



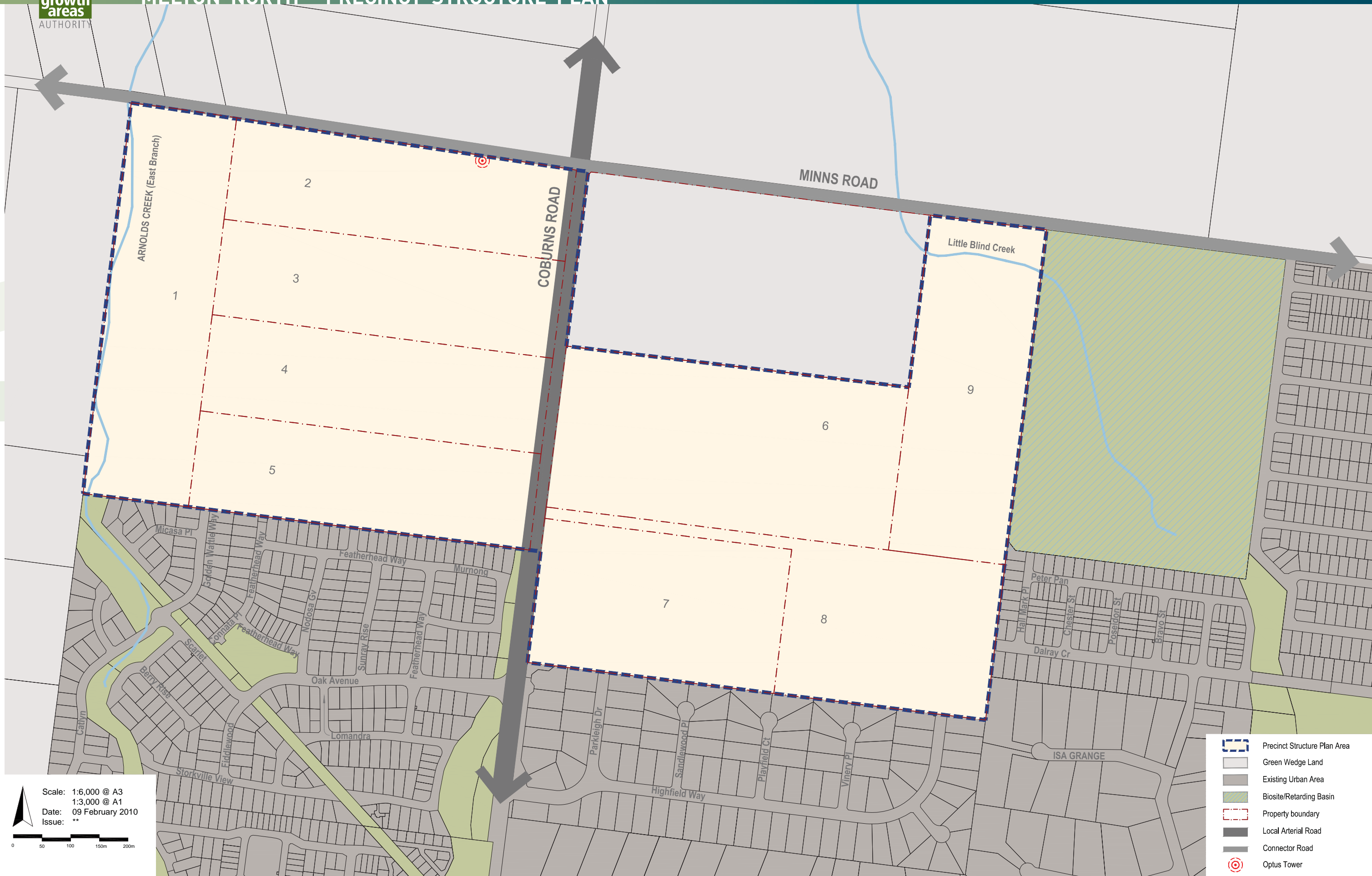
# Melton North Precinct Structure Plan

MAY 2010



## CONTENTS

<b>1.0 INTRODUCTION</b>	<b>3</b>	<b>5.0 ELEMENTS</b>	<b>13</b>	<b>PLANS</b>	
1.1 ROLE OF THE PRECINCT STRUCTURE PLAN	3	5.1 IMAGE AND CHARACTER	13	Plan 1: Precinct structure plan area	2
1.2 LAND TO WHICH THE PSP APPLIES	3	5.2 HOUSING	15	Plan 2: Regional context	4
1.3 IMPLEMENTATION	3	5.3 EMPLOYMENT AND ACTIVITY CENTRES	16	Plan 3: Local context	6
<b>2.0 CONTEXT AND SITE DESCRIPTION</b>	<b>5</b>	5.4 COMMUNITY INFRASTRUCTURE, OPEN SPACE AND NATURAL SYSTEMS	16	Plan 4: Site features	8
2.1 METROPOLITAN AND REGIONAL CONTEXT	5	5.5 BIODIVERSITY	17	Plan 5: Precinct structure plan area	10
2.2 LOCAL CONTEXT	5	5.6 TRANSPORT AND MOVEMENT	19	Plan 6: Future urban structure	10
2.3 PRECINCT FEATURES	7	5.7 UTILITIES AND ENERGY	27	Plan 7: Housing	14
<b>3.0 VISION</b>	<b>9</b>	<b>6.0 PRECINCT INFRASTRUCTURE PLAN</b>	<b>28</b>	Plan 8: Transport network	18
<b>4.0 INTEGRATED PRECINCT DESIGN</b>	<b>11</b>	6.1 INTRODUCTION	28	Plan 9: Public transport	20
4.1 CLIMATE CHANGE AND ENVIRONMENTAL SUSTAINABILITY	11	6.2 INFRASTRUCTURE AND SERVICES REQUIRED TO SUPPORT DEVELOPMENT OF THE PRECINCT	28	Plan 10: Open space, walking & trails	22
4.2 A SENSE OF PLACE AND COMMUNITY	11	6.3 DEVELOPMENT STAGING REQUIREMENTS	28		
4.3 GREATER HOUSING CHOICE, DIVERSITY AND AFFORDABILITY	11	6.4 PROJECT CO-ORDINATION	28	<b>TABLES</b>	
4.4 LOCAL EMPLOYMENT AND BUSINESS ACTIVITY	11	<b>7.0 OTHER INFORMATION</b>	<b>29</b>	Table 1: Summary land use budget	12
4.5 DEMOGRAPHIC PROJECTIONS	11	7.1 ACRONYMS	29	Table 2: Community Infrastructure	16
4.6 LAND USE BUDGET SUMMARY	12	7.2 GLOSSARY	29	Table 3: Distribution of passive open space	17
		7.3 SUPPORTING INFORMATION	29	Table 4: Road Hierarchy	19
				Table 5: Service Authorities	27
				Table 6: Infrastructure and services required within the precinct to support the development of the precinct	28
				Table 7: Infrastructure and services required outside the precinct to support the development of the precinct	28



plan 1

precinct structure plan area  
melton north precinct structure plan

## 1.0 INTRODUCTION

### 1.1 ROLE OF THE PRECINCT STRUCTURE PLAN

The Melton North Precinct Structure Plan (the PSP) has been prepared by Melton Shire Council in partnership with the Growth Areas Authority and with input from Government agencies, service authorities and major stakeholders.

The PSP is a long-term plan for urban development. It describes how the land is expected to be developed and how and where services planned to support development will be delivered.

The PSP:

- Enables the transition of non-urban land to urban land.
- Sets the vision for how land should be developed and the desired outcomes to be achieved.
- Outlines projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle.
- Details the form and conditions that must be met by future land use and development.
- Determines the use and development controls that apply in the schedule to the Urban Growth Zone and what permits may be granted under the Schedule to the zone.
- Enables the assessment, protection and enhancement of biodiversity values in the context of the surrounding and long term urban development.
- Provides developers, investors and local communities with certainty about future development.

The PSP is informed by:

- The State Planning Policy Framework set out in the Melton Planning Scheme, including the Growth Area Framework Plans and the Precinct Structure Planning Guidelines, and
- The Local Planning Policy Framework of the Melton Planning Scheme and other local policies and strategies (in Clause 21 and 22).

### 1.2 LAND TO WHICH THE PSP APPLIES

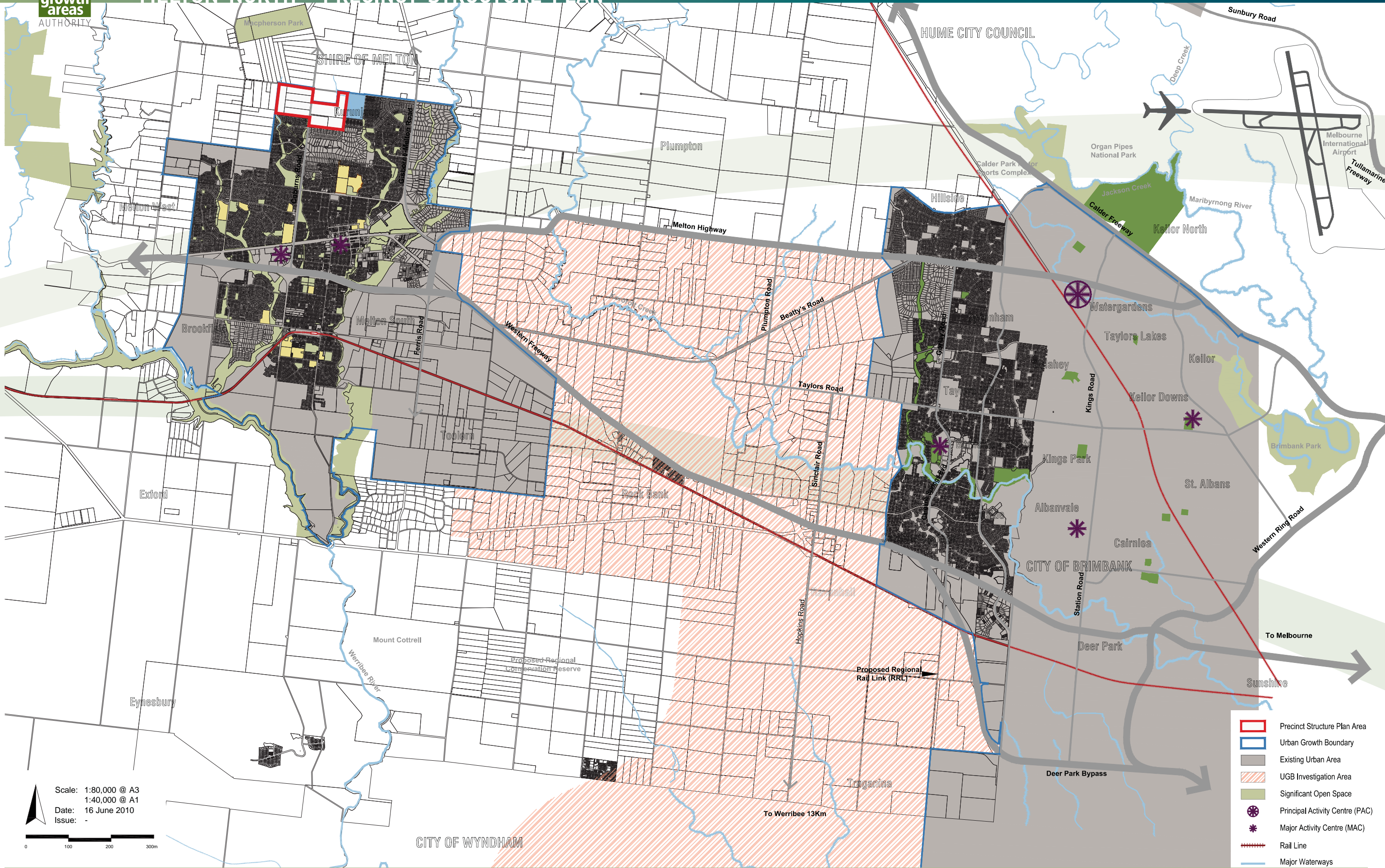
The PSP applies to approximately 106 Ha of land ("the precinct") as shown in Plan 1. The precinct is generally bounded by:

- Arnolds Creek to the west
- Minns Road to the north
- Existing residential development to the south
- Retarding basin and bio-site to the east.

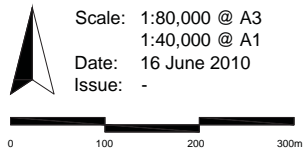
### 1.3 IMPLEMENTATION

The PSP is implemented by:

- Development proponents who develop land generally in accordance with this PSP.
- The Victorian Government and the Melton Shire Council by funding, delivering and managing a range of infrastructure and services to support the development of the precinct.
- Non-government services providers and individuals such as volunteers who manage and deliver services.
- The Melton Planning Scheme including:
  - The incorporated Melton North Precinct Structure Development Contributions Plan (May 2010)
  - Public open space contribution requirements at Clause 52.01.



Scale: 1:80,000 @ A3  
 1:40,000 @ A1  
 Date: 16 June 2010  
 Issue: -



- Precinct Structure Plan Area
- Urban Growth Boundary
- Existing Urban Area
- UGB Investigation Area
- Significant Open Space
- ✱ Principal Activity Centre (PAC)
- ✱ Major Activity Centre (MAC)
- Rail Line
- Major Waterways

## 2.0 CONTEXT AND SITE DESCRIPTION

### 2.1 METROPOLITAN AND REGIONAL CONTEXT

The Melton North precinct is located approximately 32 kilometres west of the Melbourne Central Activity District, in the Melton North/Kurunjang Corridor, within the Shire of Melton.

The PSP area is located to the north of the Western Freeway and Melton Highway which provide access to the Melton Township and the Melbourne metropolitan road network.

Access via road to interstate routes to the north and west are via the Western Freeway and the ring roads to the Hume Freeway.

Access to the Principal Public Transport Network (PPTN) is available at the Melton Highway to the south of the precinct and Watergardens Station at Sydenham which is approximately 18 km to the east.

Non-electrified V-Line services operate from Melton Station, approximately 6 km to the south.

The PSP area is located approximately 3.6 km to the north of the Melton Town Centre, a Major Activity Centre and the major commercial, retail and employment centre in the Melton Township.

MacPherson Park, a regional sporting precinct, is located approximately 2 km to the north of the plan area.

### 2.2 LOCAL CONTEXT

#### 2.2.1 HISTORY

The traditional owners of the land were the people of the Wurundjeri.

The Melton North region has primarily been used for dry land grazing and cropping since its settlement from the 1830s. The precinct's small rural landholdings reflect this historical land use.

The precinct and surrounds have generally been absorbed by small farm holdings, quarrying works and intensive residential developments.

#### 2.2.2 ACTIVITY CENTRES

Activity centres that serve the precinct are as follows:

- Watergardens at Sydenham, approximately 18 km to the east is the closest Principal Activity Centre.
- Melton Town Centre and Woodgrove Shopping Centre are both Major Activity Centres to the south of the precinct.

The Melton-Caroline Springs Growth Area Framework Plan (GAFP) showed a proposed large Neighbourhood Activity Centre (NAC) to the east of the precinct. This centre has not eventuated.

The GAFP shows a large NAC in the precinct.

### 2.2.3 TRANSPORT AND MOVEMENT

There are five road entry points to the plan area, three of which provide connections to existing residential estates to the south. Other connections include Minns Road to the north and Coburns Road, which runs central to the plan area. These two major roads provide access to the wider road network.

Public Transport provision is predominantly bus, with services planned to extend to the precinct. The closest railway station is approximately 6km to the south at Melton South.

### 2.2.4 OPEN SPACE

MacPherson Park to the north of the precinct is the major regional active open space. The Park is home to sport and recreation clubs including the Melton and District Pony Club, Melton District Adult Riding Club, Melton Greyhound Racing Club and St Domenics Tennis Club. MacPherson Park also has a range of facilities including AFL, cricket, baseball, soccer, rugby union and cycling.

The precinct will connect to the network of linear parks through Arnolds Creek, Toolern Creek and their tributaries.

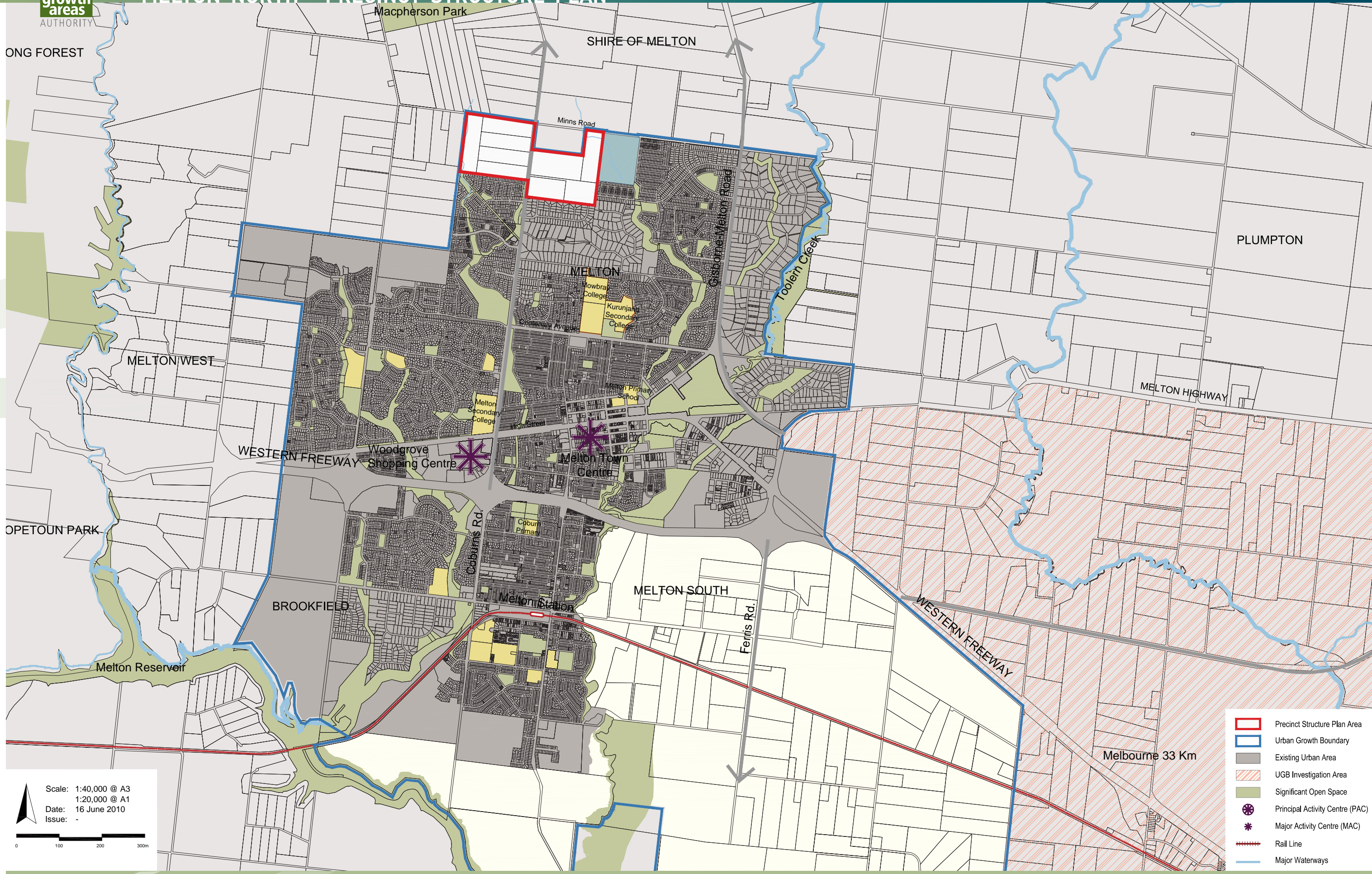
### 2.2.5 COMMUNITY FACILITIES

Existing social and community infrastructure within close proximity and with capacity to service the precinct are as follows:

- Melton Primary School
- Kurunjang Primary School
- Kurunjang Secondary School

### 2.2.6 SURROUNDING LAND USES

Major land uses are conventional residential to the south and east. Adjoining the precinct to the east is a large retarding basin. Land to the north and west is predominantly agricultural.



Scale: 1:40,000 @ A3  
1:20,000 @ A1  
Date: 16 June 2010  
Issue: -

0 100 200 300m

- Precinct Structure Plan Area
- Urban Growth Boundary
- Existing Urban Area
- UGB Investigation Area
- Significant Open Space
- ✳ Principal Activity Centre (PAC)
- ✳ Major Activity Centre (MAC)
- Rail Line
- Major Waterways



## 2.3 PRECINCT FEATURES

### 2.3.1 HERITAGE AND BUILT FORM

Built form within the PSP area is dominated by farm houses and agricultural sheds.

Assessment of the precinct has found no Aboriginal or post-contact heritage values.

### 2.3.2 TOPOGRAPHY AND LANDSCAPE

The precinct's topography is generally flat with a slight fall towards the south. Two separate overland flow paths are located along the western boundary and north eastern corner of the site. The latter connects to the future retarding basin to the east of the precinct.

Overland flow paths at the west and northeast of the precinct provide some definition to the topography of the precinct.

Introduced pasture is the dominant vegetation type. There is a windrow of trees located within the site adjacent Coburns Road in the south eastern half of the study area. Further trees are present around homesteads and site boundaries and generally constitute a mix of native and exotic species.

Views and vistas beyond the precinct are generally limited to the Pyrete Ranges to the distant north and residential areas to the south.

Within the precinct views to the west are dominated by Arnolds Creek. A 35m high telecommunications tower near the corner of Minns and Coburns Roads is the dominant constructed feature of the precinct.

### 2.3.3 NATURAL FEATURES AND SYSTEMS

The precinct is located within the Victorian Volcanic Plain bio-region, which extends from the western suburbs of Melbourne to Hamilton in the west.

### 2.3.4 BIODIVERSITY

The majority of land within the precinct consists of highly modified Plains Grassland that are now dominated by Wallaby Grass and Spear Grass and as such are classified as degraded treeless vegetation.

Land in the precinct has been highly modified through cropping and grazing to the extent that it is unlikely that threatened flora and fauna species occur in this precinct, except for in the drainage lines. The precinct has potential habitat for a number of species listed under Commonwealth and/or State legislation such as:

- Small Scurf-Pea;
- Striped Legless Lizard;
- Golden Sun Moth;
- Plains Wanderer;
- Swift Parrot; and
- Grey-headed Flying-Fox.

The precinct has opportunities to improve biodiversity through the enhancement of the creek lines with indigenous plantings, provision of wetlands and ponds and the creation of green links to existing and future urban areas to the south and east of the catchment and non-urban land to the north and west.



Scale: 1:6,000 @ A3  
1:3,000 @ A1  
Date: 09 February 2010  
Issue: \*\*



- Precinct Structure Plan Area
- Regional Open Space
- Green Wedge Land
- Existing Urban Area
- Floodway Zone/Retarding Basin
- Waterway/Drainage
- Existing Views
- Local Arterial Road
- Connector Road
- Connector Road
- Major Waterways
- Optus Tower
- Future Road Connection

## 3.0 VISION

---

The vision for the Precinct is that:

Melton North is an extension of the existing and growing Melton township. New shops, services and community facilities that serve both the new community and the local area will form the centre of the new community.

Provision for public transport will help connect the new community and its services and facilities with existing communities and key destinations outside the precinct.

A balance of traditional leafy green areas supported by water sensitive urban design and dry-land landscapes will create a distinctive look for the precinct.

Opportunities for walking, cycling and recreation through the shared trail network and new sporting facilities will encourage a healthy active lifestyle for residents of all ages.



- Precinct Structure Plan Area
- Conventional Residential
- Medium Density Residential
- Business (Retail / Commercial)
- Community Facilities
- Unencumbered Passive Open Space
- Floodway Zone/Retarding Basin
- Waterway/Drainage
- Active Open Space/Playing Fields
- Regional Open Space
- Existing Urban Area
- Property boundary
- Connector Road
- Local Arterial Road
- Optus Tower
- Future Road Connection
- Indicative location of connection to Minns Road

Scale: 1:6,000 @ A3  
1:3,000 @ A1  
Date: 09 February 2010  
Issue: \*\*

## 4.0 INTEGRATED PRECINCT DESIGN

Plan 5: Future urban structure shows how the new community will develop. The future urban structure provides:

- A large Local Town Centre (LTC) to service the precinct area and the wider community
- Housing, including higher housing densities around open spaces and the LTC
- Community facilities integrated with LTC
- Active and passive open spaces
- Strong links to Arnolds Creek and Little Blind Creek.

The key destinations for residents within the precinct will be the LTC and community facilities, open space areas and employment destinations.

The plan supports access to the recreation, community and commercial facilities for residents outside the precinct.

### 4.1 CLIMATE CHANGE AND ENVIRONMENTAL SUSTAINABILITY

The Melton North PSP establishes a framework for the development of an environmentally sustainable urban structure. The proposed structure supports the full implementation of the sustainable subdivision objectives of Clause 56 of the Melton Planning Scheme.

The design of the Precinct encourages travel by means other than private car in order to reduce vehicle emissions through the following measures:

- A centrally located, mixed use LTC that is easily accessible via a highly permeable local road network.
- Higher density residential development in and around the LTC.
- On-road and off-road walking and bicycle networks that connects new residential areas with the LTC and existing residential areas.
- Location of the community facilities adjacent to the LTC.
- Provision for bus routes that ensures the majority of residents will be within convenient walking distance of a bus stop with bus services to key destinations in the precinct.

### 4.2 A SENSE OF PLACE AND COMMUNITY

The PSP establishes a framework that supports the development of a strong sense of community and place.

The NAC is the focus for community and commercial facilities and services. The traditional 'main street' strip, supported by a community centre will generate a critical mass of activity at street level.

High quality urban design in the LTC will also support the main street as a place of interest, activity and community interaction.

A full-size sports oval, sports pavilion and tennis courts are also provided to support health and recreation within the precinct.

Consistent landscaping themes throughout public spaces and high quality design of public spaces across the PSP area will support a sense of local identity and pride.

### 4.3 GREATER HOUSING CHOICE, DIVERSITY AND AFFORDABILITY

The PSP promotes and encourages a range of housing lot sizes throughout the precinct that will accommodate a variety of housing forms to meet the needs of the new community. In particular, the PSP strongly encourages higher densities of residential development in and around the LTC where residents have close access to community and commercial facilities, public transport and local jobs.

The PSP seeks to prevent covenants and on-title restrictions that will limit housing diversity.

### 4.4 LOCAL EMPLOYMENT AND BUSINESS ACTIVITY

Employment within the precinct will primarily be located in the LTC and community centre in retailing, community services, and service industries. Over time, the number and diversity of jobs in the NAC will increase as the community matures. High-quality urban design, housing diversity and good access to public transport will support job growth.

### 4.5 DEMOGRAPHIC PROJECTIONS

The precinct is planned to provide approximately 1,300 dwellings at a minimum average density of 15 dwellings per net developable hectare.

The most common household type in the precinct during establishment will be families with children. Generally housing will respond to the needs of young families who are attracted to the more affordable land prices in the growth areas.

An initial household size of three people per household is assumed. Consequently, the PSP anticipates a new community of approximately 4000 people.

The following demographic characteristics of the community are likely:

- A median age of 28, much younger than the Melbourne Statistical Division median of 36;
- A much higher percentage of infants aged 0 to 4 years (12.1% compared to 6.3%);
- A higher percentage of adults aged 25 to 54 years (53.8% compared to 43.9%);
- A much lower percentage of adults aged 55 to 64 years (4.6% compared to 10.3%); and
- A much lower percentage of mature adults aged 65 years and over (2.1% compared 12.8%).

During the initial stages of development the new community will consist mainly of young families that create demand for children's and related services. As this cohort of children ages and the community develops demand for secondary schools and services that cater for youth services emerge.

In the long-term significant increases are anticipated in the 55 and over age cohort.

#### 4.6 LAND USE BUDGET SUMMARY

Table 1: Summary land use budget

DESCRIPTION			
	Hectares	% of Total Area	% of NDA
<b>TOTAL PRECINCT AREA (ha)</b>	<b>105.94</b>	<b>100.0%</b>	
<b>TRANSPORT</b>			
4 Lane Arterial Roads	2.29	2.16%	2.57%
<b>Sub-total</b>	<b>2.29</b>	<b>2.16%</b>	<b>2.57%</b>
<b>COMMUNITY FACILITIES</b>			
Community Services Facilities	0.80	0.75%	0.90%
<b>Sub-total</b>	<b>0.80</b>	<b>0.75%</b>	<b>0.90%</b>
<b>OPEN SPACE</b>			
<b>ENCUMBERED LAND AVAILABLE FOR RECREATION</b>			
Waterway / Drainage Line / Wetland / retarding	4.53	4.27%	5.08%
<b>Sub-total</b>	<b>4.53</b>	<b>4.27%</b>	<b>5.08%</b>
<b>UNENCUMBERED LAND AVAILABLE FOR RECREATION</b>			
Active Open Space	5.82	5.5%	6.53%
Passive Open Space	3.37	3.2%	3.78%
<b>Sub-total</b>	<b>9.19</b>	<b>8.7%</b>	<b>10.32%</b>
<b>TOTALS OPEN SPACE</b>	<b>13.71</b>	<b>12.9%</b>	<b>15.40%</b>
<b>OTHER</b>			
Optus telecommunications tower	0.07	0.07%	0.08%
<b>Sub-total</b>	<b>0.07</b>	<b>0.07%</b>	<b>0.08%</b>
<b>NET DEVELOPABLE AREA (NDA) ha</b>	<b>89.07</b>	<b>84.08%</b>	

## 5.0 ELEMENTS

This chapter sets out objectives and planning and design guidelines for the following elements:

1. Image and character
2. Housing
3. Employment and activity centres
4. Community facilities
5. Open space and natural systems
6. Transport and movement
7. Utilities and energy

Each element includes:

**Objectives:** an objective describes the desired outcome to be achieved in the completed development. Objectives must be met.

**Plans:** the plans are a spatial expression of objectives.

**Planning and Design Guidelines:** planning and design guidelines including figures and tables that *must be met* or *should be met*.

Where a planning and design guideline is listed as 'must be met', no alternative may be considered.

Where a planning and design guideline is listed as a 'should be met' an application for an alternative design solution or outcome to that envisaged by the planning and design guideline, which meets the objectives may be considered to the satisfaction of the responsible authority.

### 5.1 IMAGE AND CHARACTER

#### 5.1.1 OBJECTIVES

- To create streets that that have vistas to open spaces where practicable.
- To create inviting walks on linear trail networks and within the street network by ample pedestrian provision, landscape treatments, public art installation and the creation of 'destinations' to punctuate these pedestrian flows.
- To encourage diversity in housing product.
- To create an education, community and open space hub that is of contemporary design and which is easily and readily accessible.
- To create a network of trails that builds on the opportunities presented by tributaries of Arnolds Creek and the proposed retarding basin to east of the precinct.
- To provide open spaces and trails framed by development that allows for passive surveillance.
- To ensure landscaping in streets and trails contributes to the distinctive character of the area.

#### 5.1.2 IMPLEMENTATION

The objectives for image and character are met by implementation of all the following:

- » *Plan 5: Future Urban Structure*
- » *Planning and design guidelines in Section 5.1.3*

#### 5.1.3 PLANNING AND DESIGN GUIDELINES

The following guidelines must be met:

- All dwellings must have frontage to a road or open space.
- All new electricity supply infrastructure must be provided underground (excluding substations).
- The design and construction of subdivision electricity infrastructure on land adjacent Coburns Road must remove existing above ground electricity lines on Coburns Road and place them underground.
- An application for a subdivision of 10 lots or more must be accompanied by Housing Design Guidelines addressing the following to the satisfaction of the responsible authority:
  - Siting and orientation
  - Fencing
  - Water Efficiency
  - Energy Efficiency
  - Building Materials
  - Fencing
  - Landscaping
  - Diversity of housing products

The requirement for housing design guidelines may be waived or reduced at the discretion of the responsible authority.

The following guidelines should be met:

- Low front fencing adjoining all open space.
- The design and construction of subdivision electricity infrastructure on land adjacent Minns Road should remove existing above ground electricity lines on Minns Road and place them underground.



Scale: 1:6,000 @ A3  
1:3,000 @ A1  
Date: 09 February 2010  
Issue: \*\*



- Precinct Structure Plan Area
- Conventional Residential
- Medium Density Residential
- Unencumbered Passive Open Space
- Property boundary
- Local Arterial Road
- Connector Road
- Optus Tower



## 5.2 HOUSING

### 5.2.1 OBJECTIVES

- To provide a wide range of housing options to meet the needs of diverse household types and budgets in the initial phases of development and as the community matures.
- To achieve at least 15 dwellings per net developable hectare of residential development across the precinct.
- To concentrate the higher residential densities in and at the periphery of the activity centre and around open spaces.
- To encourage higher density development near to local parks, the activity centre, the proposed east-west connector road, community facilities, active open space, creek locations and public transport stops.
- To encourage provision of dwellings above ground level in the activity centre.
- To strongly discourage the use of covenants or other instruments that prevents or limits the achievement of the housing objectives.

### 5.2.2 IMPLEMENTATION

The objectives for housing are met by implementation of all the following:

- » *Plan 5 – Future urban structure*
- » *Plan 6 – Housing*
- » *An approved Urban Design Framework for the Neighbourhood Activity Centre.*
- » *Planning and design guidelines in section 5.2.3.*

### 5.2.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines should be met.

Design guidelines and on-title covenants should not prevent or impede the use of sustainable energy technologies such as visible solar energy collectors on roofs.

### 5.3 EMPLOYMENT AND ACTIVITY CENTRES

#### 5.3.1 OBJECTIVES

- To provide a centrally located town centre that meets day-to-day convenience and service needs of the new community and established residential areas beyond the precinct.
- To provide employment opportunities within the precinct.
- To ensure the type and scale of shops are appropriate to the neighbourhood role and function of the centre.
- To integrate community facilities at the periphery of the local town centre.
- To create attractive public and private spaces, including streets, which foster community interaction.
- To use consistent landscaping themes, street furniture and signage to create a distinctive sense of place.
- To encourage access to the centre by walking, cycling and public transport through the trail network and designing for public transport.
- To seek landscape design and architecture that reinforces the activity centre as the community and commercial focus of the precinct.

#### 5.3.2 IMPLEMENTATION

The objectives for employment and activity centres are met by implementation of all the following:

- » *Plan 5 – Future urban structure*
- » *Planning and design guidelines in Section 5.3.3*

#### 5.3.3 PLANNING AND DESIGN GUIDELINES

The following must be met:

The **urban design framework** required under the Schedule to the Urban Growth Zone must:

- Be consistent with the role and function for the activity centre.
- Show a ‘main street’ design based on the east-west connector road.
- Show how the centre relates to and integrates with community facilities.
- Show potential for future expansion of commercial floorspace, dwellings and employment opportunities in the centre.
- Include building design guidelines that support the ‘main street’ function of the centre.
- Set out the design of streets including design measures that encourage walking and cycling through links to the wider trail network.
- Show the overall landscape concept for the centre.
- Provide details of street lighting, street furniture, and public signage.

- Set out arrangements for access to the centre from Coburns Road.
- Include guidelines to support environmental sustainability including water sensitive urban design and energy conservation.
- Set out design guidelines for advertising signs.
- Set out arrangements for service areas for deliveries, waste disposal, emergency services that will not generate material impact on adjacent residential areas.
- Set out how public transport will be integrated with the centre.
- Set out the extent of land to be included in the Business 1 Zone.

The following planning and design guidelines should be met:

- The activity centre should provide a range of private facilities and services including medical, child care, banking, offices, and cafes.

### 5.4 COMMUNITY INFRASTRUCTURE, OPEN SPACE AND NATURAL SYSTEMS

#### 5.4.1 OBJECTIVES

- To provide appropriately sized passive recreation spaces that meet the needs of residents and workers.
- To link open spaces through the trail network.
- To maximise the accessibility and visibility of public open space.
- To integrate the active open space with and community facilities with the NAC.
- To integrate open space, where practicable, with encumbered land located along drainage reserves and retarding basins.
- To provide easily accessible community facilities that meet the needs of the new community.
- To ensure that community facilities can adapt to the changing needs of the community over time.

#### 5.4.2 IMPLEMENTATION

The objectives are met by the implementation of all of the following:

- » *Plan 5: Future urban structure*
- » *The incorporation of infrastructure items contained in Table 3*
- » *The provision of public open space contributions in accordance with Clause 52.01 of this Planning Scheme and Section 5.4.3 below.*
- » *Plan 9: Open Space, walking and trails*
- » *The Planning and Design Guidelines outlined in Section 5.4.4.*
- » *The Planning and Design Guidelines outlined in Section 5.6.3 under the heading ‘Shared Pathways.’*

**Table 2: Community Infrastructure**

DESCRIPTION	INCLUDES	LAND BUDGET
<b>Multi-purpose community facility</b>	<ul style="list-style-type: none"> <li>• Classroom space(s) able to be configured for multiple classes of between 5 and 200 people.</li> <li>• Administrative spaces for staff and community groups</li> <li>• Occasional child care (including outdoor play space)</li> <li>• Consulting suites for outreach services</li> <li>• Youth friendly spaces</li> <li>• Arts &amp; cultural spaces</li> </ul>	0.8 Ha
<b>Passive Open Space</b>	Evenly distributed passive open space reserves incorporating: <ul style="list-style-type: none"> <li>• Dispersal area suitable for ball games</li> <li>• BBQ facilities</li> <li>• Playground</li> <li>• Arnolds creek linear creek reserve (encumbered)</li> </ul>	3.37 Ha
<b>Active Open Space</b>	One active recreation reserve that incorporates the following facilities: <ul style="list-style-type: none"> <li>• 1 senior oval capable of accommodating Australian Rules Football or cricket.</li> <li>• 1 sports pavilion</li> <li>• Car parking spaces</li> <li>• Tennis courts</li> </ul>	5.82 Ha
<b>Recreation Paths</b>	Off-road bicycle / pedestrian trails that connect the precinct to adjoining trails and reserves.	

### 5.4.3 HOW TO MAKE A PUBLIC OPEN SPACE CONTRIBUTION IN THIS PRECINCT

Further to the public open space contribution required at Clause 52.01 of the Melton Planning Scheme, this provision sets out the amount of land to be contributed by each property (refer to Plan 1 for property numbers) in the precinct and consequently where a cash contribution is required in lieu of land. Where Table 3: Distribution of passive open space in this precinct structure plan specifies:

- 0% of the land as Passive Open Space ('POS'), the contribution is a cash contribution of 3.78% of the site value.
- more than 0% and less than 3.78% of the land as POS, the contribution is a land contribution equal to the percentage specified in Table 3 as POS and a further cash contribution that is equal to the difference in value between the land contribution and 3.78% of the site value.
- more than 3.78% of the land as POS, the contribution is a land contribution equal to the percentage specified in Table 3 as POS.

In the latter instance, the subdivider may request that the responsible authority reimburse the subdivider for the difference in site value between 3.78% and the amount of POS specified for that land in Table 3, to the satisfaction of the responsible authority.

**Table 3: Distribution of passive open space**

PROPERTY NUMBER	TOTAL AREA (HECTARES)	PASSIVE OPEN SPACE (Ha)	TOTAL NET DEVELOPABLE AREA (HECTARES)	PASSIVE OPEN SPACE (% of NDA)
<b>AREA 1</b>				
Property 1	12.74		9.67	0.00%
Property 2	10.16	0.75	9.13	7.36%
Property 3	10.15		9.91	0.00%
Property 4	10.12	0.60	9.29	5.95%
Property 5	10.14	0.54	9.36	5.35%
Property 6	17.14	0.89	15.45	5.22%
Property 7	10.99		10.99	0.00%
Property 8	11.06		8.37	0.00%
Property 9	12.07	0.58	6.90	4.82%
<b>TOTAL PRECINCT</b>	<b>105.94</b>	<b>3.37</b>	<b>89.07</b>	<b>3.78%</b>

\* Passive Open Space contribution is made via Clause 52.01. Where a landowner owns contiguous land parcels within the precinct, the responsible authority may aggregate those contributions across the landholding.

### 5.4.4 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met:

- A passive open space area must be a minimum of 0.7 hectares in area
- The total provision of passive open space on each land parcel must be consistent with the property specific land budget in this precinct structure plan
- The passive open space must be able to support any particular planned use of the managing authority
- A reserve of 35 metres is to be provided on either side of Arnolds and Little Blind Creek for drainage purposes. Any land within 35 metres of Arnolds and Little Blind Creek that is outside the precinct is not required to be provided by, or as part of, development in this precinct.
- At least one side of the open space must be front by a connector road or a key local road.

The following planning and design guidelines should be met:

- Any passive open space should be reasonably regular in form and be able to contain a rectangle with a minimum side dimension of 80 metres.
- Open space reserves should incorporate canopy trees and low maintenance landscaping of suitable species.
- Any passive open space should be reasonably regular in form and be able to contain a rectangle with a minimum side dimension of 80 metres.
- Neighbourhood parks should be designed to provide for a diversity of play and activities which cater to the needs of the whole community through provision of appropriately-sized break-out areas, seating, and drinking fountains.
- Privately provided community services should locate within or adjacent to the activity centre and community facilities.
- The active open space must include provision of sufficient car parking to service users.
- The sports oval must have north-south orientation.

### 5.5 BIODIVERSITY

#### 5.5.1 OBJECTIVES

To use landscaping and planting in the Arnolds Creek and Little Blind Creek reserves to support native fauna by creating habitat.

Enhance the biodiversity values of the precinct in public open space, street tree planting and drainage reserves.

#### 5.5.2 IMPLEMENTATION

The objectives are met by the implementation of all of the following:

- » *Plan 5: Future urban structure*
- » *The Planning and design guidelines in Section 5.5.3.*

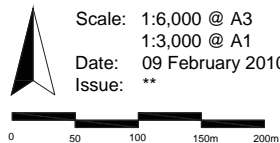
#### 5.5.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines should be met:

- Incorporate existing trees and shrubs into subdivision design, where appropriate.
- Open space landscaping should be predominantly indigenous species complementary to indigenous Ecological Vegetation Communities and be wind and drought tolerant.



Scale: 1:6,000 @ A3  
1:3,000 @ A1  
Date: 09 February 2010  
Issue: \*\*



- Precinct Structure Plan Area
- Conventional Residential
- Medium Density Residential
- Community Facilities
- Unencumbered Passive Open Space
- Floodway Zone/Retarding Basin
- Waterway/Drainage
- Active Open Space/Playing Fields
- Regional Open Space
- Existing Urban Area
- Local Arterial Road
- Connector Road
- Road Reserve Widening
- Optus Tower
- Signalised Intersection
- Roundabout
- Future Road Connection
- Indicative location of connection to Minns Road

## 5.6 TRANSPORT AND MOVEMENT

### 5.6.1 OBJECTIVES

- To reduce reliance on private vehicles by creating a street network that encourages walking and cycling and supports bus services.
- To support walking and cycling through provision of high quality shared trails and bicycle paths.
- To support the early provision of bus services.
- To connect the future residents with adjacent communities to the south and east.
- To ensure that landscaping in streets and shared trails help create safe and attractive environments.
- To create a neighbourhood movement network that provides for all residents to have the most direct access practicable to local facilities and regional travel routes.

### 5.6.2 IMPLEMENTATION

The objectives for transport are met by implementation of all the following:

- » *Plan 5 – Future urban structure*
- » *Plan 7 – Road Network Plan*
- » *Plan 8 – Public Transport Plan*
- » *Plan 9 – Open Space and walking and Trails Plan*
- » *Cross Sections contained in Figures 1, 2 & 3.*
- » *Road infrastructure items outlined in Table 4: Road hierarchy*
- » *The Planning and Design Guidelines in Section 5.6.3.*

### 5.6.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines should be met:

- Provide clear, consistent directional signage throughout the precinct
- Dwellings should front roads, including arterial roads.

The following planning and design guidelines must be met:

#### ROAD NETWORK – GENERAL

- Culs-de-sac must allow convenient and safe pedestrian movements.
- The local road network must provide permeable and safe routes for walking and cycling to activity centres, schools, community facilities, the off-road trail network and public open space.
- Connector roads are to be constructed by development proponents as part of the subdivision works prior to the issue of a statement of compliance for the relevant stage.
- Intersections of connector roads and the arterial road network that are not included in the Development Contributions Plan for the land must be constructed to achieve a minimum 10 year design life (following consultation with the appropriate road authority) to the satisfaction of the responsible authority.
- Staging of subdivisions is to provide for the timely connection of road links between properties and to the connector and arterial road network and the off-road pedestrian and bicycle network to the satisfaction of the responsible authority.

#### ROAD NETWORK – LOCAL TOWN CENTRE

- An undivided connector road cross section through the LTC must have a cross section width containing a parking lane of 2.3 metres width, a bicycle lane of 1.7 metres width and a traffic lane of 3.5 metres width in each direction of travel unless otherwise approved in writing by the Director of Public Transport.

The Director may approve an alternative cross section providing a parking lane of not less than 2.3 metres in width and a shared bicycle/traffic lane of not less than 4.2 metres width in each direction of travel.

A request to construct an alternative cross section may only be made where a town centre with retail and/or commercial development on both sides of the connector road is proposed, and:

- A bus service is not expected to use that part of the collector road

OR

- A bus service is expected to use that part of the collector road and:
  - » Pedestrian accessibility and safety is the primary transport objective
  - » There will be no prejudicial impact on public transport services
  - » The connector road does not form part of the Principal Public Transport Network incorporated in this planning scheme
  - » The connector road is expected to carry 3 services or less per hour each way under current bus service provision standards
  - » The posted speed limit is proposed to be 40kph or lower
  - » The length of the alternatively designed cross section is less than 250 metres
  - » There is not expected to be an atypical bicycle volume generator in or adjacent to the town centre and a nearby cycling route is available.

Table 4: Road Hierarchy

ROAD / STREET	EXISTING RESERVE	ULTIMATE RESERVE	ACCESS MANAGEMENT POLICY	INDICATIVE VEHICLES PER DAY (VPD)	TRAFFIC LANES	SPEED LIMIT	BUS COMPATIBLE	PROPERTY ACCESS AND PARKING	ON ROAD CYCLE LANE	SHARED PATH	RESPONSIBILITY
Coburns Road (local arterial)	20-34m	34m	Limited access (Urban)	10,000-25,000	4	70 km/h	Local	No	Yes	Yes	Council
Coburns Road (local arterial - interim)	20-34m	34m	Limited access (Urban)	10,000-25,000	2	50 km/h	Local	Yes - interim	Yes	No	Council
East –west connector	0m	24m	Direct access permitted	3000-7000	2	50 km/h	Local	Yes	Yes	No	Council
East –east connector through NAC	0m	22-24m	Direct access permitted	3000-7000	2	40 km/h	Local	Car parking outstands	Yes, shared pavement	No	Council



Scale: 1:6,000 @ A3  
1:3,000 @ A1  
Date: 09 February 2010  
Issue: \*\*



- Precinct Structure Plan Area
- Conventional Residential
- Medium Density Residential
- Community Facilities
- Unencumbered Passive Open Space
- Floodway Zone/Retarding Basin
- Waterway/Drainage
- Active Open Space/Playing Fields
- Regional Open Space
- Existing Urban Area
- Local Arterial Road
- Connector Road
- Potential Bus Route
- Bus Stop (Indicative)

plan 8

public transport

melton north precinct structure plan

## BUS NETWORK

The following planning and design guidelines must be met:

Where a requirement for a bus route or bus stop has been nominated by the Director of Public Transport:

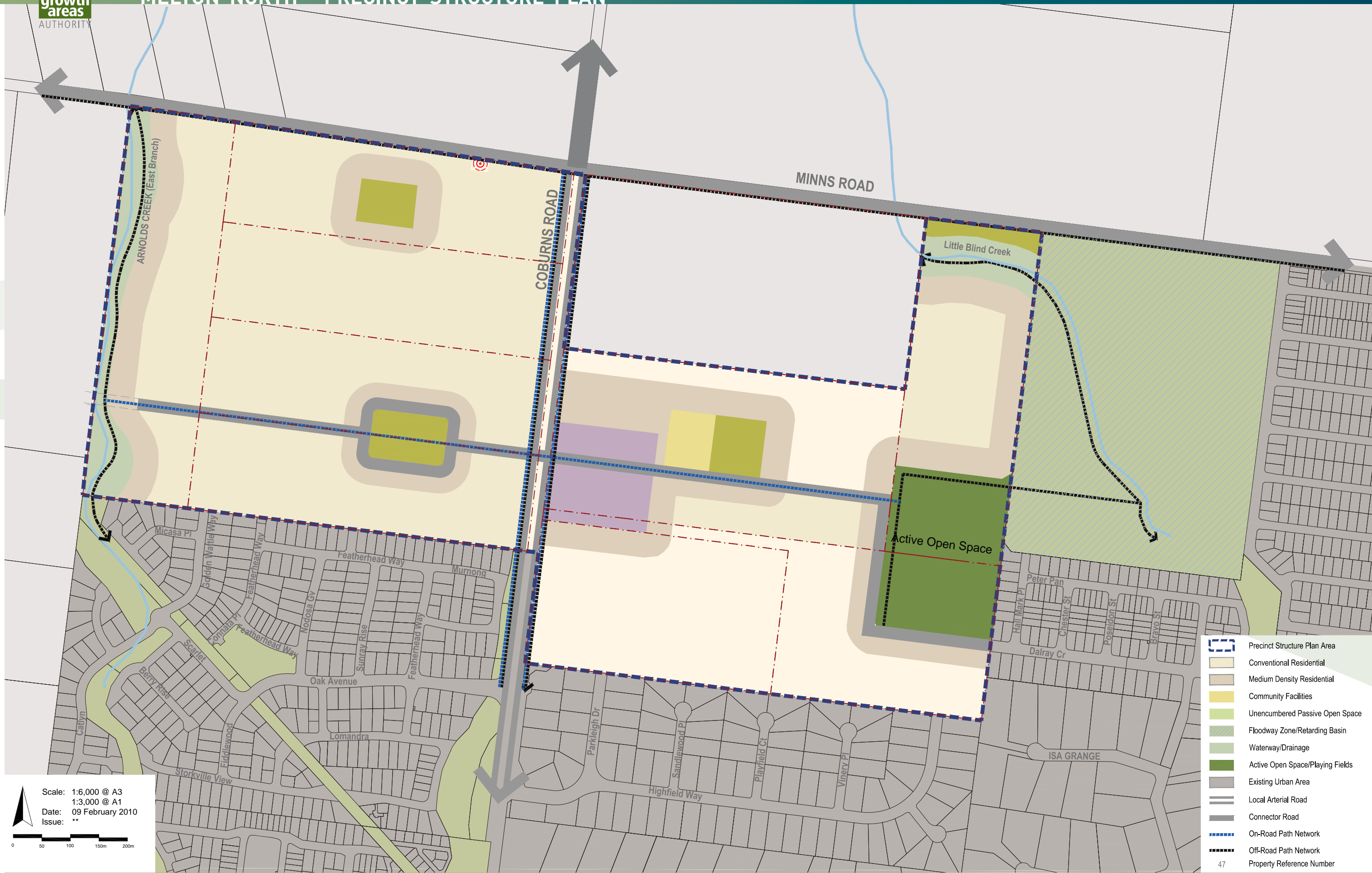
- Bus stop facilities must be constructed by development proponents as part of the subdivision works (prior to the issue of a statement of compliance for the relevant stage) in accordance with the requirements of the Public Transport Guidelines for Land Use and Development to the satisfaction of the Director of Public Transport.
- The facilities must be provided with DDA compliant direct and safe pedestrian access connected to an existing pedestrian / shared path.
- The facilities must be designed as an integral part of activity centres and activity generating land uses, such as schools, sports fields and employment areas.

A permit condition for subdivision can be included, generally as part of a Construction Plan condition, as follows:

- Pavements, roads and verges on collector roads designed to accommodate bus stops generally in accordance with the location of bus stops shown in the Precinct Structure Plan applying to the land and to the satisfaction of the Director of Public Transport. Bus stops must comply with the Commonwealth Disability Discrimination Act 1992 and the Disability Standard for Accessible Public Transport (DSAPT) 2002. The design of all bus stops should be in accordance with VicRoads Bus Stop Guidelines and DOT

Requirements for Bus Stop Compliance and include:

- Passenger hard stand areas
  - Tactile ground surface indicators
  - Bus stop kerbing.
- All works specified on the approved construction plans must be constructed or carried out by the developer in accordance with those plans before the issue of a statement of compliance for the relevant stage under the Subdivision Act 1988 to the satisfaction of the responsible authority (and where relevant VicRoads and Director of Public Transport).
  - Where bus stop facilities shown on a construction plan have not been constructed, a statement of compliance may still be issued provided that:
    - A bus service is not in operation, or will not be in operation within three months of the likely completion of works for that stage.
    - A developer has lodged a bond with the Director of Public Transport to the value of 150% of the proposed bus stop works.
  - A bond retained by the Director of Public Transport under this condition must be returned to the permit holder provided:
    - A statement of compliance has been issued for the last stage of the development allowed under this permit, and
    - No bus service is in operation to use the bonded bus stops.



Scale: 1:6,000 @ A3  
1:3,000 @ A1  
Date: 09 February 2010  
Issue: \*\*



- Precinct Structure Plan Area
- Conventional Residential
- Medium Density Residential
- Community Facilities
- Unencumbered Passive Open Space
- Floodway Zone/Retarding Basin
- Waterway/Drainage
- Active Open Space/Playing Fields
- Existing Urban Area
- Local Arterial Road
- Connector Road
- On-Road Path Network
- Off-Road Path Network
- Property Reference Number

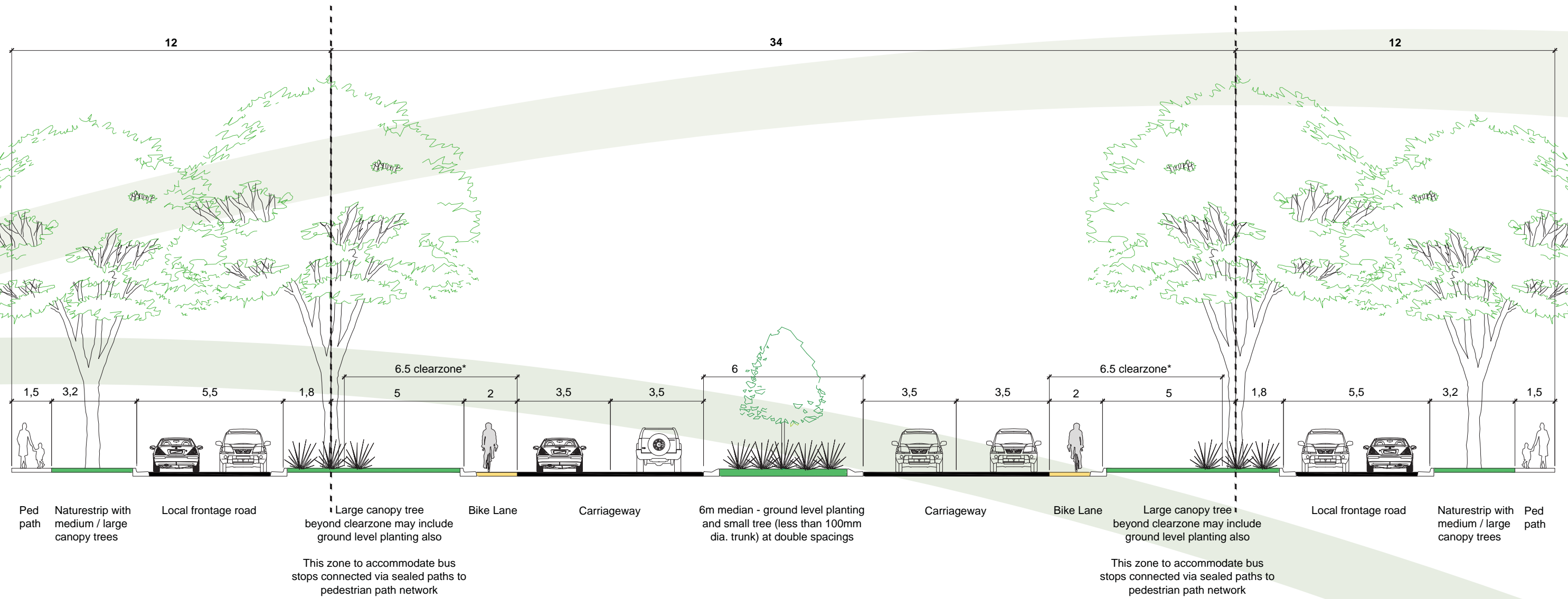


## SHARED PATHWAYS

- Walking and cycling networks that are not included in the Development Contributions Plan for the land are to be constructed by development proponents as part of subdivision works (prior to the issue of a statement of compliance for the relevant stage).
- Footpaths and cycle paths are to be provided with increased width in areas expecting high foot traffic such as near schools and activity centre.
- Cycle parking facilities are to be provided by development proponents in convenient and prominent locations at key destinations such as schools, sporting facilities and activity centres.
- Pedestrian and cycle crossings are to be provided on key routes and in particular at the interface between residential areas and activity centres, and in the vicinity of bus stops.
- Any local road connecting to Minns Road must include appropriate connections to the walking/cycle trail on Minns Road.

**Note:** *The Melton North Precinct Structure Plan Development Contributions Plan May (2010) provides a summary of the infrastructure items that could be provided as works in kind in lieu of cash payment if approved by the Collection Agency.*

Figure 1: Coburns Road cross section - ultimate



**Note**

- Includes typical residential frontage roads each side
- Investigation and use of physical barriers such as wire rope fencing is encouraged to enable more extensive canopy tree planting.
- \*Clearzone assumes 80km/h speed limit >5,000 VPD

Figure 2: East-west connector cross section

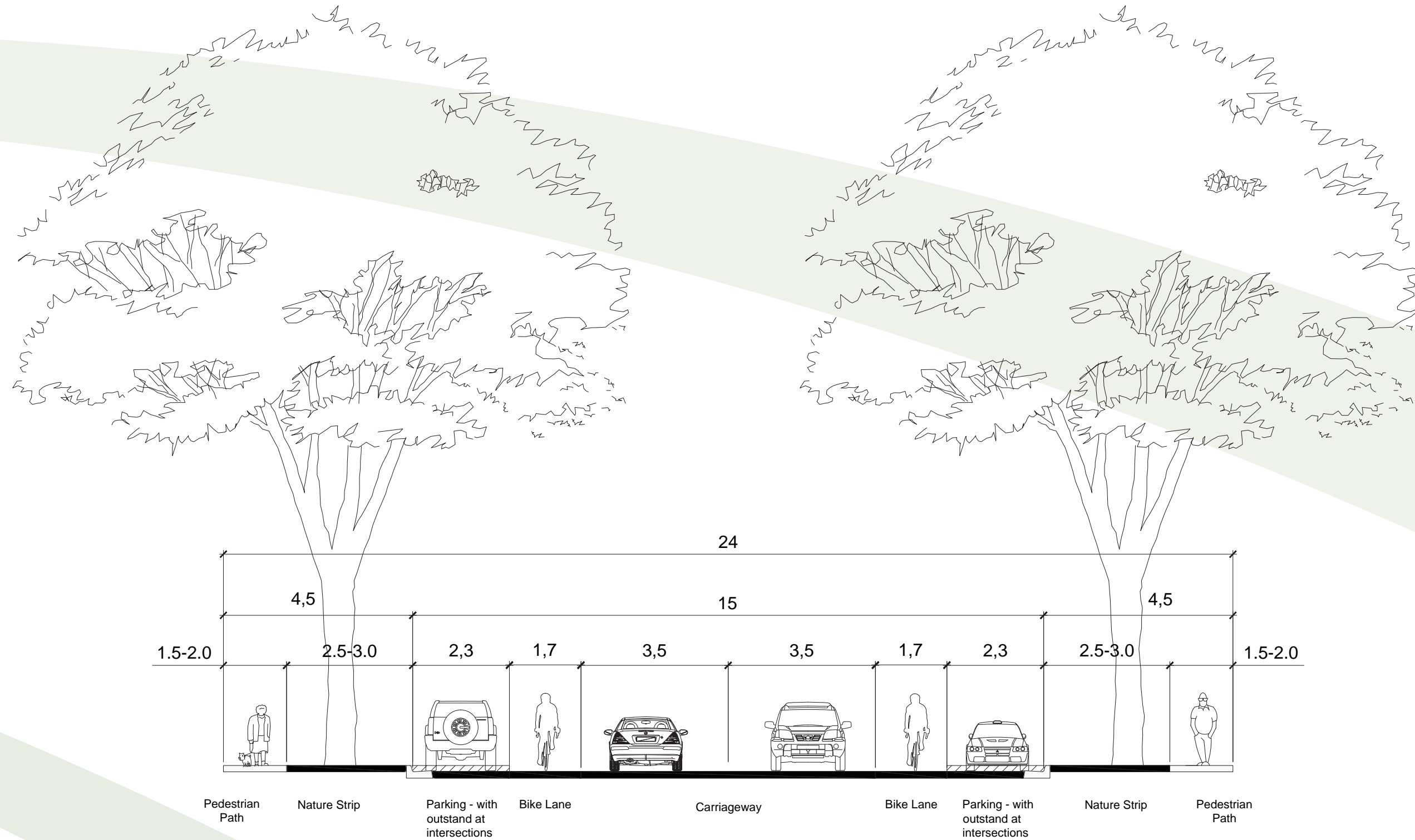
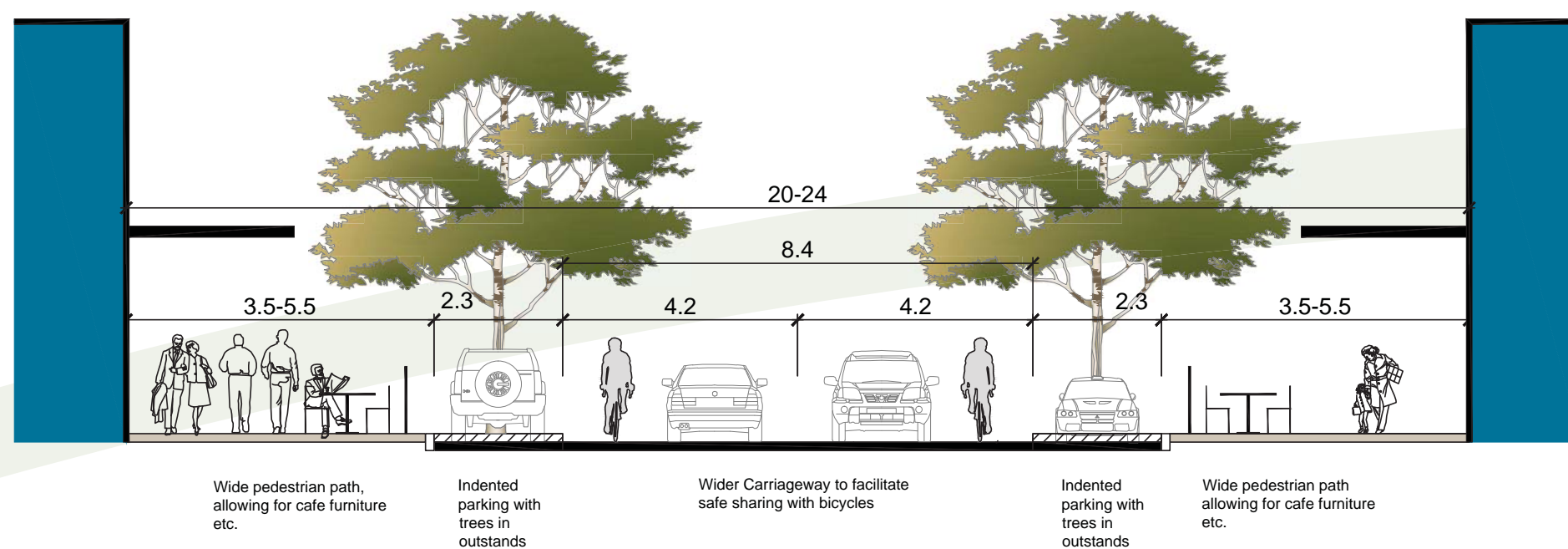


Figure 3: East-west connector cross section through LTC



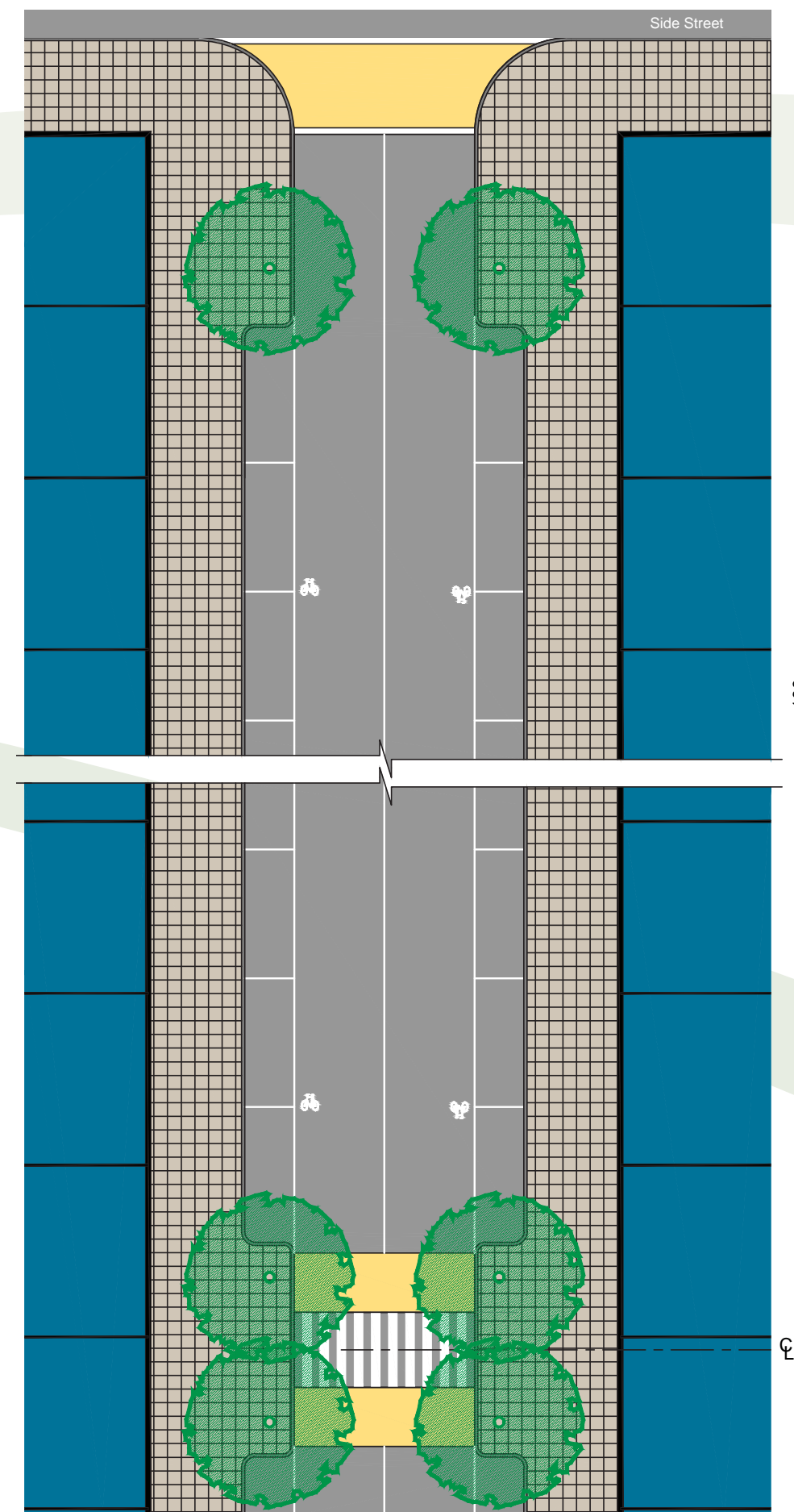
Section

An undivided connector road through the Local Town Centre (LTC) must have a cross section containing a parking lane of 2.3m, a bicycle lane of 1.7m and a traffic lane of 3.5m for each direction of travel (as in "Undivided Connector Road - A" of the *Public Transport Guidelines for Land Use and Development 2008*), unless otherwise approved in writing by the Director of Public Transport.

The Director may approve an alternative cross section providing a parking lane of not less than 2.3m and a shared bicycle/traffic lane of not less than 4.2m for each direction of travel (as in "Undivided Connector Road - B" of the Guidelines). This option is shown here.

A request to construct an alternative cross section may be made where a main street Local Town Centre (LTC) with retail and commercial development on both sides of the connector road is proposed and:

1. a bus service is not expected to utilise that segment of the LTC connector (e.g. an alternative route is proposed); or
2. a bus service is expected to utilise that segment of the LTC connector and:
  - pedestrian accessibility and safety is the primary transport objective,
  - there will be no prejudicial impact on public transport services,
  - the connector does not form part of the Principal Public Transport Network,
  - the connector is expected to carry three (3) services or less per hour each way under current bus service provision standards,
  - the posted speed limit is proposed to be 40km/h or lower,
  - the length of the "Undivided Connector Road - B" section is less than 250m and
  - there is no proposal to locate a use which would generate significant volumes of bicycle traffic such as a school, community facility, sporting facility or place of assembly, in or adjacent to the LTC and a nearby alternative cycling route is available.



## 5.7 UTILITIES AND ENERGY

### 5.7.1 OBJECTIVE

To ensure that all land is appropriately serviced.

### 5.7.2 IMPLEMENTATION

The objectives for utilities and energy are met by implementation of all the following:

- » *Plan 5: Future urban structure*
- » *Planning and design guidelines in Section 5.7.3.*

The exact location of physical infrastructure and staging of development will be determined at the planning permit stage and will be implemented through permit conditions.

### 5.7.3 PLANNING AND DESIGN GUIDELINES

All developed lots must be provided with the following, to satisfaction of the relevant authority:

- A potable water supply
- Electricity
- Reticulated sewerage
- Drainage
- Gas
- Telecommunications including fibre optics conduits

**Table 5: Service Authorities**

CATEGORY	RESPONSIBILITY
Water	Western Water
Drainage	Melton Shire Council / Melbourne Water
Sewerage	Western Water
Gas	SP Ausnet
Electricity	Jemena / Powercor
Telecommunications	Telstra

## 6.0 PRECINCT INFRASTRUCTURE PLAN

### 6.1 INTRODUCTION

This Precinct Infrastructure Plan sets out infrastructure and services required to meet the needs of development in the precinct. The infrastructure and services are to be provided through a number of mechanisms including:

- subdivision construction works by developers
- development contributions (community infrastructure levy and development infrastructure levy)
- utility service provider requirements
- capital works projects by Council, State government agencies and non-government organisations.

#### 6.1.1 SUBDIVISION CONSTRUCTION WORKS BY DEVELOPERS

As part of subdivision construction works, new development is required to meet the cost of delivering the following infrastructure (where the infrastructure is not included in the development contributions plan for the land incorporated into the Melton Planning Scheme):

- Connector roads and local streets.
- Local bus stop infrastructure.
- Landscaping of all existing and future roads and local streets.
- Intersection works and traffic management measures along arterial roads, connector roads and local streets.
- Council approved fencing and landscaping (where required) along arterial roads.
- Local pedestrian and bicycle paths along local arterial roads, connector roads and local streets and within local parks.
- Basic improvements to local parks and passive open space including levelling, grassing, tree planting, local playgrounds and shared paths and footpaths.
- Local drainage systems.
- Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Drainage Scheme), electricity, gas, and telecommunications.

#### 6.1.2 DEVELOPMENT CONTRIBUTIONS PLAN

A development contribution plan has been prepared for the precinct in conjunction with this PSP. The Development Contribution Plan is an incorporated document of the Melton Planning Scheme. An overview of infrastructure and services items in the Development Contributions Plan is outlined in this section. These items are either fully funded or partly funded by the Melton North Precinct DCP.

### 6.2 INFRASTRUCTURE AND SERVICES REQUIRED TO SUPPORT DEVELOPMENT OF THE PRECINCT

Table 6 sets out key infrastructure and services required within the precinct to support its development. Table 7 sets out key infrastructure and services required outside the precinct to support its development.

Key infrastructure may be funded through the Development Contributions Plan for the land, incorporated in to the Melton Planning Scheme, Melton Shire Council, State agencies or a combination of these.

### 6.3 DEVELOPMENT STAGING REQUIREMENTS

Staging of development should not create circumstances in which residents will be unreasonably isolated from commercial and community facilities or public transport.

Staging of development should facilitate early completion of public transport routes.

Roads must be constructed to property boundaries where inter-parcel connections are indicated in the structure plan or an approved subdivision plan, by any date or stage of development required or approved by the responsible authority.

Access to a development must be via a sealed road.

### 6.4 PROJECT CO-ORDINATION

The following projects have been grouped, as it has been identified that if delivered together or in a co-ordinated way, the projects will deliver significant benefits to the community beyond the benefits of each project being delivered individually.

#### Project group 1:

Sports ground and associated facilities.

#### Project group 2:

Community centre and associated facilities.

**Table 6: Infrastructure and services required within the precinct to support the development of the precinct**

PROJECT CATEGORY	PROJECT TITLE/DESCRIPTION	LEAD AGENCY	TIMING: S=2010-14 M=2015-18 L=2020+	INDICATIVE COSTS (\$M 2010)
<b>LOCAL ARTERIAL ROADS</b>				
Coburns Road	Provide land for potential future development of Coburns as a key local arterial road.	Melton Shire Council	Long	\$0.3
<b>ACTIVE RECREATION</b>				
Sports Ground	Provide land and construct an active sports ground incorporating one senior AFL / cricket oval / soccer facility, pavilion, tennis courts and associated land scaping, car parking and paths.	Melton Shire Council	Short-Medium	\$5.0
<b>COMMUNITY FACILITIES</b>				
Community Centre	Provide land and construct the community centre	Melton Shire Council	Medium	\$4.8

**Table 7: Infrastructure and services required outside the precinct to support the development of the precinct**

PROJECT CATEGORY	PROJECT TITLE/DESCRIPTION	LEAD AGENCY	TIMING: S=2010-14 M=2015-18 L=2020+	INDICATIVE COSTS (\$M 2010)
<b>LOCAL ARTERIAL ROADS</b>				
Coburns Road	Duplication between the precinct and Centenary Avenue	Melton Shire Council	Medium	\$3.8
Centenary Avenue	Duplication between Coburns Road and Gisborne-Melton Road	Melton Shire Council	Medium	\$5.2
<b>COMMUNITY FACILITIES</b>				
Trails	Construct the trail network to the east of the precinct through the retarding basin / biosite.	Melton Shire Council	Medium	\$0.3

## 7.0 OTHER INFORMATION

---

### 7.1 ACRONYMS

The Precinct Structure Plan uses the standard acronyms set out in section 6.1 of the Precinct Structure Planning Guidelines (Growth Areas Authority, 2009)

### 7.2 GLOSSARY

The Precinct Structure Plan uses the standard definition of terms set out in section 6.2 the Precinct Structure Planning Guidelines (Growth Areas Authority, August 2009)

### 7.3 SUPPORTING INFORMATION

The following documents may assist in understanding the background to the vision, objectives and other requirements of this PSP.

Melton North Local Structure Plan and Transport Strategy, Cardno Grogan Richards, July 2009.

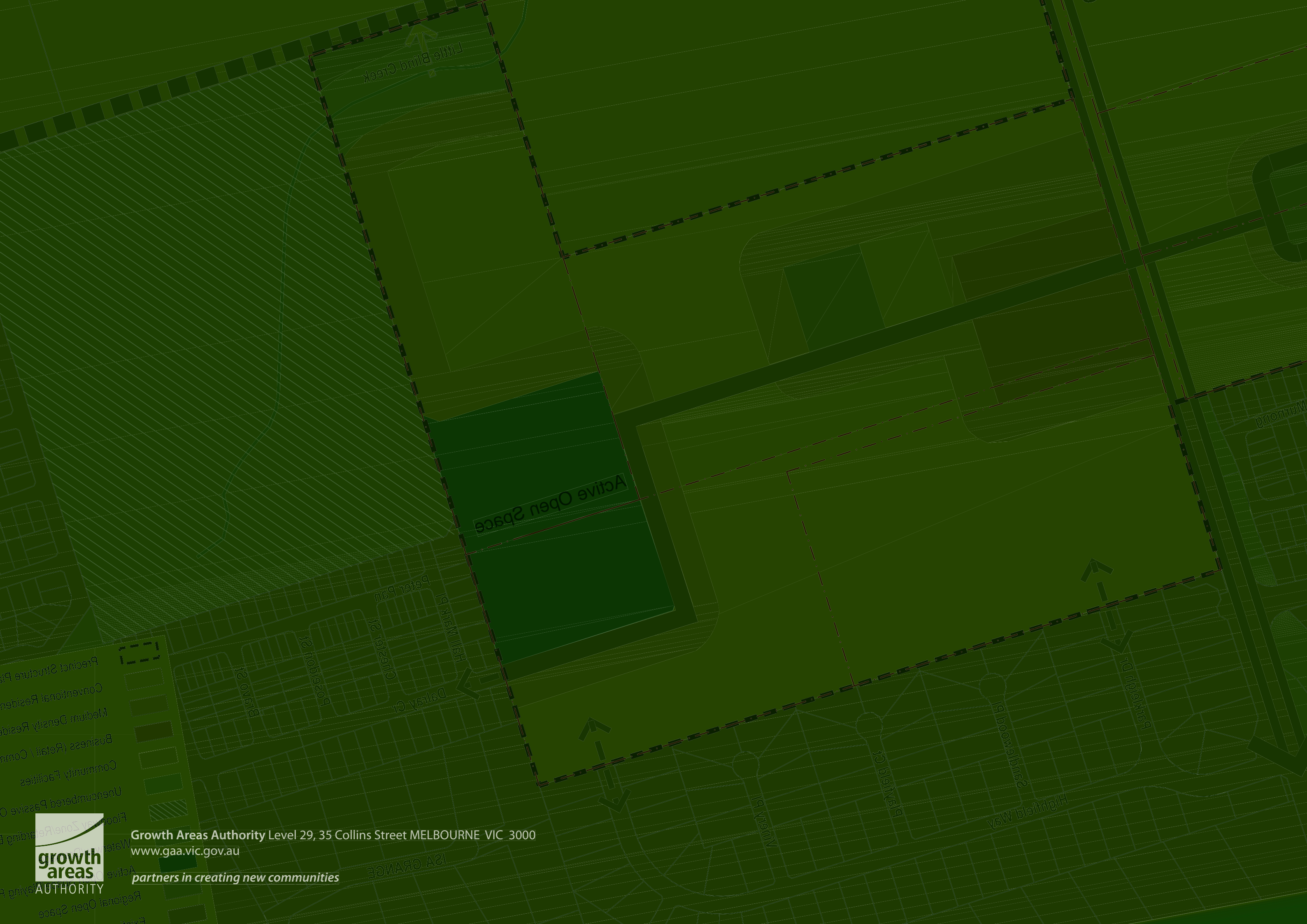
Melton North Precinct Structure Plan: Issues Paper, Tract Consultants, November 2008.

Also see the list of references, Acts and authorities listed in section 6.3 of the Precinct Structure Planning Guidelines (Growth Areas Authority, 2009).

This page has been intentionally left blank.







Active Open Space

Little Blind Creek

Munroong

Daltry Cr  
Highfield Way  
Munroong

Highfield Way  
Munroong

ISA GRANGE



Growth Areas Authority Level 29, 35 Collins Street MELBOURNE VIC 3000

[www.gaa.vic.gov.au](http://www.gaa.vic.gov.au)

partners in creating new communities

Precinct Structure Plan  
Conventional Residential  
Medium Density Residential  
Business (Retail / Community Facilities)  
Unencumbered Passive Open Space  
Flooring Zone  
Water  
Active  
Regional Open Space  
Existing