

Our Ref: BIL-1001749

28 March 2025

Engage Victoria
Attention: Victorian Planning Authority
c/- Melton East PSP
GPO Box 2392
Melbourne VIC 3001

Dear Sir/Madam,

Review of Draft Melton East PSP in Relation to the land at 471-497 Mount Cottrell Road Grangefield VIC

Egis Consulting Pty Ltd represents [REDACTED] in respect to Melton East Precinct Structure Plan (PSP). Our involvement to date has included representation during the initial pitching session, participating in both co-design workshops and now through the exhibition process.

Our client has a vested interest in 471-497 Mount Cottrell Road Grangefield VIC (Parcel 11) and therefore we have prepared this submission in relation the draft Melton East Precinct Structure Plan (PSP) and submit the enclosed documentation on their behalf.

Our submission generally supports the Victorian Planning Authority's (VPA) overall vision for the Melton East Precinct Structure Plan (PSP), in relation to Parcel 11 (the subject site) and wider area. however, it is our submission that there should be further refinement, specifically in relation to the location of the local park (LP -03) and the design of the Mount Cottrell Road/Melton Highway intersection (IN-02).

These items (and others) are discussed in further detailed within the enclosed submission to ensure the best development opportunity and net community benefit is provided, while also future proofing the development of Parcel 11 and the wider area.

Please do not hesitate to contact me should you have any queries on [REDACTED] or via email at [REDACTED]


Yours sincerely,

[REDACTED]

[REDACTED]
Planning Leader
Egis Consulting Pty Ltd

SUBMISSION IN RESPONSE TO AMENDMENT C244MELT

REVIEW OF DRAFT MELTON EAST PSP IN RELATION TO 471-497 MOUNT COTTRELL ROAD GRANGEFIELDS VIC

Prepared on behalf of 



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1 INTRODUCTION

Egis Consulting Pty Ltd represents [REDACTED] in respect to Melton East Precinct Structure Plan (PSP). Our involvement to date has included representation during the initial pitching session, participating in both co-design workshops and now through the exhibition process.

This submission has been prepared in response to the draft Melton East Precinct Structure Plan (PSP) which is currently on exhibition through Engage Victoria and is to be read in conjunction with the draft Melton East PSP documentation.

The submission is made on behalf of our client who has a vested interest in the land at 471-497 Mount Cottrell Road Grangefields, which is identified as Parcel 11 within the draft PSP.

This submission addresses the draft Melton East PSP generally, while also raising points in relation to the potential impact on the development of the subject site and surrounding area.

Generally, support is provided for the themes and related objectives of the draft PSP as it presents the opportunity to achieve a net community benefit by:

- Providing a diversity of housing options and an increase housing densities, both within the subject site and the draft PSP more generally.
- The upgrade of Mount Cottrell Road, including the Melton Highway intersection to ensure easy access into the site and accommodating the future increase in traffic volume from development of the area.
- The proximity to the off-road shared path located within the abutting parcel to the east (Parcel 16) establishes a safe and accessible connection to other open spaces and the wider Kororoit Creek Corridor and enhancing liveability to the future local residents.
- The subject site is within the Activity Centre Catchment (800m) connecting future residents to a range of job opportunities, facilities and services.
- The subject site is located within the proposed Stage 1 of the draft PSP which aligns with our client's preferred timeframe for development and ensures the sequencing of development occurs in an orderly manner.

Upon review of the draft documentation, we believe there are some avenues for refinement to ensure the best development opportunity and net community benefit is provided. These are addressed throughout the submission in greater detail.

2 SITE AND SURROUNDS

2.1 Subject Site

As mentioned above, our client has a vested interest in 471-497 Mount Cottrell Road Grangefields, which is formally known as Lot 1 on LP216717. The subject site is rectangular in shape, with a total area of approximately 12 hectares and a frontage to Mount Cottrell Road of approximately 17 metres.

The subject site is located within the north eastern portion of the Grangefields Township, on the eastern side of Mount Cottrell Road and to the south of Melton Highway. Kororoit Creek is also located further east.

Currently, the site is rural residential in nature, containing a single dwelling with an associated outbuilding and shed that is accessed via rural crossover and gravel road. The site contains limited vegetation, with the exception of trees lining a portion of the northeastern boundary, and other trees within a garden area located around the shed to the southwest of the site. The topography of the land is relatively flat, with a slight fall from north west to south east towards Kororoit Creek



FIGURE 1: AERIAL IMAGE OF SUBJECT SITE (SOURCE: NEARMAP, DATE 3 MARCH 2025)

2.2 Site Context

The subject site and surrounding land area to the south of Melton Highway is zoned Urban Growth Zone, with the future schedule to reflect Melton East PSP.

The areas within this zone are not subject to any urbanisation and are generally typified by a mix of lot sizes and land uses, from rural living to larger agricultural landholdings. They are largely open and sparsely vegetated – except for planted windbreaks, garden areas and vegetation along Kororoit creek corridors.

The subject site is located along the northern edge of the Melton East PSP, with land to the north of Melton Highway being within the Green Wedge Zone. This places the subject site at the advantage of being located within the Melton East PSP area and therefore able to be developed, while benefiting from an outlook over land that will remain undeveloped for the foreseeable future.

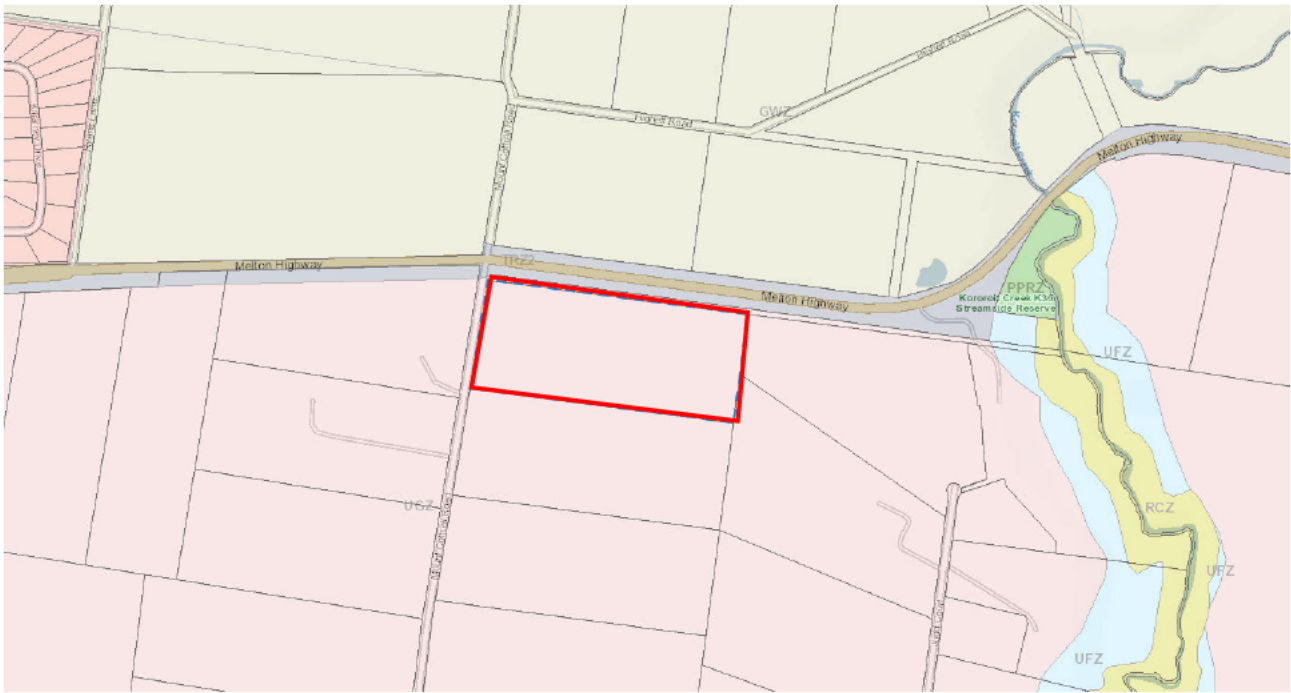


FIGURE 2: ZONING MAP OF IMMEDIATE AREA (SOURCE: VICPLAN)

2.3 Surrounding Interfaces

The subject site is surrounded by four properties, three being larger properties to the south and east, while the fourth is a green belt that sits between the subject site and the Melton Highway road reserve.

This land is located at 471A Mount Cottrell Road Grangefields and is known as RES1 on Lot Plan 216717. It is tree reserve vested in Melton City Council. The portion of the reserve that abuts the subject land is within the Urban Growth Zone (UGZ), as depicted below in Figure 2 above.

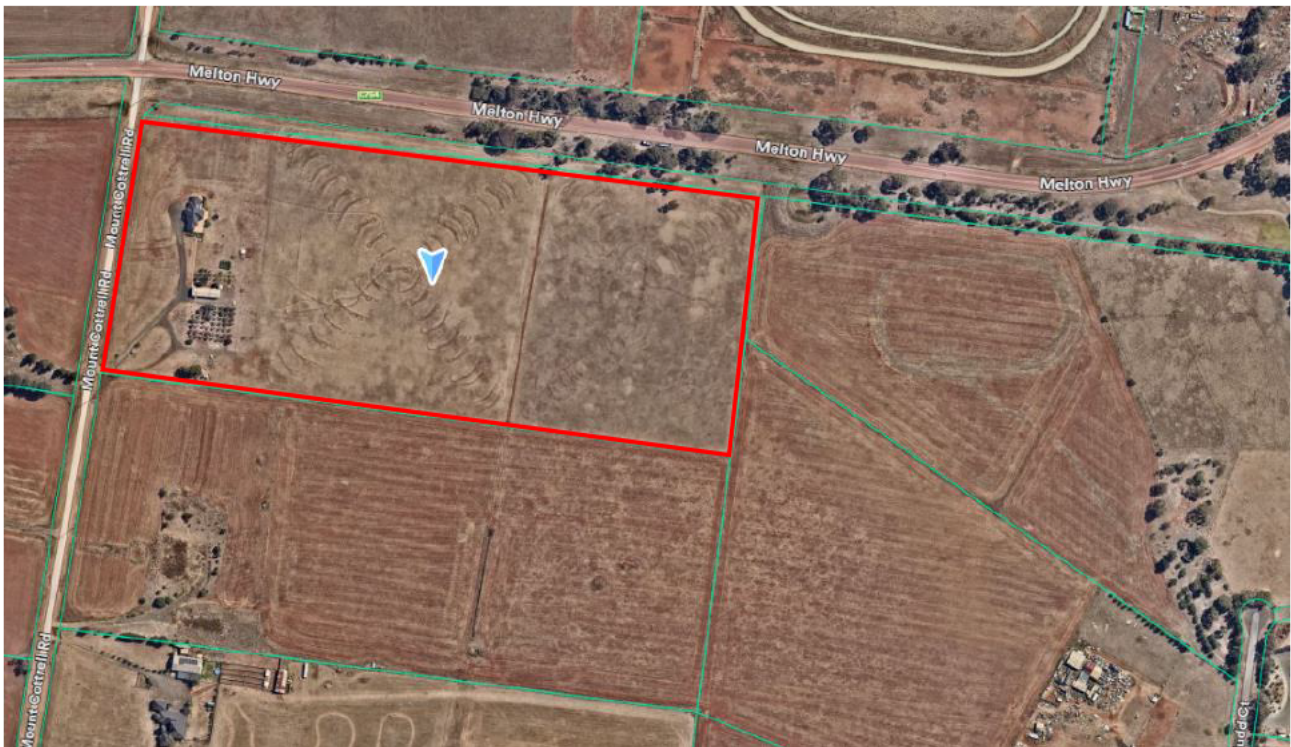


FIGURE 3: INTERFACES OF THE SURROUNDING AREAS (SOURCE: NEARMAP, DATE 3 MARCH 2025)

3 DRAFT MELTON EAST PRECINCT STRUCTURE PLAN

3.1 Overview

The Melton East PSP is located within the Western Growth Corridor, 35km north-west of Melbourne and to the east of the existing Melton township. Given several completed PSP's (including Toolern, Paynes Road, Rockbank and Rockbank North) surround this PSP area, the preparation and gazettal of the Melton East PSP is the next logical piece in the wider development of Melton City Council, unlocking this land while also assisting in the development of adjoining PSPs.

Given the significant growth of Melton City Council and the projected population, Melton East PSP provides planning conditions for delivery of dwellings, community facilities and industrial land, a diverse range of open space and community infrastructure, ensuring development will accommodate the future population and support investment in critical infrastructure, while also preserving and protecting important natural landmarks such as Kororoit Creek.

The draft Melton East PSP has the vision to:

"....be sustainability-focused precinct delivering a network of walkable, safe and attractive neighbourhoods which leverage the natural beauty of the Kororoit Creek conservation area and wetlands. As an important piece in the Melton Economic Corridor located along the Western Freeway, the PSP will unite the surrounding precincts and key destinations, including Cobblebank Metropolitan Activity Centre, Aintree Major Town Centre and the Melton Township."

The Melton East PSP will plan for approximately 2,000 jobs and 12,908 dwellings, with seven (7) hallmarks that guide development within the precinct. These hallmarks that guide development are:

- Viable Densities;
- Safe, Accessible and Well-connected;
- Connect People to Jobs and Higher Order Services;
- High Quality Public Realm;
- Services & Destinations;
- Thriving Local Economies; and
- Infrastructure Coordination.

We generally support these hallmarks as they seek to:

- Provide viable densities by encouraging housing diversity and housing options in residential developments throughout the precinct area.
- Provide safe, accessible and well-connected road network by delivering an arterial road upgrades, off-road cycle paths, footpaths, pedestrian and cyclist crossings through the precinct area.
- Provide access to job opportunities and encourage other non-residential services and facilities to develop a thriving local economy and activity centres within walking distance throughout the precinct.
- Provide for high quality public realm by delivering tree canopy coverage; passive irrigated street trees; good solar orientation; conservation areas; and integrated water management solutions.
- Services & destinations and infrastructure coordination by providing essential and upgrading infrastructure.

3.2 Land Use Budget for Parcel 11 (471-497 Mount Cottrell Road Grangefields)

Within the draft Melton East PSP, 471-497 Mount Cottrell Road Grangefields is identified as Parcel 11, as seen in Figure 4 below.

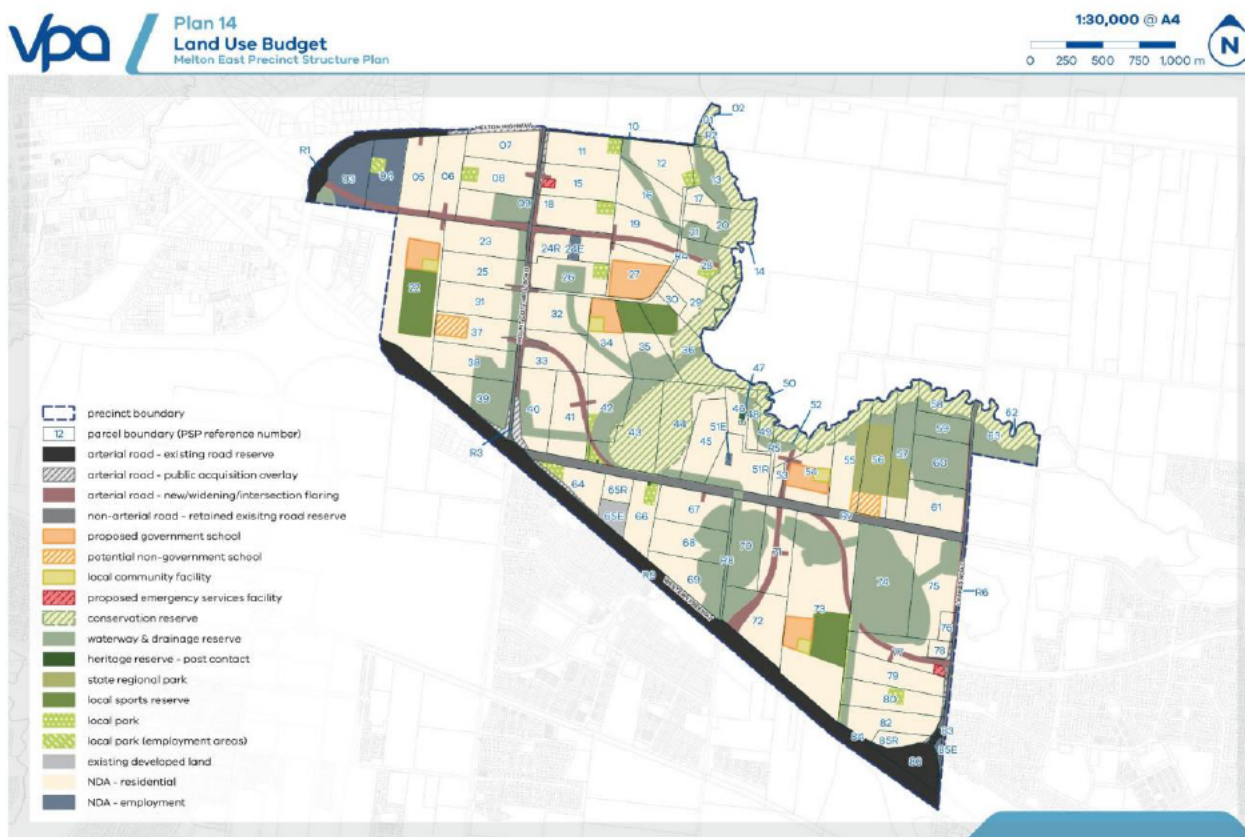


FIGURE 4: LAND USE BUDGET MAP (SOURCE: MELTON EAST PSP)

According to the draft Property-Specific Land Use Budget, the subject site has a total area of 12ha, with this land available for residential development. The draft Property-Specific Land Use Budget reflects that the subject site must provide:

- 0.42ha for Arterial Road – Public Acquisition Overlay (to allow for Mount Cottrell Road upgrade);
- 0.15ha for Arterial Road – New / Widening / Intersection Flaring (to allow for the Mount Cottrell Road and Melton Highway Intersection); and
- 1ha for Local Network Park.

This results in a Net Developable Area (NDA) of approximately 10.44ha for residential development.

For Parcel 11, the Place Based Plan (as depicted visually within Figure 5) shows:

- Residential land being centrally located on the site;
- Arterial road – public acquisition overlay along the western boundary of the site;
- Credited open space (local park) located in the north eastern portion of the site; and
- An area of increased density located in the north eastern portion of the site surrounding the local park.

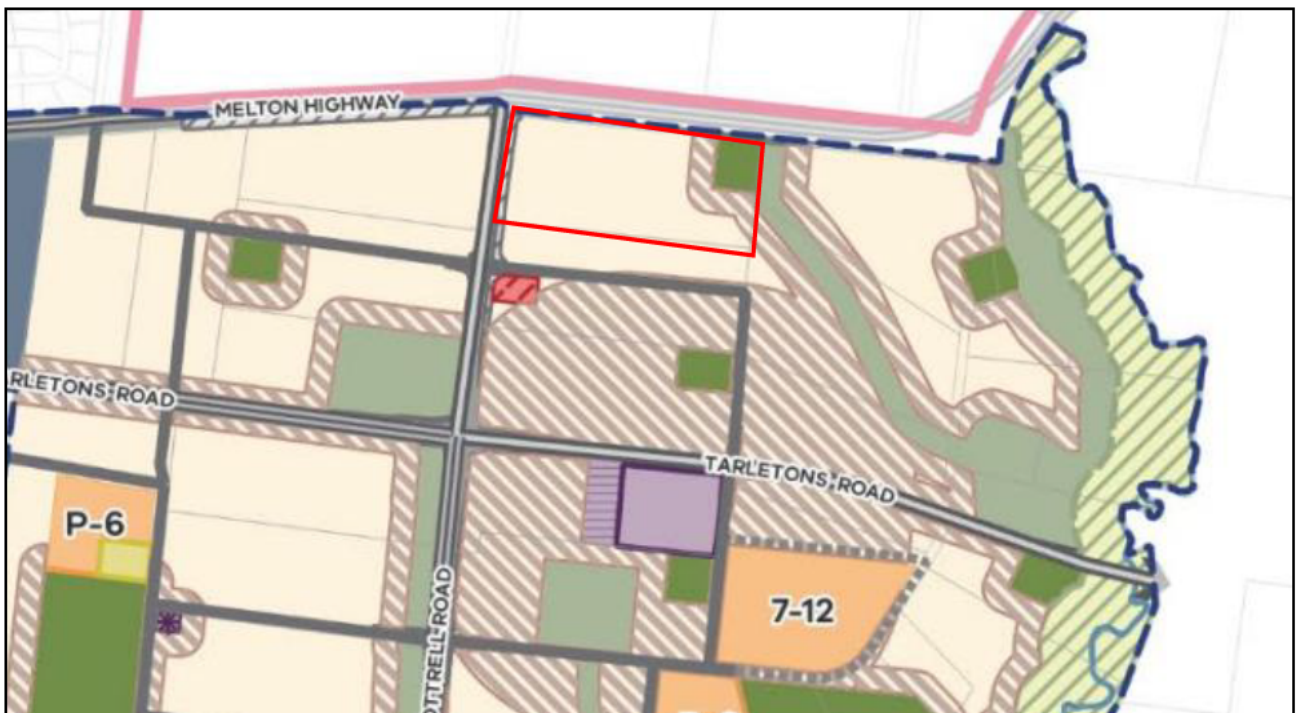


FIGURE 5: SNIP OF PLACE BASED PLAN (SOURCE: MELTON EAST PSP)

The requirements for Parcel 11 are generally in accordance with our client's vision for the land, however, it is our submission that the siting of the local park should be reconsidered. This is discussed further in Section 3.6 of this report under Hallmark 4 – High Quality Public Realm.

3.3 Hallmark 1 - Viable Densities

The Melton East PSP outlines the housing plan depicted in Figure 6 below.



FIGURE 6: HOUSING PLAN (SOURCE: MELTON EAST PSP)

This hallmark outlines two (2) requirements which are relevant to the subject land, Amenity Area (standard) and Balance Area, which is outlined below in Table 1 and Table 2.

TABLE 1: AMENITY AREA (STANDARD)

Amenity Area (Standard)	
Housing Catchment Area	Applies to land within 50m walkable catchment of open space, local convenience centres, the Principal Public Transport Network and future public transport corridors (Leakes Road and Tarletons Road)
Minimum Density	Average of 30 dwellings or more per NDHa
Target Typologies	<p><u>Typologies</u></p> <p>To support delivery of diverse housing outcomes in amenity areas, planning applications should enable opportunities to deliver at least three (3) different housing typologies. The mix of dwelling typologies should include, but is not limited to:</p> <ul style="list-style-type: none"> • Integrated/apartment developments • Attached multi-unit developments/townhouse developments • Semi-detached/duplex style developments (e.g. Small Lot Housing Code products). <p><u>Decision Guidance</u></p> <ul style="list-style-type: none"> • Low to mid-rise developments should be prioritised around schools, the periphery of amenity areas, and adjoining Kororoit Creek. • Small Lot Housing Code products should be located abutting other amenity areas however the provision of higher densities (and associated housing typologies) should be safeguarded in future waves of development. • Social and affordable housing and key worker accommodation should be located around key destination hubs and close to the bus capable roads.

TABLE 2: BALANCE AREA

Balance Area	
Housing Catchment Area	Applies to land which is located outside of the nominated amenity areas.
Target Density	Average of 20 dwellings or more per NDHa
Target Typologies	<p><u>Typologies</u></p> <p>To support delivery of diverse housing outcomes in balance areas, planning applications should enable opportunities to deliver at least two (2) different housing typologies. The mix of dwelling typologies should include, but is not limited to:</p> <ul style="list-style-type: none"> • Attached townhouse development

	<ul style="list-style-type: none"> • Semi-detached/duplex style development • Detached traditional style housing • Multi-unit low-rise social and affordable housing • Retirement living • Small Lot Housing Code products (in limited cases). <p><u>Decision Guidance</u></p> <ul style="list-style-type: none"> • Housing in the balance area should generally comprise detached and semi-detached typologies, however, more intensive forms of development may be provided in proximity to areas of higher amenity, or where it can be demonstrated that a positive contribution will be made to the emerging place identity.
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The housing requirements outlined in the PSP are generally in accordance with our client's vision for the land.

The housing plan in Figure 6 reflects a Balanced Area for majority of the subject site, while the north eastern portion is identified to be an area of Amenity Area (standard). The placement of these areas attempts to promotes connectivity to surrounding areas while providing a diversity of housing options throughout the site.

The Balanced Area has a target density of an average of twenty (20) dwellings or more per NDHa, with the option of various housing typologies such as attached townhouse developments and detached traditional style housing. While Amenity Area (standard) has a target density of an average of 30 dwellings or more per NDHa; with the option of various housing typologies such as integrated/apartment developments and duplex style developments (under the Small Lot Housing Code).

An Amenity Area surrounding the subject site's local park is ideal as it takes advantage of the amenity provided as a result of being in close proximity to this asset, and so it is logical to have an increased density in this area. However, as mentioned above, we believe a change to the exact location of the local park is required, as it will assist in providing more Amenity Area land on site and greater passive surveillance of the park

The provision of increased density also provides connectivity to surrounding green space areas and adjoining parcels via the wetland/reserve that encompasses the Amenity Area (standard), which is consistent with the surrounding land to the east (Parcel 12) and south east (Parcel 16).

The remaining portion of the subject site is proposed as Balanced Area, which is also consistent with the adjoining parcel to the south (Parcel 15).

3.4 Hallmark 2 - Safe, Accessible and Well-Connected

The Melton East PSP outlines the movement network plan depicted in Figure 7 below.

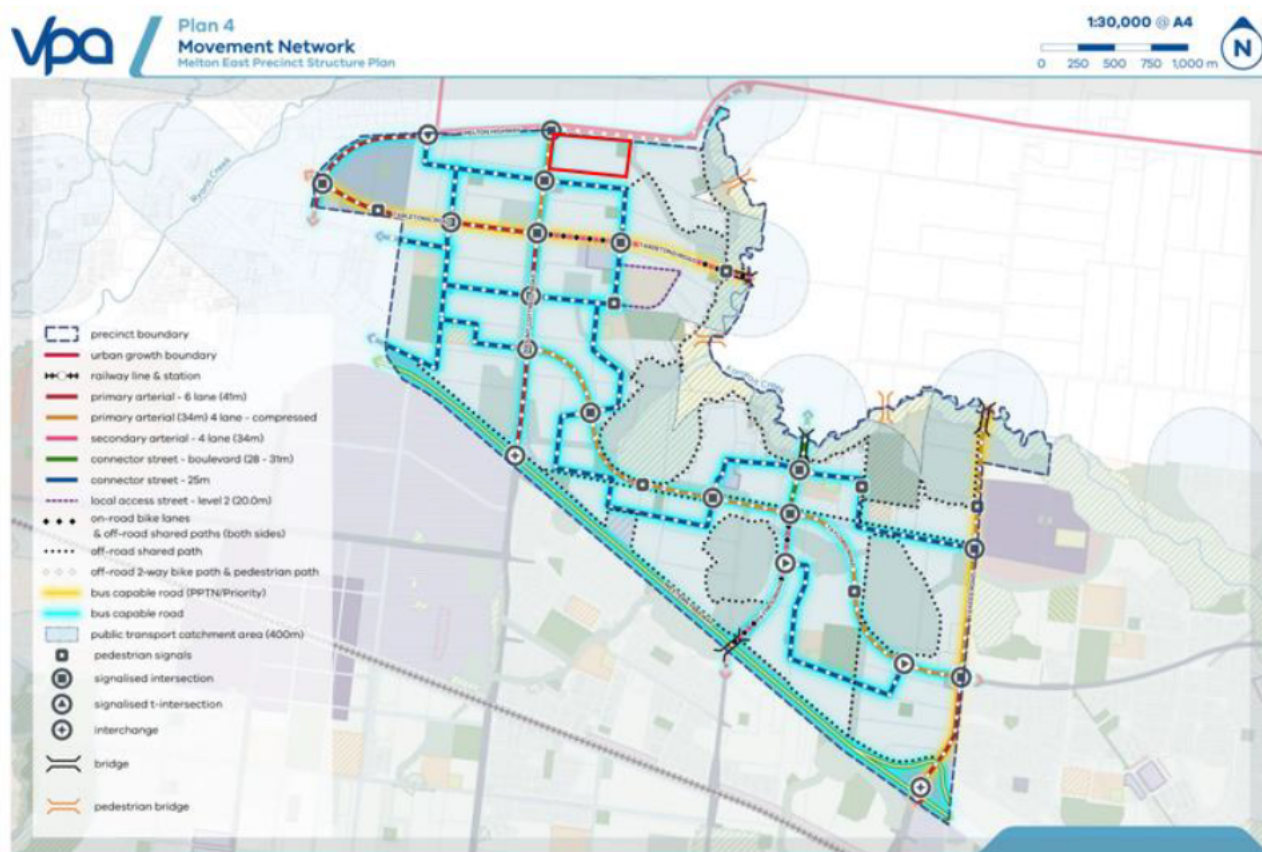


FIGURE 7: MOVEMENT NETWORK PLAN (SOURCE: MELTON EAST PSP)

The movement network outlined in the PSP is generally in accordance with our client's vision for the land, however further design considerations in relation to access may need to be made.

We acknowledge the need to upgrade Mount Cottrell Road to accommodate the significant increase in population projected for Melton East PSP and are aware that the portion of Mount Cottrell Road within the Toolern PSP boundaries is being upgraded in a similar manner and so this northern portion of this arterial road will need to align with that southern section.

We note the upgrade of Melton Highway is also essential for the development of Melton East PSP. The existing road characteristics/conditions are outlined in Table 3 below.

TABLE 3: EXISTING ROAD CHARACTERISTICS/CONDITIONS

Road Name	Classification	Carriageway Configuration	Road Width	Reserve	Speed Zone	Daily Volume (AADT)
Melton Highway	Arterial	7.0m sealed, 2 lanes	Varies, 20m-60m		70km/h / 80km/h	20,000 vpd

The draft PSP proposes Melton Highway to become a 6-lane arterial road and is justified through the daily volumes recorded for all scenarios being consistent with the provision of a 6-lane arterial road. This arterial road is outside the Melton East PSP's boundaries and therefore not part of the Precinct Infrastructure Plan, however the intersections are within the PSP boundaries and so may need further consideration.

The junction where Mount Cottrell Road and Melton Highway intersect is located at the north west corner of the subject site and is proposed to be a signalised intersection. Mount Cottrell Road is to be a primary arterial road (34m) 4 lane compressed road, which runs along the site's western boundary. Mount Cottrell Road is also identified to be a bus capable road in the future.

Given the traffic volume that will regularly pass Parcel 11 (along both Melton Highway and Mount Cottrell Road), a portion of this north west corner would be ideal for a future service station. As with all service stations, especially those that are accessed via major arterial road network, safe access including deceleration for entry is required.

Upon review of the concept plans for IN-02 (see Figure 8), a deceleration lane has been designed to allow those vehicles traveling west when turning south down Mount Cottrell Road. If this corner of the subject site is to be a potential service station, ideally access would be available from the Melton Highway interface as well as the Mount Cottrell Road interface. Given the above, we request that the intersection design consider potentially lengthening the deceleration lane so access may be able to be obtained.

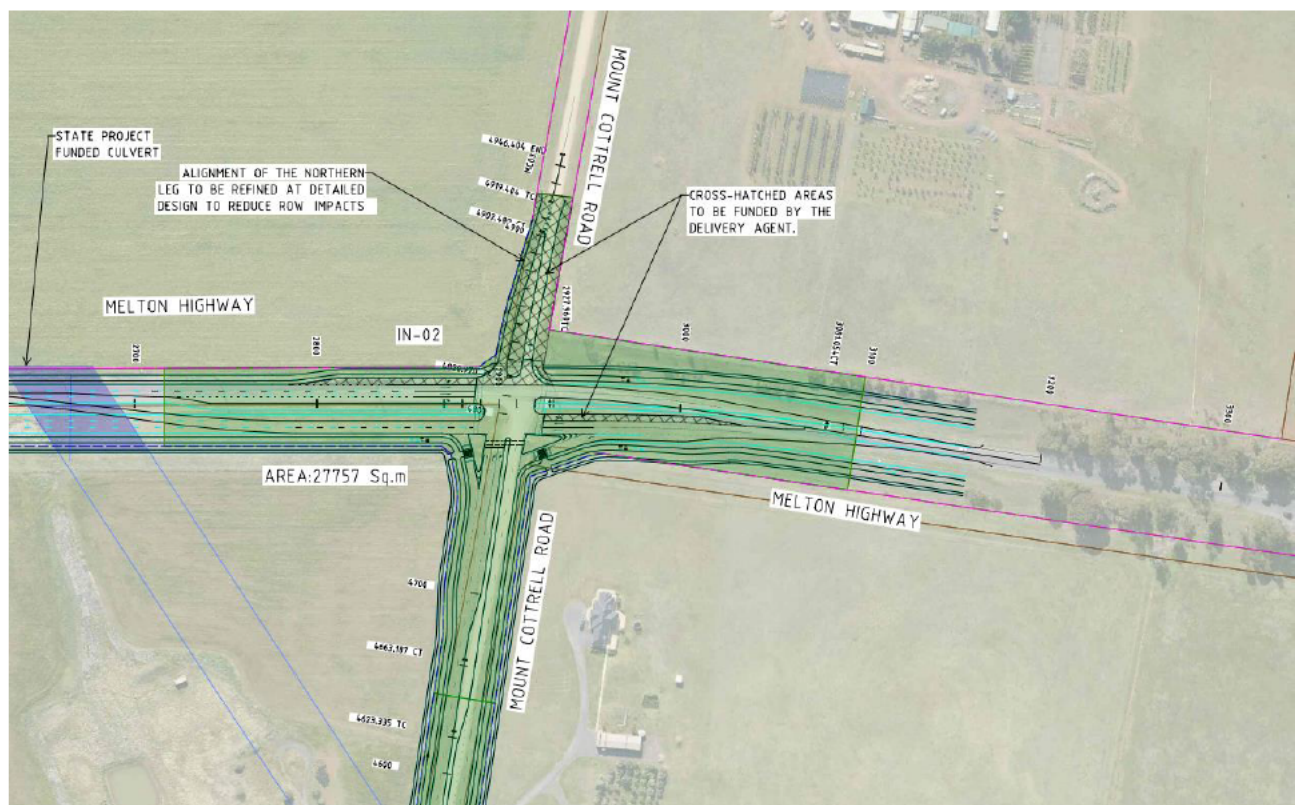


FIGURE 8: CONCEPT DESIGN OF IN-02 (SOURCE: ICP TRANSPORT CONCEPT DESIGNS & COSTS)

It is likely that any access from the northern boundary would require a service lane to be able to do so in a safe manner, and as such we propose that consideration should be given to using the green belt land that is sandwiched between the subject land's northern boundary and Melton Highway, which is currently vested in Melton City Council. This would use this land in a more effective manner and supports the potential development of a service station on the subject site along this corner abutting the signalised intersection.

Additionally, a service station in this location may be ideal as it is on the significant corner of Mount Cottrell Road and Melton Highway, being a gateway to the growing community within Melton East PSP.

Outside of the matter above, the abutting lot to the south (Parcel 15) has a connector street that runs east-west through the centre of the site and down the eastern boundary towards the south. This connector road connects to Mount Cottrell through another signalised intersection. The connector road is also identified to have an off-road 2-way bike path and pedestrian path. The location of this connector road on Parcel 15 is ideal

as it provides a transport network that is efficient to provide essential access to the proposed emergency services facility located along the western boundary of the parcel.

Furthermore, the off-road shared path located along the wetlands/reserve area within the abutting parcel to the east (Parcel 16) includes an off-road shared path. The location of this path is ideal as it connects to the subject site local park establishing safe and accessible connections to open spaces and the wider Kororiot Creek Corridor.

3.5 Hallmark 3 - Connect people to Jobs and Higher Order Services

The Melton East PSP outlines the employment and activity centre network plan depicted in Figure 9 below.

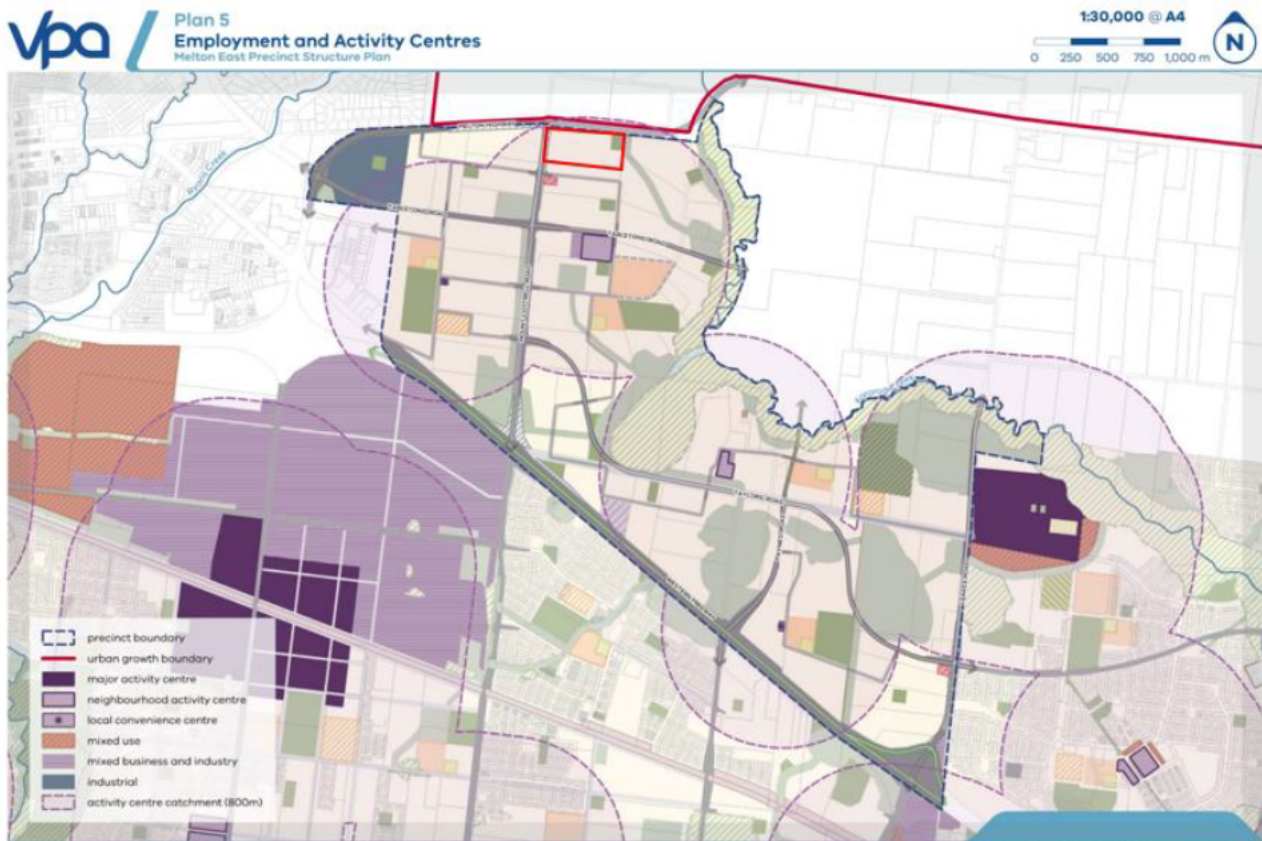


FIGURE 9: EMPLOYMENT AND ACTIVITY CENTRE PLAN (SOURCE: MELTON EAST PSP)

The employment and activity centres outlined in the PSP are generally in accordance with our client's vision for the land.

The subject site, in addition to the abutting parcels of land (Parcel 12, Parcel 15, Parcel 16) are within the area identified as the Activity Centre Catchment (800m). This is due to their proximity to the proposed neighbourhood activity centre located on Parcel 24E.

The catchment area allows for future residents to access jobs and services via active transport routes in accordance with Objective 14. Furthermore, the location of the proposed neighbourhood centre reduces the need for local workers to travel out of the region for employment in accordance with Objective 10.

Overall, being within the activity centre catchment provides a great amount of opportunity for the future residents of this area.

3.6 Hallmark 4 - High Quality Public Realm

The Melton East PSP outlines the public realm plan as depicted in Figure 10 and the Native Vegetation Retention and Removal Plan as depicted in Figure 11, both seen below.



FIGURE 10: PUBLIC REALM PLAN (SOURCE: MELTON EAST PSP)

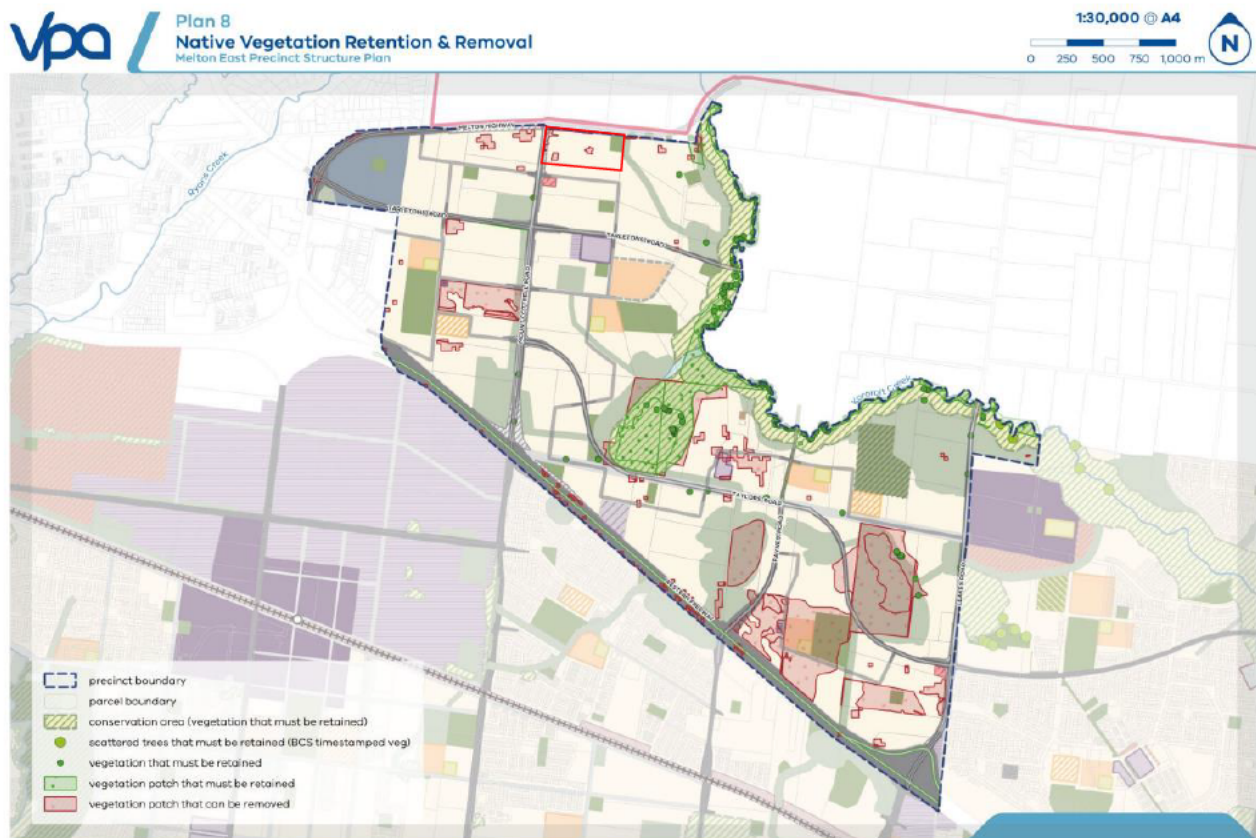


FIGURE 11: NATIVE VEGETATION RETENTION AND REMOVAL (SOURCE: MELTON EAST PSP)

The public realm outlined in the PSP is generally in accordance with our client's vision for the land, however reconsideration should be given to the location of the local park.

The subject site is identified to provide open space (LP-03) with an area of 1Ha that will be vested in Melton City Council. Figure 10 shows the location of the proposed local park which will be available for all future residents, although the park area encompasses the local park catchment area of 400m and therefore, there are no abutting parcels that need to provide additional local parks.

The general location of the local park aligns with Objective 15 to provide open space that meets the needs of the community, however if a local park is needed within the boundaries of Parcel 11, we request that it be moved slightly to the south. This will allow additional dwellings to overlook this open space asset (from along its northern boundary) providing for passive surveillance and amenity, rather than providing momentary views of this asset while travelling along Melton Highway.

Although we acknowledge the benefit of transient views of open space from arterial roads (in this case Melton Highway), this portion of the highway has expansive views of the Green Wedge Zone to the north. This relocation not only increases passive surveillance from more dwellings but increases the housing supply that can take advantage of this immediate amenity and outlook.

Regarding the practicality of this request, the subject land contains a few trees shown on the Aboriginal Cultural Values Plan. These are all graded as Mod B value and are located abutting the north boundary and southern boundary of the site – see Figure 12 below.

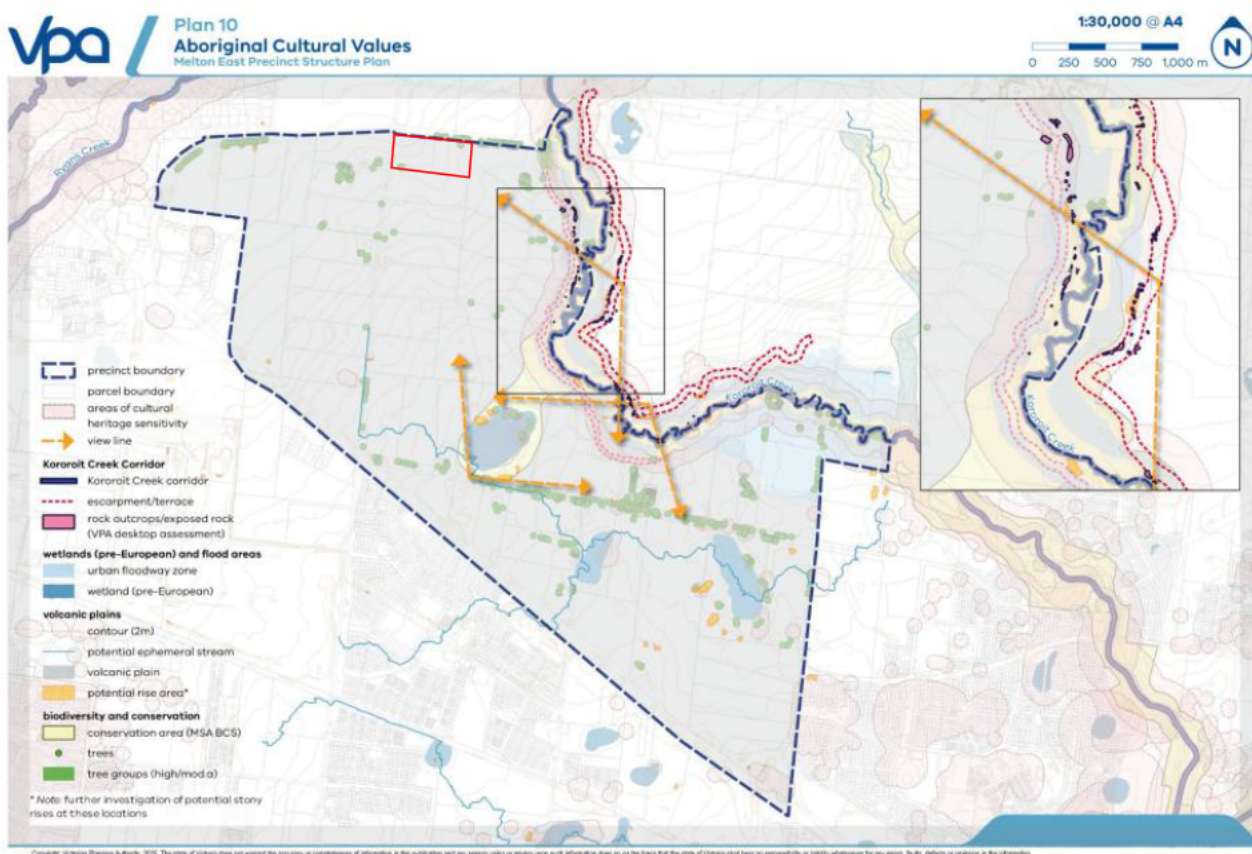


FIGURE 12: SNIP OF ABORIGINAL CULTURAL VALUES PLAN (SOURCE: MELTON EAST PSP)

The Native Vegetation Retention and Removal Plan (shown at Figure 11) reflects that the southern trees can be removed, however the northern trees have been encompassed into the local park area due to the proposed park location.

Upon review of the Arboricultural Assessment Report prepared by Tree Logic, we can confirm these two trees (Tree 102 and Tree 103) are not of substantial value or significance (see except in snip below), and therefore if the local park was to be relocated slight further south, it is likely that these trees may also be noted for removal under the Native Vegetation Retention and Removal Plan.

102	5	<i>Eucalyptus microcarpa</i>	Grey Box	Early-mature	Indigenous (Planted)	1	35	12 x 8	Fair	Fair	Mod.B	>40 y
103	5	<i>Eucalyptus melliodora</i>	Yellow Box	Semi-mature	Victorian native	1	35	13 x 8	Fair	Fair	Mod.B	21-40 y

FIGURE 13: SNIP OF ARBORICULTURAL ASSESSMENT REPORT (SOURCE: TREE LOGIC)

Currently the majority of the native vegetation that can be removed from the subject site, including patches that are located along the western boundary of the land (along Mount Cottrell Road) and two patches located towards the centre of the site. No part of the land is identified to have any native vegetation to be retained, this reduces the constraints on the subject site and allows for the best design consideration when being developed in the future.

Adjoining parcel lots (Parcel 12 and Parcel 16), contains waterways and drainage which abuts the subject lands local park along the eastern boundary. The waterways and drainage contain a Bushfire Hazard Area A (18m), along both sides of the waterway/drainage area, which also abuts the eastern boundary of the subject lands local park provision.

Given the above, although we are seeking for the local park to be placed slight further south, it continues to be ideal for it to remain along this eastern boundary, as this improves resilience to climate change and natural disasters while creates sustainable landscapes, which directly aligns with Objectives 21 and 23.

Furthermore, the location of the abutting waterway and drainage to the local park provides enhancement and integration of areas towards Kororoit Creek.

3.7 Hallmark 5 – Services and Destinations

This hallmark's requirements and guidelines do not directly affect Parcel 11, however we are generally supportive of what is proposed.

3.8 Hallmark 6 – Thriving Local Economy

This hallmark's requirements and guidelines do not directly affect Parcel 11, however we are generally supportive of what is proposed.

3.9 Hallmark 7 - Infrastructure Coordination

The Melton East PSP outlines the infrastructure and development staging plan depicted in Figure 14 below.

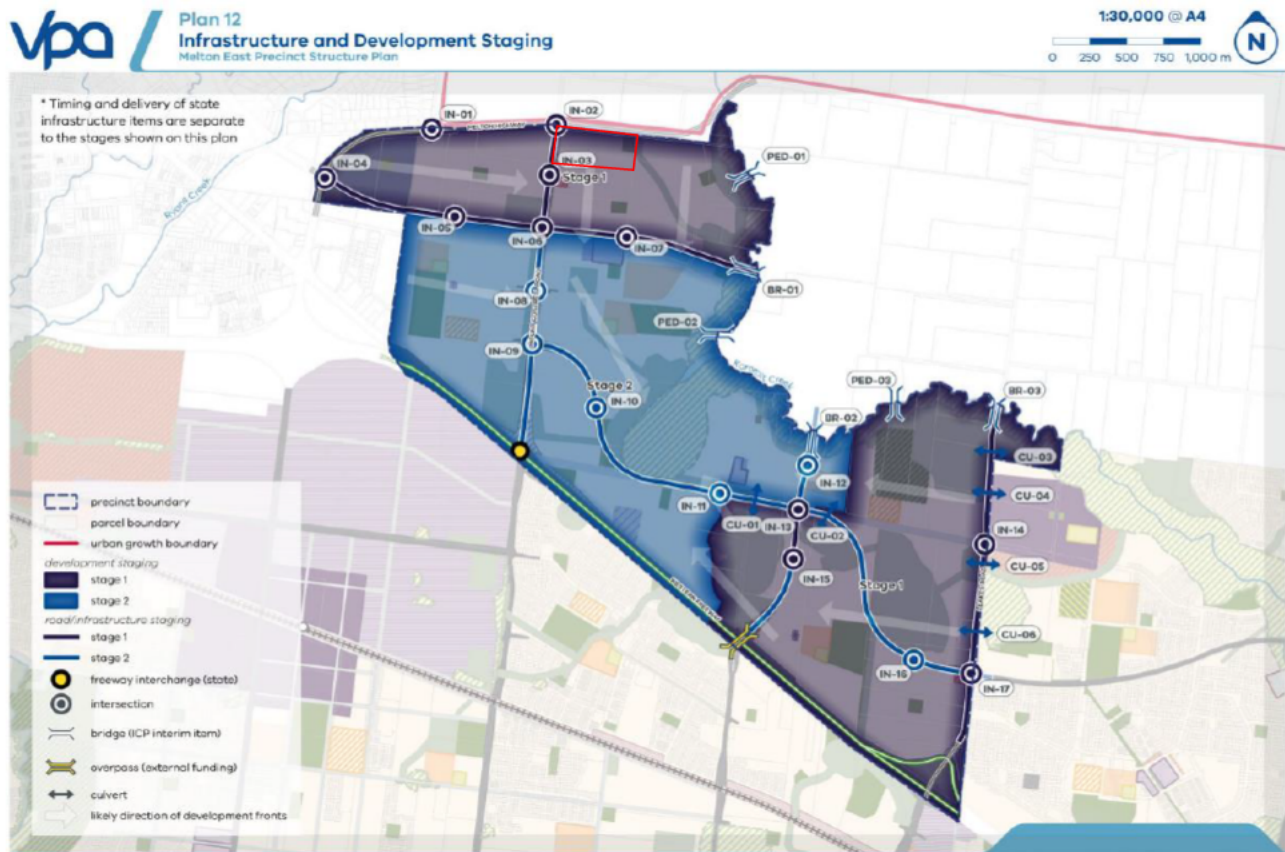


FIGURE 14: INFRASTRUCTURE AND DEVELOPMENT STAGING PLAN (SOURCE: MELTON EAST PSP)

The infrastructure coordination outlined in the PSP is generally in accordance with our client's vision for the land.

The subject site is located within Stage 1 of the Melton East PSP as shown in the infrastructure and developing staging plan at Figure 14. In addition to the subject site, the intersection that abuts in the northwestern corner of the parcel along Mount Cottrell Road and Melton Highway (identified as IN-02) is also to be included within Stage 1.

The land parcel to the south (Parcel 15) also has access to an intersection located within Stage 1 (identified as IN-03) further enhancing the accessibility of this stage and area. Additionally, all abutting land parcels with the subject land are also located within Stage 1.

Overall, our client is supportive of this staging as they intend to commence the development process soon after gazettal. They wish to help expediate the release of land and address the housing crisis currently being experienced within Victoria, therefore being located within Stage 1 is ideal to assist in that process and expediting timeframes.

4 DRAFT INFRASTRUCTURE CONTRIBUTION PLAN (ICP)

The Melton East PSP is supported by the Melton East Infrastructure Contribution Plan (ICP), which will be incorporated into the Melton Planning Scheme in the future.

The ICP sets out the essential infrastructure requirements and expected contribution arrangements delivered as part of the development process.

Below in Table 2 of the Melton East PSP Infrastructure Contribution Plan outlines the monetary component for development. For residential development, the standard levy is \$256,650 per ha, plus a supplementary levy of \$342,933.55 per ha, coming to a total of \$599,583.55. This is a substantial cost to any land development project and significantly higher than others in the past even when considering indexation. Although we acknowledge construction costs have significantly increased since the Melton East PSP process commenced and this PSP has a variety of complex infrastructure challenges, especially due to crossing Kororoit Creek, a levy of this size is likely to affect residential affordability within this growth area.

Table 1 Monetary component ICP levy summary

CLASS OF DEVELOPMENT	NET DEVELOPABLE AREA (HECTARES)	LEVY RATE	LEVY TO BE PAID
STANDARD LEVY			
Residential development	480.60	\$256,650.00	\$123,345,805.21
Commercial and industrial	21.28	\$147,562.00	\$3,139,887.69
Subtotal	501.88		\$126,485,692.90
SUPPLEMENTARY LEVY			
Residential	480.60	\$342,933.55	\$164,813,618.64
Commercial and industrial	21.28	\$342,933.55	\$7,297,087.60
Subtotal	501.88		\$172,110,706.25
TOTAL LEVY			
Residential	480.60	\$599,583.55	\$288,159,423.86
Commercial and industrial	21.28	\$490,495.55	\$10,436,975.29
Total	501.88		\$298,596,399.14

FIGURE 15: SNIP OF MONETARY COMPONENT (SOURCE: MELTON EAST ICP)

Table 2 of the Melton East PSP Infrastructure Contribution Plan outlines that land contribution percentage of 13.11% for the residential development and 10.06% for commercial or industrial development. We appreciate that the land contribution for commercial and industrial areas is significantly higher than past ICPs, however we note that this charge area is a very small portion of the Melton East PSP.

The ICP identifies the subject site for residential use with a Parcel ID ME-11, and a proposed total contribution area of 11.58ha. This is due to the public purpose land that will be contributed, including 0.15 ha for transport, and 1 ha for residential community and recreation, leading to a total parcel contribution of 1.15 ha which is 9.89%. As such, the subject site will have a land equalisation amount of 0.37 hectares.

5 CONCLUSION

It is submitted that the draft Melton East PSP highlights the unique opportunities and intended use of the land at 471-497 Mount Cottrell Road Grangefields, identified as Parcel 11.

The submission has discussed the proposed hallmarks in relation to the subject site and wider area. As noted throughout the report, general support is provided for the themes and related objectives of the draft PSP as it presents the opportunity to achieve a net community benefit by:

- Providing a diversity of housing options and an increase housing densities, both within the subject site and the draft PSP more generally.
- The upgrade of Mount Cottrell Road, including the Melton Highway intersection to ensure easy access into the site and accommodating the future increase in traffic volume from development of the area.
- The proximity to the off-road shared path located within the abutting parcel to the east (Parcel 16) establishes a safe and accessible connection to other open spaces and the wider Kororoit Creek Corridor and enhancing liveability to the future local residents.
- The subject site is within the Activity Centre Catchment (800m) connecting future residents to a range of job opportunities, facilities and services.
- The subject site is located within the proposed Stage 1 of the draft PSP which aligns with our client's preferred timeframe for development and ensures the sequencing of development occurs in an orderly manner.

However, we request some refinement to ensure the best development opportunity and net community benefit is provided. These include:

- Relocate the local park (LP-03) slightly further south to allow for Amenity Area (standard) to surround all boundaries of the local park.
- Subsequent to above, inclusion of Tree 102 and Tree 103 for removal within the Native Vegetation Retention and Removal Plan; and
- Design considerations of IN-02 to allow for northern access to the subject site and the potential for the north west corner to be a service station in the future.

Outside of the above requests, overall the draft Melton East PSP is generally in accordance with our client's vision for the land at 471-497 Mount Cottrell Road Grangefields, and we look forward to continue being involved in Melton East PSP process.

Egis Consulting Pty Ltd

www.egis-group.com



CONTACT US

Egis Consulting Pty Ltd

Level 18, 530 Collins Street

MELBOURNE VIC 3000

(03) 9650 4644