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Background Report

Melton South Structure Plan

For: City of Melton

Contract No. Contract 18/024

Prepared by: Tract in association with Essential Economics,
ASR Research and GTA Consultants

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01 INTRODUCTION

1.1 Purpose of the document

This document is intended to provide a discussion of the key issues and opportunities facing the future planning and design of the Melton South Structure Plan area.

More specifically, the report aims to:

- Consolidate a broad range of existing and new information that has relevance to the Melton South area in order to provide a framework for further plan making activities;
- Identify the key state and local policy provisions, programs and strategies that affect the study area;
- Identify the key technical issues that affect the locality;
- Identify and analyse the key constraints and opportunities;
- Identify information gaps, where applicable; and
- Provide direction for the Structure Plan.

This analysis will provide background for the preparation of the Melton South Structure Plan.

1.2 Purpose of the project

This project will set out a clear vision for the Melton South study area and guide its use and development. It will deliver planning and urban design policies and principles that will enable Council to assess future planning permit applications, prioritise public realm and infrastructure works and provide a basis for engagement with State and Local Government.

The Structure Plan will:

- Establish a clear and integrated vision for the Melton South Structure Plan study area.
- Guide the use and development of the area through objectives and planning and design requirements and guidelines;
- Establish an implementation program of statutory and strategic initiatives;
- Include internal and external consultation with landowners, occupiers (businesses) relevant stakeholders, Council staff, Councillors and the wider community;
- Establish a process for monitoring and review; and,
- Prioritise actions for the implementation of the Structure Plan.

1.3 What is a Structure Plan?

A Structure Plan sets out a long-term vision to guide the future planning of an area.

A Structure Plan sets directions and opportunities for change that ensures an area will be environmentally, socially and economically sustainable.

The Structure Plan will include:

- A clear vision for the area.
- Plans to guide future land uses.
- Location of key community facilities (schools, health centres, kindergartens etc.).
- Plans to grow and adapt local town centres to change.
- Mobility plans which cover walking, cycling public transport, traffic, car parking, and freight movement routes.
- Guidance about the design of new buildings in key locations.
- Plans to enhance open space, town entrances, public gathering spaces, parks and gardens.
- Ways to attract and develop stronger economic growth, businesses and tourism development.
- Protection and enhancement of key landscape and heritage assets.

Structure plans are prepared with the involvement of the local community, businesses, investors, government agencies and technical experts.

1.4 Methodology and Process

The preparation of the Melton South Structure Plan will occur over a period of approximately 18 months throughout the 2017/2018 and 2018/2019 financial years and will be delivered in five stages as outlined in Figure 2.

This Background Report is the key output of Stage 2 and in addition to the technical reports Stage 2 has also included:

- Interactions with the Project Control Group (PCG) and Project Working Group (PWG) with presentations summarising the initial findings from the Background Report.
- Presentation at Council Briefing on 22 October 2018.
- Stakeholder and community engagement including a Stakeholder Summit for landowners, relevant agencies and the general public in November 2018.

Figure 1 outlines the key stages in preparing the Structure Plan and key outcomes of each phase.

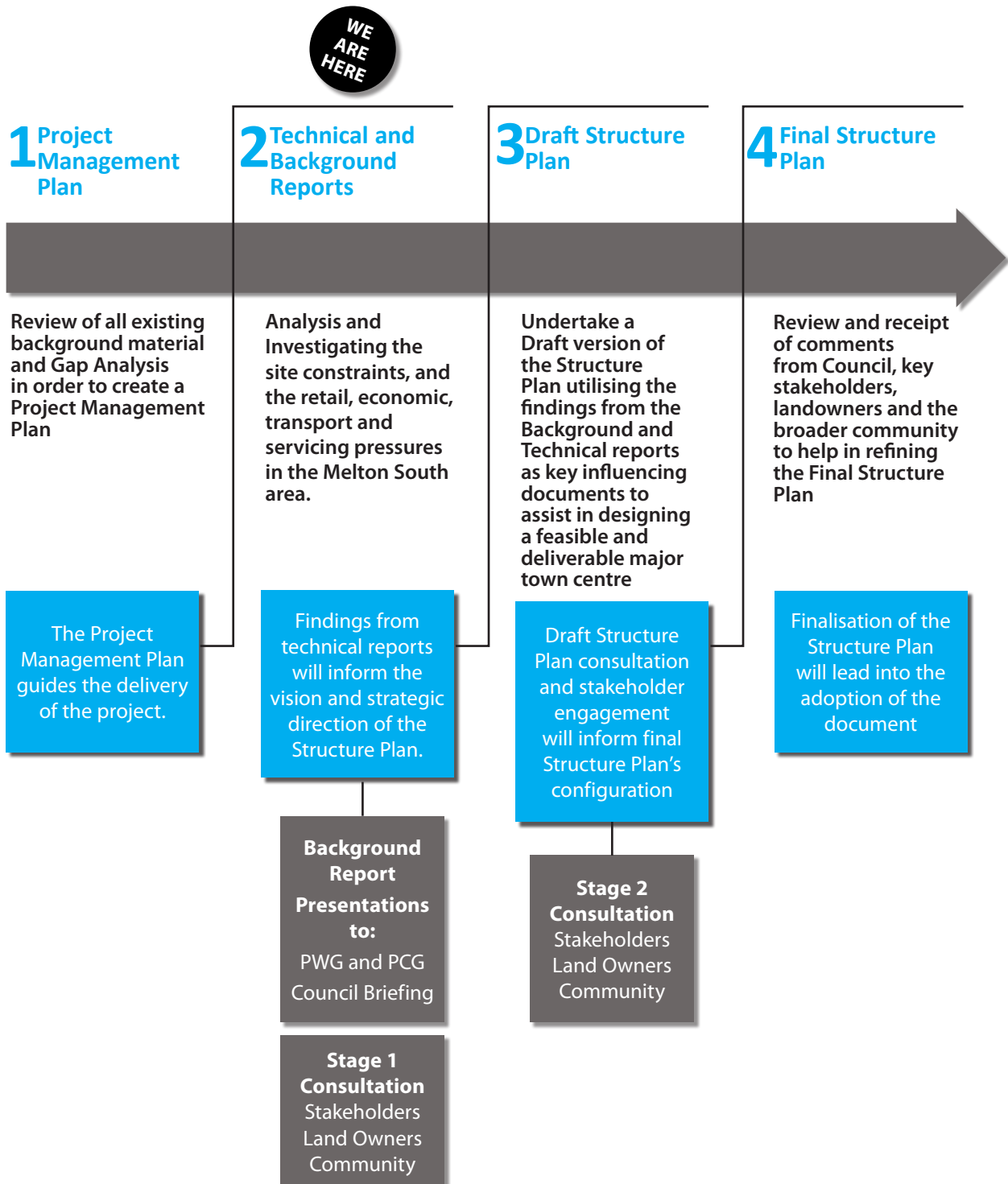


Fig. 1 Structure Plan Process

02 GENERAL CONTEXT

2.1 City of Melton

The City of Melton is located in the outer western area of Melbourne, within 19 kilometres of the Melbourne CBD. One of the fastest growing municipalities in Australia, the City of Melton consists of a series of townships and communities; the larger settlements being Caroline Springs and Melton (Caroline Springs is located 19 kilometres west of Melbourne's CBD and Melton Township is 35 kilometres west of Melbourne's CBD).

The City of Melton is bounded by Moorabool Shire in the west, Macedon Ranges Shire in the north, the Cities of Hume and Brimbank in the east and Wyndham City in the south.

The City of Melton is one of metropolitan Melbourne's growth areas, and is estimated to have a population of 241,000 people by 2031 with an ultimate build out of over 400,000 people. At present, the majority of the municipality is undeveloped; however, this will change in the coming years, with large areas of land now within the Urban Growth Boundary (UGB). Refer Figure 3 - Regional Context Map.

The study area for the Melton South Structure Plan is located south of Melton Township, immediately south of the Western Freeway and west of Toolern Creek.

Melton South Structure Plan Study Area

The Melton South Structure Plan study area is approximately 142 hectares in size, located in the suburb of Melton South.

It is bounded to the west by Rees Road and Coburns Road, to the east by Toolern Creek, to the north by Fraser Street, Secondary Avenue and all properties fronting First Avenue and to the south by Wilson Road and Morshead Street.

The Ballarat Rail Line runs through the study area, with the Melton Train Station located centrally to the study area.

Significantly, the Melton South study area is the immediate catchment for the Station and the services 'hub' for the wider community which includes schools, sports grounds, commercial precinct and transport interchange. Combined, these assets present as an attraction for increasing demand in housing, particularly as the wider population grows.

Refer to Figure 4 for the Structure Plan study area.

2.2 History

The Structure Plan area forms part of the traditional lands of the Wurundjeri.

Settlement of the Melton South area dates back to the mid-1800s and its current urban form is derived from its declaration as a satellite city to Melbourne in 1974. The declaration of the municipality as a satellite city was a major contributor to its residential development.

The construction of the Melton Railway Station was an important development in the Melton District and facilitated the development of a number of industries in the area, notably timber and chaff milling. Additionally it led to general rural growth in Melton overall and township growth in Melton South.

For Melton South the railway station played a key role in the establishment and early community life with the operation of the post office from the station.

Melton's growth as a satellite town to Melbourne in the 1970's and 80's reflected urban development of that time with predominantly single storey detached residential development occur within the plan area, with associated schools and sports ovals. It is reasonable to observe that the plan area reflects a 1970's template for Greenfields development with some reinvention as unit developments start to replace more traditional housing.



Fig. 2 Melton Station

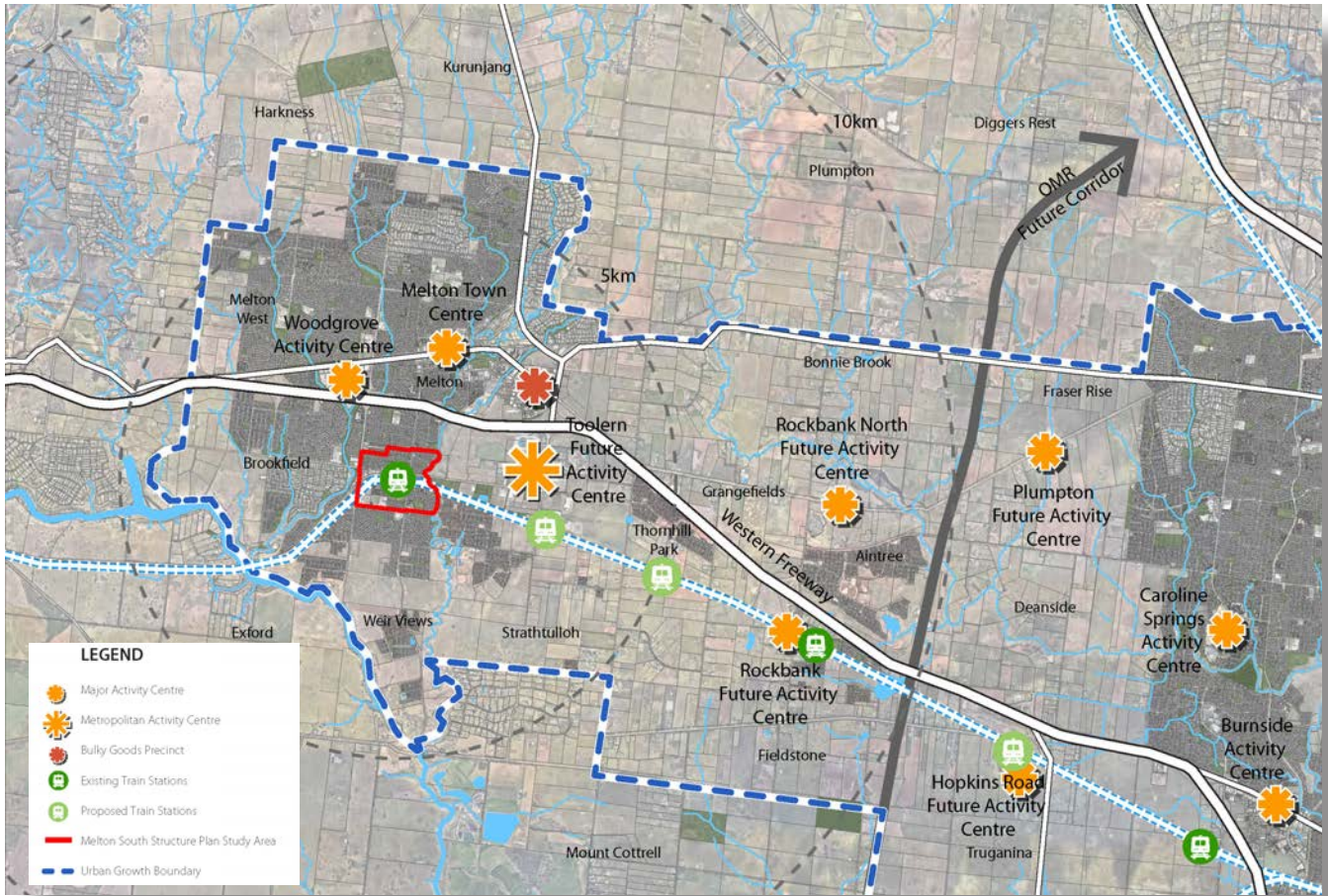


Fig. 3 Melton South's place in the growth area.

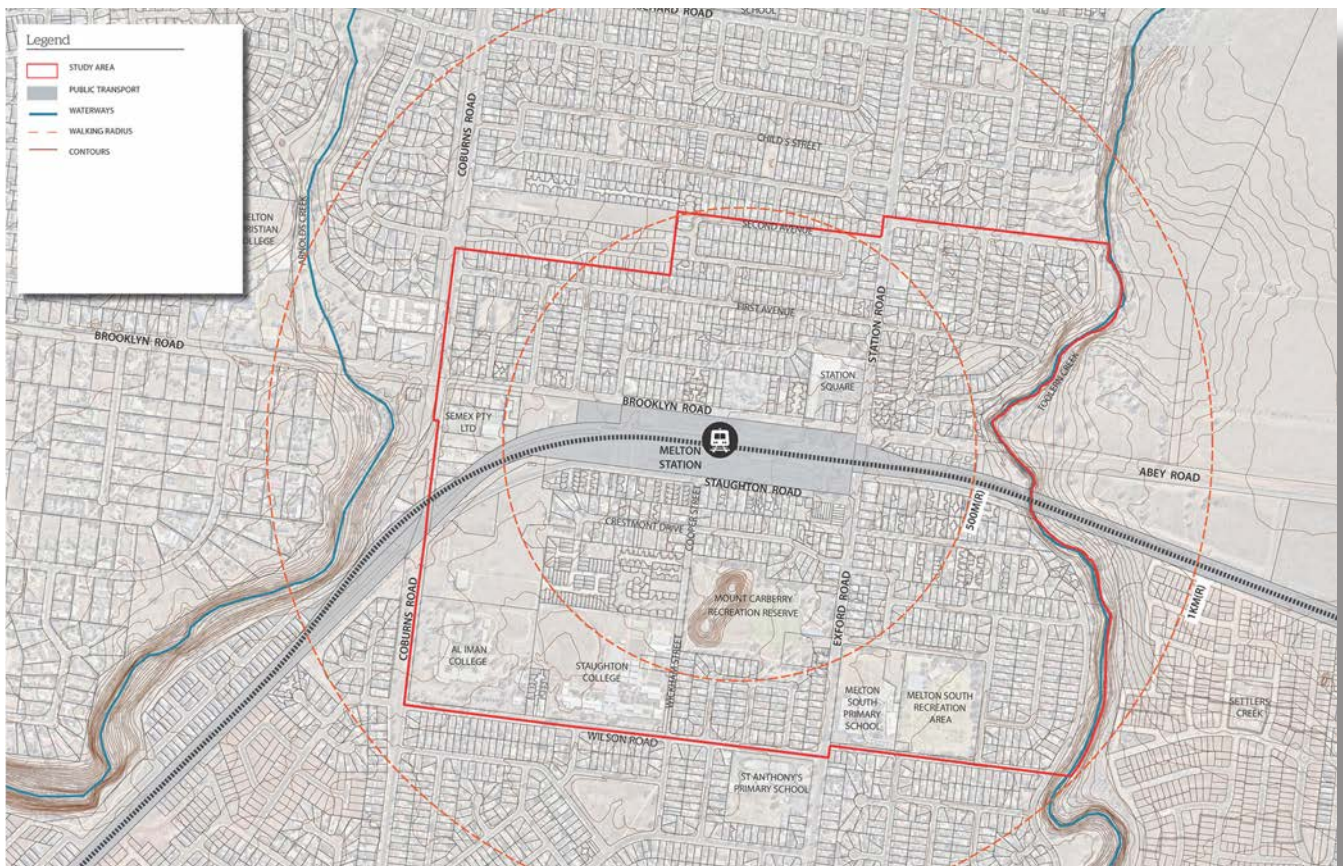


Fig. 4 Melton South Structure Plan Area

2.3 Melton Planning Scheme

The Melton Planning Scheme is the principle land use planning document that impacts on the study area. It incorporates State and local planning policies on land use and introduces the regulatory framework for decision making.

Key provisions of the Melton Planning Scheme relevant to Melton South are:

2.3.1 Melton City Council Municipal Strategic Statement

■ **Clause 21 (Municipal Strategic Statement)** has been developed to set the strategic framework and directions for the future of Melton.

■ **Clause 21.03 (Planning Visions and Objectives for Melton)** identifies Council's vision as:

- Creating sustainable and liveable communities that are attractive and desirable places in which to live;
- Protecting and conserving the environmental resources and assets of the City for the benefit of current and future communities;
- Providing recreation and open space networks that cater for a variety of life cycle needs; ensuring that infrastructure is designed and provided in an efficient and timely manner and the development of urban areas reflect sound planning principles and practices;
- Creating an environment conducive to economic growth and wealth generation;
- Encouraging the growth and development of vibrant and dynamic retail centres;
- Developing an efficient and integrated transport infrastructure that allows people choice about how they move within and through the City;
- Preserving the integrity of the City's rural land for sustainable and efficient rural land use; and
- Protecting and enhancing areas of environmental, historical and cultural significance and sensitivity.

■ **Clause 21.04 (Housing within the established residential areas)** implements the Melton Housing Diversity Strategy May 2014. The vision for future housing in the municipality is: *'The planning and development of residential housing in the City of Melton will respond to the opportunities and challenges associated with rapid population growth and urban development. A diverse range of housing stock will be provided that caters for the needs and desires of residents, and is affordable to people of all socioeconomic, demographic and cultural backgrounds.*

Future residential development will occur in a sustainable and innovative manner, and will provide residents with convenient access to key infrastructure and services. Important attributes of the City of Melton will be protected, and development will contribute positively to our environment and our local economy and will enhance our communities.'

2.3.2 Local Planning Policies (Clause 22 of the Melton Planning Scheme)

■ Clause 22.02 (A Sustainable Environment Policy)

aims to:

- To retain and integrate natural systems and features into development.
- To preserve and protect existing vegetation, wetlands, creeks and grasslands and encourage their incorporation into development designs.
- To encourage the creation of linear open spaces along creeks and drainage lines.
- To encourage the use of overland flow paths and retarding basins to control storm water run-off and to improve water quality.

■ **Clause 22.03 (Recreation and Open Space Networks Policy)** aims to provide recreation and open space networks that cater for a variety of lifestyle needs. Key objectives include:

- Providing for passive and active recreation uses by a cross-section of the community;
- Ensuring that open space is appropriately integrated with surrounding land uses, and is responsive to natural landscapes and features;
- Ensuring that the maintenance of open space is considered as part of the design process in all development;
- Using linear links to connect parcels of planned open space, residential, civic and commercial areas with existing and planned district and regional recreation facilities.
- Providing adequate open space within walking distance of all residents and workers.

■ **Clause 22.04 (Urban Development Policy)** aims to ensure that all development proceeds in an orderly and timely manner which enables the efficient provision of community facilities and services; and to ensure the construction of street patterns which allow easy access, are understandable to residents and visitors and are designed so as to minimise trip length and frequency.

■ **Clause 22.05 (Employment Policy)** seeks to direct the majority of new employment growth to either the Melton township, Toolern Precinct Structure Plan area or the Melton East Growth Area and coordinate the development and location of commercial centres, industrial areas and other employment opportunities in the municipality so that the length and frequency of vehicle trips is minimised.

■ **Clause 22.06 (Retailing Policy)** applies to all land zoned for commercial purposes and aims to:

- Encourage and support the establishment of an economically and socially thriving and diverse retail sector, which provides the community with a range of quality retail facilities and options.
- Provide direct, safe and convenient access and car parking to commercial areas for local residents and the general public.
- Facilitate the regular refurbishment and upgrading of centres and retail streetscapes within the municipality.
- Improve amenity levels for shoppers and businesses.
- To encourage shopping centres to incorporate natural and built features surrounding the centres.
- Encourage a broader range of activities to locate in and around shopping precincts.

■ **Clause 22.07 (Transport and Movement Policy)** aims to provide proper transport systems and infrastructure to enable residents, works and businesses to gain access to services, facilities, markets and customers. Importantly, it aims to support the integration of transport systems with land use planning, community and economic development.

■ **Clause 22.12 (Housing Diversity Policy)** aims to facilitate a diverse range of housing to meet the needs of a diverse population and provide genuine housing choice in housing products. Additionally, it aims to encourage housing design and development that is adaptable, site responsive and environmentally sustainable.

2.3.3 Zone Controls

Zones applicable to the study area are:

- **Residential Growth Zone (RGZ)** - The RGZ has been applied to the existing residential areas north and south of Melton Station. The purpose of this zone is to provide housing at increased density and encourage a diversity of housing types in locations offering good access to services and transport.
- **Public Park and Recreation Zone (PPRZ)** - The PPRZ has been applied to the areas of open space including the Mount Carberry Recreation Reserve, Melton South Recreation Centre and Toolern Creek. The purpose of this zone is to recognise areas for public recreation and open space and protect and conserve areas of significance where appropriate.
- **Industrial 3 Zone (IN3Z)** - The IN3Z has been applied to the land north of the railway adjacent to Coburns Road. The purpose of the Zone is provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.
- **Public Use Zone (PUZ)** - The PUZ has been applied to the Melton Railway Station and railway line and the land associated with Melton South Primary School, Staughton College and Victoria University. The purpose of the zone is to recognise public land use for public utility and community services and facilities and to provide for associated uses that are consistent with the intent of the public land reservation or purpose.
- **Commercial 1 Zone (C1Z)** - The C1Z has been applied to the Melton Station Shopping Centre north of the Station and the local retail centre south of the Station. The purpose of the zone is to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses. The zone aims to provide for residential uses at densities complementary to the role and scale of the commercial centre.

2.3.4 Overlays

Overlays applicable within the study area are:

- Environmental Significance Overlay (ESO1) - seeks to identify those areas where development of land may be affected by environmental constraints. In this context, the ESO protects and conserves remnant native woodlands, open forests, grasslands and associated under storey and discourage inappropriate use and development.
- Heritage Overlays (HO) to sites of identified heritage significance including:
 - HO71 - Melton South State School No. 3717
 - HO93 - Melton South Railway Station

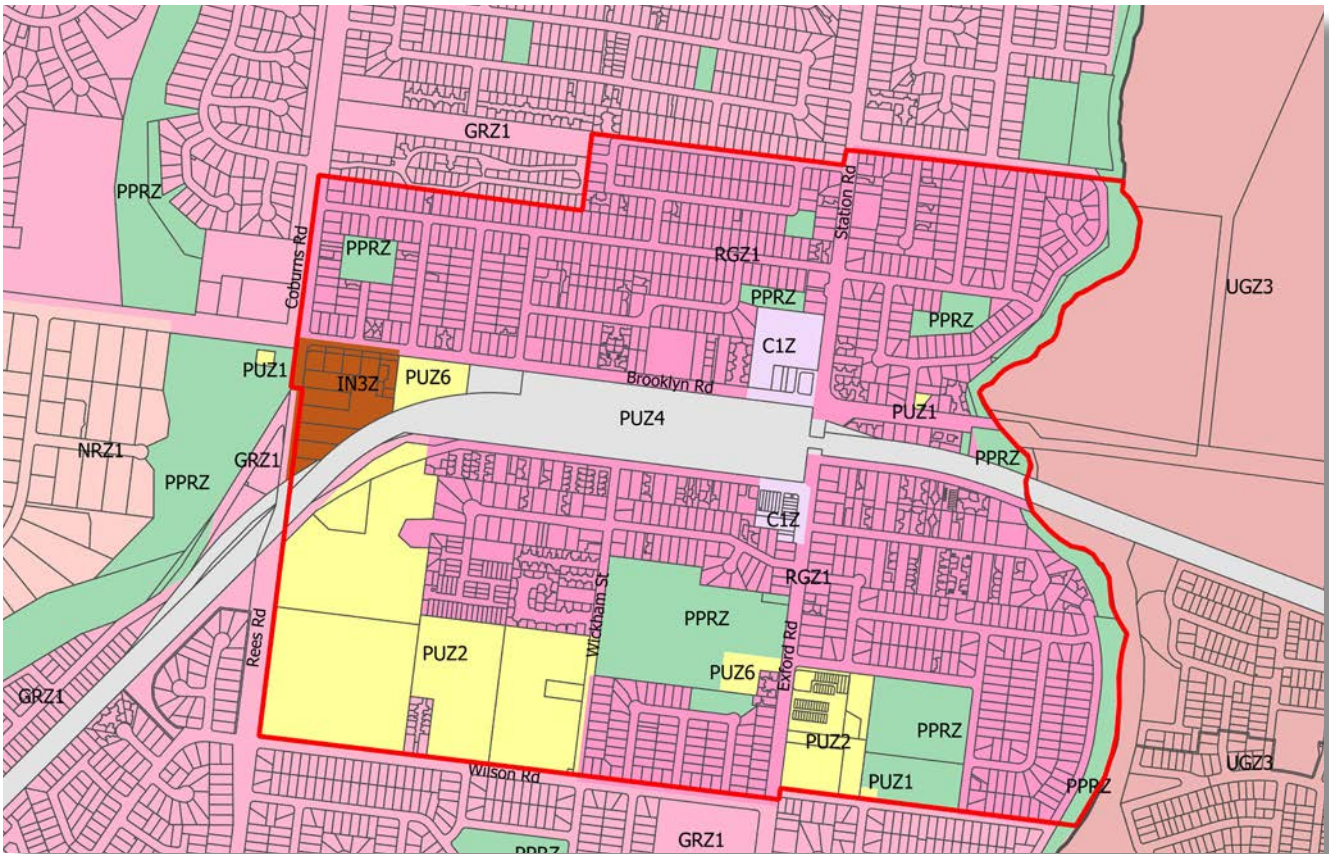


Fig. 5 Zoning Plan

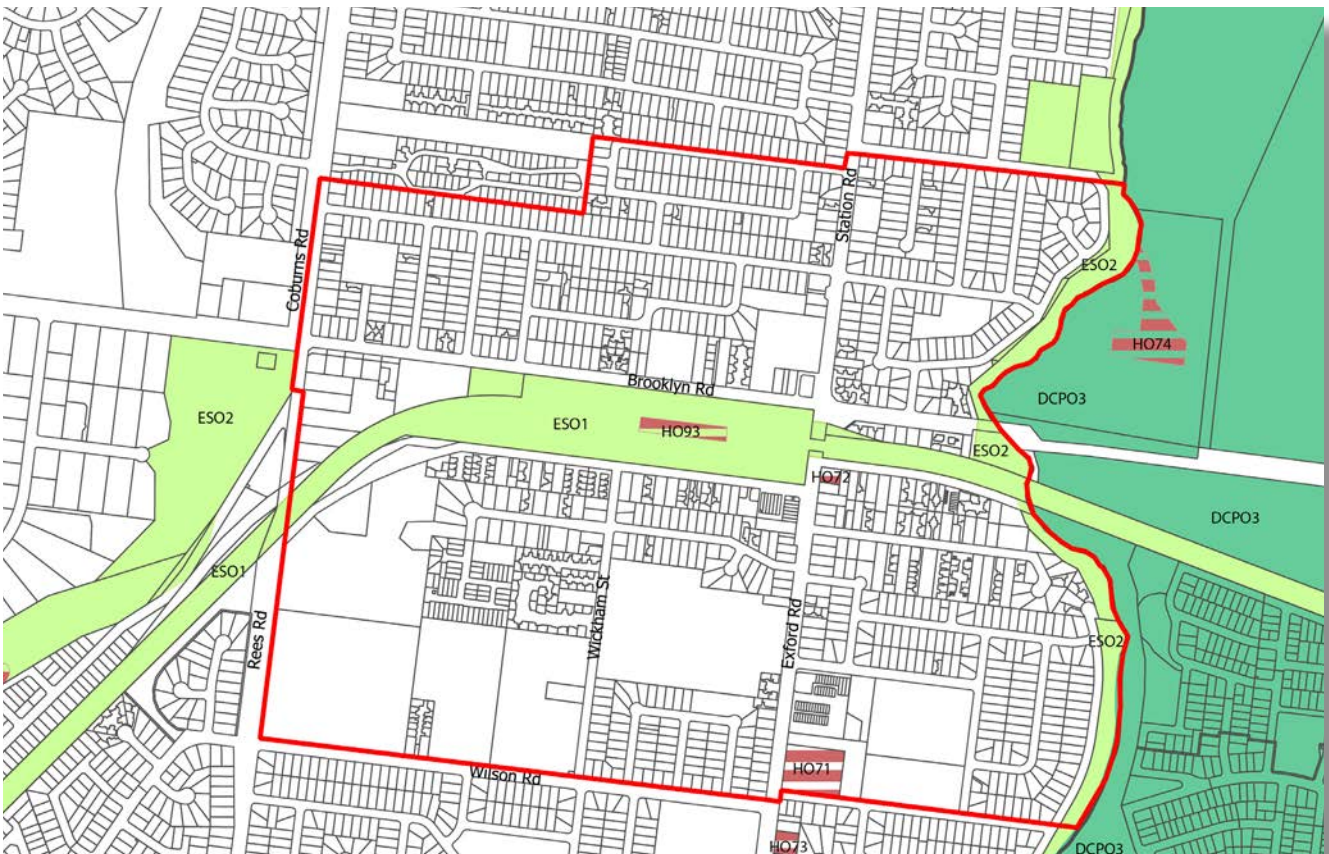


Fig. 6 Overlay Plan

2.4 Current State Government Policy and Key Influencing Documents

2.4.1 Plan Melbourne 2017-2050

Plan Melbourne 2017-2050 is the Victorian Government’s Metropolitan Planning Strategy that will guide the City’s growth to 2050.

Plan Melbourne identifies the study area as being located within the Western Region, which includes Melbourne’s western suburbs. The Western Region is expected to increase by an additional 235,000 dwellings by 2051. Notably, it nominates nearby Toolern as a future Metropolitan Activity Centre.

The relevant outcomes set under this document are as follows:

- **Outcome 1:** Melbourne is a productive city that attracts investment and creates jobs.
- **Outcome 2:** Melbourne provides housing choice in locations close to jobs and services.
- **Outcome 3:** Melbourne has an integrated transport system that connects people to jobs and services.
- **Outcome 4:** Melbourne is a distinctive and liveable city with quality design and amenity.
- **Outcome 5:** Melbourne is a city of inclusive, vibrant and healthy neighbourhoods.
- **Outcome 6:** Melbourne is a sustainable and resilient city.

A key objective of Plan Melbourne relevant to the Structure Plan is the ‘20 minute city’. Essentially an objective that has all key destinations within 20 minutes travel. Examples of a 20 minute city include”

- Schools and local services within a 20 minute walk.
- Employment within 20 minutes via public transport or car journey.
- Major services (e.g. Hospital) 20 minutes by public transport or car.

Fig. 7 Plan Melbourne



2.5 Current Local Government Policy and Key Influencing Documents

2.5.1 City of Melton Retail and Activity Centres Strategy, 2014

The document identifies goals and strategies to provide new communities with effective, equitable and sustainable services and opportunities for employment.

Principles include: equity of access to jobs and services, improving sustainability of urban development, improving local employment opportunities, providing community focal points, encouraging viability of services and improving quality of service.

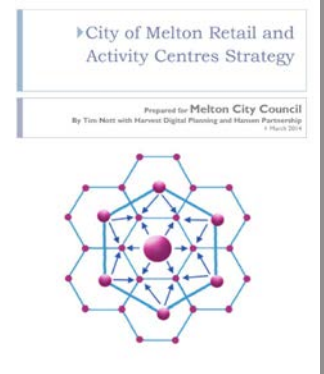
The Strategy proposes a network of centres including neighbourhood centres, activity centres, a metropolitan activity centre as well as local centres.

The document identifies Melton South Structure Plan study area as a Neighbourhood Activity Centre. Essentially a supermarket based centre with speciality stores and local services.

The study area is described by the Strategy as a centre in need of new investment with a significant vacancy rate with limited connectivity between the retail centres. Additionally, the Strategy also determined that while the local and broader Melton community views Melton South as a convenient centre, they rate it poorly in mix of activities and very poorly in urban design. Notably, since the completion of this strategy, the Station Square Centre has been completely refurbished.

The document recommends that during the Structure Plan process, consideration will need to be given to an appropriate mix of zoning to facilitate the improved land use and design outcomes.

Fig. 8 Retail and Activity Centres Strategy



2.5.2 Melton City Council Economic Development and Tourism Plan 2017-2030

This document presents a long term vision and aims to ensure continued economic growth within the City of Melton, generate local employment opportunities, and position the municipality as a leading, vibrant and diverse place of business and visitor experiences.

The Plan specifies that the City of Melton represents 8.43% of Melbourne's West Gross Regional Product (GRP) of \$27.566 billion and 0.71% of Victoria's Gross State Product (GSP) of \$328.595 billion. Construction, public administration and safety, manufacturing, education and training, and retail trade are the industry sectors which are key drivers of Melton's economy.

Key challenges identified by the Plan for Melton's economic development include lack of connectivity, funding, perceptions, limited white collar opportunities and low rates of higher education.

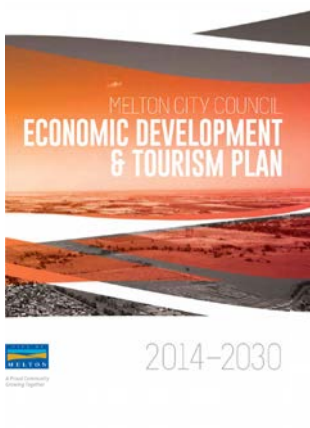
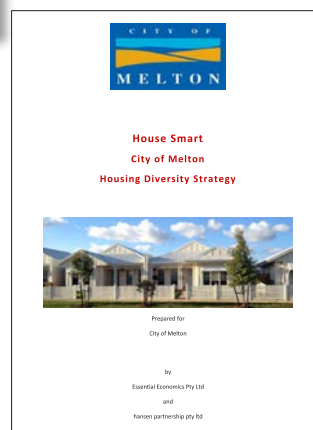


Fig. 9 Melton City Council Economic Development and Tourism Plan 2017-2030

Fig. 10 City of Melton Housing Diversity Strategy



2.5.3 City of Melton Housing Diversity Strategy

This document establishes a framework to guide housing growth within Melton's established residential areas. It recognises that Melton's varied demographic profile is expected to undergo significant change which will require an increased diversity of housing stock to accommodate the community's different housing needs.

The significant amount of unit development existing in the study area and residential redevelopment occurring in Melton South reflects a greater diversity of housing than is typically reflected elsewhere in the Melton Township.

The Strategy identifies Melton South as an area of substantial residential change.

Key objectives of the City of Melton Housing Diversity Strategy include:

- Objective 1: To recognise the important role of housing diversity
- Objective 2: To promote affordable housing options for households of all income levels
- Objective 3: To provide a sufficient range of social, retirement, aged-care and special needs housing types throughout the City of Melton in appropriate locations
- Objective 4: To encourage initiatives and investment that promote the City of Melton's established residential areas as places to live and invest
- Objective 5: To retain the existing housing character in appropriate locations by managing existing residential precincts through housing policy
- Objective 6: To promote opportunities for site consolidation and support more intensive residential development close to activity centres and major public transport nodes
- Objective 7: To encourage innovative housing design and development

2.5.4 House Rules: Housing Character Assessment and Design Guidelines

This document provides an assessment of neighbourhood character in the City of Melton and the preparation of recommendations and design guidelines. The document builds on the assessment undertaken as part of Council’s Housing Diversity Strategy.

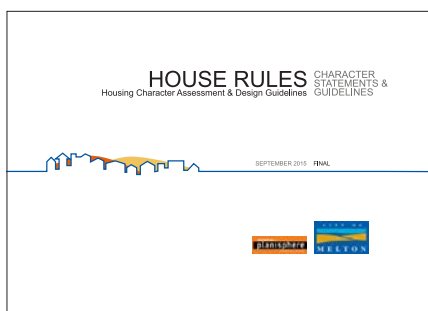
The document classifies the character of the Melton South Structure Plan study area as ‘Garden Suburban 1’ (land zoned General Residential) and ‘Garden Suburban 2’ (land zone Residential Growth)

The preferred neighbourhood character statement of Garden Suburban 1 is to have streetscapes with a spacious feel that will be maintained as change and renewal occur. Detached housing is expected to remain the predominant housing type and the main source of additional housing supply in General Residentially Zoned areas. Attached townhouses or other attached dwellings are not considered appropriate as they are not in keeping with the preferred character for this area. Duplex developments however, may be appropriate where the combined envelope of the two dwellings should be sited so that, on the unattached sides, each dwelling is set back from a side boundary.

Garden Suburban 2 has an interim character statement and will be subject to further work to determine how the area should undergo significant change. Garden Suburban 2 areas will be able to be more compactly developed, provided front setbacks are retained. The preferred housing types are multiple dwellings on a lot and apartment developments surrounded by landscape. As with Garden Suburban 1, attached townhouses have not been included as a preferred housing type.

The objectives of the strategy to maintain the character of the “spacious streets and gardens” is one of the challenges for the plan area with the significant extent of Unit development occurring. Ensuring that change can occur but the character of the area maintained will be one of the objectives of the structure plan.

Fig. 11 House Rules: Housing Character Assessment and Design Guidelines



2.5.5 Community Infrastructure Plan 2017-2036

This document seeks to realise Council’s vision of creating ‘strong and resilient communities with equitable access to a diverse range of supportive community infrastructure’.

The document specifies that Melton South is projected to grow from approximately 9,621 residents in 2016 to 13,941 residents in 2036. It also identifies the locality as a growth area with high social needs.

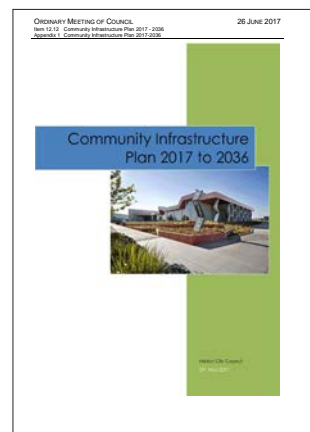
This population projection does extend beyond the specific plan area and reflects the wider Melton South area.

In regards to community infrastructure, the Plan advises that while there is adequate amount of community space, there is little available in catchment for general hire and the level of embellishment of each of these dwellings is basic and will likely need to be renovated.

The Plan provides the following recommendations to Melton South:

- Conduct fitness for purpose assessments on aging facilities including Blackwood Drive;
- Consider residents in Melton South and Melton West are likely to require the early year’s infrastructure of Brookfield and Melton Central is by 2021 if not locality specific infrastructure is developed.

Fig. 12 Community Infrastructure Plan 2017-2036



2.5.6 Melton: A City for all People 2017-2021

'Melton: A City for all People 2017-2021' is an integrated plan that combines four individual Council strategies, specifically the Disability Action Plan (recognising disability can be present at any age), the Municipal Early Years Plan (0-12 years), Youth Strategy (12-25 years), and the Ageing Well Strategy (50+ years) into one, all-encompassing document.

The vision for Melton is to create a safe and socially connected city; a thriving natural environment; a strong local economy; and a well-built city.

Population projections indicate that the City's population will be more than 381,987 by 2041. The City of Melton has a high proportion of families, with 43 per cent of households are made up of couples with children. This includes 11,020 couples with young children, accounting for 25 per cent of households. Furthermore, Cultural diversity of the municipality continues to increase with 30% of the population born overseas and 32 percent speaking a language other than English at home.

Key strategies relevant to the Melton South Structure Plan study area include:

- Advocate for, attract and support high quality, person centred, coordinated and integrated services that are responsive to all people's needs, particularly vulnerable people.
- Ensure spaces are accessible and welcoming.
- Provide and plan facilities and services according to evidence based needs and future growth,
- Provide natural environment that encourage relaxation, interactive play and discovery.

This will be an underlying influence on the outcomes of the structure plan.

Fig. 13 Melton: A City for All People 2017-2021



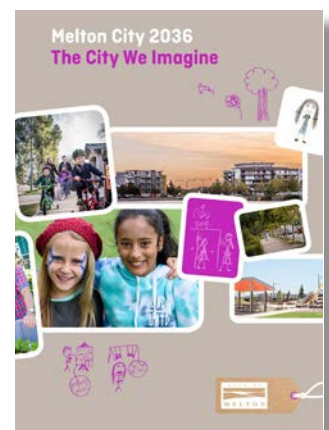
2.5.7 Melton City 2036: The City We Imagine

In 2016, Melton City Council conducted a community consultation to create a vision for Melton for 2036.

From this consultation it was found that key aspects of the municipality which that Melton community value include:

- The parks and greenspaces, local shopping opportunities, libraries and leisure facilities and the 'sense of community'; and
- The affordability and country feel in an area that is a reasonable commuting distance to Melbourne.
- Key challenges identified by the local community during the consultation include:
- A lack of well-connected PT, a local hospital and educational and employment opportunities.
- Traffic congestion, roads and littering – concerned about the growing feeling of being unsafe.

Fig. 14 Melton City 2036: The City We Imagine



2.5.8 Melton South Recreation Reserve Master Plan

This document provides a vision for the Melton South Recreation Reserve, identifying what it should look like and how it should function into the future.

The vision for the Reserve as set out by this plan is:

'To provide a wide range of predominately community-level active and passive recreation opportunities commensurate with the size of the Reserve and its location in a residential area. Additionally, the reserve will continue to provide a quality habitat for bird life and can develop into a higher-level tennis facility.'

An analysis of the Reserve found that it is generally open and accessible around its perimeter, however the Reserve has no feature entry point. Specifically, the gravel car park is uninviting and the reserve is not well signed. Additionally, drainage is an issue towards to the front of the Reserve with run-off from the buildings and tennis courts pooling into the car park area before flowing back across the tennis courts.

The Reserve is a well used open space within Melton South with multiple clubs utilising its facilities including the Eynesbury Cricket Club, Melton South Tennis Club and Melton South Primary School Cricket Club.

The Master Plan proposed the following developments for the Reserve:

- Develop a primary recreation node at the front of the Reserve directly to the north-east of the pavilion. Node to include structured and unstructured play elements, picnic and barbecue facilities
- Develop paths linking the car parks, recreation node and pavilion and continuing through to Morshead Street
- Develop a formal entry to the Reserve at the north-west corner at the entrance to the new secondary car park
- Erect additional entry signage at the smaller car park
- Formalise (seal and line mark) the existing car park (16 bays) ensuring levels direct run-off away from tennis courts toward bio-retention basin

- Construct a secondary formal car park (60 bays) to the west of the tennis facility
- Extend the pavilion to the north-east and incorporate new entry, publicly accessible amenities and covered open area
- Landscape key gathering areas and recreation nodes
- Mass native planting at key locations around reserve perimeter
- Plant additional shade trees across the site

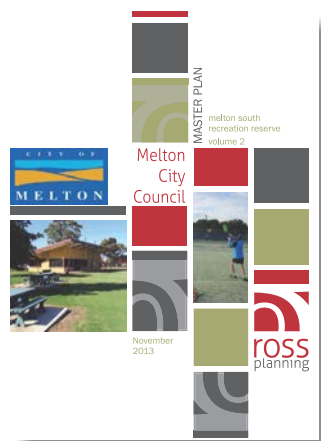


Fig. 15 Melton South Recreation Reserve Master Plan

2.5.9 City of Melton Environment Plan 2017-2027

The City of Melton's Environmental Plan demonstrates how the Melton City Council will work to improve environmental outcomes in the municipality from 2017-2027. It aims to create clean, green, sustainable city that meets the needs of its current and future population while valuing and protecting its unique environmental assets.

Key strategies set out in the Plan relevant to Melton South include

- Council uses its strategic and statutory planning functions to achieve environmental sustainability in urban development.
- Council infrastructure is designed, built, maintained and operated using ecologically sustainable design (ESD) and water sensitive urban design (WSUD) best practice principles.
- Ecological values of adjoining land are maintained and protected during development stages.
- Council encourages sustainable urban development through communication, advocacy and partnerships.
- Council protects and enhances ecosystems, improves habitat connectivity and increases ecosystem resilience.
- The ecological health of waterways, wetlands and catchments is recognised, valued and protected.
- Best practice climate change knowledge and action is incorporated into Council planning and decision-making for effective mitigation and adaptation.

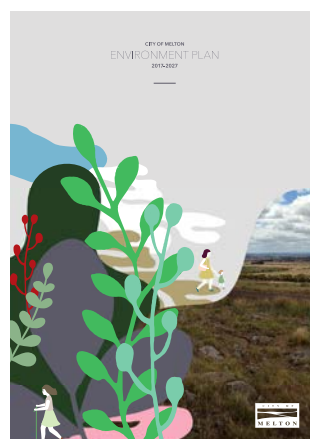


Fig. 16 City of Melton Environmental Plan 2017-2027

2.5.10 Moving Melton: Melton Integrated Transport Strategy 2015

The Strategy provides the State Government and Council with short, medium and long term actions to improve integration for all modes of transport including walking, cycling, buses, trains, cars, and freight.

As part of the Strategy, consultation was undertaken with relevant stakeholders and the community. During consultation phase of Strategy the community expressed that they were strongly in favour of improved more resilient and sustainable mode choices. In particular the community and stakeholders highlighted the following:

- A need for improved train services
- A lack of bus frequency and reliability, poor timetabling with train services and a need for additional bus services to connect with places such as Bacchus Marsh and Eynesbury.
- Poor freeway interfaces
- A lack of capacity on some key road routes and poor connectivity with some destinations such as Melbourne Airport.
- A need for improved walking paths to and from stations and bus stops, schools, community facilities and shopping areas (a significant influence on the Structure Plan area)
- A need for additional bicycle facilities are needed.
- A need for improved footpaths in town centres and to and from schools and in residential areas.
- The need for a bicycle network down Exford Road.

The vision of the Strategy is to provide a sustainable integrated transport network to meet the needs of the city now and in the future.

Melton City Council will work with the community, developers and other levels of government to make improvements to the transport system and seek to achieve this vision. The principles of Moving Melton to deliver on the vision are as follows:

- Improved, resilient and sustainable mode choices.
- Easy to use, safe, reliable and frequent transport network and facilities.
- Connected transport network – Connecting the communities of the City of Melton to each other and beyond.
- A transport system to develop City of Melton as a centre for employment, services and recreation to provide social and economic opportunities.

The objectives of this strategy implemented through a more specific Melton South focussed transport response will deliver an outcome consistent with the strategy.

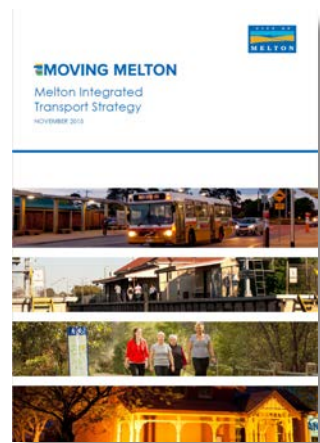


Fig. 17 Moving Melton: Melton Integrated Transport Strategy 2015

2.5.11 City of Melton Heritage Strategy 2017-2021

The City of Melton Heritage Strategy 2017-2021 was adopted in September 2018. Its goal is to provide Council with a framework to better understand, manage and protect its heritage.

The document focuses on Council's role and obligations in respect of the protection and preservation of post-contact heritage. It is arranged into four themes: Knowing, Protecting and Managing, Supporting and Communicating and Promoting. It references the opportunity to create guidelines that demonstrate how heritage places can be integrated into new urban areas, although this is yet to be completed.

The following heritage places in Melton South have been identified by the Strategy:

- **Melton South Railway Station (HO93):** The Melton South Railway Station (including the station building, signal boxes and platforms), Brooklyn Road Melton South, is significant as a rare and moderately intact example of the 'Kaniva' style of railway stations of the late nineteenth century for the extension of the western railway to the South Australian border. Originally built in the town of Leeor in 1898, the station building was relocated to Melton South in 1898. The station represents the origin of the township of Melton South, and in particular its former timber and chaff mill industries.
- **2 Exford Road, Melton South (HO72):** The house at 2 Exford Road, Melton South, has significance as intact example of an interwar Bungalow style. The house was originally built in Diggers Rest c.1929, and moved to its present location c.1939-40.
- **Melton South State School (HO71):** The Melton South State School No.3717, 34-46 Exford Road, Melton South, is significant for its associations with the development of State education in this area of Melton. Built in 1923, the original school building also has significance as an example of a modest interwar school design, and while it has been substantially extended and altered, the original form and design is clearly discernible.

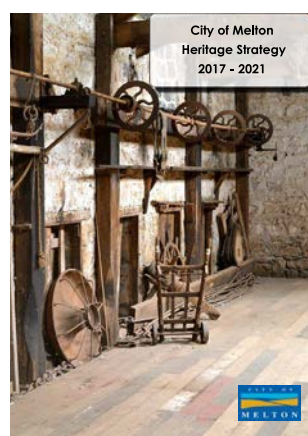


Fig. 18 City of Melton Heritage Strategy 2017-2021

2.5.12 City of Melton Industrial Design Guidelines, March 2016

The document establishes design principles for industrial developments and subdivisions to ensure a high level of amenity and functionality.

The objectives are to encourage high quality development, facilitate clear assessment of planning applications, encourage environmental and sustainability principles, facilitate consistent built form outcomes, provide benchmarks for industrial zone development and provide a clear framework for decision making.

Any future industrial development within Melton South will need to reference these guidelines. Specifically, the Guidelines specify that interfaces main roads, residential and other sensitive uses should provide a 5 metre landscape setback. Additionally, 2 metre landscape setbacks should be provided to land adjoining creeks to soften the interface.



Fig. 19 City of Melton Industrial Design Guidelines, March 2016

2.5.13 Toolern Precinct Structure Plan

Although not directly applicable to the Melton South Structure Plan area, the Toolern PSP impacts the surrounding area's land uses and the activity within the study area.

The Toolern PSP proposes town centres planned to accommodate up to 70,000 square metres of retail floor space and will be located in close proximity to the study area. Toolern is expected to provide higher-order retailing, services, civic, leisure and social infrastructure, providing both business, civic and government services. Notably, Toolern has been identified by Plan Melbourne 2017-2030 as a future Metropolitan Activity Centre.

Significantly for the road network within the structure plan area, the Toolern PSP presents two significant influences.

- 1) Substantial growth is proposed east and south of Melton Township, increasing commuter travel through the plan area.
- 2) Provision of expanded retail and commercial facilities within the growth areas is not likely to result in an increase in demand within Melton South.

In response to point one above and the future road hierarchy through the plan area, the Toolern PSP proposes a new arterial road link that will provide for an extension of Bridge Road from the west to connect with both Exford road and Coburns Road.

This will generate harder to manage traffic onto both Coburns and Exford Road.



Fig. 20 Toolern Precinct Structure Plan

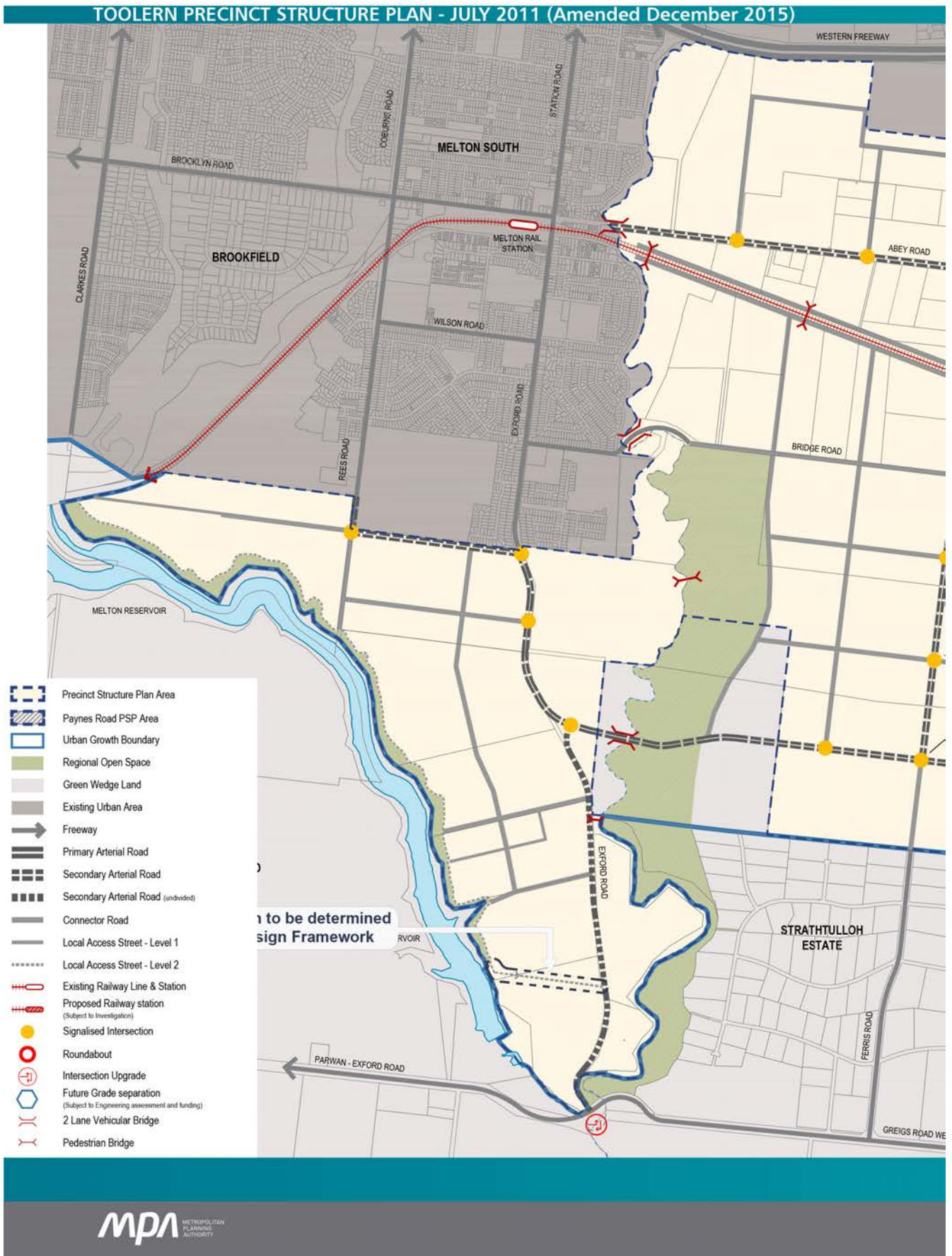


Fig. 21 Future Toolern PSP

03 MELTON SOUTH STRUCTURE PLAN STUDY AREA

3.1 Site Conditions Summary

The Melton South Structure Plan study area is located south of the Melton Township and is bounded to the west by Rees Road and Coburns Road, to the east by Toolern Creek, to the north by Fraser Street, Second Avenue and all properties fronting First Avenue and to the south by Morshead Street.

The Ballarat Railway Line runs through the study area with Melton Station located centrally to the area. This station serves regional trains on routes between Melbourne and Ballarat, with the railway line currently being upgraded to allow for additional train services and the future electrification of the railway line to Melton South. Key road connections directly link the study area to the Western Freeway.

Existing residential development exists north and south of the railway station and is highly fragmented throughout the study area.

Figures 24-46 show a range of locations around Melton South.

Key features of the study area, relative to the Structure Plan include:

- The Melton Railway Station and associated railway and transport uses.
- Three schools comprising Melton South Primary School, Al Iman College (years prep to 9 Islamic school), and Staughton College (years 7 to 12) which includes the Building and Construction Trade Centre.
- The Victoria University (VU) site covering approximately 12 hectares between Staughton Street and Wilson Road.
- Recreation reserves, including Mount Carberry Recreation Reserve and Melton South.
- Recreation Reserve, which includes the Melton South Tennis Club.
- Community facilities including Melton South Community Centre and Mt Carberry Preschool located along Exford Road and Swimmers located along Station Road.
- A small light industrial precinct adjacent to the train line covering almost 3 hectares and containing an engineering company, mechanical services, tyre service, livestock insemination, coach tours base, and garden supplies.
- The Station Square Shopping Centre which is a neighbourhood activity centre anchored by a full-line Coles supermarket.
- A small retail precinct on Exford Road to the south of the railway line and comprising speciality retailers.
- Various medical and health uses, including a medical centre, aged care facility and assisted living.
- Environmental Assets including Toolern Creek to the east and Arnolds Creed to the West.



Legend

- OPEN SPACE
- INDUSTRIAL
- EDUCATION
- RETAIL
- PUBLIC TRANSPORT
- WALKING RADIUS
- BUS ROUTES
- BUS STOPS

Fig. 22 Melton South Structure Plan Area - Land Use

3.2 Community Profile

The Melton South Statistical Area contained around 9,621 persons at the 2016 National Census of Population and Housing. The Australian Bureau of Statistics (ABS) projects a population increase of 13,941 by 2036.

Selected socio-economic highlights are summarised as follows:

- **Income:** residents in the study area have incomes below the Greater Melbourne benchmark, with the median household income in the study area (\$46,690) a significant -42.4% below that of Greater Melbourne (\$80,990).
- **Household type:** the percentage of one-parent families in the study area (18.7%) is significantly higher than the Greater Melbourne average (10.7%), and almost as high as the percentage of couple families with children (20.3%). A higher percentage of lone person households is also evident in the study area (33.4%) compared with Greater Melbourne (23.3%).
- **Tenure:** a greater percentage of dwellings in the study area are rented (41.1%) compared to the Greater Melbourne average (30.9%), reflecting lower levels of home ownership across the study area.
- **Occupation:** a high proportion of study area residents in the study area (42.7%) work in blue collar occupations compared to Greater Melbourne (26.3%). These occupations include technicians and trade workers, machinery operators and drivers, and labourers

3.3 Land Use

Lot sizes vary throughout the Structure Plan study area. Residential and commercial land is in fragmented ownership with opportunities for consolidation and subdivision on titles of key sites.

In particular there are potential redevelopment opportunities on site known as the Victoria University (VU) site located to the east of Rees Road between Staughton Street and Wilson Road. This site is approximately 12 hectares in size and is owned by VU. Al Iman College is located on the southern part of the site and is understood to have a lease on the site until 2025. Other uses on site include a disused VU building and a skate park. The majority of the land remains vacant, although VU are currently advancing in conversations regarding the purchase of a portion of the site by Ambulance Victoria.

Other potential development sites in the study area include a number of smaller areas of vacant land located on either side of the train line. However, the availability of this land will depend on the planning of the train line, with the line currently undergoing significant upgrades, including track duplication.

3.4 Housing

The study area consists largely of separate detached housing which accounted for 71% of occupied private dwellings in 2016, slightly above the metropolitan Melbourne average of 68% (ABS, Census of Population and Housing, 2016). The remaining dwellings are provided in medium-density housing comprising semi-detached houses and townhouses.

The majority of housing in the study area is from the 1980s era and largely consists of single-storey detached brick houses. Limited examples exist of medium-density housing around the Melton South train station and activity centre.

The study area is highly fragmented, making it difficult to amalgamate sites for large-scale residential development. Lot sizes in the range of 500-749 square metres account for 57% of occupied residential lots, while a further 8% of occupied lots are greater than 750 square metres. These lots in isolation provide limited opportunities for small-scale subdivision. A further 33% of occupied lots are less than 349 square metres.

Melton South is consistently recognised as having one of the lowest median house prices in Metropolitan Melbourne.

3.5 Physical Environment

3.5.1 Heritage

Heritage areas comprise indigenous cultural heritage and significant buildings. There are three significant heritage buildings located within the study area. These include the:

- Melton South Railway Station (HO93) which was built in 1898 and represents the origin of the township of Melton South;
- 2 Exford Road (HO72) which was originally built in 1929 and represents an intact example of an interwar Bungalow style dwelling; and
- Melton South State School (HO71) which was built in 1923 and is significant for its association with the development of State Education in this area of Melton.

Toolern Creek and Arnold's Creek Reserve have indigenous cultural heritage along the river line. Additionally, an indigenous cultural heritage site exists on the land used by Melton South Primary School.

The areas of cultural heritage and significant buildings are identified on Figures 23 and 24.

3.5.2 Topography, Natural and Landscape Features

The Melton South Structure Plan study area is approximately 1.42 hectares. It is bounded by Toolern Creek to the east and Arnolds Creek to the west. These interfaces act as a barrier and will influence the future movement networks, and building form and location.

The land of the study area is relatively flat with an average slope of 4% across the whole area.

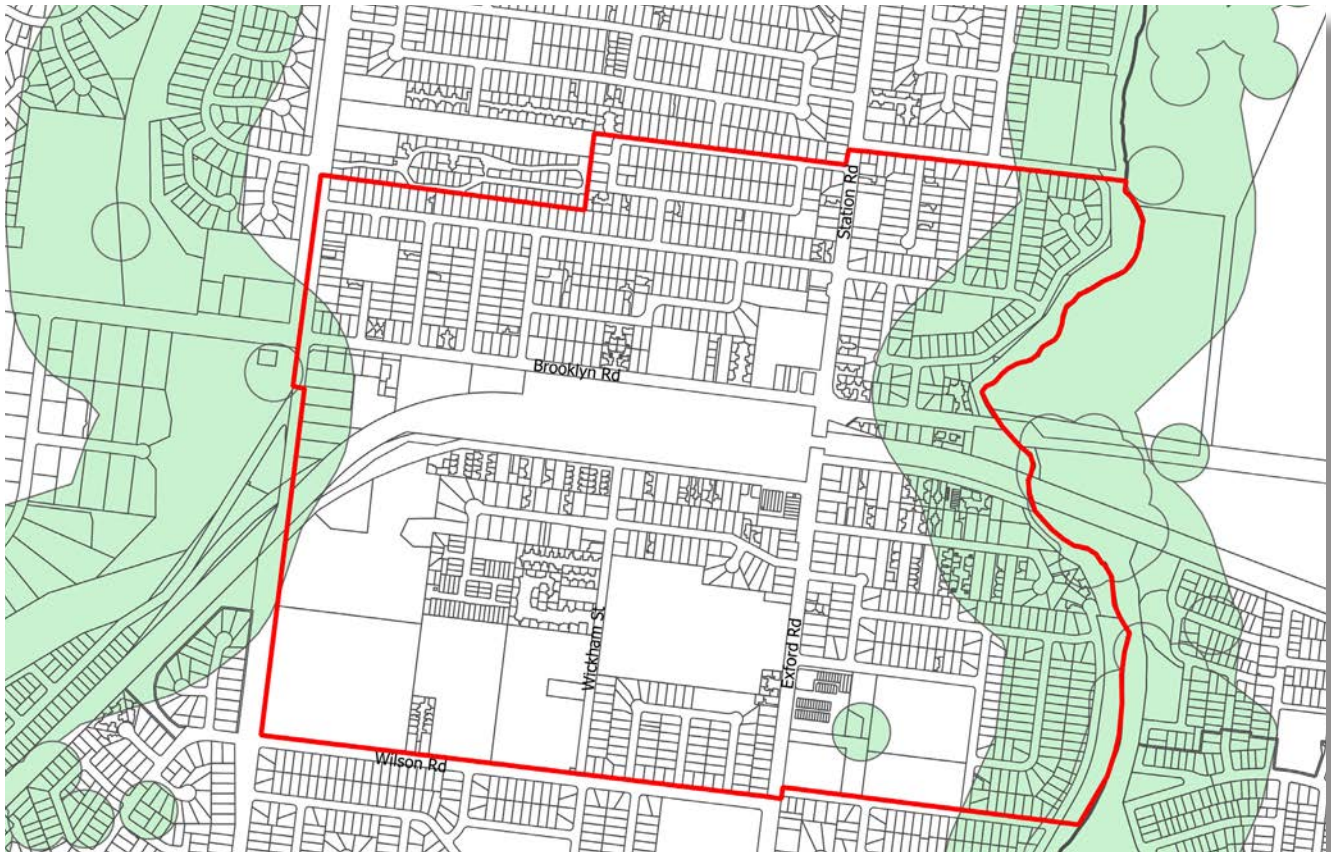


Fig. 23 Cultural Heritage Plan

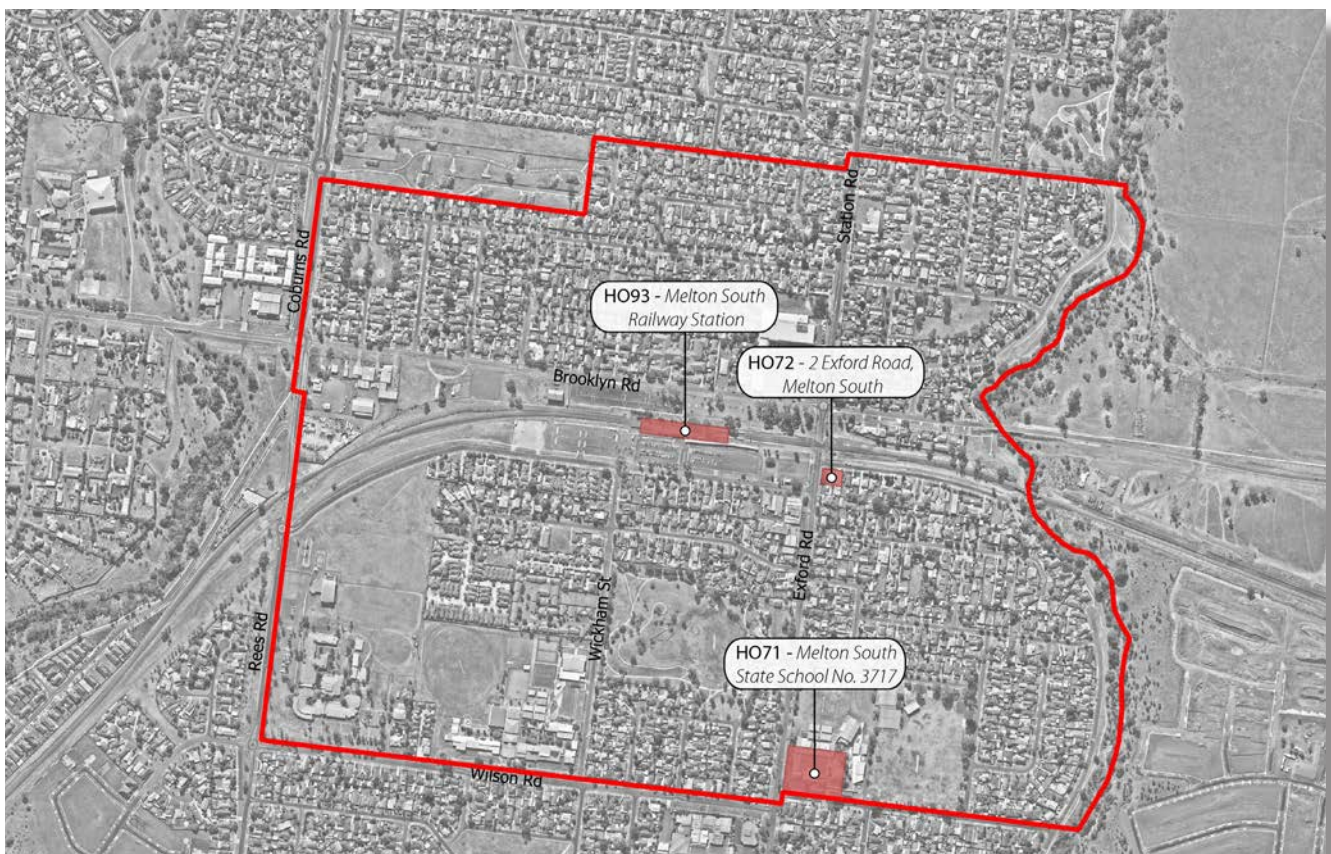


Fig. 24 Heritage Plan



Fig. 25 Melton Station and Bus Interchange



Fig. 26 Current at-grade rail crossing



Fig. 27 VicTrack Land - currently used for car parking



Fig. 28 VicTrack Land - currently used for car parking

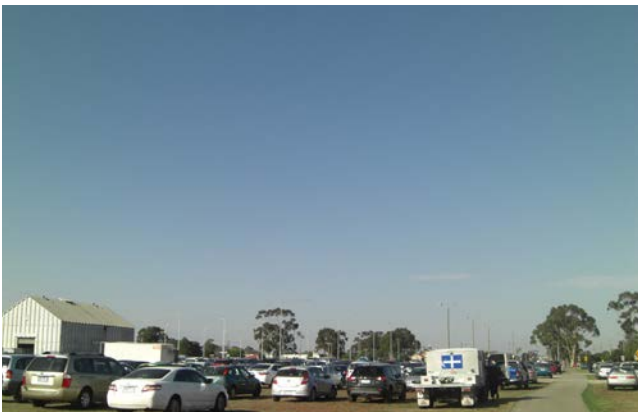


Fig. 29 VicTrack Land - currently used for car parking



Fig. 30 Designated parking area at Melton Station



Fig. 31 Station Square Shopping Centre



Fig. 32 Local Shopping Centre



Fig. 33 Current Community Services



Fig. 34 Current Community Services



Fig. 35 Mount Carberry Reserve



Fig. 36 Mount Carberry Reserve



Fig. 37 Staghton College



Fig. 38 Staghton College



Fig. 39 Current buildings on the Victoria University Site



Fig. 40 Car parking on the Victoria University Site



Fig. 41 Current buildings on the Victoria University Site



Fig. 42 Victoria University Site



Fig. 43 Vacant land on the Victoria University Site



Fig. 44 Coburns Road and Staughton Street intersection



Fig. 45 Staughton Street



Fig. 46 Exford Road

04 TECHNICAL ASSESSMENTS

4.1 Economic Assessment (Essential Economics)

4.1.1 Purpose

Essential Economics were engaged to provide a high level assessment on the key influences of the Structure Plan area. Specifically in regard to potential for residential growth and impact, commercial retail and services needs, and redevelopment opportunities.

The key findings of the report are outlined below.

4.1.2 Residential

- Limited population growth is forecast for the study area.
- In terms of residential development opportunities, the key implications for the MSSP include:
 - Limited opportunities for large-scale residential development currently exist in the study area.
 - Future residential development in the study area is likely to consist of small-scale medium-density housing development. The extent of development will depend on the availability of sites for development.
 - A moderate level of housing demand is considered to eventuate in the study area over the next 10 years.
 - Despite limited development opportunities, areas around the Melton South train station are likely to be among the most popular for residential developers.
 - Provided that sites of a sufficient size are available, potential may exist for specialised housing markets, including aged care and retirement village living.

4.1.3 Retail and commercial development opportunities:

- Increasing competitive pressure, moderate population growth, and strong existing market shares will limit future additional retail floor space opportunities
- However, potential may exist for additional small-scale retail floor space to serve both the local population and train station users on land located between the existing retail precincts of Station Square and Exford Road.
- Potential also exists to increase the study area's commercial offer, which may include local offices, medical-related uses, health and recreation, child care, etc.

4.1.4 Key development sites:

- VU Site: Opportunities include the continued use of the site for education purposes, medium-density housing, and aged care/retirement living.
- Around the train station: Potential exists for land with direct frontage to Exford/Station Road to accommodate small-scale retail/commercial development.
- Industrial zoned land: Potential may exist for the site to accommodate alternative uses, provided that they represent a higher and better use of the land and that alternative locations for industrial uses are provided in the broader region.

Category	Study Area	Greater Melbourne
Income		
Median household income (annual)	\$46,690	\$80,990
Variation from Greater Melbourne median	-42.4%	na
% of Households earning \$2,500pw or more	5.2%	25.6%
Median Age (years)	40.4	36.3
Country of Birth		
Australia	74.0%	65.0%
% speak English only at home	79.8%	65.7%
Household Composition		
Couple family with no children	21.2%	24.3%
Couple family with children	20.3%	35.5%
One parent family	18.7%	10.7%
Other families	1.8%	1.3%
Family Households - total	62.0%	71.8%
Lone person household	33.4%	23.3%
Group household	4.6%	4.9%
Dwelling Structure (Occupied Private Dwellings)		
Separate house	71.5%	68.1%
Semi-detached	26.3%	16.8%
Flat, unit or apartment	2.1%	14.7%
Average household size	2.3	2.7
Tenure Type (Occupied Private Dwellings)		
Owned outright	28.9%	31.4%
Owned with a mortgage	29.7%	37.1%
Rented	41.1%	30.9%
Car Ownership per Dwelling		
None	12.9%	9.0%
One	46.3%	35.9%
Two	29.7%	37.8%
Three or more	11.0%	17.3%
Occupation		
Managers	6.7%	13.2%
Professionals	9.2%	25.0%
Technicians and trades workers	13.5%	12.6%
Community and personal service workers	13.3%	10.2%
Clerical and administrative workers	16.7%	13.9%
Sales workers	10.3%	9.7%
Machinery operators and drivers	15.8%	5.6%
Labourers	13.4%	8.1%
Inadequately described or not stated	1.2%	1.7%

Source: ABS, Census of Population and Housing, 2016

Fig. 47 Socioeconomic Characteristics of Study Area, 2016

4.2 Transport Access & Movement (GTA Consultants)

4.2.1 Purpose

The Transport Access and Movement Report has been prepared by GTA Consultants.

This is a high level assessment of the influences on provision of all modes of transport with an objective of highlighting any gaps or opportunities in service provision. It cannot provide detailed advice on complex transport solutions that still require agency decision making.

It will however, seek to narrow the areas that should be a focus for Council and specific to Council infrastructure, identify gaps that the Structure Plan can provide advice and recommendations on.

This report concludes that Melton South is critical to the success of the Melton Township, it provides an opportunity to leverage off the locational advantage Melton South provides.

4.2.2 Existing Issues

- There are a number of existing major movement barriers; such as the rail line, main roads and creeks.
- The transport network is reflective of the high reliance on private vehicles, such as the large park and ride facilities at Melton Station.
- Pedestrian and bicycle facilities are limited and of a low user focus in connecting key trips.
- Rail and bus services operate at low frequencies with limited integration.
- There is no pedestrian link between the station and the Melton Station Square Shopping Centre on the northern side
- The proximate retail and employment land uses are not well connected or talk to Melton South as a place for people to spend time.
- Majority of the recorded crashes in the area occur proximate to and in accessing Melton Station.

4.2.3 Future Opportunities

- Significant population growth is expected in the adjacent Western Growth Corridor, which could be leveraged off or take the focus of the existing urban areas in Melton.
- In Melton South there is expected to be significant student and worker growth.
- With the increased worker densities in Melton South, there is an opportunity to reduce car use in accessing it, which can be further increased through the creation of a pedestrianised core, increased land use diversity and access via alternative transport modes.
- Rail infrastructure investment is expected in the area, especially with Melton Station and the accessing train services, but this will also likely see increased traffic volumes accessing the station.
- The rail line will eventually be electrified enabling a metropolitan standard train service to and from Melton.
- Removal of the level crossings may help to improve accessibility and safety, but only if bicycle and pedestrian facilities are also provided for.
- There is an opportunity to leverage off emerging technology, but only if planning for them starts now.

4.2.4 Existing Pedestrian Network

- The Report found that the pedestrian network in Melton South is disconnected, even within vicinity of the Station.
 - Access to Melton Station is not conducive to pedestrian movements. Only a small catchment of Melton South can access the station within 10 minutes on foot due to the predominance of east-west streets over north-south streets that provide access to the Station.
 - The rail line acts as a barrier to north-south movement with limited crossing points and large spaces between them.
 - The Station precinct is variable in the quality of pedestrian linkage. In many instances the unformed nature of the car park provides a poor pedestrian movement environment.
 - The creek acts as a barrier to east-west movement.
 - The roads also act as barriers to pedestrian and cyclist movements, with limited footpaths and crossing points.
- The report highlights the following considerations that should be taken into account in regards to the pedestrian network:
 - Consideration should be given to strengthening the pedestrian connection between the Melton Railway Station and the Melton Station Square Shopping Centre.
 - The core/heart of Melton South should be identified and made into a pedestrianised environment.
 - Footpaths within 2 kilometres of the station should be connected with no missing links and crossings of movement corridors.
 - Local roads within 2 kilometres of the station should become low speed environments to encourage on-road cycling and pedestrian crossing activities.
 - Existing creek trails should be connected to the Station.

4.2.5 Existing Bicycle Network

- A comprehensive cycling network does not currently exist in the study area.
- Dedicated connections for cyclists within the study area and the surrounding suburbs are very limited.
- Cycling lanes exist on Exford Road and Station Road, however the lanes abruptly terminate approximately 200 metres from the Station as the roads become more constrained.
- Further these lanes are not exclusively dedicated to cycling movements, as the space is shared with vehicles parked kerbside. The lane is therefore quite narrow for cyclists in the proximity of parked vehicles.
- Cycling lanes also exist on Coburns Road north of the railway on the boundary of Melton South. However, the cycling lanes do not currently continue south across the railway on Rees Road, which Al Iman College fronts.
- The report proposes implementing on- road cycling lanes on Staughton Street and Rees Road near the railway to improve connectivity between Melton Station and the school.
- The report specifies that the following potential interventions may be considered in the Structure Plan:
 - Connect existing creek trails to Melton Station.
 - Provide bicycle parking and end-of-trip facilities at Melton Station and other key destinations in Melton South (e.g. Retail precinct, Schools etc) to help facilitate cycling.

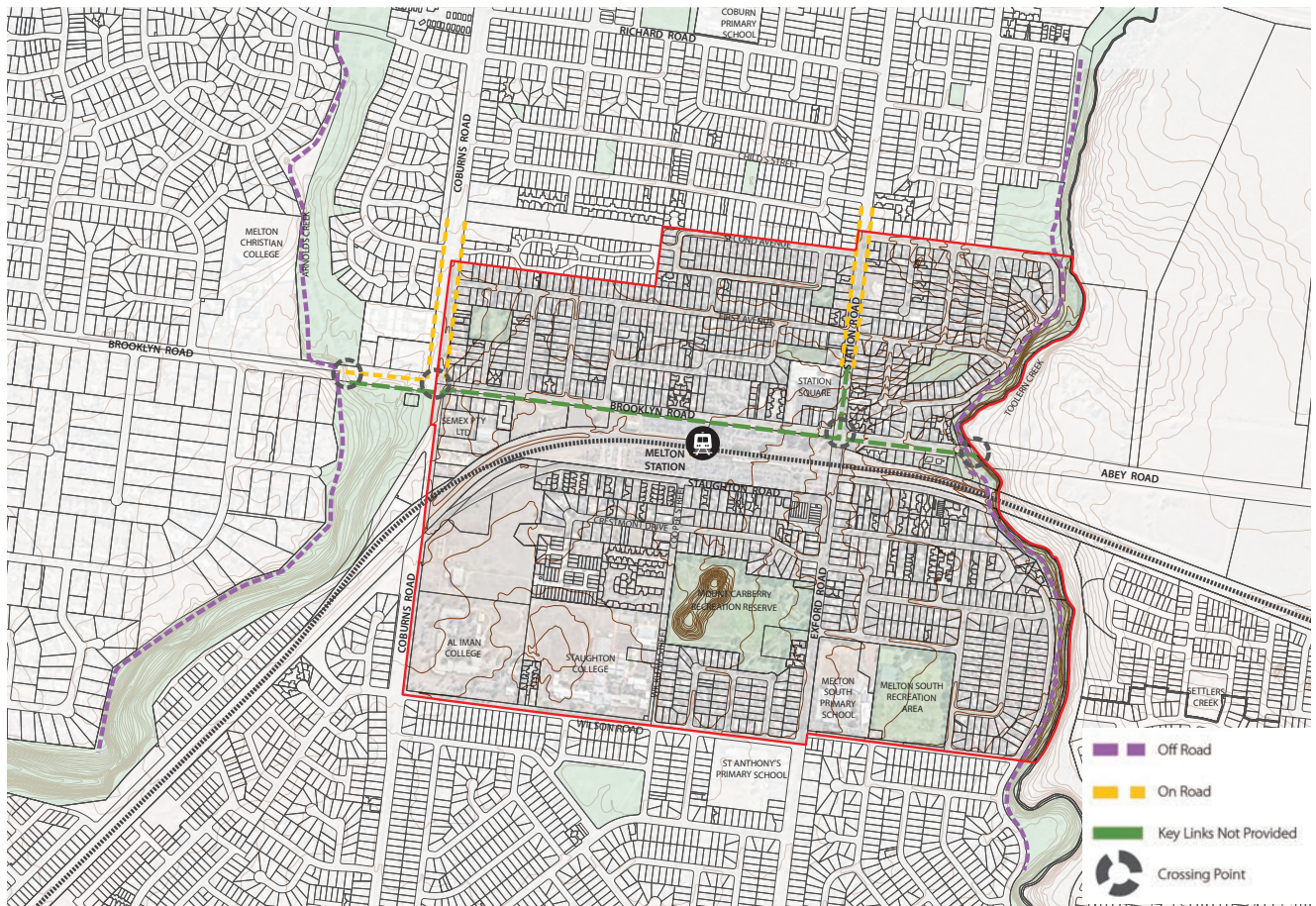


Fig. 48 Melton South Bicycle Network Plan

4.2.6 Existing Rail Network

- Melton Station, located in the core of Melton South, serves as the primary public transport interchange for the broader Melton township.
- Melton Station is located on V/Line's Melbourne Ballarat Line, providing residents with direct access to Central Melbourne as well as connection to Ballarat.
- The peak hour service frequency for outbound trips is constrained by the single track between Deer Park West and Melton which results in a sporadic frequency of services.
- As part of the Ballarat Line Upgrade, the single rail track from Deer Park West to Melton will be duplicated, allowing for increased frequency and operational reliability of services
- The Ballarat Line Upgrade will also enable the future opportunity for electrification of rail tracks to Melton and the creation of a new metropolitan line independent of V/Line services. The electrification of the line will allow for high capacity trains to service the growing population in the outer western suburbs and provide direct access and increased frequency to CBD stations and the south-eastern suburbs. There is still significant uncertainty surrounding the extent and timing of potential electrification. As such, the implications of electrification of the rail tracks are not yet known.

4.2.7 Existing Bus Network

- Melton Station provides a bus interchange that connects to areas within the broader Melton Township and Woodgrove Shopping Centre.
- At present there are no existing capacity constraints on the bus interchange.
- The services at this interchange are infrequent and the existing bus timetable does not align with the existing train timetable which can result in significant wait times for users.
- Additionally, there are opportunities to improve the wayfinding and real time information for customers and provide an improved customer experience.
- The growth areas to the south, intensification of land uses within Melton and the growth of Eynesbury will increase the demand for more frequent and new bus services.
- The report specifies that the following potential interventions may be considered in the Structure Plan:
 - Facilitate additional and higher frequency buses on the key movement corridors and in accessing the station, as well as providing regular bus stops throughout the precinct to encourage people to use public transport.
 - Improve and prioritise bus accessibility and linkages with the Station through movement and lane priority measures, especially at signalised intersections.
- The report concludes that further work is required to understand the impacts of the proposed increases in bus frequency and routes on the existing bus interchange.

4.2.8 Level Crossings

There are two level crossings within Melton South, one located along Station Road just east of the railway station, and one is located along Coburns Road.

Removal of these level crossings through grade separation would improve safety and accessibility.

Grade separation is typically provided by one of the two options:

- Road under - where the road is diverted underneath the rail line with limited impacts to traffic movements
- Rail over - where the road is diverted underneath the rail, with potential implications to adjacent intersections due to grading differences.
- Combination - partial over and partial under.

There are advantages and disadvantages associated with every level crossing design. In the Melton South context, it will be important to ensure that connectivity for pedestrians and cyclists is maintained and enhanced. This is particularly important for Station Road / Exford Road to enable connectivity between the Exford Road shopping strip, the Station and the Melton Station Square Shopping Centre.

The report highlights that at this early stage it is most important that the Council is clear that any future removal of the level crossing should improve connectivity for pedestrians or cyclists, as well as personal security and safety.

The following options have been investigated at a high level, with regard to the implications on the transport network. Ultimately, a much more detailed feasibility and costing assessment needs to occur to consider the implications of each option.

Option 1 - Road Under Rail - Coburns Road

The Report found that road under rail along Coburns Road may be practical.

Key issues and opportunities for road under rail at Coburns Road identified by the report include:

- Coburns Road / James Melrose Drive intersection would need to be modified.
- The Coburns Road / Staughton Street intersection would also need to be relocated or removed.
- Pedestrian and bicycle facilities should be included as part of the road design.
- Rail line will still form a significant movement barrier.
- Constructing road over rail would require a longer structure as height clearance over rail is higher than road clearance under.



Fig. 49 Road under grade separation diagram.

Option 2 - Road Over Rail: Station/Exford Road

There is opportunity to improve the connectivity between the shopping facilities north and south of the railway line, creating a more integrated town centre.

However, the report specifies that for Exford/Station Road, road under rail is unlikely to be practical.

The key issues for a road under rail grade separation at Station/Exford Road identified in the Report include:

- The road under rail would extend beyond adjacent intersections in both directions, including the Brooklyn / Abey Road intersection.
- The road under rail scenario would impact access to the station and various properties along Station/ Exford Road. This has significant implications for the commercial/retail land use.
- The rail line will still form a significant movement barrier.
- Should a road over rail option be considered, this will require an even longer structure, as height clearance over rail is higher than road clearance under. Due to similar impacts on nearby intersections, this is not practical.

Option 3 - Elevated Rail

An option for an elevated rail would need to include appropriate acoustic treatments to minimise noise impact.

Key implications for an elevated rail line crossing both Station/ Exford Road and Coburns Road interchanges would include:

- A 2.5 kilometre section of elevated rail to be constructed.
- This would extend beyond Toolern Creek to the east.
- It would have visual impact and possible noise impacts.
- It would require a new elevated train station to be constructed.
- Would significantly improve vehicle, pedestrian and cycle permeability, plus vehicular movement between both sides of the railway line.



Fig. 50 Road under grade separation diagram.

4.2.9 Existing Mode Share

Currently, residents travelling from Melton South use private cars considerably more for journeys to work than the Greater Melbourne region. Specifically, 83% of these journeys are undertaken by cars compared to 75%.

Notwithstanding, the report found that Melton South sees a higher mode share for active and public transport and a lower mode share for private vehicle use than the overall municipality, which could be due to its proximity to Melton Station.

GTA's report findings suggest that private car is expected to remain as the main mode of transport, however there is a high potential to achieve mode shift if sustainable facilities, development mixes and densities are implemented.

4.2.10 Existing Arterial Road Network

- Melton South is well connected to the arterial road network, with Coburns Road and Station Road functioning as key north south arterials on both sides of the railway line and accommodating growth from the south.
- The Western Freeway provides Melton South with access to the broader road network. The freeway is accessible via Station Road and Coburns Road, which are north-south thoroughfares through Melton Township. However, neither road is currently classified as a VicRoads declared arterial.

Existing Arterial Network - volumes and capacity

- The only road link approaching capacity in the existing Melton South road network is on the southbound lane on Station Road / Exford Road near the level crossing.
- The volumes on both Station Road / Exford Road and Coburns Road / Rees Road are approaching the volumes typically expected on the arterial network. The significant volumes on these roads cause severance issues, resulting in pedestrians having difficulty informally crossing and limiting the place making opportunities along the street.

4.2.11 Future Arterial Network within Melton South

- The Moving Melton Integrated Transport Strategy proposes the following roads to be formally upgraded to arterial road status within the Structure Plan area:
 - Coburns Road;
 - Rees Road;
 - Brooklyn Road; and
 - Abey Road.
- The Moving Melton Integrated Transport Strategy also proposes to deliver or support a suite of road projects surrounding the Melton South Structure Plan area.

Future Arterial Network within Melton South - volumes and capacity

- As the road network expands and the population within the study area and surrounds increases, traffic volumes will increase and streets within and surrounding the study area will begin to approach road capacity.
- The congestion issues experienced in Exford Road are projected to worsen by 2031, with a small section projected to exceed road capacity. The level crossing at Station/Exford Road reduces the capacity through this section, reinforcing the need to remove it to support growth in vehicle movements, including freight and buses.

- The greatest increases in traffic volumes within the study area are expected to occur along Rees Road.
- While the rest of the network in the study area is expected to operate within acceptable levels, it is also noted that east-west traffic volumes are expected to increase in the area, namely in accessing Toolern to the east via Abey Road and Bridge Road.
- Toolern Precinct Structure Plan plans for growth south of the existing urban area. It proposes major arterial link to the east, which has the potential to significantly increase traffic volumes on both Station/Exford Road and Rees Road (refer to Figure 53 which shows the proposed road network) it will be necessary to priorities traffic movement on Station Road and Rees Road and manage traffic flows through the study area.



Figure 14: 2015 AM Volume Capacity



Figure 15: 2031 AM Volume Capacity



Figure 16: 2015 Daily Volume

Note: all sourced from VITM (2017)

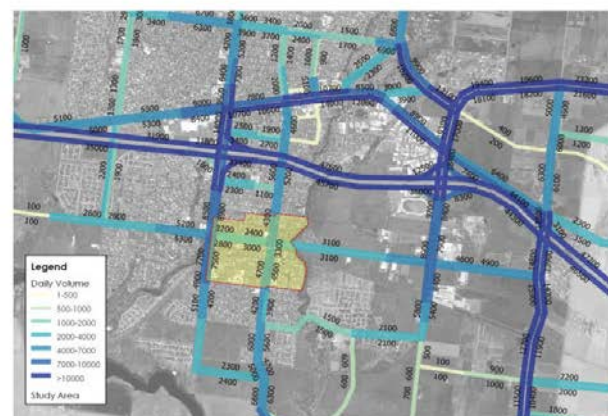


Figure 17: 2031 Daily Volume

Fig. 51 Existing and future traffic volumes

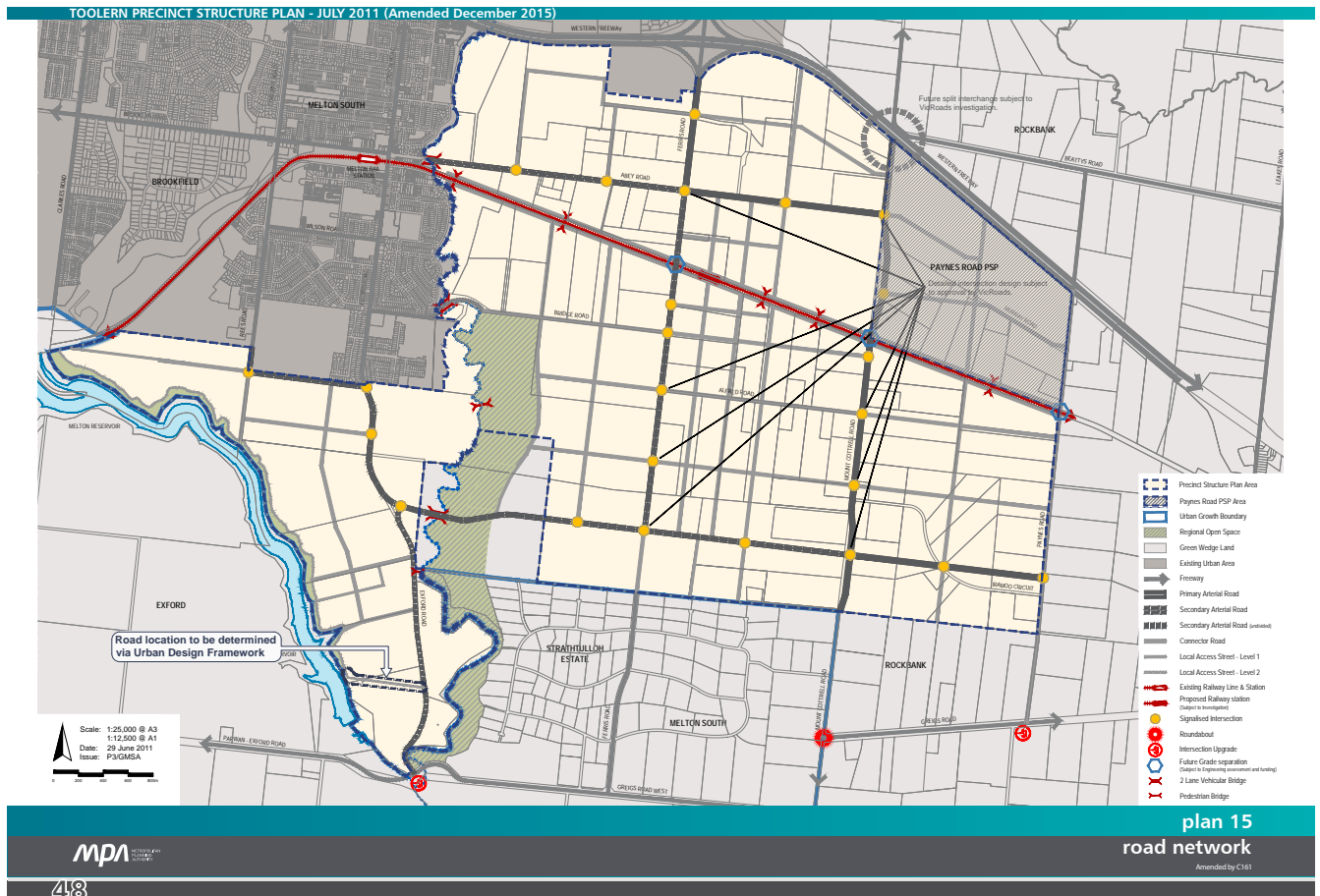


Fig. 52 Proposed Toolern Road Network

4.2.12 Car Parking

- A significant amount of land within Melton South is allocated to at grade car parking, especially at the station.
- Parking within Melton South is primarily concentrated in nine different at-grade car parks. The car parks cater for rail commuters, shoppers, university students and recreation users.
- Melton Station provides for approximately 820 car parking spaces. The spaces are almost evenly distributed between the northern and southern sides of the station.
- Other locations with significant provisions of car parking are the Melton Station Shopping Centre with approximately 170 spaces and the Al Iman College with approximately 225 spaces.
- The report specifies that the following potential interventions may be considered in the Structure Plan:
 - Public available parking be delivered through more shared facilities that can transition to alternative uses.
 - Station park and ride facilities be located more to the periphery with more direct access to the north-south corridors through Melton South.
 - Crossovers are minimised within the precinct to improve footpath connectivity.
 - Parking should be designed so people are encouraged to walk into Melton South centre.

4.2.13 Road Safety

- In the previous five-year period, a total of 34 crashes occurred within the boundaries of the Study Area, three of these (~10%) involved cyclists and pedestrians, and 11 were classified as serious crashes.
- Most of the incidents occurred on Station Road, Exford Road or Brooklyn Road.
- Notably, there were 9 incidents that occurred in the immediate vicinity of Melton Station, though these occurred during a variety of conditions, so no trends can be identified.
- Any upgrades to the existing transport network must consider road safety best practice, including the use of Safe Systems principles.

4.3 Social Infrastructure Assessment (ASR Research)

4.3.1 Purpose

ASR were engaged to assess the supply and access to social infrastructure, both public and private within the Structure Plan study area and provide a high level assessment for standard of delivery and identify opportunities for enhancement to services.

Key findings of the report include:

- Overall, Melton has relatively less social infrastructure provision than the Metro Melbourne average.
- Melton South is relatively well provided for in terms of education facilities, passive and active open space and council community facilities.
- However, these facilities are considered old and outdated and are in much need of renewal or upgrading.
- Opportunities to reconfigure and provide upgrades should be explored as part of the Structure Plan.
- Linkages to linear open space of the creeks (a key strength of the open space network) should be improved

4.3.2 Existing Social Infrastructure Provision

- The Melton South community and 1.5 kilometre catchment surrounding the Melton Train Station is relatively well provided for in terms of the number of education facilities, passive and active open spaces and some forms of Council provided community facilities. However, much of the existing infrastructure in the established area of Melton South is old and will require upgrade and renewal.
- Social infrastructure strategies for the Melton South Structure Plan are likely to more largely focus on improvements to existing facilities to ensure renewal initiatives maximise what services and amenities can be delivered from existing sites and deliver high quality place making outcomes

- Another important strength of Melton South includes its good proximity to important linear open space assets in the form of Toolern Creek to the east and Arnolds Creek to the west. The Structure Plan has a key role in ensuring the linkages to these open space assets from the Town Centre and residential area continues to be improved as well as enhancing the environmental values and informal recreation assets of both creek reserves.
- However, notwithstanding the existing social infrastructure profile of Melton South, there is clear evidence that the City of Melton overall has relatively less social infrastructure provision than Greater Melbourne.
- VPA prepared data reveals that the City of Melton has a lower level of provision in most social infrastructure categories including recreational areas and sports fields, indoor sports venues, kindergartens, long day child care places, occasional child care places, libraries, government primary school sites, non-government primary school sites, non-government secondary school sites, GP practitioners and clinics, specialist medical sites, allied health sites, dentists sites, community health service sites; and residential aged care places.

4.3.3 Regional Context and Higher Order Social Infrastructure

- The Melton Station Shopping Centre is designated as a Neighbourhood level activity centre. Two existing larger activity centres to the north and one future metropolitan activity centre to the east are located within approximately 3 to 4 kilometres of the Melton Train Station (approximately a 6-minute car trip). The Melton Township to the north of the Melton Train Station and Shopping Centre contain both the Melton Major Activity Centre and the Melton-Woodgrove and Coburns Road Major Activity Centre, and a Metropolitan Activity Centre has been designated by Plan Melbourne to be established within the Toolern Precinct Structure Plan area to the east.
- The Melton Township is significant in so far as it contains a number of higher order social infrastructure forms including Melton Library and Learning Hub, Melton Health Precinct (identified by Plan Melbourne as a designated health precinct), Melton Waves, Melton Community Health Centre and the Melton Civic Centre
- The future Toolern Metropolitan Activity Centre, which is currently the subject of an updated Urban Design Framework planning process being managed by Council, is likely to contain a number of future higher order social infrastructure forms including a significant health and education precinct, and civic and leisure facilities.
- The proximity of existing and planned higher order services and facilities suggests that the Melton South Structure Plan area has a limited role in the need to accommodate higher order social infrastructure forms.

4.3.4 Projected Population Growth

- Melton South is projected to increase from 10,000 to 14,000 residents by 2051.
- While this scale of population growth is not as significant as that projected for many Precinct Structure Plan (PSP) locations in the municipality, it is potentially significant enough to trigger an increase in capacity requirements at some existing services and facilities.

05 SUMMARY OF FINDINGS

5.1 Existing Community Profile

- The existing community represents what could be described as a traditional Melton community profile of a decade or so ago, consisting of the metropolitan average of Australian born residents, high proportion of blue collar workers, high proportion of single parent and single households and a significant proportion of renters, to the metropolitan average.

5.2 Existing land use

- Land use within the study area is dominated by what could best be described as a “traditional” residential community of single or double storey detached housing with a significant amount of single storey unit developments that have utilised some of the original vacant large lots or more recently have been redevelopments of original detached dwellings. The provision of aged care is also notable.
- Servicing the study area and adjoining residential community is well serviced with commercial, retail, schools and Government (principally Council) services. Overall the range of private commercial services and government services provide for the community include:
 - A supermarket based centre north of Brooklyn Road at Station Road.
 - A small strip retail centre immediately to the south of the station and supermarket
 - A Council Community Centre and neighbourhood house
 - The Melton South Primary School, Staughton secondary collage and the more recent Al Iman collage.
 - New and more recent private medical centres and local services (vet, launderette and offices) also exist.

- Overall the locality is generally well serviced for a community of its size and while some of the uses may be older and need of upgrading, there is evidence that this is occurring with some of the shops, cafe and recent supermarket upgrade as well of the more recent establishment of local services.

5.3 Existing Planning Policy Direction

- Planning policy, in summary recognises the future of the area as predominantly residential with the significant compatible uses of schools and retail centres to service that community.
- The “Melton Integrated Transport Strategy” recognises the advantage the train station pays in servicing the community and the need to improve access by all modes of transport and ensure that the station expands its role, through improved access to it and frequency of services through it, a fundamental underlying objective for the structure plan area.
- Council policy generally supports the building of diversity in communities from a social to economic and age profile. All areas should be able to meet the whole of life expectations of residents.
- Current Planning Scheme provisions reflect past planning with a suite of zones that largely reflect the evolution of the plan area from rural to urban and predominantly residential. There are a number of historical land uses reflected in current zoning that form part of the structure plan area including:
 - A small area zoned industrial 3 at Coburns Road and Brooklyn Road.
 - A small area of Public Use Zone on the north of the station
 - Commercial 1 Zone for the two retail hubs
 - Public Use Zone for education and Council community areas
- The balance of the plan area is zoned Residential Growth with parks and sports grounds in the Public Purposes and Recreational zone.

5.4 Emerging opportunities and issues:

5.4.1 Implications of the growth corridor

- While not a specific study or direct input, planning policy at a state level which directs significant growth to Melton will impact on the structure plan area at this central location. More specifically the impact of that growth in the traffic volumes passing through the plan area and increase in need to access all transport modes including the train station will impact significantly on the plan area.

5.4.2 Residential

- Overall, demographic forecasts do not project significant change in population growth for the structure plan area in the next decade, although this has not factored in the potential of the future use of the VU site which no longer operates at the Coburns Road location.
- A considerable, partially vacant site, the potential future will be an important consideration in any outcomes of the structure plan. While no decision on the future of the VU site exists at the time of writing, it will be necessary to consider multiple options for the site which may influence some of the underlying assumptions informing community needs within the plan area. This will be explored further through the development of the structure plan.
- It can be expected that the trend for medium density (units and town houses) will continue in what is a relatively well serviced and central urban location.

5.4.3 Retail, commercial and services

- Essential Economics have identified that retail floor space is likely to have limited increase in demand due to the proximity of new centres proposed in the growth areas of Melton close to Melton South. Given the profile of the community and despite forecasts for limited population growth (although the VUT site may change this) some expectation for an increase in services and other commercial activity is expected.

- The Train Station being central to the plan area and the large number of commuters stimulate activity in the service sector. Potential opportunities for better defining these needs to be confirmed in the structure plan.
- Opportunity exists to expand services (e.g. medical, childcare, offices). There is a need to identify where this can best be provided.

5.4.4 Transport

- One of the key issues identified in the background report is the overall need to manage increased road and rail traffic through the Structure Plan area.
- Road traffic includes managing increased volumes on the road network from the growth area to the south as well as traffic accessing and parking at the station.
- The increase in rail patronage can be expected not only from a growing population but at a point in time in the future, increased frequencies of service with electrification.
- Based on the initial high level analysis of level crossings, some potential options were raised. However, given the complexity, a more detailed investigation is required.

5.4.5 Community services and open space

- Overall, Melton South is well serviced with Council land, community facilities and sports grounds.
- Much of the infrastructure is old and in need of renewal or upgrading.
- Linkages between facilities, schools and the linear creek network are in need of improvement.
- Facilitating the provision of non-government services is a desired outcome.

Figure 57 provides a summary of some of the areas of focus for the Structure Plan, in response to existing strategies and background studies.

Key observations are:

- The need to improve pedestrian rail crossing.
- The need to integrate the two retail areas.
- The need to better understand options and implications for grade separation of rail and road.
- Seek opportunities to 'open up' Mount Carberry reserve.
- Improve pedestrian and cycle links and access to the Station.
- Seek to 'link' or integrate schools and public open spaces.

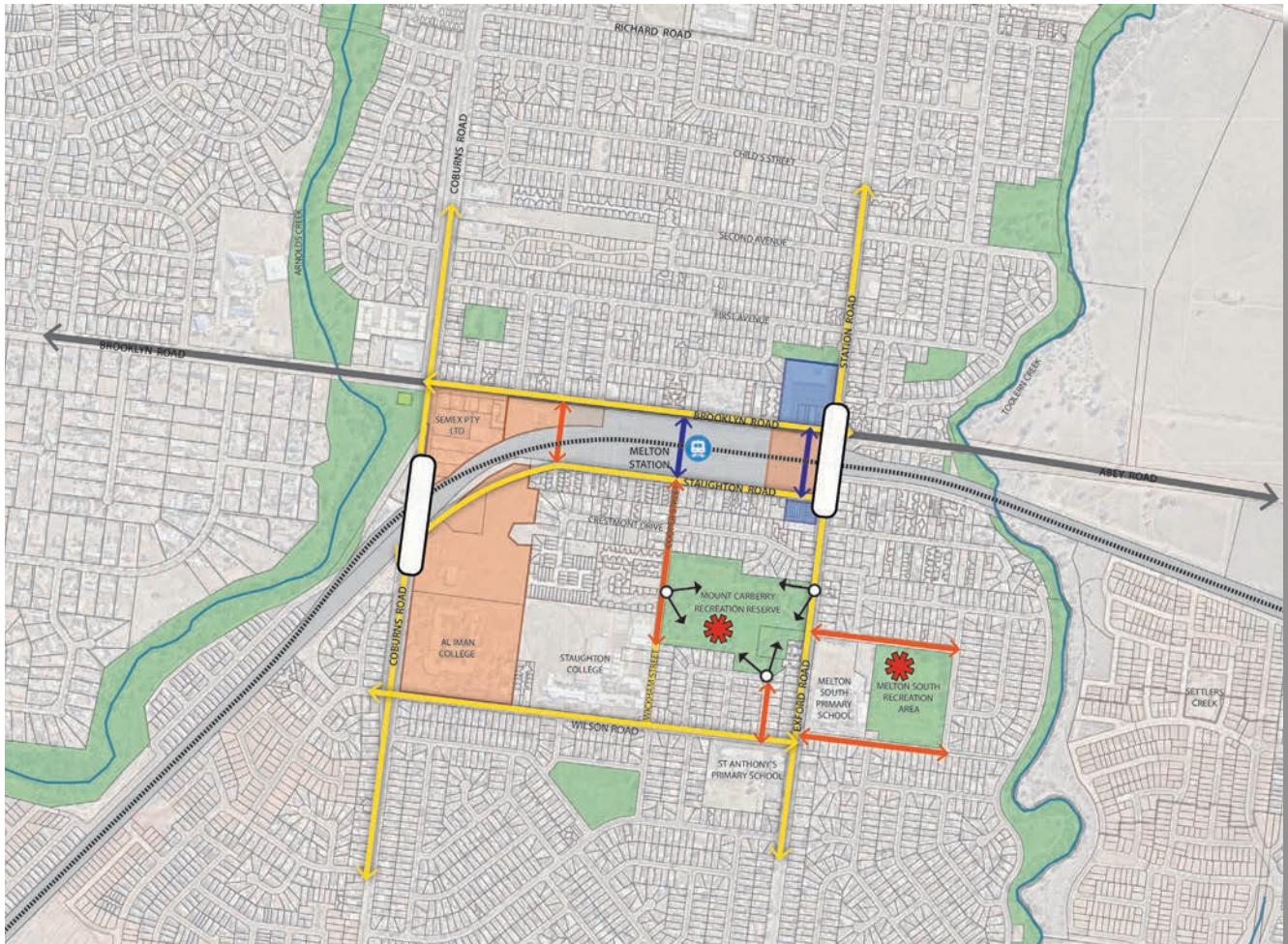


Fig. 53 Proposed Toolern Road Network

- Legend**
- Opportunity for Development
 - Existing Retail/Shopping
 - Opportunity for better views
 - Opportunity for Streetscape improvement
 - Opportunity for level crossing removal
 - Opportunity for existing connections improvement
 - Opportunity for future connections
 - ✱ Opportunities for park/infrastructure improvements