

MELTON EAST PSP

INFRASTRUCTURE AND DEVELOPMENT STAGING PLAN BACKGROUND DOCUMENT

MARCH 2025

Purpose

This document explains how the methodology outlined in the *Infrastructure and Development Staging Guidance Note* (the Guidance Note) was applied to prepare the Infrastructure and Development Staging Plan (IDSP) for the Melton East Precinct Structure Plan (ME PSP). This document also draws on the various technical information which informs the Melton East IDSP (ME IDSP).

Guidance Note Background

The Victorian Planning Authority developed the Guidance Note to assist planning authorities, responsible authorities, agencies and other stakeholders to:

1. Understand and inform the methodology for the preparation of an IDSP and accompanying requirements and guidelines in the PSP.
2. Define the stages of the IDSP to appropriately manage the expected growth scenarios for a new community and plan for the provision of infrastructure (local and state) in the most efficient way.
3. Apply and enforce the IDSP in practice.

Under this guidance, the draft ME IDSP has been prepared for public consultation in February 2025.

Summary of Outcomes in Melton East IDSP

Existing and 'shovel ready' development fronts and arterial road connections were key drivers informing the development stages of the Melton East IDSP. Drainage Services Scheme (DSS) infrastructure is also a major factor, where significant outfall channels and basins must be delivered early in the precinct's development to ensure safe stormwater and drainage outcomes as the rest of the PSP develops.

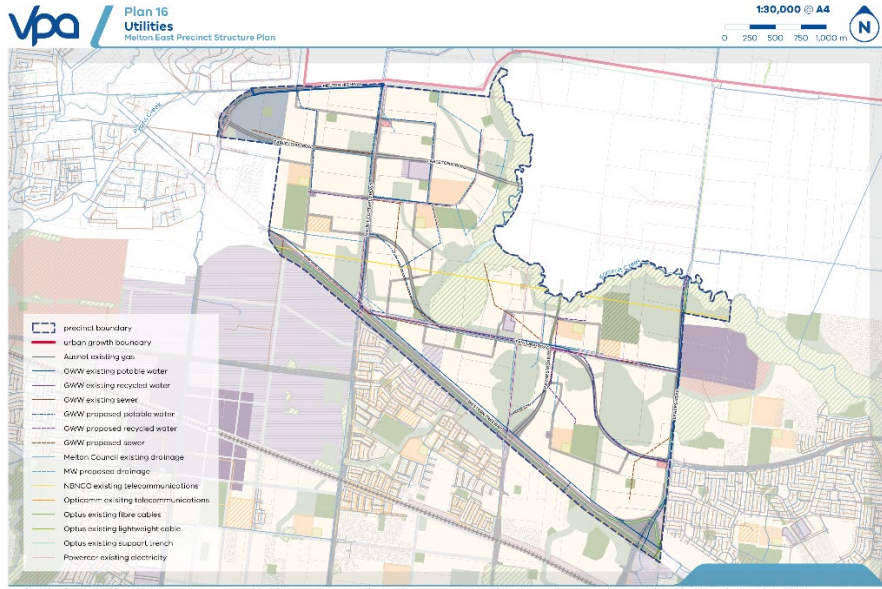
Beyond the IDSP implementation, within the PSP and Urban Growth Zone (UGZ), there are no additional statutory controls proposed to manage infrastructure and development staging. The Responsible Authority may seek to apply the Generally in Accordance principle to provide reasonable discretion when assessing planning permit applications. Refer to the [Generally in Accordance Guidance Note](#) for further information.

Step Analysis

The Guidance Note specifies a five-step methodology for preparing an IDSP. It is an iterative process and the steps may need to be adjusted several times, including after public consultation, before there is agreement on the final IDSP for gazettal within the PSP. The preparation of the IDSP includes the following steps:

Step 1:	Undertake contextual analysis.
Step 2:	Analyse and map development drivers within the precinct.
Step 3:	Analyse financial revenue against infrastructure expenditure over time.
Step 4:	Combine the outputs of Steps 1 to 3 into a single IDSP, identifying sub-areas within the precinct suitable for development stages numbered in order.
Step 5:	Monitor and review.

Step 1 – Contextual analysis: Existing and planned infrastructure and services

Factor	Analysis
Existing utilities services	<p>Existing utilities such as electricity, sewer, gas, potable water and telecommunications are present in the south-east (Rockbank North PSP) and north-west (Melton Township) of the precinct.</p>  <p><i>Figure 1: Melton East PSP - Utilities Plan</i></p>
Existing drainage infrastructure	<p>High Street Melton DSS and Kororoit Creek Upper DSS capture the Melton East precinct. Shogaki Drive DSS to the south of the Western Freeway has flows that will impact the design of the Kororoit Creek Upper DSS on the Melton East side.</p> <p>Step 2 highlights how the outcomes of DSS plans influence the prescribed development stages.</p>

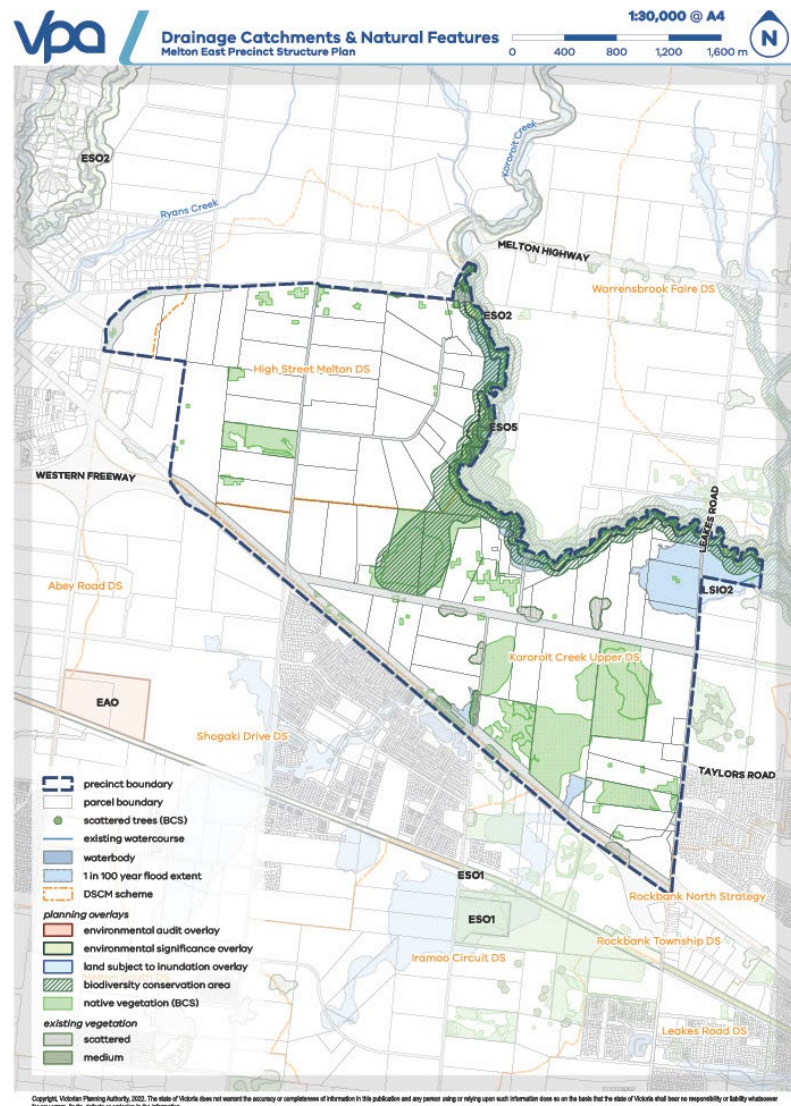


Figure 2: Melton East PSP – Natural Features Plan

Existing and planned transport infrastructure within the precinct and/or surrounds

Key active transport networks paths:

- There are limited existing active transport paths within or surrounding the precinct.
- The Strategic Cycling Corridor (SCC) is planned along key perimeter arterial roads.

Key public transport infrastructure:

- There is limited existing public transport infrastructure within or surrounding the precinct.
- The Principal Public Transport Network (PPTN) plans for a future bus network along Leakes and Tarletons Roads.

Key declared freeways, declared arterial roads arterial and connector roads:

- Western Freeway is the existing declared freeway.
- Melton highway is the existing declared arterial road.

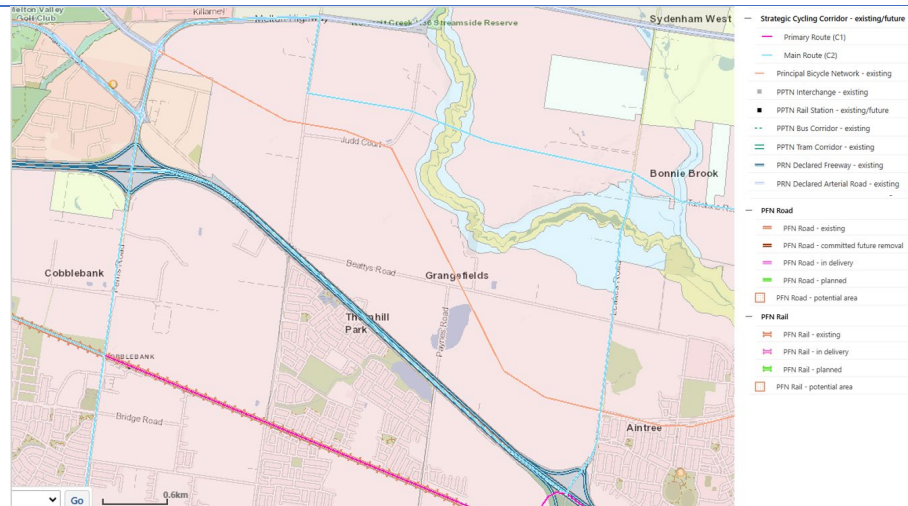


Figure 3: Melton East PSP – Cycling and PPTN (Bus Corridors)

Existing activity nodes within the precinct or surrounds

Key existing and planned industrial and commercial centres to be utilised by ME PSP residents:

- Rockbank North Major Activity Centre (MAC)
- Melton Homemakers precinct
- Melton Township

Key existing and planned community facilities, schools and open space to be utilised by ME PSP residents:

- Rockbank North PSP government schools and open spaces (under development).
- Timbertop Children's and Community Centre, Rockbank North.
- Melton Township community services.

Step 2 - Development analysis: Within the precinct

Factor	Analysis
Key proposed movement network infrastructure and intersections	<p>Existing arterial roads and intersections will play a crucial role as gateways into the precinct to enable the first stage of development. These include:</p> <ul style="list-style-type: none"> • Leakes Road and Beattys Road • Melton Highway and Mount Cottrell Road <p>As the precinct develops, new east-west arterials will connect the established north-south thoroughfares which will allow for access to the central area of the precinct.</p>
Key proposed public and active transport infrastructure	<p>Dedicated PPTN and SCC are:</p> <ul style="list-style-type: none"> • Leakes Road – provides connection south to Rockbank Station. • Tarletons Road – provides connection west to Melton Township. <p>Planning and development of these dedicated routes should be prioritised. These roads enable first residents to have public and active transport connections to key services.</p> <p>All future connector level roads within the precinct will be bus capable. This will facilitate internal connections to the new activity centres.</p>
Key proposed drainage	<p>The critical infrastructure is the outfalls highlighted in the red in Figure 4 & 5 (includes associated basins).</p>

Once the outfalls are built, the site risks will be reduced and the order of the preferred drainage development will then move up from the outfall.

The southernmost outfall outlined in Figure 5 is the most critical out of the three outfalls. It will rectify existing flows issues on site (blue arrows).

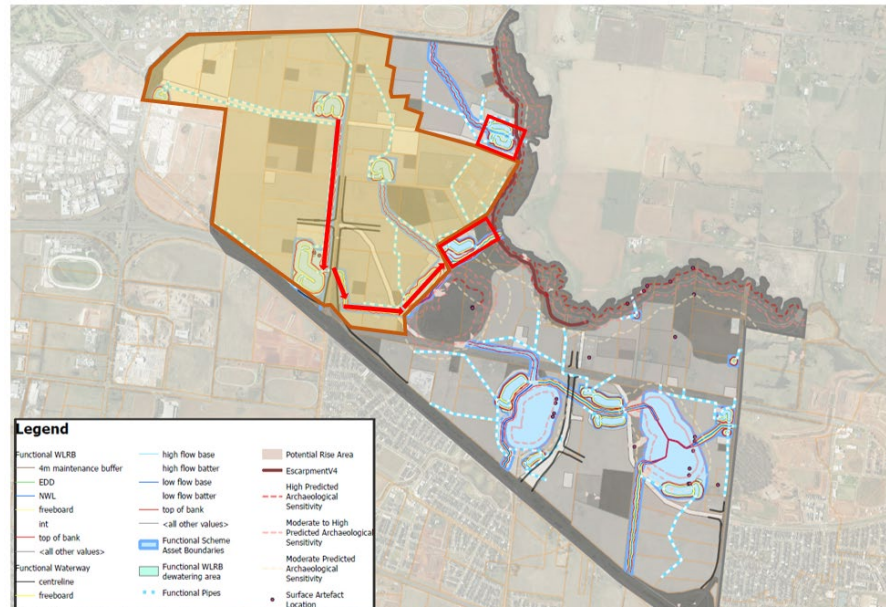


Figure 4: Draft Drainage Services Scheme – adjacent to future Warrensbrook PSP and Kororoit Creek

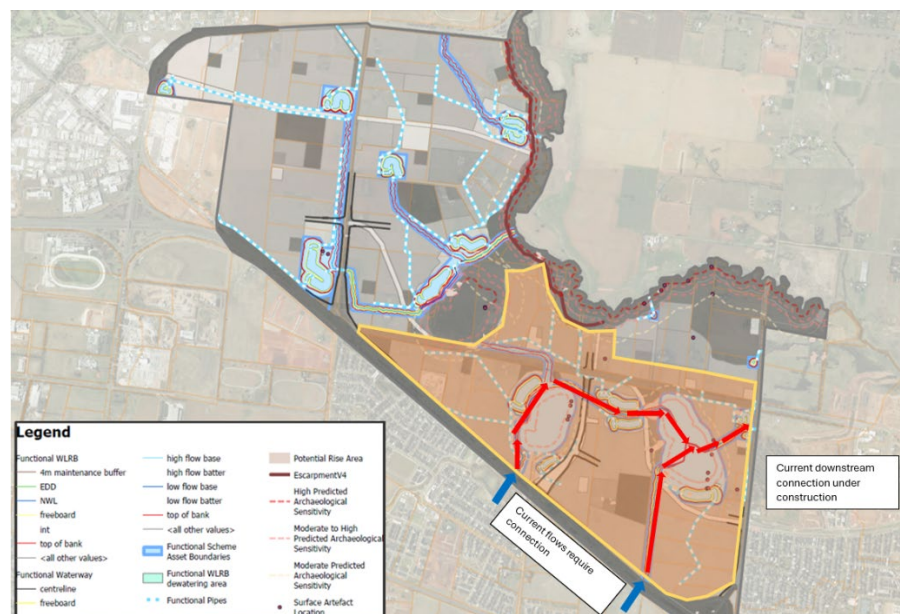


Figure 5: Draft Drainage Services Scheme – adjacent to Rockbank North PSP

Note: the three areas can generally be constructed concurrently. The figures show historical process and methodology. Further design clarification will occur throughout public consultation.

Key proposed activity centres, community infrastructure, including schools, community

Melton East PSP will deliver four neighbourhood activity centres or local convenience centres with co-located schools, open space and community services. New housing growth and expansion of the connector road network will influence the demand, timing and delivery of the community facilities.

**facilities and
emergency
services**

The first stages of development can leverage neighbouring existing services outside the precinct via the transport gateways.

Melton East Heat Map of Key Development Drivers



Figure 6: Melton East PSP – Heat map of key development drivers.

The information in the table above was then translated into 'heat maps', allowing for an analysis of where development would be staged from (in other words, where a logical location for Stage 1 would be). The overall heat map demonstrates that a logical Stage 1 would be from the eastern precinct boundary. In addition, the overall heat map alongside the gateways, transport, utilities and drainage maps also demonstrate that the precinct can be staged from the northern and north-east boundaries. As such, this analysis identified two logical Stage 1 locations.

Based on this information, it was decided that the precinct could accommodate two Stage 1s and the financial analysis below considers the viability of this.

Step 3 – Financial Analysis

The financial analysis for the IDSP provides an understanding of when revenue is likely to be available from Infrastructure Contributions Plan (ICP) levies for the delivery of infrastructure. The analysis has been used to assign infrastructure to a stage in alignment with the estimated funds.

The financial analysis has considered local transport infrastructure delivered by Council and funded through the Melton East ICP, as this is the most crucial catalyst infrastructure supporting the precinct's growth. The financial analysis does not include drainage infrastructure funded through the DSS, community infrastructure, state infrastructure or externally funded projects - such as the Mount Cottrell Road Interchange or Paynes Road Overpass.

A qualitative analysis of drainage and community infrastructure (step 2) has been considered in the overall IDSP. This is to ensure that each stage, particularly the early stages, include sufficient land for other key infrastructure, such as drainage basins, schools and community centres.

The delivery of state infrastructure will be subject to future state government budget outcomes as well as any potential Growth Area Infrastructure Contribution Works in Kind (GAIC WIK) arrangements.

Assumptions

A key assumption for the IDSP is the delivery of some projects via Works in Kind (WIK) arrangements. If this is to occur, then developers will forward fund the cost of constructing the infrastructure and offset

their future ICP monetary contribution. This assumption relies on developer eagerness and ability to deliver projects through WIK arrangements.

Inputs

The financial analysis identifies how many hectares will be developed per year for each stage and uses this information to calculate the amount of transport levies to be collected, based on the levies in the ICP. The financial analysis delineates a total of 502.61 hectares is to be developed throughout the life of the ICP, which will generate over \$246,277,552.82 in transport levies.

Financial Analysis Table and Summary

The financial analysis demonstrates that broadly, the ICP can support the cost of infrastructure per stage, noting that the ICP system provides for developer contributions for infrastructure, instead of a full cost recovery.

The table below shows the transport levies collected per stage and the net position against the estimated project cost per stage.

Stage	Area of stage (ha)	Levy/ ha	Stage revenue	Stage cost	Overall position at the end of stage
1	260.75	\$ 490,495.55	\$ 127,896,715.44	\$ 138,579,924.55	-\$ 10,683,209.12
2	240.72	\$ 490,495.55	\$ 118,072,089.51	\$ 123,411,666.62	-\$ 16,022,786.22

Table 1: Transport levies and net position against the estimated project cost, per stage.

Note: Some discrepancies in numbers may exist due to rounding.

This leaves a shortfall of \$16,022,786.22 to be managed over the complete timeframe of PSP delivery. This shortfall is due to significant infrastructure costs coupled with low net developable area (represented in the ICP).

Options to manage this shortfall as the precinct develops:

1. Some infrastructure projects may be delivered by developers via works-in-kind arrangements, particularly in Stage 1; or
2. Council may be able to access grants and other funding streams to recoup the difference via alternative funding streams.

Step 4 – Preparation of Infrastructure and Development Staging Plan (IDSP)

STAGE 1: North of Tarletons Road	
Leveraging existing conditions	<p>Leverage:</p> <ul style="list-style-type: none"> • Access to Melton Highway and Mount Cottrell Road. • The services of the nearby Melton Homemakers precinct and Melton Township, as well connecting development to established utilities lines.
Enabling development and access in this stage	<p>The development of Tarletons Road enables:</p> <ul style="list-style-type: none"> • An east-west connection to the Melton Homemakers precinct and the existing Melton Township. • A connection to Mount Cottrell Road (key ICP projects: IN-06). • Planning and delivery of the PPTN and SCC. <p>The DSS infrastructure in this stage needs to be delivered prior to, or concurrently with, the residential development of the stage to allow for crucial outfalls:</p> <ul style="list-style-type: none"> • Under Melton Highway via culvert. • To DSS infrastructure abutting Kororoit Creek.
ICP Projects	<p>Transport projects (required to be delivered in this stage):</p> <ul style="list-style-type: none"> • IN-01, IN-02, IN-03, IN-04, IN-05, IN-06, IN-07

	<ul style="list-style-type: none"> RD-02-01, RD-02-02, RD-02-03, RD-02-04 <p>Community projects (land unlocked in this stage):</p> <ul style="list-style-type: none"> N/A
STAGE 1: West of Leakes Road	
Leveraging existing conditions	<p>Leverage:</p> <ul style="list-style-type: none"> The development front of the Rockbank North PSP, including established utility lines from trunk services close to Beattys Road. North-south connectivity provided by existing Leakes Road. Interim access along existing Beattys Road to Rockbank North MAC, and Leakes Road south to Rockbank train station.
Enabling development and access in this stage	<p>The development of Leakes Road enables:</p> <ul style="list-style-type: none"> Planning and delivery of the PPTN and SCC. Increased transport network capacity for new residents. <p>The development of Paynes Road enables:</p> <ul style="list-style-type: none"> An interim connection to the existing Beattys Road, before Taylors Road develops in the subsequent Stage 2. <p>The DSS infrastructure in this stage needs to be delivered prior to, or concurrently with, the residential development of the stage to enable crucial outfalls to wetlands within the precinct via culvert under the Western Freeway and Leakes Road.</p>
ICP Projects	<p>Transport projects (required to be delivered in this stage):</p> <ul style="list-style-type: none"> IN-13, IN-14, IN-15, IN-17 RD-05-01, RD-05-02 CU-03, CU-04, CU-05, CU-06 <p>Community infrastructure projects (land unlocked in this stage):</p> <ul style="list-style-type: none"> CI-04, SR-03a, SR-03b, SR-04
STAGE 2: Remaining precinct area	
Leveraging existing conditions	<p>Leverage:</p> <ul style="list-style-type: none"> Leverage roads, services and utility lines established in the development of Stage 1.
Enabling development and access in this stage	<p>The development of Mount Cottrell Road enables:</p> <ul style="list-style-type: none"> North-south access to the Melton Highway and Western Freeway. <p>The development of Paynes Road enables:</p> <ul style="list-style-type: none"> North-south access to the future Warrensbrook PSP and established Paynes Road PSP. <p>The development of Taylors Road enables:</p> <ul style="list-style-type: none"> East-west adjoining of Leakes Road, Paynes Road and Mount Cottrell Road.
ICP Projects	<p>Transport projects (required to be delivered in this stage):</p> <ul style="list-style-type: none"> IN-08, IN-09, IN-10, IN-11, IN-12, IN-16 RD-03-01, RD-03-02, RD-03-03, RD-03-04, RD-04-01 CU-01, CU-02 <p>Community infrastructure projects (land unlocked in this stage):</p> <ul style="list-style-type: none"> CI-01, CI-02, CI-03, SR-01, SR-02 <p>Road and pedestrian bridges should be delivered to align with the development of the Warrensbrook PSP, north of Kororoit Creek. Anticipated need is 15-20 years.</p> <ul style="list-style-type: none"> BR-01, BR-02, BR-03 PED-01, PED-02, PED-03
Other infrastructure items	
<p>Timing and delivery independent to the IDSP and ICP (contingent to the Western Freeway Business Case):</p> <ul style="list-style-type: none"> Mount Cottrell Road interchange Paynes Road overpass Leakes Road interchange widening 	

Melton East (PSP Plan 12) Infrastructure and Development Staging Plan

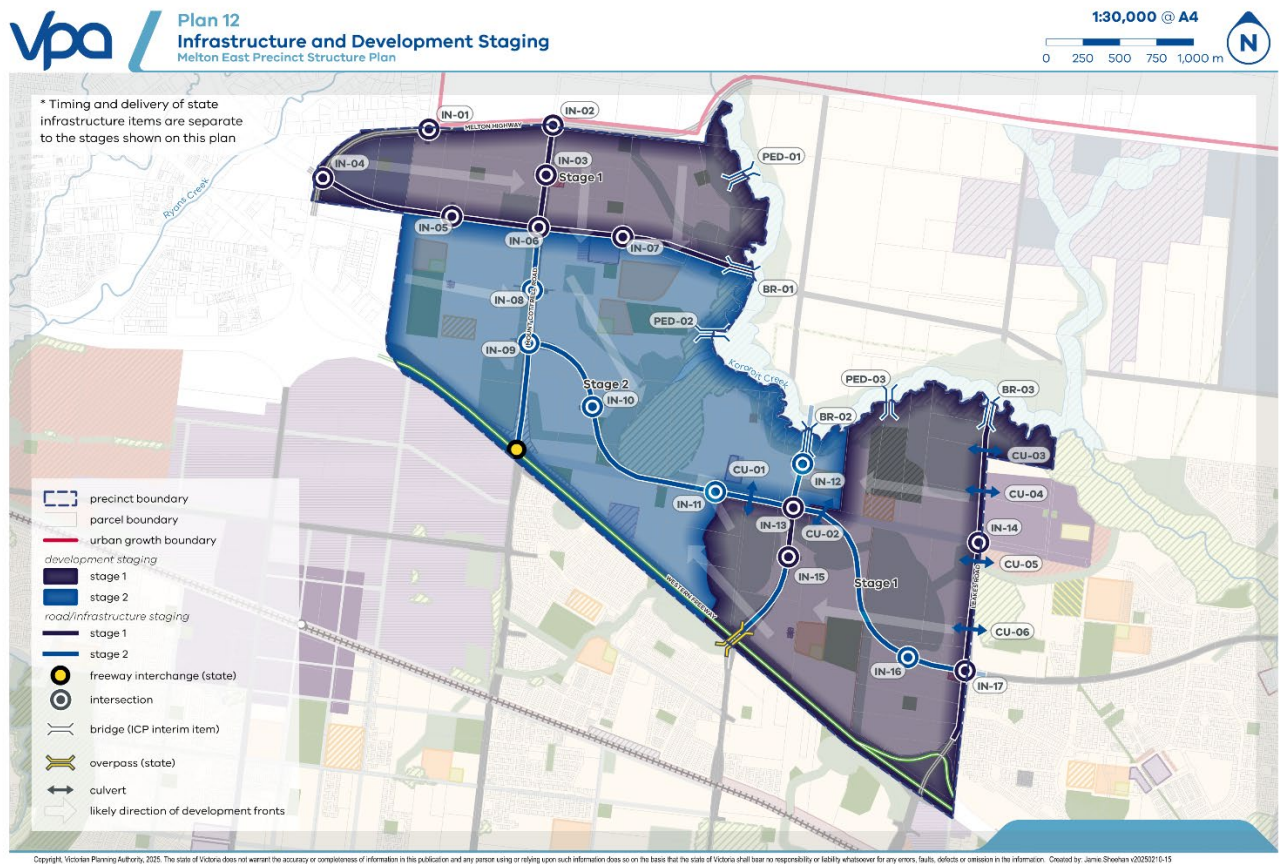


Figure 7: Melton East PSP – Infrastructure and development staging plan.

The Precinct Infrastructure Plan, Plan 12 within the Melton East PSP identifies projects as being delivered in the short term (S) 0-5 years, medium term (M) 5-15 years and long term (L) 15+ years.

Corresponding to the IDSP, this means that short term projects are Stage 1 projects, medium term projects are Stage 2 projects and long-term projects are those that can be delivered late in Stage 2.

Step 5 - Monitor and review

The Melton East IDSP will be tested through the Standing Advisory Committee process and amended as appropriate.

Periodic review of the IDSP and supporting ordinance is recommended post gazettal of the PSP. This would be the responsibility of the responsible authority and should have regard to updates in funding information, developability, relevant consultation with landowners and updated information or policy from government.

References

Department of Transport and Planning, *VicPlan*, Victorian Government, 2025,
<<https://mapshare.vic.gov.au/vicplan/>>

Victorian Planning Authority, *Draft Melton East Infrastructure Contributions Plan: Draft for Public Consultation March 2025*, Victorian Government, 2025

Victorian Planning Authority, *Draft Melton East Precinct Structure Plan: Draft for Public Consultation March 2025*, Victorian Government, 2025