to have been breached;

(c) detail what was said or done by the Respondent to constitute a breach of the Model Councillor Code of Conduct;

(d) attach any supporting information to provide examples of the behaviour complained of (eg screenshots or emails); and

(e) be dated and signed by the Complainant.

4.2 Participating in conciliation

Councillors are not obliged to engage in conciliation but should only decline to participate if they honestly and reasonably believe that their participation would adversely affect their health or wellbeing or would otherwise be unsafe.

A Respondent declining to participate in the conciliation must advise the Complainant and the Mayor of their unwillingness to participate, and the reasons for it. That advice must be provided no more than one week after receiving the Conciliation Application Form.

4.3 Conduct of conciliation

Conciliation is to be conducted by the Mayor except when the Mayor is a party to the dispute or otherwise unavailable to conduct conciliation. In that case the Deputy Mayor will assume the role of the Mayor in the conciliation process. If both the Mayor and the Deputy Mayor are parties to the dispute or otherwise unavailable to conduct the conciliation, the role of the Mayor must be performed by a Councillor jointly chosen for the purpose by the parties.

When, in this Procedure, reference is made to the Mayor it includes:

(a) the Deputy Mayor; and

(b) a Councillor jointly chosen for the purpose by the parties,

when the Mayor and/or the Deputy Mayor are parties to the dispute or otherwise unavailable to conduct a conciliation.

4.4 Roles and responsibilities

The role of the Mayor is to provide guidance to the parties to the dispute about the Standards of Conduct in the Model Councillor Code of Conduct, and actively explore whether the dispute can be resolved by agreement between them.

The role of the Complainant and Respondent is to explain their respective positions and, in a show of goodwill, actively explore the possibility of resolving the dispute by agreement.

All Councillors are responsible for conducting themselves in a courteous and respectful manner at all times during the conciliation.

The role of the Councillor Conduct Officer is to provide the Mayor with the administrative support necessary to arrange and conduct the conciliation.

4.5 Support from Council

Council, through the Councillor Conduct Officer, will provide administrative assistance to the Mayor when arranging a time and place for conciliation, including any technical assistance that may be required. Council will make a venue available for conciliation within Council's offices that is private and suited to the conciliation process.

If requested by the Mayor, or either party to a dispute, and subject to the agreement of both parties to a dispute, Council, through the Councillor Conduct Officer, may arrange an independent third party to attend a conciliation as a witness and for record keeping purposes only. Both parties must agree in respect of who the independent third party will be for this arrangement to be made.

Council will not provide any substantive guidance or advice about the subject matter of the dispute or pay the costs of legal advice or representation for any Councillor in connection with this Procedure, other than independent legal advice sought by the Head of Governance at the request of the Mayor for any matter the Mayor may be required to conduct conciliation for. Parties to a dispute may seek their own legal or other advice at their own cost, if they choose to do so.

4.6 End or termination of conciliation

Conciliation will end or be terminated if any of the following occurs:

(a) the parties cannot jointly choose a Councillor to conduct the conciliation within one week of being asked to do so;

(b) the Respondent notifies the Mayor that they do not wish to participate in conciliation, and the reasons for it, within one week of receiving the Conciliation Application Form;

(c) the Respondent does not respond to the Conciliation Application Form at all within two weeks of receiving it;

(d) conciliation has not occurred within four weeks of the Complainant submitting the Conciliation Application Form;

(e) conciliation has occurred and the parties have been unable to resolve the dispute; or

(f) the dispute has been resolved.

The time for conciliation may be extended by agreement between the parties to the dispute, whether or not the matter has been escalated to one of the formal dispute resolution procedures outlined in the Act.

4.7 Confidentiality

Parties and other participants are expected to maintain confidentiality concerning the dispute and the operation of this Procedure.

4.8 Record of outcome

The Mayor must document any agreement that is reached between the Complainant and Respondent. The agreement must be signed by the Complainant, Respondent and Mayor. Copies must be provided to the Complainant and Respondent, and the original must be retained by the Mayor. Again, parties and the Mayor are expected to maintain the confidentiality of the agreement reached.

5. Internal Resolution Procedure does not Apply in these Circumstances

The following disputes are not covered by this Procedure:

(a) differences between Councillors in relation to policy or decision making, which are appropriately resolved through discussion and voting in Council meetings;

(b) complaints made against a Councillor or Councillors by a member or members of Council staff, or by any other external person;

(c) allegations of sexual harassment;

(d) disclosures made about a Councillor under the *Public Interest Disclosures Act 2012*, which can only be made to the Independent Broad-based Anti-corruption Commission; and

(e) allegations of criminal misconduct, which should be immediately referred to Victoria Police or the relevant integrity authority.

6. Formal Dispute Resolution Procedure

This Procedure operates alongside, and does not replace, the formal dispute resolution procedures outlined in the Act.

The formal dispute resolution procedure applies to misconduct, serious misconduct and gross misconduct.

Section 141 of the Act provides for an internal arbitration process concerning a breach of the Standards of Conduct set out in the Model Councillor Code of Conduct.

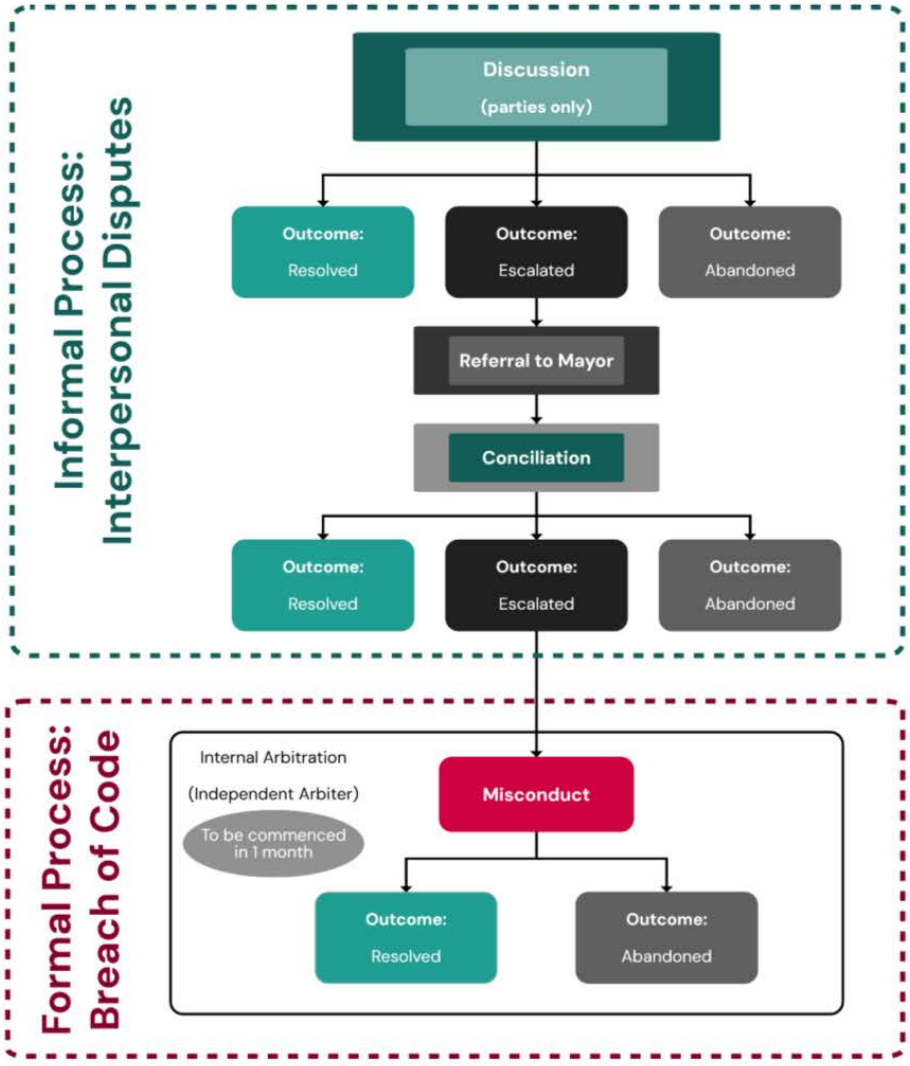
Attachment 1 Conciliation Application Form

Complainant:	
Respondent:	
Provisions of Model Councillor Code of Conduct breached:	
Action constituting breach: **(Include dates, times and detailed descriptions of the action complained of. Attach further documents as necessary.)**	

Signed by .....)
)
)
on .....)

Annexure

INTERNAL RESOLUTION PROCEDURE FLOWCHART



13. REPORTS FROM DELEGATES APPOINTED TO OTHER BODIES AND COUNCILLOR REPRESENTATIONS AND ACKNOWLEDGEMENTS

Reports were received from Crs Carli, Ramsey, Morris, Shannon, Zada, Verdon, Turner and Mayor Abboushi.

Cr Shannon departed the Chamber at 8.47pm and returned to the Chamber at 8.49pm.

Cr Dr Zada departed the Chamber at 8.50pm and returned to the Chamber at 8.51pm.

Cr Verdon departed the Chamber at 8.53pm and returned to the Chamber at 8.55pm.

Cr Morris departed the Chamber at 8.57pm and returned to the Chamber at 8.59pm.

Cr Ramsey departed the Chamber at 9.00pm and returned to the Chamber at 9.02pm.

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14. NOTICES OF MOTION

Mayor Abboushi vacated the Chair at 9.03pm and requested Deputy Mayor Carli to take the Chair.

Deputy Mayor Carli took the Chair at 9.03pm.

14.1 NOTICE OF MOTION 962 (CR ABBOUSHI) - MAYORAL TASKFORCE SUPPORTING PEOPLE SEEKING ASYLUM

Councillor: Steven Abboushi

NOTICE:

That Council joins the Mayoral Taskforce Supporting People Seeking Asylum as a General Member Council, fulfilling the requirements of such membership as outlined in the Terms of Reference (attached.)

Motion

Crs Abboushi/Morris.

That Council:

1. Joins the Mayoral Taskforce Supporting People Seeking Asylum as a General Member Council, fulfilling the requirements of such membership as outlined in the Terms of Reference attached to the agenda;
2. Review its membership of the Mayoral Taskforce People Seeking Asylum in 12 months' time and receive a Briefing to Councillors on the Taskforce's outcomes in the last year.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

Mayor Abboushi called for a division thereby setting aside the vote.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

The Deputy Mayor declared the motion CARRIED

14.2 NOTICE OF MOTION 968 (CR DR ZADA) - ADVOCACY FOR A NEW POLICE STATION

Councillor: Phillip Zada

At 9.12pm, Deputy Mayor Carli vacated the Chair and Mayor Abboushi assumed the Chair.

NOTICE:

That Council:

1. Writes to the Minister for Police and Emergency Services, and local Members of Parliament requesting urgent planning and delivery of a new police station in Mount Atkinson, Cobblebank, or Thornhill Park—and encourages the State Government to explore the feasibility of a co-located emergency services facility in the area that includes police, fire, and ambulance services to meet the needs of the growing community and improve public safety outcomes;
2. Requests, prior to the next Safe City Committee Meeting, information from Victoria Police on current police response times, operational resourcing, and infrastructure coverage across the municipality, with particular focus on newly established and expanding areas;
3. Commits to continued engagement with local residents' groups, neighbourhood associations, and Victoria Police to support and strengthen the case for improved policing infrastructure and services within the growth corridor;
4. Advocates for increased police staffing levels at existing police stations across Melton and Caroline Springs to address current resourcing gaps and support effective service delivery;
5. Subject to the information provided by Victoria Police, notes that the establishment of a new police station in the growth corridor could reduce demand on existing stations in Melton and Caroline Springs, thereby enhancing service delivery and response coverage across the municipality.

Motion

Crs Zada/Morris.

That Council:

1. Writes to the Minister for Police and Emergency Services, and local Members of Parliament requesting urgent planning and delivery of a new police station in the Mount Atkinson Ward, encourages the State Government to explore the feasibility of a co-located emergency services facility in the area that includes police, fire, and ambulance services that meet the needs of the growing community and improve public safety outcomes;
2. Requests, prior to the next Safe City Committee Meeting, information from Victoria Police on current police response times, operational resourcing, and infrastructure coverage across the municipality, with a particular focus on newly established and expanding areas;
3. Commits to continued engagement with local residents' groups, neighbourhood associations, and Victoria Police to support and strengthen the case for improved policing infrastructure and services within the growth corridor;
4. Advocates for increased police staffing levels at existing police stations across Melton and Caroline Springs to address current resourcing gaps and support effective service delivery;

5. Subject to the information provided by Victoria Police, notes that the establishment of a new police station in the growth corridor could reduce demand on existing stations in Melton and Caroline Springs, thereby enhancing service delivery and response coverage across the municipality.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

Cr Zada called for a division thereby setting aside the vote.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

The Mayor declared the motion CARRIED

14.3 NOTICE OF MOTION 969 (CR DR ZADA) - PARTICIPATORY BUDGETING PILOT PROGRAM

Councillor: Phillip Zada

NOTICE:

That Council:

1. Investigates a model for a Participatory Budgeting pilot program to be trialled in the 2026/2027 financial year;
2. Explores the potential for community involvement in identifying and prioritising local capital works or community initiatives as part of the pilot, ensuring all processes comply with Council's governance and budgetary frameworks;
3. Receives a Councillor Briefing outlining the feasibility, scope, potential risks, and a proposed community engagement strategy to inform the delivery of the pilot in a transparent and inclusive manner that fosters local ownership and pride.

Motion

Crs Zada/Shannon.

That Council:

1. Investigates a model for a Participatory Budgeting pilot program to be trialled in the City of Melton;
2. Explores the potential for community involvement in identifying and prioritising local capital works or community initiatives as part of the pilot, ensuring all processes comply with Council's governance and budgetary frameworks;
3. Receives a Councillor Briefing outlining the feasibility, scope, potential risks, and a proposed community engagement strategy to inform the delivery of the pilot in a transparent and inclusive manner that fosters local ownership and pride.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner and Zada

Against: Cr Verdon

Abstained: Nil

CARRIED

Cr Dr Zada called for a division thereby setting aside the vote.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner and Zada

Against: Cr Verdon

Abstained: Nil

The Mayor declared the motion CARRIED

14.4 NOTICE OF MOTION 970 (CR RAMSEY) - MULTI STOREY PARKING

Councillor: Sophie Ramsey

NOTICE:

That Council receive a briefing that outlines possible sites for a multi storey carpark within Activity Centres in the City of Melton.

Motion

Crs Ramsey/Shannon.

That Council receive a briefing that outlines possible sites for a multi storey carpark within Activity Centres and near railway stations in the City of Melton.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

14.5 NOTICE OF MOTION 971 (CR DR ZADA) - DETERRING ILLEGAL RUBBISH DUMPING

Councillor: Phillip Zada

NOTICE:

That Council:

1. Requests officers to prepare a Briefing of Councillors examining the feasibility, legal considerations, and implementation requirements for a "name and shame" approach — including publicising the identities of individuals or businesses found guilty of illegal rubbish dumping, in accordance with relevant legislation and privacy protections.
2. Request Officers to investigate and prepare a Briefing of Councillors on a resident incentive program for substantiated reports of illegal rubbish dumping, including:
    a) Options such as coffee or meal vouchers, or credits applied to rates notices.
    b) Criteria for eligibility and validation of reports.
    c) Estimated costs and potential partnerships with local businesses.
    d) Opportunities to align the program with Council's waste education and enforcement campaign.
3. Notes that the intent of this motion is to explore new methods to deter illegal dumping and enhance community-led accountability.

Motion

Crs Zada/Turner.

That Council:

1. Requests officers to prepare a Briefing of Councillors examining the feasibility, legal considerations, and implementation requirements for a "name and shame" approach — including publicising the identities of individuals or businesses found guilty of illegal rubbish dumping, in accordance with relevant legislation and privacy protections.
2. Request officers to investigate and prepare a Briefing of Councillors on a resident incentive program for substantiated reports of illegal rubbish dumping, noting opportunities to align the program with Council's waste education and enforcement campaign.
3. Notes that the intent of this motion is to explore new methods to deter illegal dumping and enhance community-led accountability.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY

Cr Dr Zada called for a division thereby setting aside the vote.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

Against: Nil

Abstained: Nil

The Mayor declared the motion CARRIED

15. URGENT BUSINESS

Nil.

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 Provision of Land for Active Open Space and Construction of Roads
(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.

16.2 Update on Proposed Sale of Land
(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 Contract No.18-013 - Waste Collection Services Update
(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.

16.4 Contract No. 22-020 - Tree Asset Maintenance Update
(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.

16.5 Contract No. 252.9 Technology Change Program Horizon 1 - Data Migration Services Award
(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.

16.6 Contract No. 25-087 - Sugar Gum Estate Pedestrian Path - Construction Services
(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.

16.7 CEO Employment and Remuneration Committee - 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.

Procedural Motion

Crs Ramsey/Zada.

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:

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(i) relates to trade secrets; or
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16.7 CEO Employment and Remuneration Committee - 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.

For: Crs Abboushi, Carli, Morris, Ramsey, Shannon, Turner, Verdon and Zada

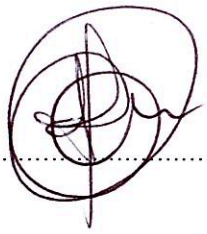
Against: Nil

Abstained: Nil CARRIED UNANIMOUSLY

17. CLOSE OF BUSINESS

The meeting closed at 10.07pm.

Confirmed 26 May 2025



.....CHAIRPERSON