

PSP 2.0

Melton East
WURUNDJERI COUNTRY
PRECINCT STRUCTURE PLAN

Co-design Workshop
Summary

APRIL 2023

VICTORIA
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VPA in collaboration with Niche Planning Studio undertook the co-design process and assisted in the preparation and development of this document

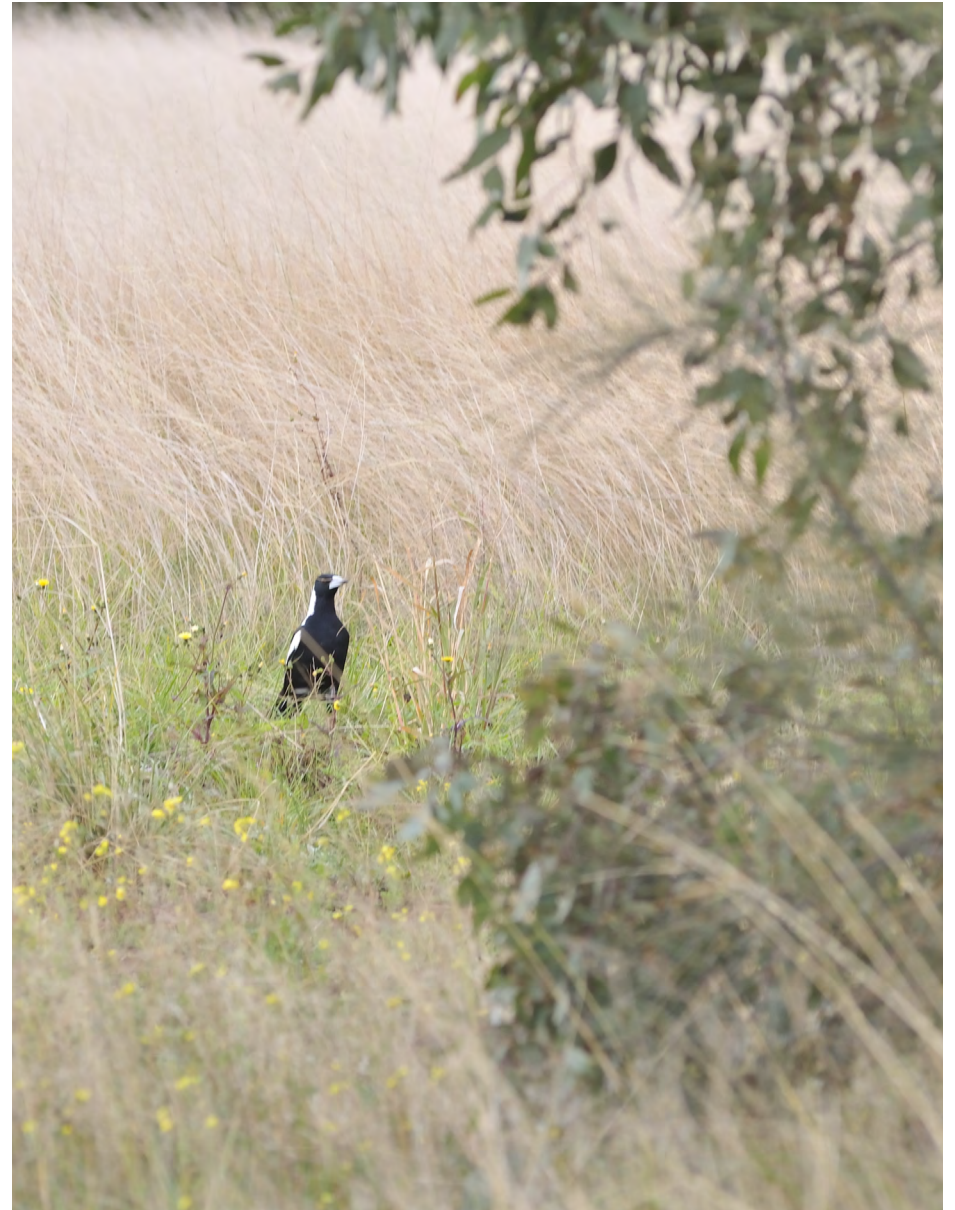
Acknowledgement of Traditional Custodians

The Victorian Government proudly acknowledges Victoria's Aboriginal communities and their rich cultures and pays respect to their elders past, present and emerging. 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 and ensuring that Aboriginal voices are heard.

Victorian Planning Authority's commitment

The Victorian Planning Authority commits to continuing to improve our practices, to better protect and acknowledge Aboriginal values and heritage in our plans, precinct structure plans and strategic documents. The protection of tangible and intangible Aboriginal cultural heritage is an important part of continuing cultural practice, understanding history and recognition of the Traditional Owners of Victoria. Commonwealth and State Acts and Regulations provide protection of places and areas of Aboriginal cultural heritage significance. The ultimate custodians of Aboriginal cultural heritage are Traditional Owners, including groups formally recognised as Registered Aboriginal Parties (RAPs) which are appointed by the Victorian Aboriginal Heritage Council under the *Aboriginal Heritage Act 2006*. In 2022 there are 11 RAPs with decision-making responsibilities for approximately 74 per cent of Victoria. Traditional Owner groups without formal recognition also have a vital role to play as key partners and stakeholders. Strategic planning for Aboriginal cultural heritage also involves a range of different stakeholders including state government agencies, local government, developers, landowners, and community groups.

The Traditional Owners of the Western Metro region, and specifically the land where Melton East PSP is located, are the Wurundjeri Woi-Wurrung people of the Kulin Nation.



Introduction

The Victorian Planning Authority (VPA), in partnership with City of Melton, is preparing the *Melton East Precinct Structure Plan* (PSP), with input from state government partners and the local community. The Melton East PSP is located within the western growth corridor, 35km north-west of Melbourne CBD and to the east of the existing Melton township. A number of completed PSPs, including Melton North, Toolern, Rockbank and Rockbank North surround the precinct, resulting in the PSP being considered an *infill* PSP within a growth corridor setting.

This summary document highlights key PSP land uses, discussion points and preferences derived from the co-design workshop, held in-person at the Timbertop Children’s & Community Centre, Aintree on 16 November 2022. The project team also held one-on-one workshops with individual landowners across the precinct to attendees who were not able to attend on the day. The conceptual place-based plans present preliminary ideas and proposed directions gathered from the co-design workshop as well as follow up meetings with landowners, council and agencies.

These plans will inform agency validation prior to the preparation of the draft place-based plan and infrastructure contributions plan (ICP) for exhibition, scheduled for late 2023. Exhibition will be the formal opportunity for stakeholders to provide a written submission to the draft plan.

PSP 2.0 process

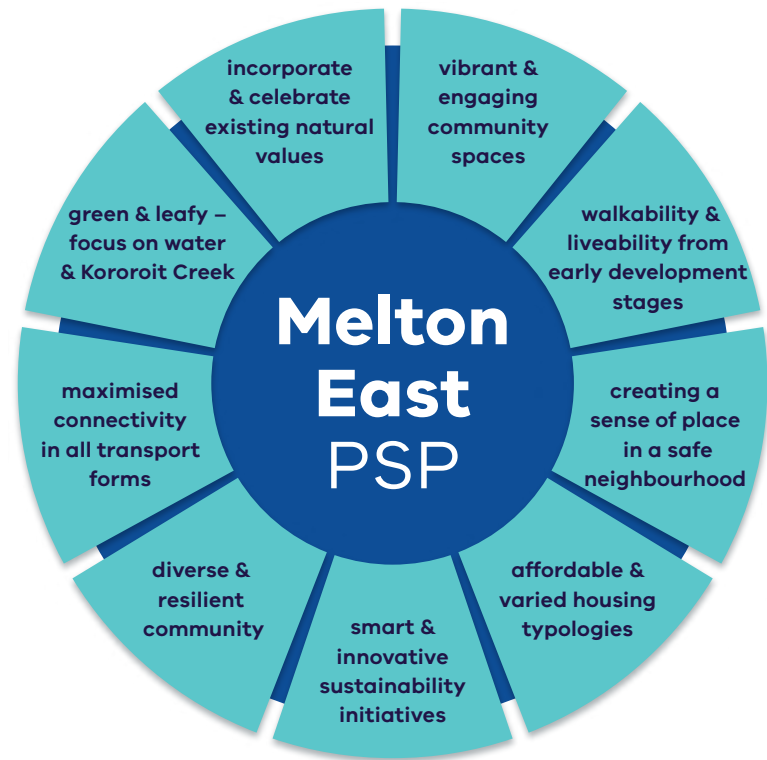
The [PSP Guidelines: New Communities in Victoria](#) (the Guidelines) is a Victorian Government initiative to ensure the VPA and other planning authorities prepare plans for places that enable best practice, liveable new communities.

The purpose of the Guidelines is to provide the framework for preparing PSPs that guarantee quality outcomes while also being flexible, responsive and supportive of innovation.

The Guidelines is based on planning for 20-minute neighbourhoods, a principle in [Plan Melbourne 2017–2050](#) that advocates for living locally to ensure accessible, safe and attractive local communities.

What is the role of the VPA?

The VPA is the planning authority for Melton East PSP, working in collaboration with the Melton City Council, government agencies and other stakeholders to achieve the best outcomes for the community.



Co-design workshop overview

Purpose

The purpose of the co-design workshop was:

- To review, discuss and validate the draft Melton East place-based plan.
- To receive genuine feedback and test levels of support for the draft plan.
- To capture innovative ideas to shape and inform the PSP.
- To build partnerships to achieve the PSP vision and purpose.
- To involve stakeholders in the PSP process and work through competing agendas.

Who was involved?

The co-design workshop was attended by 97 participants from the following stakeholders:

- Victorian Planning Authority
- Appointed facilitators – Niche Planning Studio and HIP V. HYPE
- Melton City Council
- Landowners and landowner representatives
- Department of Transport and Planning (DTP), formerly Department of Transport (DoT) and Department of Environment, Land, Water and Planning (DELWP)
- Melbourne Strategic Assessment – Department of Energy, Environment and Climate Action (DEECA)
- Department of Education and Training
- Homes Victoria
- Melbourne Water
- Greater Western Water
- Parks Victoria
- Melbourne Archdiocese Catholic Schools
- Victoria Police
- Ambulance Victoria.

One-on-one workshops

The VPA held 22 one-on-one workshops with landowners and their representatives in the weeks following the co-design workshop. These meetings provided an opportunity for all stakeholders who were unable to attend the workshop to discuss the draft place-based plan.

Key themes

The key points identified in the pitching sessions held in March 2022 were categorised into emerging themes and key aspirations that were developed and refined at the vision and purpose workshop held in June 2022. This early engagement built the foundation for these key themes:

THEME 1 Access & movement

THEME 2 Activity centres

THEME 3 Community facilities & schools

THEME 4 Open space & heritage

THEME 5 Sustainability & innovation

Figure 1 Co-design workshop presentation



Co-design workshop structure

The VPA circulated an information package prior to the workshop which included:

- A draft **co-design place-based plan set**. Participants were encouraged to review the plans and arrive with ideas and feedback.
- **Co-design – key considerations**. These were outlined prior to the workshop and presented throughout the day.

Additional documents were also provided online. These included:

- [Melton East background reports](#)
- [Melton East Pitching Sessions Summary Report](#)
- [Melton East Vision & Purpose document](#)
- [PSP Guidelines](#)
- [PSP 2.0 Practitioners Guidance Note](#)
- [Melbourne Strategic Assessment – Biodiversity Conservation Strategy](#)

Attendees were assigned to a table of 10–12 people with one or two facilitator staff, for a total of eight tables. There was an even distribution of stakeholders at each table to facilitate discussion.

The workshop commenced with a presentation on the project background. The groups worked through the five themes with three question-based exercises per theme. Representatives from the VPA and Niche Planning Studio facilitated these discussions. At the end of each theme a summary of key discussion points was provided back to the broader group.

The co-design workshop provided an opportunity for creative collaboration between stakeholders to work through issues and opportunities for the place-based plan.

There were three exercises for each of the five themes:

Exercise 1 – Validation of elements

This exercise tested ideas from the pitching sessions and the vision and purpose workshop. Participants were asked to review the draft plan and confirm the positives, and leave comments on tracing paper using a green marker (or relevant).

Exercise 2 – Identification of issues

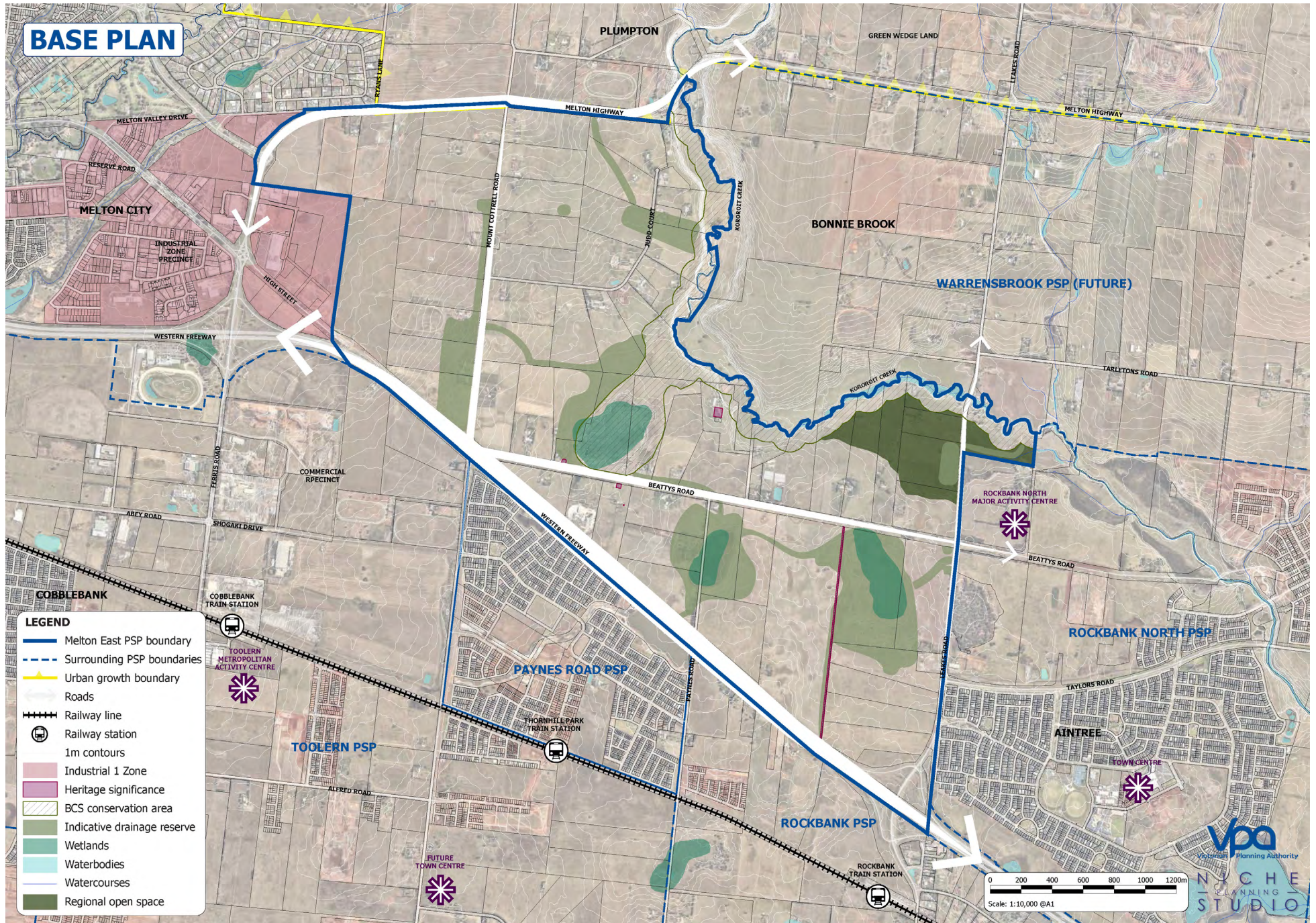
This exercise asked participants to review the draft plan and confirm what they didn't like about the plan and what could be improved. These comments were marked on the same trace paper using a red marker (or relevant).

Exercise 3 – Solutions and ideas

The final exercise involved two parts.

Firstly, participants were asked to provide solutions to unresolved areas. Facilitators encouraged discussion around each table. Having already worked through exercise 1 and 2, participants were able to provide shared solutions to the focus areas.

Secondly, each table provided a summary of their key ideas, which was then shared with the broader room. The summary provided a clear conclusion and shared discussion to each focus point.



The base plan

The base plan prepared for discussion at the co-design workshop included non-negotiable features that had limited opportunity for participants to influence.

These included:

- Biodiversity Conservation Strategy Area
- Water drainage (Development Services Scheme)
- Post-contact heritage features and planning overlays
- Existing arterial road reserves and connections.

The location and quantum of land take for these layers was considered fixed for the co-design workshop. The workshop allowed participants to voice their opinions on how to integrate these assets with other land uses in the precinct.

Biodiversity Conservation Strategy

Biodiversity Conservation Strategy (BCS) Area 15 is included within Melton East. The BCS covers the Kororoit Creek corridor as well as a seasonal herbaceous wetland in the centre of the precinct. The conservation area will become a key biodiversity and greening asset for the future Melton East community.

Key considerations:

- The boundary of the conservation area is fixed; no modifications can be made
- A state-significant conservation area will be developed by the state government to protect the Growling Grass Frog and the seasonal herbaceous wetland
- Respond to areas of Aboriginal cultural heritage sensitivity along Kororoit Creek and within wetlands.

Water drainage

The Drainage Scheme, also known as a Development Services Scheme (DSS), is a catchment-based drainage strategy that outlines the functional designs of the relevant infrastructure required to service urban growth (see [Melbourne Water website](#)).

Key considerations:

- There are two natural depressions with identified biodiversity and cultural heritage values south of Beattys Road, in addition to the seasonal herbaceous wetland within the conservation area
- Ensure appropriate connection and interface treatments to the conservation area and seasonal herbaceous wetland
- Allow for flexibility within the DSS for transport network updates and Aboriginal cultural heritage sensitive sites
- The DSS presented at the co-design workshop is a draft version only. Further refinement and testing is required by Melbourne Water.

Co-design workshop participants were able to provide input on the shape and rationalisation of assets. Any scope to reduce quantum, location and size of drainage sites is constrained and subject to further investigation.

Heritage

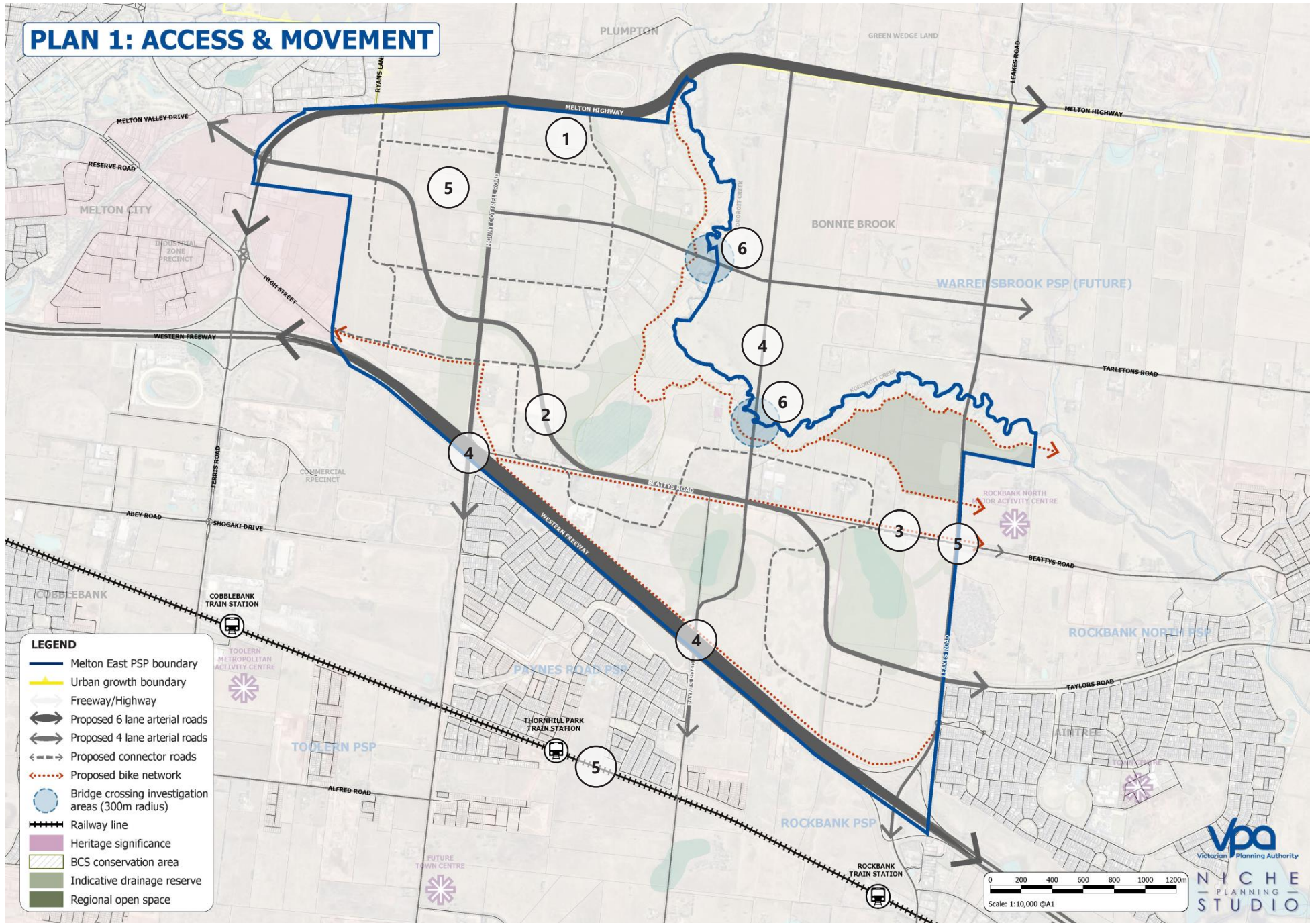
Aboriginal cultural heritage is an important value within the Melton East PSP. The VPA and Wurundjeri Woi-Wurrung Cultural Heritage Aboriginal Corporation are in a collaborative partnership to identify areas of cultural heritage significance across the precinct.

Key considerations:

- Key infrastructure items along the Kororoit Creek, including two potential bridge crossings
- Significant wetland and landscape features
- Impact to dry stone rock wall with Taylors Road alignment.

There are no published documents available at this stage, the VPA and Wurundjeri continue to work through the considerations.

There are several key post-contact heritage sites within the Melton East PSP. These sites are shown on the base plan and detailed within the [Melton East Post-Contact Heritage Background Report](#).



THEME 1 Access & movement

Context

A draft [access & movement plan](#) was prepared for the co-design workshop. The draft road network was adopted from the West Growth Corridor Plan and responds to constraints and concerns raised during earlier engagement and technical investigations. In particular, the draft plan demonstrated a road network that responds to the topography and natural landscape features. Throughout the three exercises, participants provided commentary on the merits of the plan and proposed alternative road alignments and connections.

Key considerations

- Arterial roads
- Connector roads
- Shared user paths
- Principal Public Transport Network (PPTN)

The VPA, Melton City Council, Department of Transport and Planning and Melbourne Water are currently in the process of undertaking investigations for bridge locations in collaboration with Wurundjeri Woi-Wurrung Cultural Heritage Aboriginal Corporation. There is an investigation area 300 metres either side of the West Growth Corridor Plan alignments to determine the exact locations.

Transport design guidelines were also shared with each group for deliberation as they marked up [Plan 1: Access & movement](#) with solutions and ideas.

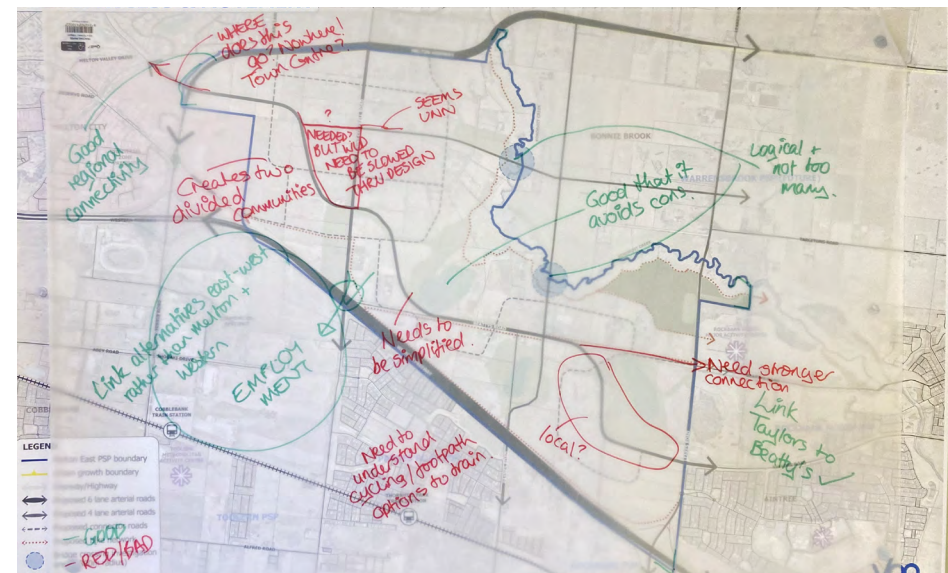
Figure 2 Group activity at co-design workshop



Transport design guidelines

- Taylors Road has been re-aligned from the West Growth Corridor Plan to avoid the seasonal herbaceous wetland conservation area identified in the centre of the precinct
- **Taylors Road** – 6 lane (ultimate) primary arterial road, bus capable, shared user paths and bike lanes.
- **Mt Cottrell Road** – 6 lane (ultimate) secondary arterial road, bus capable, shared user paths and bike lanes.
- **Paynes Road** – 4 lanes (ultimate) secondary arterial, bus capable, pedestrian paths and bike lanes.
- **Tarletons Road** – 4 lane (ultimate) Principal Public Transport Network (PPTN), secondary arterial road, bus capable, pedestrian paths and bike lanes.
- **Beattys Road** – 2 lane connector road, bus capable and shared user paths.
- **Connector roads** – 2 lane, bus capable and shared user paths.
- **Local roads** – 2 lane, pedestrian paths and bike lanes.

Figure 3 Access & movement exercises



Summary of exercises 1 and 2

The following table provides a summary of the discussions for exercises 1 and 2 on [Plan 1: Access & movement](#). The item numbers in [Table 1](#) and [Table 2](#) correlate with the numbers identified on [Plan 1: Access & movement](#).

Table 1 Access & Movement evaluation

ITEM	DISCUSSION
1	General
	<ul style="list-style-type: none"> Roads should be dispersing cars out to the arterial roads. 90 degree turns should be considered for Taylors Road at Leakes Road and Mt Cottrell Road rather than one large continuous road. Preference to use existing road reserves. Plan presents major issue with school access and parking. Schools will require local access roads. Schools may have issues being located next to major arterial road. North-western corner of PSP creates two divided communities between existing industrial area and future residential area. Plan should consider whether rat-running from northern Melton to Western Freeway on-ramps might occur. Does not clearly support 20 minute neighbourhoods. Consider interface with Urban Growth Boundary. There is a strong link to High Street. Needs to have stronger north-south connections. Concerns raised with ICP costs of two creek crossings.

ITEM	DISCUSSION
2	Taylors Road alignment
	<ul style="list-style-type: none"> Dissects the precincts and disjoints residential communities. Diversion from conservation area is good. Proposed alignment allows movement from east to west as quickly as possible but does not create a connected community. Seems squeezed into the precinct as there is no PSP planning to the north-east. 'Z' shape connection is unfavourable in the north-west of PSP. Should be mindful of freight on arterial road. Curvilinear shape of proposal compromises integrity of the grid. Consider a cross-section that provides higher amenity than a standard arterial road.
3	Beattys Road
	<ul style="list-style-type: none"> Should be unique to differentiate from Taylors Road. Requires stronger connection west of Leakes Road. There is opportunity for a more central alignment and to be part of the arterial grid west of Leakes Road.
4	North-south connector roads
	<ul style="list-style-type: none"> Need to plan for the PSP to the north of Kororoit Creek. Further investigation required for Paynes Road and Western Freeway overpass. Mt Cottrell and Western Freeway overpass/interchange required; should be a priority connection as there is a risk of bottleneck.

ITEM	DISCUSSION
5	Active & public transport
	<ul style="list-style-type: none"> • Plan should show proposed pedestrian link/shared paths across freeway. • Plan does not articulate shared path access to major railway stations. • Supportive of shared path running through centre of PSP. • Shared paths from within PSP should continue to railway stations. • Current issues with parking and bus frequency at Thornhill Park. • Walkability catchment of schools need further investigation. • Plan demonstrates good bike connections to community centres and schools, and to wetland/drainage reserves. • Bus connections to train stations should be established. • Busy intersection for shared paths at Beattys Road and Leakes Road. • Not as many shared paths shown in north-west portion of PSP.
6	Bridges
	<ul style="list-style-type: none"> • Logical locations of bridge creek crossings shown on plan. • Favourable that there are not too many bridges required.

Summary of exercise 3

Solutions and ideas discussed for the draft [Plan 1: Access & movement](#) are summarised in the below table.

Table 2 Access & movement solutions and ideas

ITEM	DISCUSSION
1	General
	<ul style="list-style-type: none"> • Consider active main streets. • Add/consider connections to drainage reserves. • Potential for more east–west connections to destinations other than Melton Highway and Western Freeway. • Potential for roads to follow cadastre more closely. • Consider flood immunity. • Consider existing community connections to Thornhill Park. • Melton Highway requires four lanes, it is currently very busy and dangerous. • Early delivery of town centre allows for walkability. • Consider downgrading six lane roads through the PSP and use north–south roads instead. • Minimise irregular land parcels dissected by road connections. • Requires better forward planning for the entire integrated transport network. • Developers would like to investigate different cross sections that might also support the PSP 2.0 density targets.

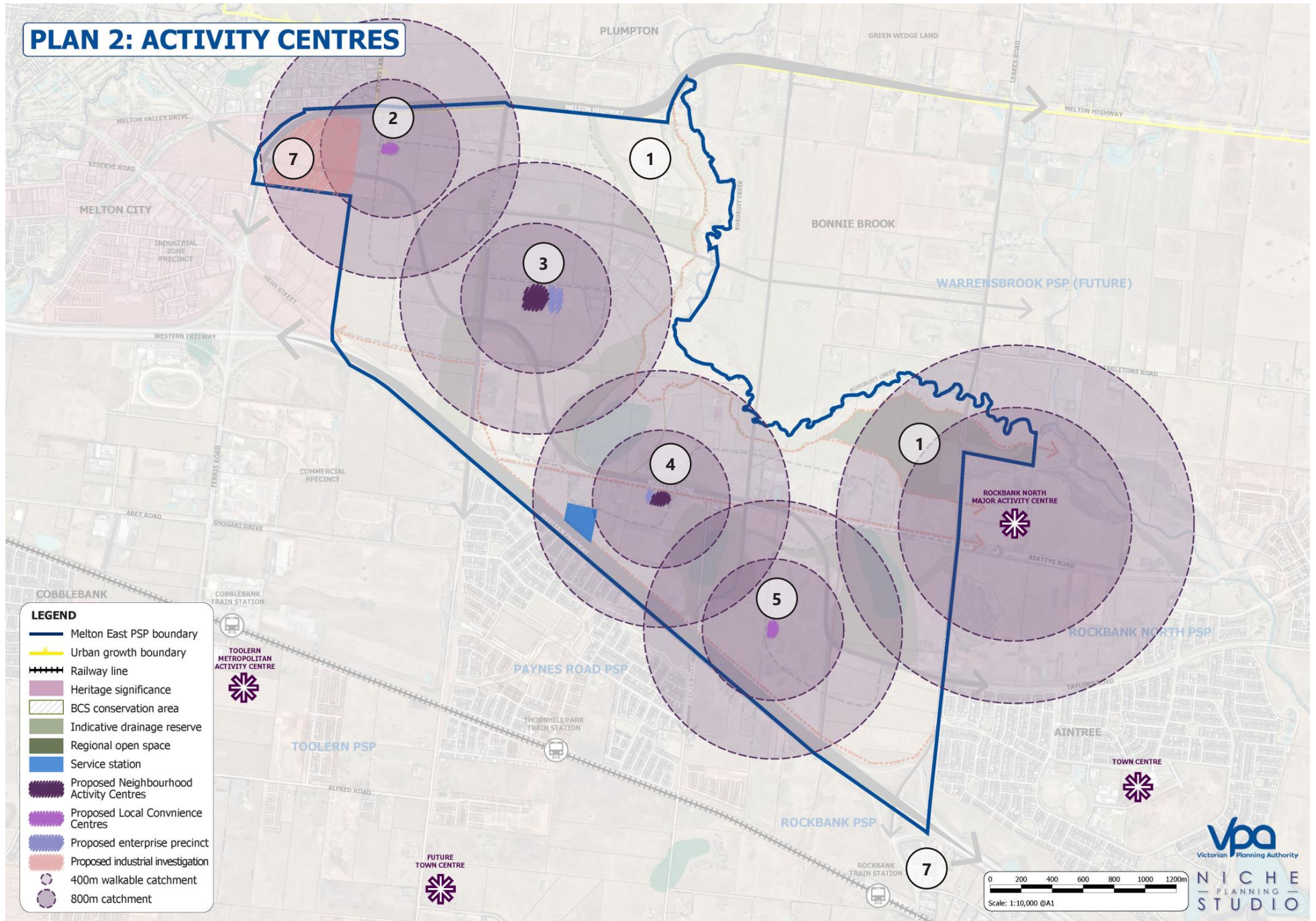
ITEM	DISCUSSION
2	<p>Taylor's Road alignment</p> <ul style="list-style-type: none"> • Consider realignment to be less divisive. • Use north-south roads to connect to freeway rather than bringing Taylor's Road through the PSP. • Potential for road to not directly adjoin conservation area. • Alignment can be simplified. • Look at functionality of the four and six lane roads. • Alignment to use Beattys Road reserve east of Mt Cottrell Road. • Tarletons Road to connect through to Federation Drive.
3	<p>Beattys Road</p> <ul style="list-style-type: none"> • Opportunity to use Beattys Road for Principal Public Transport Network (PPTN) route. • Use existing Beattys Road reserve.
4	<p>North-south connector roads</p> <ul style="list-style-type: none"> • Crossings should be bus capable across freeway. • Diamond interchange for Mt Cottrell Road and Western Freeway intersection.
5	<p>Active & public transport</p> <ul style="list-style-type: none"> • Ensure there are shared path connections to the freeway, town centre, train stations and schools. • Accommodate a high-capacity bus route on Taylor's Road. • Cycling network to align along the outside of seasonal herbaceous wetland. • Need bike network connection up to northern activity centre. • Bus connections to schools and community facilities. • Potential to upgrade existing train line. • Bike paths could be on both sides of drainage areas.

ITEM	DISCUSSION
6	<p>Bridges</p> <ul style="list-style-type: none"> • Potential for pedestrian bridges over Kororoit Creek, separate from road bridges.

Actions

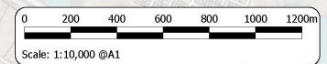
As the VPA finalises technical reports, participants also raised the following for the VPA to address:

- Need to confirm flood levels and drainage outcomes within PSP particularly the implication of the southern depressions on the road network
- Confirm exact locations of bridge crossings
- Amend drainage locations to reflect updated road alignment
- Undertake traffic saturations/modelling study to understand the impact that discontinuing Taylor's Road from Mt Cottrell Road to Federation Drive might have on the broader transport network.



LEGEND

- Melton East PSP boundary
- Urban growth boundary
- Railway line
- Heritage significance
- BCS conservation area
- Indicative drainage reserve
- Regional open space
- Service station
- Proposed Neighbourhood Activity Centres
- Proposed Local Convenience Centres
- Proposed enterprise precinct
- Proposed industrial investigation
- 400m walkable catchment
- 800m catchment



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THEME 2 Activity centres

Context

A draft [activity centres plan](#) was prepared for the co-design workshop. Participants were asked to discuss alternative activity centre locations, types of residential densities and connectivity/access. This theme built upon the previous plan.

Key considerations

- Walkability and accessibility are important to the two neighbourhood activity centres (NAC) and local convenience centres (LCC)
- Ensure equal distances and distribution of activity centres across the precinct
- Encourage mini precinct hubs and good urban form outcomes
- Small local enterprise precincts (SLEPs), affordable housing and built form typologies
- Employment/industrial investigation area in north-east corner of the precinct seen as an opportunity to extend the Melton Homemaker Precinct (Gateway).

Each group reviewed the following design guidelines as they marked up the [activity centres plan](#) with solutions and ideas.

Figure 4 Group activity at co-design workshop



Design guidelines

- **Two neighbourhood activity centres**
 - 1 × 3.5 hectares (northern centre): Two full-line supermarkets. Additional floor space within the centres for other commercial uses (takeaway stores, hairdressers, pharmacy etc).
 - 1 × 1.5 hectares (central centre): A single full-line supermarket with ancillary commercial uses.
 - This land take includes SLEP areas on the periphery of the town centres and will cater to uses ancillary to a local town centre (such as workshops, dance studios, garages, veterinary clinics, storage, equipment repairs, printers, craft studios).
- **Rockbank North major activity centre** will service the eastern portion of Melton East and Melton township will service the west.
- **Two local convenience centres (LCC)**
 - 2 × 0.8 hectare centres: Typically includes a small-scale supermarket, or a service station with convenience store, or a childcare centre adjacent to takeaway stores.
- **24 hectares for industrial/commercial** (logical inclusion) to the north-west of the precinct, adjoining the Melton Homemaker Precinct.

Summary of exercises 1 and 2

The following table provides a summary of the discussions for exercise 1 and 2 on [Plan 2: Activity centres](#). The item numbers in [Table 3](#) and [Table 4](#) correlate with the numbers identified on [Plan 2: Activity centres](#).

Table 3 Activity Centres evaluation

ITEM	DISCUSSION
1	General
	<ul style="list-style-type: none"> • Good number of centres and attempt at distributing catchment. • Appears to be big overlap in walkable catchment across drainage areas. • Should utilise amenity offered by regional open space and ensure there is active transport access. • Early delivery of activity centres will be beneficial and encourage more visibility to centres. • Consider connections to public transport and traffic volume/ movement around activity centres. • Northern section of the PSP is outside an activity centre walkable catchment. • Concerns about bottlenecks to activity centres. • Smaller centres allow response to changing retail demand. • There is good separation between larger centres. • Dislike roads interfacing activity centres, roads should not dissect through. • Location of town centres near arterial roads can result in a negative car parking interface. • Activity centres are not aligned sufficiently with objectives of the guidelines and site constraints. • Preference for centres to be located on single land parcels.

ITEM	DISCUSSION
2	North-western local convenience centre
	<ul style="list-style-type: none"> • Requires a bike network up to northern activity centre.
3	Mt Cottrell Road neighbourhood activity centre
	<ul style="list-style-type: none"> • Reconsider benefits of locating the activity centre on Mt Cottrell Road: <ul style="list-style-type: none"> – Maximised commercial outcomes and exposure. – Potential issues with traffic due to high activity near school. • Should be of a similar scale to Rockbank North activity centre. • Mainly drainage reserve in catchment.
4	Beattys Road neighbourhood activity centre
	<ul style="list-style-type: none"> • Amenity issues on arterial road and catchment access limited by road and drainage. • Need to consider access to use and any implications of existing service station.
5	South-east local convenience centre
	<ul style="list-style-type: none"> • Open up amenity to dry stone wall and drainage reserves. • Big overlap between this LCC and Beattys Road NAC. • Address relationship between central activity centre and this LCC.
6	Housing
	<ul style="list-style-type: none"> • Agree with dwelling diversity and density around walkable catchments. • Rear-loaded housing product is not always suitable, viability issues. • PSP offers good densities: <ul style="list-style-type: none"> – Standard: 20 dwellings per hectares – High: 30 dwellings per hectares

ITEM	DISCUSSION
7	Land use
	<ul style="list-style-type: none"> • Rockbank Station in a ‘desert’ zone where there is no walkable access to centres. • Potential to redevelop Rockbank train station. • Generally supportive of SLEPs. • Questions surrounding SLEPs: <ul style="list-style-type: none"> – What is the parking/traffic interface with SLEPs? – Is a master plan or concept plan needed? – Are there any guidelines and/or standards? – Adaptability/longevity concerns. • Accepting that industrial investigation area is a natural extension of existing industry, however it offers poor amenity.

Summary of exercise 3

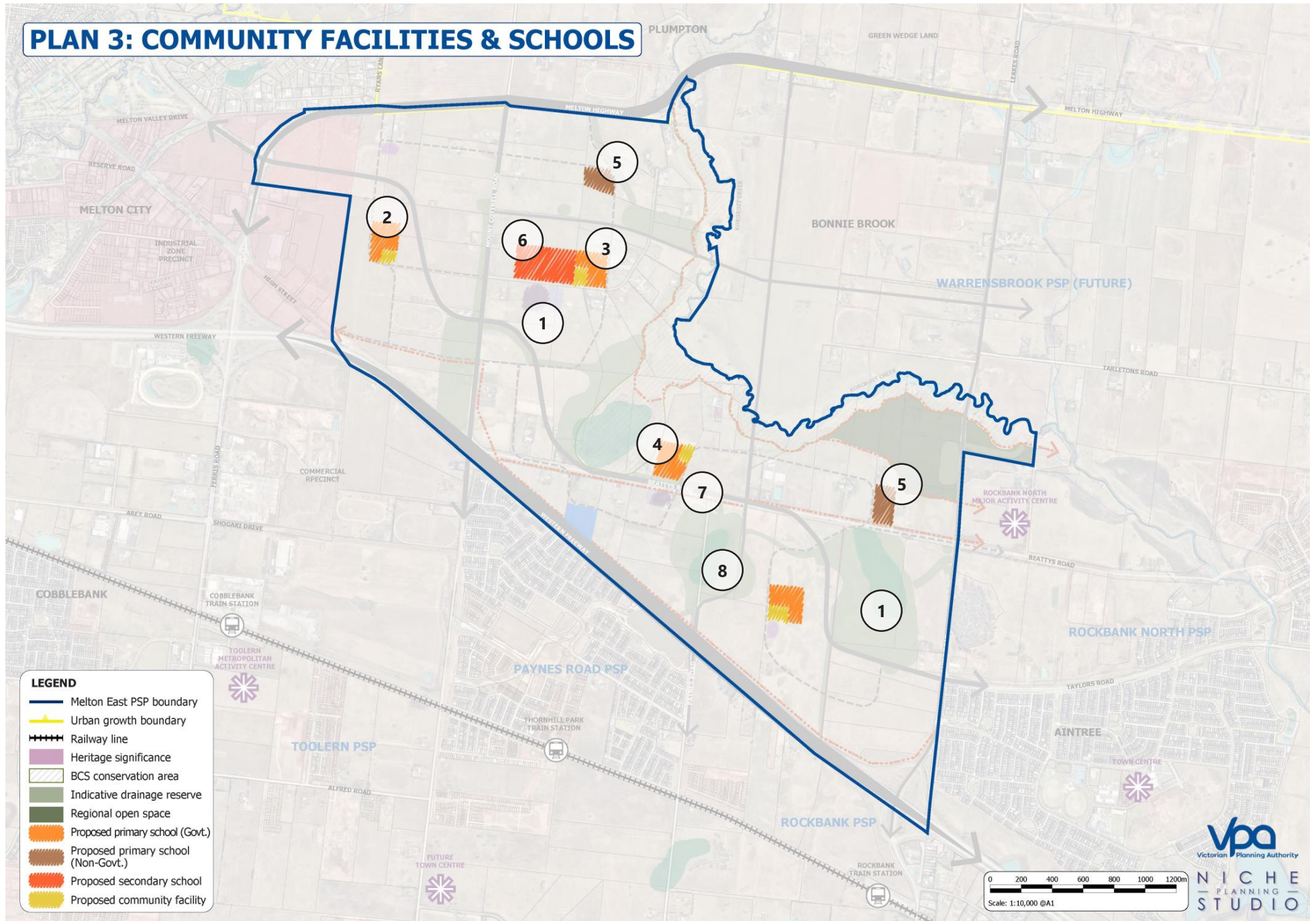
Solutions and ideas discussed for the draft [activity centres plan](#) are summarised in the below table.

Table 4 Activity centres solutions and ideas

ITEM	DISCUSSION
1	General
	<ul style="list-style-type: none"> • Potential for a LCC on Paynes Road. • Connect Cobblebank Hospital to town centres (future). • Potential for restricted retail on Leakes Road. • Explore bike lane from waterways connecting to activity centres. • Need more diverse cross sections to accommodate: <ul style="list-style-type: none"> – Services – Trees – Crossovers – Active transport – Bins – Visitor parking. • Co-locate essentials to support climate resilience and utilise available green assets. • Make amenity and destination-based town centres that are multi-functional. • Co-locate activity centres with pocket parks. • There are some areas of the PSP not within a walkable catchment. • Need to consider connections with Warrensbrook PSP.

ITEM	DISCUSSION
2	North-western neighbourhood activity centre
	<ul style="list-style-type: none"> • Co-locate with community facility and parks. • Move further west towards creek, as catchment loses area in the industrial land. • Move south to be closer to open space and primary school.
3	Mt Cottrell Road neighbourhood activity centre
	<ul style="list-style-type: none"> • Potential for more mixed use and allow better day–night activity. • Relocate onto an arterial and allow for more passing trade, perhaps the intersection of Mt Cottrell Road and Tarletons Road. • Create a linear corridor connecting schools and open space towards the creek. • Move north-east to locate on connector road.
4	Beattys Road neighbourhood activity centre
	<ul style="list-style-type: none"> • Potential relocation to north of Beattys Road, on connector road and activating open space and conservation area. • Consolidate land uses in pocket north of Beattys Road.
5	South-east local convenience centre
	<ul style="list-style-type: none"> • Move east and locate on Leakes Road to allow for more passing traffic and exposure – NAC and LCC need arterial road exposure. • Shift to Paynes Road to support Paynes Road PSP and reflect LCC location on Leakes Road. • Move slightly south-east, improve road connection to Woodlea.
6	Housing
	<ul style="list-style-type: none"> • Consider higher density with amenity and commercial activity for Beattys Road NAC. • Potential for retirement living and social/affordable housing adjacent to town centres.

ITEM	DISCUSSION
	<ul style="list-style-type: none"> • Link to green corridors to make the most of central wetland and open space, further supporting medium density and 20 minute neighbourhoods. • Considerations for social housing within 800m catchment: <ul style="list-style-type: none"> – Delivery – Location – Incentive – Private/public • Urban design guidelines for 3 storeys residential, integration with character and superlots. • Potential for density near Rockbank Station catchment.
	<p>7 Land use</p> <ul style="list-style-type: none"> • Consider mixed use zoning within activity centres i.e., apartments over shops. • Diversity of local shops at town centres, to be linked to density. • Include retail floorspace in PSP for activity centres. • Consider mixed use zoning in industrial investigation area. • More guidance for developers on purpose and function of SLEPs. • Concept/master plans for SLEPs to consider: <ul style="list-style-type: none"> – Interfaces in detail – Longevity of the centres and if SLEPs are able to be adapted over time.



THEME 3 Community facilities & schools

Context

A draft [community facilities & schools plan](#) was prepared for the co-design workshop. Participants were asked to discuss the merits of the plan, alternative school and community facility locations and connections to these sites.

Key considerations

- Location of school and community centres to create mini precinct hubs.
- Quantum/number of schools already determined and not open for discussion during the workshop.

Each group reviewed the below design guidelines as they marked up the Community Facilities & Schools plan with solutions and ideas.

Design guidelines

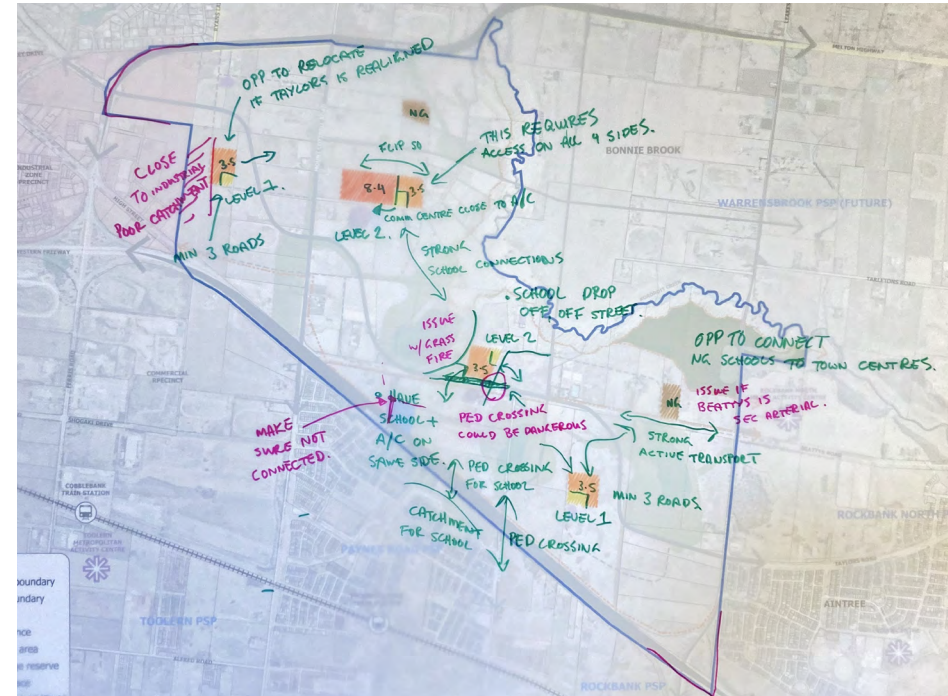
Schools

- 1 x government secondary school minimum (8ha)
- 4 x government primary schools minimum (3.5ha each)
- 2 x non-government primary school (3ha)

Community centres

- 2 x Level 1 community centres (0.8ha each)
 - Early years facility/neighbourhood house, possible social housing, long day-childcare.
- 2 x Level 2 community centres (1.2ha each)
 - Low order tennis facilities, low order youth facilities, indoor recreation, maternal and child health, could also be residential aged care/childcare.
- Co-locate schools with active open space.
- Co-locate primary and secondary schools.
- Mandatory requirement to not have schools on an arterial road.
- Preferably locate schools on two connector roads.
- Schools to be located on one property parcel.
- Schools should be located so they have appropriate catchments and connectivity to open space and community facilities.

Figure 5 Community facilities & schools activity



Summary of exercises 1 and 2

The following table provides a summary of the discussions for exercise 1 and 2 on [Plan 3: Community facilities & schools](#). The item numbers in [Table 5](#) and [Table 6](#) correlate with the numbers identified on [Plan 3: Community facilities & schools](#).

Table 5 Community facilities & schools evaluation

ITEM	DISCUSSION
1	General
	<ul style="list-style-type: none"> Affordable housing requires assessment. There is equitable distribution of net developable area (NDA). Good regional connectivity. Concerns regarding walkability surrounding schools. Opportunity for plan simplification. Need for supported inclusion schools more broadly but not in this PSP specifically. Preferable that kinder and community facilities are adjacent to Department of Education and Training (DET) schools. Co-location with activity centres is good. Potential issues with grass fire. Large area of drainage area in school catchments.
2	Government primary school (precinct west)
	<ul style="list-style-type: none"> Located outside the higher density (400m walkable) catchment from the activity centres.
3	Government primary school (Mt Cottrell Road)
	<ul style="list-style-type: none"> Concerns that the land proposed may be insufficient. Concerns with delayed delivery due to acquisition. Potential drainage risk for community facility and school.

ITEM	DISCUSSION
4	Government primary school (Beattys Road)
	<ul style="list-style-type: none"> Concerns with location on arterial road. Concerns that school setback from Beattys Road with drainage infrastructure is not wide enough.
5	Non-government primary schools
	<ul style="list-style-type: none"> Consider relocating to have better activity centre access. Concerns with school locations, as there may be a larger catchment than anticipated.
6	Government secondary school
	<ul style="list-style-type: none"> Concerns with secondary school walkable catchment.
7	Road/access connections
	<ul style="list-style-type: none"> Strong connections to schools. Connector roads provide good connectivity. Consider how traffic volumes will impact roads surrounding schools. Concerns regarding bus frequency and car parking around schools. Some roads require stronger connections. Pedestrian crossings may be dangerous, in particular primary schools on major roads.
8	Drainage
	<ul style="list-style-type: none"> Drainage reserves providing safer connectivity for children and support shared paths.

Summary of exercise 3

Solutions and ideas discussed for the draft [Plan 3: Community facilities & schools](#) are summarised in the below table.

Table 6 Community facilities & schools solutions and ideas

ITEM	DISCUSSION
1	<p>General</p> <ul style="list-style-type: none"> • Growth Area Infrastructure Contribution and Works in Kind support for early provision of schools and community facilities. • Opportunity for connections across Kororoit Creek. • Consider higher densities around activity centres and how it will impact traffic volumes. • Support vertical schools. • Opportunity to leverage sports facilities within schools for wider community. • Better integrate schools with open space areas and on active transport routes. • Final activity centre locations will affect school locations.
2, 3 & 4	<p>Government primary schools</p> <ul style="list-style-type: none"> • Schools will be better located adjacent to linear parkland. • Potential for schools to adjoin regional open space and conservation area in east of precinct. • Place schools in area with greatest catchment opportunity. • Consider interface with conservation and residential areas. • Potential to shift school precinct outside activity centre catchment. • Co-locate school, community facility, neighbourhood activity centre and open space.

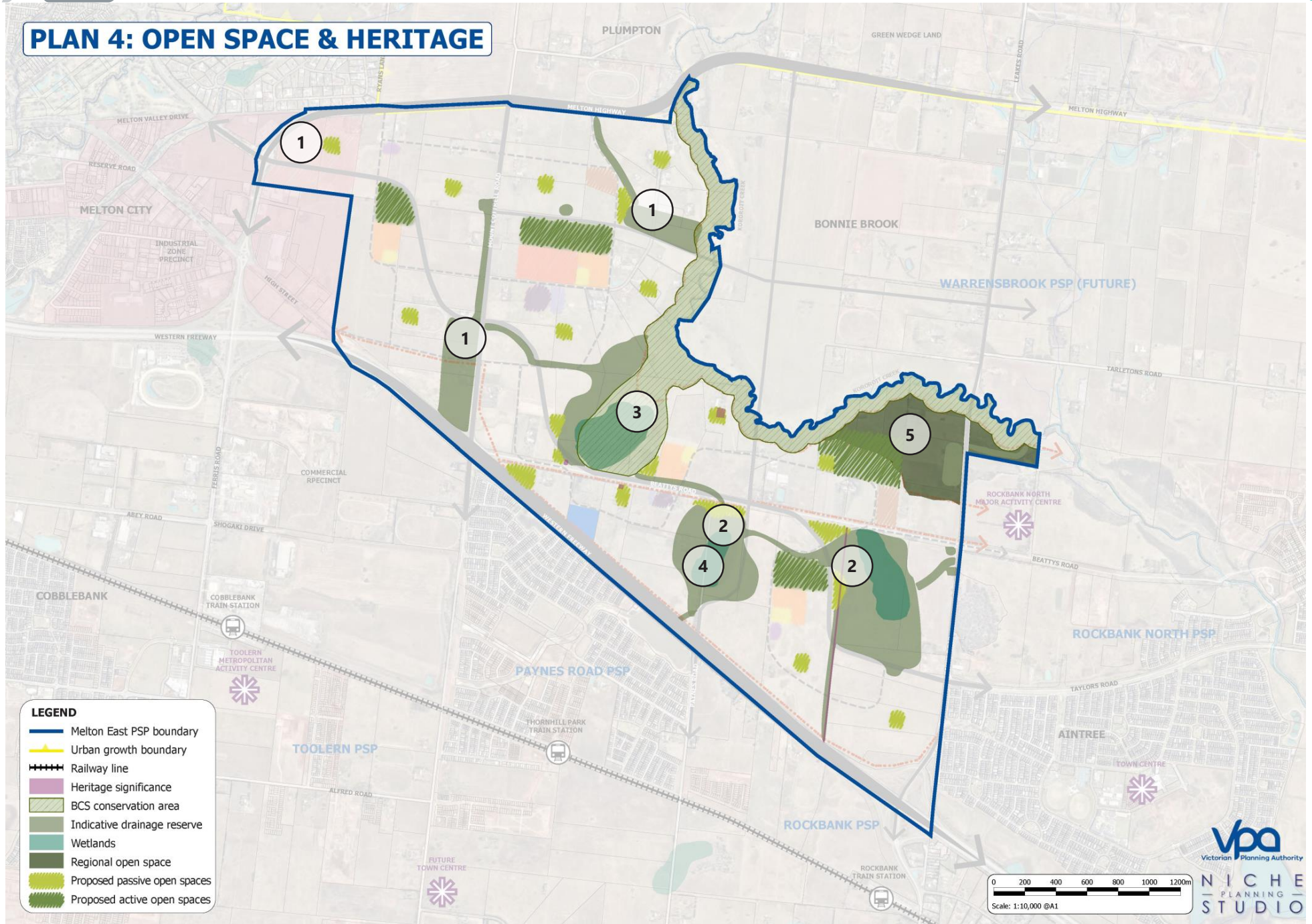
ITEM	DISCUSSION
5	<p>Non-government primary schools</p> <ul style="list-style-type: none"> • Consider relocation on higher order road as school may have a larger catchment.
6	<p>Government secondary school</p> <ul style="list-style-type: none"> • Investigate potential for an additional secondary school in the south of PSP. • Potential to rotate secondary school in north of precinct to front PPTN to allow for better transport access.
7	<p>Road/access connections</p> <ul style="list-style-type: none"> • 3 metre edges to roads connecting to school (drop-off area). • Provide as many safe walking and cycling paths to as many schools as possible. • Better cycling integration across schools and catchments linking open space, activity centres and off-road reserves (creek). • Consider road cross sections for major arterial roads in terms of access and safety.
8	<p>Drainage</p> <ul style="list-style-type: none"> • Incorporate drainage solutions in school catchment.

Solutions and ideas for community facilities

- Integration of community facilities with alternative community assets such as skate parks or fitness opportunities.
- Consider number of emergency service facilities and health clinics.
- Consider Victoria in Future (VIF) census data provision for population required infrastructure.
- Consider social and affordable housing included within community infrastructure.
- Community hub to be located at lower order activity centres.
- Opportunities for interaction/integration or anchor between community facilities.
- Consider the locations of community centres and design in a way for use during natural disasters, heatwaves, floods etc.
- Innovation opportunity to integrate mixed housing, community facilities, with libraries and schools within activity centres.

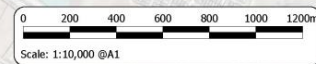


PLAN 4: OPEN SPACE & HERITAGE



LEGEND

- Melton East PSP boundary
- Urban growth boundary
- Railway line
- Heritage significance
- BCS conservation area
- Indicative drainage reserve
- Wetlands
- Regional open space
- Proposed passive open spaces
- Proposed active open spaces



THEME 4 Open space & heritage

Context

A draft [open space & heritage plan](#) was prepared for the co-design workshop. Participants were asked to discuss:

- The merits of the plan
- Alternative open space locations
- Distribution of open space
- The types of open space, and
- Connectivity to these sites.

Key considerations

- Community Infrastructure Assessment recommended 33 hectares of active open space and 22 hectares of passive open space (10 per cent of the indicative NDA of the precinct). Council and VPA are still in discussion about allocation of open space
- Co-location where possible of open space with schools and community facilities
- Appropriate distribution of open space sites across the precinct
- 30 hectares regional open space reserve identified in West Growth Corridor Plan.

Regional open space

The West Growth Corridor Plan indicates a regional open space reserve to be located in the Melton East PSP. The regional open space reserve will be a 30 hectare site, providing open space infrastructure for Melton East and the surrounding region.

Key considerations:

- Location of the regional open space is subject to inundation from the Kororoit Creek. VPA, council and Melbourne Water continue to discuss how the regional open space reserve will be delivered.
- VPA and council are exploring opportunities to co-locate active open space and regional open space subject to drainage issues.
- VPA, council and Melbourne Water are reviewing alternative options for delivering this asset due to 1 in 100 year flood modelling.

Open space design guidelines were shared with each group for deliberation as they marked up the Open Space & Heritage Plan with solutions and ideas.

Design guidelines

Local active open space

- 7% NDA = 38.5 hectares, distributed across four active open space reserves
 - 1 × 10 hectares reserve
 - 1 × 10 hectares reserve currently located in the regional active open space area
 - 2 × 8 hectares reserves.

Local passive open space

- 24 × 1 hectare local passive open space distributed throughout the precinct.

Regional active open space

- 30 hectares of regional active open space to the north-east as part of the West Growth Corridor Plan.

Retarding basins and drainage infrastructure

- Retarding basin locations and conservation areas are non-negotiables (Kororoit Creek protected by the MSA BCS Conservation Area (15))
- Retarding basins of approximately 100 hectares
- Drainage areas are considered the most conservative option at this early stage.

Summary of exercises 1 & 2

The following table provides a summary of the discussions for exercise 1 and 2 on [Plan 4: Open space & heritage](#). The item numbers in [Table 7](#) and [Table 8](#) correlate with the numbers identified on [Plan 4: Open space & heritage](#).

Table 7 Open space & heritage evaluation

ITEM	DISCUSSION
1	<p>Open space</p> <ul style="list-style-type: none"> • Lots of open space and good distribution of green spaces. • Good linear connectivity through estate. • Good central locations for catchment. • Supportive of co-locating open space in drainage assets. • Well distributed passive open space. • Good to have even distribution of passive open space. • Proposed small open spaces near arterial roads may have poor amenity and not well utilised. • Issues with irregular and inefficient open space areas. • Potential to reduce open space allocation by utilising drainage reserves. • Open space in the middle of industrial area is difficult to service.
2	<p>Wetlands</p> <ul style="list-style-type: none"> • Concerns with drainage infrastructure in linear open space in south-east corner of PSP which contains the dry stone wall site. • Wetlands and catchment boundary may change depending on connector road alignments. • There are existing natural depressions south of Beattys Road which have been identified with biodiversity values.
3	<p>Conservation area</p> <ul style="list-style-type: none"> • Conservation area offers good protection of Kororoit Creek and seasonal herbaceous wetland.

ITEM	DISCUSSION
4	<p>Drainage – Paynes Road</p> <ul style="list-style-type: none"> • Consider size and orientation of drainage reserve along Paynes Road, possible rationalisation to reduce land take.
5	<p>Regional open space</p> <ul style="list-style-type: none"> • Concerns with regional open space as floodplain has potential to affect infrastructure assets.

Summary of exercise 3

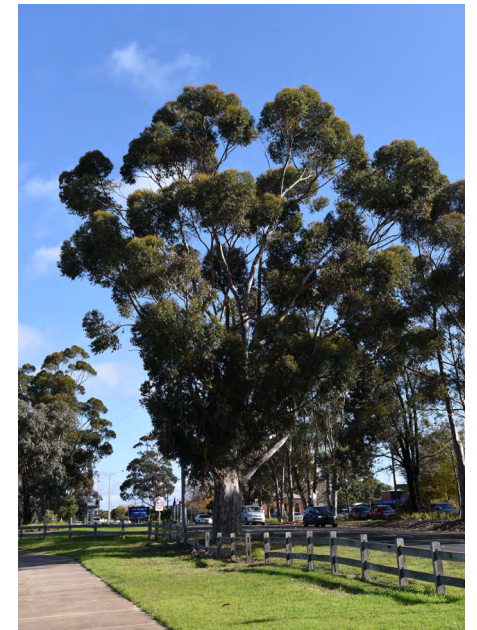
Solutions and ideas discussed for the draft [Plan 4: Open space & heritage](#) are summarised in the below table.

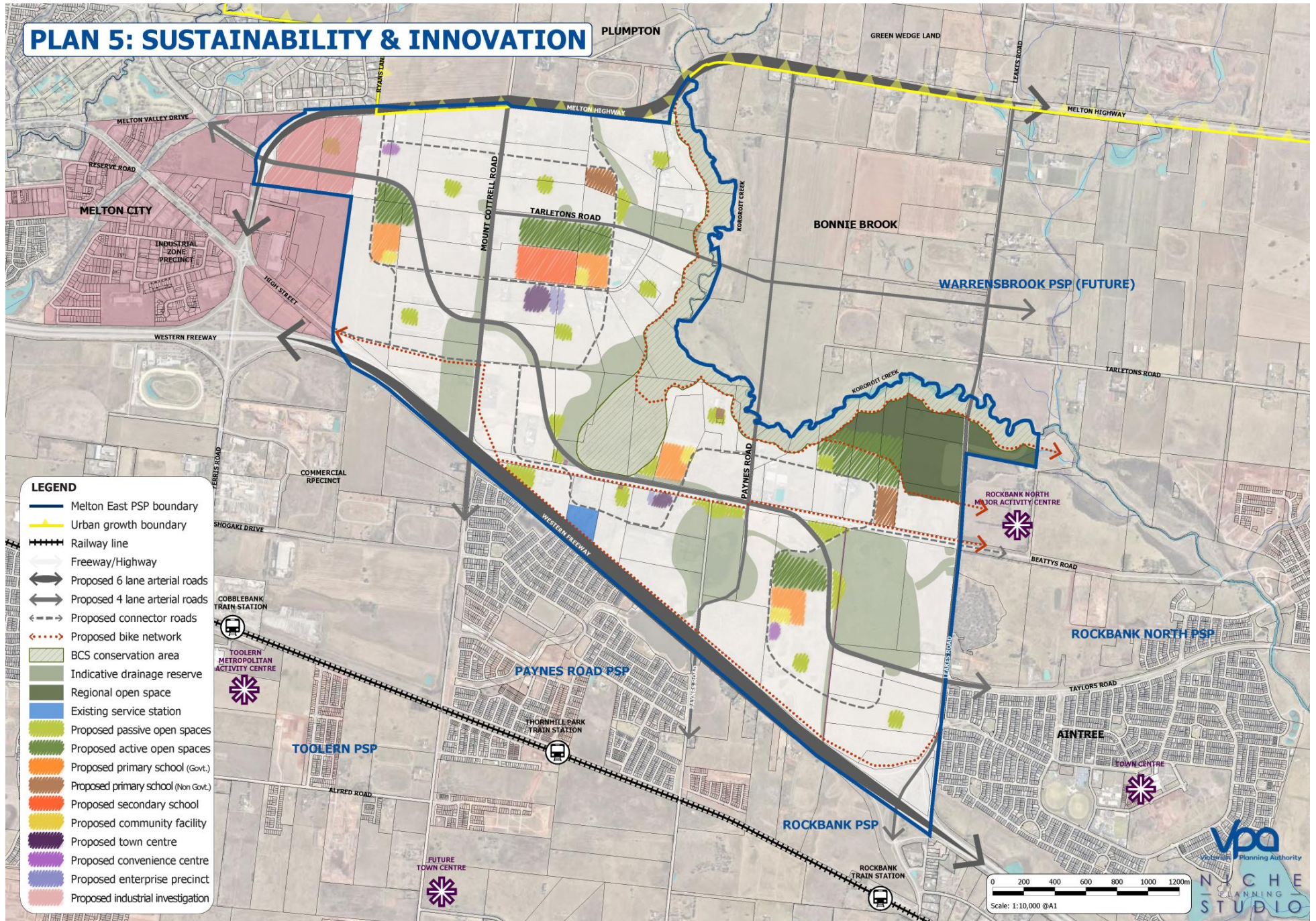
Table 8 Open space & heritage solutions and ideas

ITEM	DISCUSSION
1, 5	<p>Open space</p> <ul style="list-style-type: none"> • Potential to use open space as a separation between government and non-government schools • Maximise green links for connectivity • Link bicycle paths to parks • Consider green spine shadeway solution • Ensure there is a diversity of passive spaces • Potential for linear park along Beattys Road • Consider more regular shaped open spaces and located away from major arterial roads in areas of higher amenity • Consolidate and rationalise open space to ensure spaces are multifunctional.
	<p>Drainage, creek & wetlands</p> <ul style="list-style-type: none"> • Possibility to co-locate drainage and conservation, this will rationalise and free up more development area • Opportunities to use drainage or open space as buffer to freeway • Move constructed waterway to align with Beattys Road • Consider using Beattys Road for overland flow • Integrated Water Management (IWM) to ensure efficient water in area • Flip drainage infrastructure along Mt Cottrell Road to be east-west rather than north-south • Use wetland area for drainage purposes.

Solutions and ideas for heritage sites

- Move open space at heritage site north of Beattys Road closer to Kororoit Creek to act as a buffer between conservation area and heritage building.
- Integrate cultural heritage significance along Kororoit Creek and wetlands.





THEME 5 Sustainability & innovation

Context

During pitching sessions and the vision and purpose workshop, stakeholders supported opportunities to respond to climate resilience, sustainability, integrated water management (IWM) and other innovative ideas.

The VPA and key government agencies have sought to address these opportunities in the draft place-based plan used for the co-design workshop ([Figure 6](#)).

Key considerations

- Drainage responding to the natural depressions
- Taylors Road realigned to avoid seasonal herbaceous wetland and future Growling Grass Frog habitat
- Investigations underway to minimise impact of the bridge to Kororoit Creek
- Opportunity for further innovation through the Melton East Climate Resilience Assessment which identified opportunities such as greenways, increased tree canopy coverage and improved permeability.

A set of design guidelines was shared with each group for their deliberation as they marked up [Plan 5: Sustainability & innovation](#) with solutions and ideas.

Design guidelines

- Potential canopy tree coverage within the public realm and open space should be a minimum of 30 per cent (excluding areas dedicated to biodiversity or native vegetation conservation) – Target T13 of the PSP 2.0 Guidelines
- HIP V. HYPE Climate Resilience Assessment.

Exercise activity

Prior to the final thematic activity, HIP V. HYPE presented a summary of their Climate Resilience Assessment, discussing key findings on the climate change impacts and the role of adaptive capacity for the Melton East PSP site.

As many of the proposed objectives and adaptation actions were not place-based or able to be spatially identified, exercises 1 and 2 for previous themes were not applicable. Alternately, groups had the opportunity to review [Plan 5: Sustainability & innovation](#) as a complete integrated plan, with all the themes visible.

Expanding on the ideas raised in the previous two co-design phases and the HIP V. HYPE presentation, groups shared and recorded innovative ideas and solutions on the final plan.

The **5 capitals** lens provides a holistic framework for interpreting climate change impacts, as illustrated below

Figure 6 The 5 capitals



Source: HIP V. HYPE.

Ideas & solutions

HIP V. HYPE's Climate Resilience Assessment uses the 5 capitals (Figure 6) framework as 'impact areas' to categorise the adaptation actions in response to the climate impacts.

The key discussion points presented to the final plan have been categorised into the 5 capitals. It is important to note that meaningful sustainability actions inherently encompass a range of impact areas. The following ideas are not exclusive to one capital.

Physical capital

- Light-coloured roofs
- Opportunity to use sustainable building materials for housing
- Recycled light-coloured asphalt for roads
- Schools to be flood and fire resistant
- Housing orientation for passive heating and cooling
- Identify suitable locations for batteries and electric vehicle charging points
- Micro battery grids
- Container deposits for e-waste and other waste
- Generate heat from renewable sources
- Reconsider delivery of laneway lots
- Rear-loaded products to increase tree canopy
- Consider micro-lot housing.

Human capital

- Collaborate with Department of Transport and Planning (DTP) to develop active transport connections to train stations south of Western Freeway
- Use roads with existing tree canopy for active transport routes
- Provide amenities along bike paths
- Needs strong active transport links to activity centres
- Wayfinding nodes
- Mix of shelter facilities and amenities in open space
- Public toilets needed on key routes.

Financial capital

- Local renewable timber supply for construction
- Offsets required if PSP introduces gas
- Implement sustainable transport target initiatives
- Investigate how to best implement environmentally sustainable design initiatives.

Social capital

- Local composting facility
- Community battery
- Reuse hubs and energy sharing
- Delivery of community garden/s in collaboration with council and developers
- Harvest stormwater locally.

Natural capital

- Capturing stormwater to irrigate active and passive open space reserves
- Carefully select street tree species
- Sustainable landscaping
- Green spine protection against noise, odour, pollution
- Consider how to implement more trees in private realm
- Trees and roof top gardens on top of buildings to reduce heat and increase canopy cover
- Consider Small Lot Housing Code (SLHC) and canopy tree targets delivery to be more innovative with services delivery, cross sections, etc
- Place-based vegetation planting
- Need to develop greenhouse gas free development with benchmarks/ guidelines
- Consider rainwater harvesting and any financial incentives
- Ensure maximum passive irrigation as possible
- Opportunity for more trees in drainage reserves
- Investigate how to maximise water flow into PSP
- Private lots to have a native vegetation planting guidance and minimum garden area.

Workshop outcomes

Representatives from each group reported back to the lead facilitator with their group's key ideas, and a summary sheet for each activity. The summary sheets were then used to revise the draft place-based plan.

[Plan 6: Draft place-based plan](#) responds to what was discussed by all stakeholders as part of the co-design process. The VPA and stakeholders will use this draft plan as the basis for discussion and consideration progressing to public consultation/exhibition in late 2023. It is important to note, the [draft place-based plan](#) is likely to undergo changes between now and exhibition.

A summary of each activity is provided as follows. The summaries are a reflection of what was discussed during the co-design process by a variety of different stakeholders. We will review and consider these points to further refine the Melton East place-based plan.

Activity 1 – Access & movement

- Straighten out arterial roads
- Active transport links to train station to the south
- Not as many east–west connections
- Realign more north–south roads
- Use existing road reserves
- Pedestrian connections across creek in the north
- Revisit purpose of Taylors Road – amenity
- Better solution for road alignment adjacent to seasonal herbaceous wetland
- Infrastructure contributions plan
- Better cycling and pedestrian connection to activity centres and schools
- Early delivery of rapid bus network
- Mt Cottrell Road overpass priority for pedestrians
- Grid/better connectivity to be revisited
- Extending Tarletons Road through the PSP
- More direct access to activity centres to the east and west

Activity 2 – Activity centres

- Distribution change:
 - Relocate north-western NAC along Tarletons Road PPTN
 - Avoid Taylors Road separation between central NAC and primary school
 - Move western LCC further west
 - Move eastern LCC further east to better service PSP
- Higher densities around activity centres
- Better linkage of pedestrian and cycling paths between centres
- Better connectivity using Beattys Road to link Rockbank North with new major activity centre. Potential for linear density
- Minimise overlap between activity centre walkable catchments
- Use green areas near activity centres – improved amenity through co-location
- More diverse street and road cross sections to support increased density
- Ensure greater visibility and access to centres
- Minimise water drainage within activity centre walkable catchments
- Investigate mixed use zoning as a buffer between the industrial land west of the PSP and the western LCC
- Encourage provision of social and affordable housing close to activity centres.

Activity 3 – Community facilities & schools

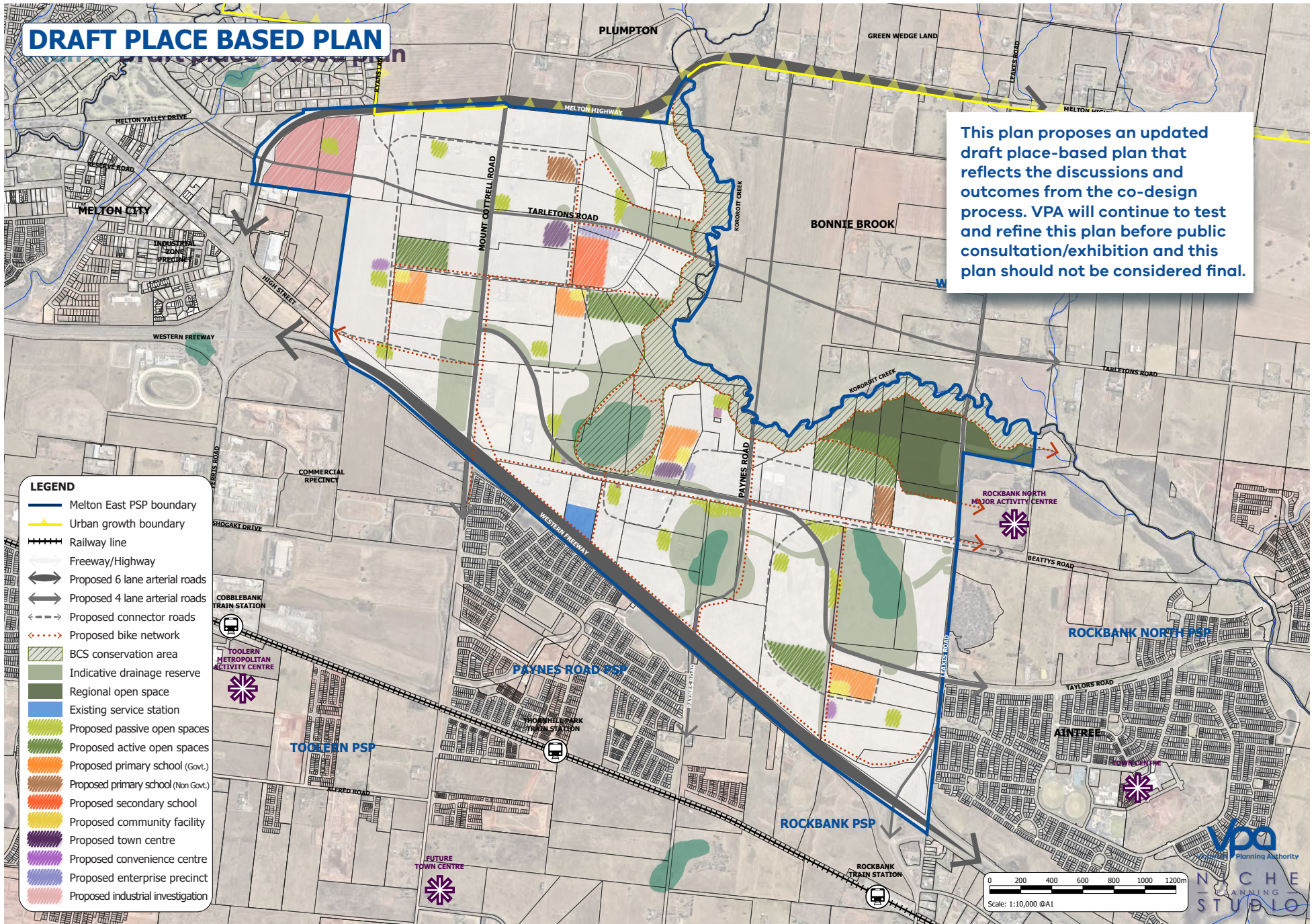
- Investigate rearranging government and non-government primary schools to east of precinct
- Investigate improved co-location of schools to activity centres
- Consider relocating secondary school and adjoining primary school further east for increased residential density around the neighbourhood activity centre
- Co-locate schools with conservation areas/open space
- Move western school catchment east to exclude industrial area
- Separate high school and primary school with connector road
- Co-locate school and town centre north of Beattys Road
- Better integrate schools and open space using PPTN, cycleway and linear parkland
- Move central primary school away from arterial road
- Consider residential density and how it integrates with schools and activity centres
- Locate Level 1 community centres with local convenience centres and Level 2 community centres with neighbourhood activity centres
- Investigate relocating non-government primary school to be adjacent to central government primary school
- Strengthen connections between schools, the conservation area and Kororoit Creek.

Activity 4 – Open space & heritage

- Maximise green linkage to active transport and drainage areas
- Rationalise land between drainage, conservation and developable land (engineering solutions)
- Reduce amount of irregular open space
- Wetland, conservation and drainage synergies
- Investigate capability for recycled water
- Ensure usable dimensions for open space
- Ensure equitable land distribution of open space
- Dry stone wall and drainage may not work
- Water sensitive urban design (WSUD) options to Beattys Road
- Possible realignment of drainage adjacent to freeway as a buffer
- Support open space away from arterial roads
- Open space connections need stronger north–south connectivity
- Strategically locate open space rather than filling in around odd road alignments
- Open space to be provided in industrial investigation area

Activity 5 – Sustainability & innovation

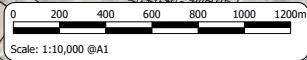
- Consider Council Alliance for Sustainable Built Environment (CASBE) subdivisions
- Microgrids, community batteries, EV charging located in activity centres and open space
- Design and integrate drainage assets well
- Future-proofing cross sections to allow for flexibility
- Mobility hubs co-located with activity centres
- Process-based – don't duplicate across authorities
- Trees require WSUD
- Consider the sustainability of the six-lane arterial
- Need to better accommodate trees on small lots. Requires whole of government approach
- Use community facilities as emergency refuge
- Stormwater harvesting and reuse, and tapping into Class B water sources
- Waste reuse opportunities
- Tourism green link around Kororoit Creek area
- Green drainage and sustainable design of arterial roads
- Relocate key land uses away from flood-prone areas
- Consider how orientation can use solar
- Smart city and circular economy considerations



DRAFT PLACE BASED PLAN

This plan proposes an updated draft place-based plan that reflects the discussions and outcomes from the co-design process. VPA will continue to test and refine this plan before public consultation/exhibition and this plan should not be considered final.

- LEGEND**
- Melton East PSP boundary
 - Urban growth boundary
 - Railway line
 - Freeway/Highway
 - Proposed 6 lane arterial roads
 - Proposed 4 lane arterial roads
 - Proposed connector roads
 - Proposed bike network
 - BCS conservation area
 - Indicative drainage reserve
 - Regional open space
 - Existing service station
 - Proposed passive open spaces
 - Proposed active open spaces
 - Proposed primary school (Govt.)
 - Proposed primary school (Non Govt.)
 - Proposed secondary school
 - Proposed community facility
 - Proposed town centre
 - Proposed convenience centre
 - Proposed enterprise precinct
 - Proposed industrial investigation



Next steps

The VPA will now undertake further testing and design with the information collected from the co-design workshop. Subsequently, there will be an agency validation phase within government and council to refine the co-design place-based plan.

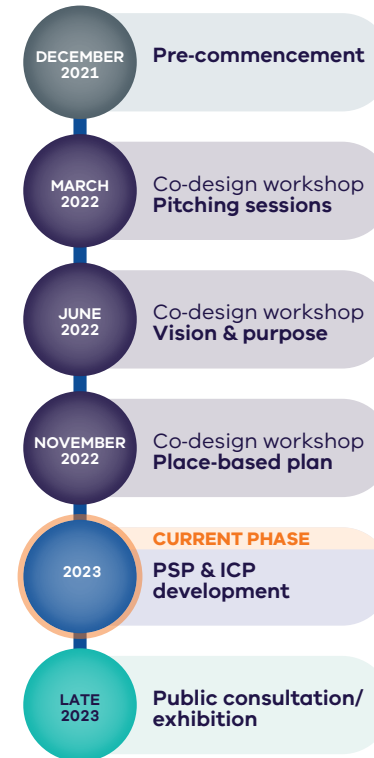
The Phase 2 Background Reports will also be refined with ideas from the co-design process. Technical studies will inform a draft plan to be confirmed with agencies prior to public consultation. The VPA will also consider peer reviewing any existing reports that have been undertaken previously and consider where further place-focused sessions with stakeholders including landowners may be useful, such as in the review of town centre concept plans and integration of other identified assets within the place-based plan.

Phase 2 background assessments include:

Integrated water management	Alluvium <i>Expected early 2023</i>
Sodic soils assessment	Jacobs <i>Expected early 2023</i>
Transport modelling	<i>Expected 2023</i>
Bushfire assessment	<i>Expected 2023</i>
Aboriginal cultural heritage impact assessment & cultural values assessment	Unearthed Heritage <i>Expected 2023</i>
Infrastructure design and costings	<i>Expected 2023</i>
Social and affordable housing report	Urbanxchange <i>Expected 2023</i>

After a draft plan has consensus with government agencies, the plan will be publicly exhibited for comment. Stakeholders will have the opportunity to meet with the VPA, Melton City Council, Melbourne Water or Melbourne Strategic Assessment to discuss their property/s in more detail.

Project timeline



PSP 2.0

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