

Appendix 2 – Land Use Budget

Melton East Precinct Structure Plan



Table 24 – Summary land use budget

DESCRIPTION	AREA (HA)	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (ha)	1,005		
TRANSPORT			
Arterial Road - Existing Road Reserve	66.03	6.57%	12.93%
Arterial Road - Public Acquisition Overlay	6.31	0.63%	1.24%
Arterial Road - New / Widening / Intersection Flaring (ICP land)	35.01	3.48%	6.85%
Existing Public Acquisition Overlay	1.89	0.19%	0.37%
Non-Arterial Road - Retained Existing Road Reserve	28.47	2.83%	5.57%
SUB-TOTAL TRANSPORT	137.71	13.70%	26.96%
COMMUNITY & EDUCATION			
ICP Community Facilities	3.60	0.36%	0.70%
Government School	22.40	2.23%	4.39%
Potential Non-Government School	6.00	0.60%	1.17%
Emergency Services	1.00	0.10%	0.20%
SUB-TOTAL COMMUNITY & EDUCATION	33.00	3.28%	6.46%
OPEN SPACE			
UNCREDITED OPEN SPACE & REGIONAL OPEN SPACE			
Conservation Reserve	91.68	9.12%	17.95%
Heritage	1.84	0.18%	0.36%
Flood Risk Area	33.37	3.32%	6.53%
Waterway and Drainage Reserve	132.72	13.20%	25.99%
UTILITIES EASEMENTS			
Escarpment	9.03	0.90%	1.77%
SUB-TOTAL UNCREDITED OPEN SPACE & REGIONAL OPEN SPACE	268.63	26.73%	52.60%
CREDITED OPEN SPACE			
Local Network Park (ICP land)	11.46	1.14%	2.24%
Local Sports Reserve (ICP land)	24.00	2.39%	4.70%
Regional Sports Reserve (ICP land)	10.95	1.09%	2.14%
Encumbered Regional Open Space	4.05	0.40%	0.79%
SUB-TOTAL CREDITED OPEN SPACE	50.46	5.02%	9.88%
TOTAL ALL OPEN SPACE	319.09	31.75%	62.48%
OTHER (UNCREDITED LAND)			
Utilities Sub-stations / facilities (acquired by relevant authority)	1.00	0.10%	0.20%
Existing Commercial Land	3.62	0.36%	0.71%
SUB-TOTAL OTHER	4.62	0.46%	0.90%
TOTAL NET DEVELOPABLE AREA – (NDA) Ha	510.69	50.81%	
NET DEVELOPABLE AREA – RESIDENTIAL (NDAR) Ha	489.11	48.66%	
NET DEVELOPABLE AREA – EMPLOYMENT (NDAE) Ha	21.58	2.15%	

Table 25 – Property-specific land use budget

Parcel ID	Total Area (ha)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE								OTHER			Total Net Developable Area (Hectares)	Total Contribution Land (Hectares)	Transport (Hectares)	Residential Community and Recreation (Hectares)	Commercial & Industrial Community and Recreation (Hectares)	
		Arterial Road – Existing Road Reserve	Arterial Road – Public Acquisition Overlay	Arterial Road - New / Widening / Intersection Flaring (ICP land)	Non-Arterial Road – Retained Existing Road Reserve	Existing Public Acquisition Overlay	Government School	Potential Non-Government School	ICP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve	Escarpment	Local Sports Reserve (ICP land)	Local Network Park (ICP land)	Heritage	Regional Sports Reserve (ICP land)	Encumbered Regional Open Space	Flood Risk Area	Utilities Sub-stations / facilities (acquired by relevant authority)	Existing Commercial Land						Emergency Services
ME-01	1.69	-	-	-	-	-	-	-	-	1.65	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-02	0.25	-	-	-	-	-	-	-	-	0.25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-03	12.15	-	-	1.41	-	-	-	-	-	-	1.40	-	-	-	-	-	-	-	-	-	-	9.34	10.74	1.41	-	-
ME-04	11.57	-	-	0.94	-	-	-	-	-	-	-	-	0.50	-	-	-	-	-	-	-	-	10.12	11.57	0.94	-	0.50
ME-05	11.56	-	-	0.86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.70	11.56	0.86	-	-
ME-06	11.56	-	-	1.01	-	0.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.15	11.16	1.01	-	-
ME-07	11.59	-	-	0.22	-	1.48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.89	10.11	0.22	-	-
ME-08	11.56	-	0.06	0.03	-	-	-	-	-	-	-	-	1.00	-	-	-	-	-	-	-	-	10.47	11.50	0.03	1.00	-
ME-09	11.56	-	0.07	2.17	-	-	-	-	-	-	4.69	-	-	-	-	-	-	-	-	-	-	4.63	6.80	2.17	-	-
ME-10	1.32	1.14	-	-	-	-	-	-	-	0.12	-	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-11	12.00	-	0.42	0.14	-	-	-	-	-	-	-	-	1.00	-	-	-	-	-	-	-	-	10.44	11.58	0.14	1.00	-
ME-12	12.01	-	-	-	-	-	-	-	-	-	0.91	-	1.00	-	-	-	-	-	-	-	-	10.09	11.09	-	1.00	-
ME-13	10.47	-	-	-	-	-	-	-	-	5.37	-	4.08	-	-	-	-	-	-	-	-	-	1.02	1.02	-	-	-
ME-14	3.26	-	-	-	-	-	-	-	-	3.21	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-15	12.00	-	0.25	0.28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50	10.97	11.25	0.28	-	-	
ME-16	12.00	-	-	-	-	-	-	-	-	-	2.74	-	-	-	-	-	-	-	-	-	-	9.27	9.27	-	-	-
ME-17	1.95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.95	1.95	-	-	-	
ME-18	12.00	-	0.17	0.55	-	-	-	-	-	-	-	-	1.00	-	-	-	-	-	-	-	-	10.28	11.83	0.55	1.00	-
ME-19	12.00	-	-	1.81	-	-	-	-	-	-	0.58	-	-	-	-	-	-	-	-	-	-	9.62	11.43	1.81	-	-
ME-20	10.10	-	-	-	-	-	-	-	-	4.44	0.89	1.49	-	-	-	-	-	-	-	-	-	3.28	3.28	-	-	-
ME-21	2.00	-	-	-	-	-	-	-	-	-	1.83	-	-	-	-	-	-	-	-	-	-	0.17	0.17	-	-	-
ME-22	33.93	-	-	0.19	-	-	3.50	-	0.80	-	-	-	8.00	-	-	-	-	-	-	-	-	21.44	30.43	0.19	8.80	-
ME-23	12.00	-	0.04	0.09	-	-	-	-	-	-	1.15	-	-	-	-	-	-	-	-	-	-	10.72	10.81	0.09	-	-
ME-24E	1.25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.25	1.25	-	-	-	
ME-24R	10.75	-	0.10	2.59	-	-	0.98	-	-	-	-	-	-	-	-	-	-	-	-	-	7.08	9.67	2.59	-	-	

Parcel ID	Total Area (ha)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE									OTHER			Total Net Developable Area (Hectares)	Total Contribution Land (Hectares)	Transport (Hectares)	Residential Community and Recreation (Hectares)	Commercial & Industrial Community and Recreation (Hectares)
		Arterial Road - Existing Road Reserve	Arterial Road - Public Acquisition Overlay	Arterial Road - New / Widening / Intersection Flaring (ICP land)	Non-Arterial Road - Retained Existing Road Reserve	Existing Public Acquisition Overlay	Government School	Potential Non-Government School	ICP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve	Escarpment	Local Sports Reserve (ICP land)	Local Network Park (ICP land)	Heritage	Regional Sports Reserve (ICP land)	Encumbered Regional Open Space	Flood Risk Area	Utilities Sub-stations / facilities (acquired by relevant authority)	Existing Commercial Land	Emergency Services					
ME-25	12.00	-	0.03	0.24	-	-	-	-	-	-	0.99	-	-	1.00	-	-	-	-	-	-	-	9.75	10.99	0.24	1.00	-
ME-26	12.00	-	0.11	0.37	-	-	2.52	-	1.00	-	3.53	-	-	-	-	-	-	-	-	-	-	4.47	5.84	0.37	1.00	-
ME-27	12.00	-	-	0.10	-	-	8.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.50	3.60	0.10	-	-
ME-28	12.26	-	-	1.04	-	-	-	-	-	5.17	2.30	-	-	-	-	-	-	-	-	-	-	3.75	4.80	1.04	-	-
ME-29	10.11	-	-	-	-	-	-	-	-	4.80	-	0.02	-	-	-	-	-	-	-	-	-	5.28	5.28	-	-	-
ME-30	2.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.14	2.14	-	-	-
ME-31	12.00	-	0.01	0.08	-	-	-	-	-	-	1.16	-	-	-	-	-	-	-	-	-	-	10.75	10.83	0.08	-	-
ME-32	12.00	-	0.15	0.56	-	-	-	-	-	-	1.40	-	2.24	1.40	-	-	-	-	-	-	-	6.26	10.46	0.56	3.64	-
ME-33	12.00	-	0.38	2.08	-	-	-	-	-	-	0.12	-	-	-	-	-	-	-	-	-	-	9.42	11.51	2.08	-	-
ME-34	13.25	-	-	-	-	-	-	-	-	-	1.87	-	5.76	-	-	-	-	-	-	-	-	5.62	11.38	-	5.76	-
ME-35	13.05	-	-	-	-	-	-	-	-	0.46	4.51	-	-	-	-	-	-	-	-	-	-	8.08	8.08	-	-	-
ME-36	17.41	-	-	-	-	-	-	-	-	9.81	1.31	-	-	-	-	-	-	-	-	-	-	6.30	6.30	-	-	-
ME-37	12.00	-	0.07	0.33	-	-	-	3.00	-	-	1.62	-	-	-	-	-	-	-	-	-	-	6.98	7.31	0.33	-	-
ME-38	12.00	-	-	0.19	-	-	-	-	-	-	4.07	-	-	-	-	-	-	-	-	-	-	7.74	7.93	0.19	-	-
ME-39	12.00	-	0.96	0.10	-	-	-	-	-	-	6.11	-	-	-	-	-	-	-	-	-	-	4.84	4.94	0.10	-	-
ME-40	14.45	-	1.97	0.40	-	-	-	-	-	-	2.84	-	-	-	-	-	-	-	-	-	-	9.25	9.64	0.40	-	-
ME-41	14.61	-	-	1.68	-	-	-	-	-	-	1.48	-	-	-	-	-	-	-	-	-	-	11.45	13.13	1.68	-	-
ME-42	12.09	-	-	0.47	-	-	-	-	-	0.62	5.25	-	-	0.01	-	-	-	-	-	-	-	5.74	6.22	0.47	0.01	-
ME-43	19.01	-	-	0.58	-	-	-	-	-	14.58	3.45	-	-	0.29	0.06	-	-	-	-	-	-	0.04	0.91	0.58	0.29	-
ME-44	16.43	-	-	-	-	-	-	-	-	12.71	0.60	-	-	-	-	-	-	-	-	-	-	3.13	3.13	-	-	-
ME-45	12.07	-	-	0.01	-	-	-	-	-	-	0.82	-	-	-	-	-	-	-	-	-	-	11.24	11.24	0.01	-	-
ME-46	5.06	-	-	-	-	-	-	-	-	0.47	-	0.57	-	-	0.30	-	-	-	-	-	-	3.73	3.73	-	-	-
ME-47	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	0.11	-	-	-
ME-48	3.34	-	-	-	-	-	-	-	-	1.12	-	0.92	-	-	-	-	-	-	-	-	-	1.30	1.30	-	-	-
ME-49	3.53	-	-	-	-	-	-	-	-	2.52	-	0.67	-	-	-	-	-	-	-	-	-	0.34	0.34	-	-	-
ME-50	0.32	-	-	-	-	-	-	-	-	0.32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Parcel ID	Total Area (ha)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE									OTHER			Total Net Developable Area (Hectares)	Total Contribution Land (Hectares)	Transport (Hectares)	Residential Community and Recreation (Hectares)	Commercial & Industrial Community and Recreation (Hectares)
		Arterial Road - Existing Road Reserve	Arterial Road - Public Acquisition Overlay	Arterial Road - New / Widening / Intersection Flaring (ICP land)	Non-Arterial Road - Retained Existing Road Reserve	Existing Public Acquisition Overlay	Government School	Potential Non-Government School	ICP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve	Escarpment	Local Sports Reserve (ICP land)	Local Network Park (ICP land)	Heritage	Regional Sports Reserve (ICP land)	Encumbered Regional Open Space	Flood Risk Area	Utilities Sub-stations / facilities (acquired by relevant authority)	Existing Commercial Land	Emergency Services					
ME-51E	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.30	0.30	-	-	-
ME-51R	11.75	-	-	0.01	-	-	-	-	-	-	0.75	-	-	1.00	-	-	-	-	-	-	-	9.99	11.00	0.01	1.00	-
ME-52	4.30	-	-	-	-	-	-	-	-	2.07	-	0.80	-	-	-	-	-	-	-	-	-	1.44	1.44	-	-	-
ME-53	1.62	-	-	0.12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.50	1.62	0.12	-	-
ME-54	13.78	-	-	0.51	-	-	-	-	-	2.35	-	-	-	-	-	-	-	-	-	-	-	10.92	11.44	0.51	-	-
ME-55	14.85	-	-	-	-	-	0.00	3.00	0.00	3.17	0.34	-	-	-	-	1.87	0.98	0.49	-	-	-	5.00	6.87	-	1.87	-
ME-56	14.85	-	-	-	-	-	2.20	-	0.80	1.94	-	-	-	-	-	5.62	3.07	1.23	-	-	-	-	6.42	-	6.42	-
ME-57	12.82	-	-	-	-	-	1.30	-	-	1.64	-	-	-	-	-	3.46	-	5.58	-	-	-	0.85	4.31	-	3.46	-
ME-58	5.96	-	-	0.00	-	-	-	-	-	4.81	-	-	-	-	-	-	-	1.15	-	-	-	-	0.00	0.00	-	-
ME-59	6.34	-	-	0.18	-	-	-	-	-	-	-	-	-	-	-	-	-	6.16	-	-	-	-	0.18	0.18	-	-
ME-60	12.30	-	-	0.48	-	-	-	-	-	-	0.11	-	-	-	-	-	-	11.57	-	-	-	0.15	0.63	0.48	-	-
ME-61	12.25	-	-	0.44	-	-	-	-	-	-	0.42	-	-	-	-	-	-	1.56	-	-	0.50	9.34	9.77	0.44	-	-
ME-62	0.48	-	-	-	-	-	-	-	-	0.48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-63	12.10	-	-	0.03	-	-	-	-	-	6.43	-	-	-	-	-	-	-	5.64	-	-	-	-	0.03	0.03	-	-
ME-64	7.97	-	0.97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.00	7.00	-	-	-
ME-65E	3.62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.62	-	-	-	-	-	-
ME-65R	3.46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.46	3.46	-	-	-
ME-66	8.92	-	-	-	-	-	-	-	-	-	-	-	-	1.00	0.09	-	-	-	-	-	-	7.84	8.84	-	1.00	-
ME-67	11.97	-	-	0.17	-	-	-	-	-	-	1.65	-	-	-	-	-	-	-	-	-	-	10.15	10.32	0.17	-	-
ME-68	12.00	-	-	-	-	-	-	-	-	-	1.48	-	-	-	-	-	-	-	-	-	-	10.53	10.53	-	-	-
ME-69	12.02	-	-	-	-	-	-	-	-	-	3.76	-	-	-	-	-	-	-	-	-	-	8.25	8.25	-	-	-
ME-70	12.95	-	-	-	-	-	-	-	-	-	12.95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-71	12.95	-	-	2.23	-	-	-	-	-	-	5.03	-	-	-	-	-	-	-	-	-	-	5.69	7.93	2.23	-	-
ME-72	15.96	-	-	2.39	-	-	-	-	-	-	3.30	-	-	-	-	-	-	-	-	-	-	10.28	12.66	2.39	-	-
ME-73	55.05	-	-	2.98	-	-	3.50	-	1.00	-	4.77	-	8.00	0.80	0.85	-	-	-	-	-	-	33.15	45.93	2.98	9.80	-
ME-74	29.81	-	-	0.10	-	-	-	-	-	-	26.31	-	-	0.04	0.30	-	-	-	-	-	-	3.06	3.19	0.10	0.04	-

Parcel ID	Total Area (ha)	TRANSPORT					COMMUNITY & EDUCATION			OPEN SPACE									OTHER			Total Net Developable Area (Hectares)	Total Contribution Land (Hectares)	Transport (Hectares)	Residential Community and Recreation (Hectares)	Commercial & Industrial Community and Recreation (Hectares)
		Arterial Road - Existing Road Reserve	Arterial Road - Public Acquisition Overlay	Arterial Road - New / Widening / Intersection Flaring (ICP land)	Non-Arterial Road - Retained Existing Road Reserve	Existing Public Acquisition Overlay	Government School	Potential Non-Government School	ICP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve	Escarpment	Local Sports Reserve (ICP land)	Local Network Park (ICP land)	Heritage	Regional Sports Reserve (ICP land)	Encumbered Regional Open Space	Flood Risk Area	Utilities Sub-stations / facilities (acquired by relevant authority)	Existing Commercial Land	Emergency Services					
ME-75	20.03	-	-	0.82	-	-	-	-	-	-	6.54	-	-	-	-	-	-	-	-	-	-	12.67	13.50	0.82	-	-
ME-76	2.03	-	0.03	0.28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.72	2.00	0.28	-	-
ME-77	11.72	-	0.04	2.89	-	-	-	-	-	-	2.68	-	-	0.12	0.05	-	-	-	-	-	-	5.93	8.94	2.89	0.12	-
ME-78	2.02	-	0.08	0.25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.70	1.95	0.25	-	-
ME-79	11.74	-	0.05	0.36	-	-	-	-	-	-	1.03	-	-	0.14	0.07	-	-	-	-	-	-	10.09	10.59	0.36	0.14	-
ME-80	11.64	-	0.20	-	-	-	-	-	-	-	1.03	-	-	1.10	0.07	-	-	-	-	-	-	9.24	10.34	-	1.10	-
ME-81	0.10	-	-	-	0.10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-82	10.84	-	0.05	-	-	-	-	-	-	-	0.78	-	-	0.05	0.05	-	-	-	1.00	-	-	8.92	8.97	-	0.05	-
ME-83	0.27	-	-	-	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-84	0.67	0.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-85E	0.57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.57	0.57	-	-	-
ME-85R	3.26	-	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.17	3.17	-	-	-
ME-86	7.91	7.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total	913.03	9.72	6.30	34.76	0.37	1.89	22.40	6.00	3.60	90.48	130.59	8.65	24.00	11.46	1.84	10.95	4.05	33.37	1.00	3.62	1.00	506.98	591.75	34.76	49.51	0.50
ME-R1	7.85	7.85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-R2	0.83	-	-	-	-	-	-	-	-	0.60	-	0.23	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-R3	4.42	-	-	-	4.42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-R4	3.40	-	0.01	0.25	-	-	-	-	-	-	0.12	-	-	-	-	-	-	-	-	-	-	3.03	3.28	0.25	-	-
ME-R5	1.34	-	-	-	-	-	-	-	-	0.51	-	0.14	-	-	-	-	-	-	-	-	-	0.69	0.69	-	-	-
ME-R6	5.40	-	-	-	5.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-R7	18.67	-	-	-	18.27	-	-	-	-	0.09	0.32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-R8	1.70	-	-	-	-	-	-	-	-	-	1.70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ME-R9	48.47	48.47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total	92.08	56.31	0.01	0.25	28.09	-	-	-	-	1.19	2.13	0.38	-	-	-	-	-	-	-	-	-	3.71	3.96	0.25	-	-
Total PSP	1,005.11	66.03	6.31	35.01	28.47	1.89	22.40	6.00	3.60	91.68	132.72	9.03	24.00	11.46	1.84	10.95	4.05	33.37	1.00	3.62	1.00	510.69	595.71	35.01	49.51	0.50

Appendix 3 – Activity Centre performance requirements & guidelines and design criteria

Table 26 – Activity centre performance requirements and guidelines

Activity centre element	Performance requirements	Performance guidelines
Key design elements	1. Must address all relevant elements of the Urban Design Guidelines of Victoria. 2. Must integrate the activity centre core with the surrounding neighbourhoods, public transport, and community facilities. 3. A centralised village square to be provided that will act as forecourt to the mixed use and focal point for surrounding retail and residential uses. 4. The main streets to be designed to include dense canopy tree provision, outdoor dining and pedestrian activity and on-street parking.	1. Should respond to the surrounding site features, including the waterways, open space areas and other points of interest to create views and connections and the stories of the place. 2. Should provide a neighbourhood with a pedestrian and active transport priority, with a focus on creating a resilient and accessible 20-minute neighbourhood. 3. Mixed-use precincts should provide retail and/or office and commercial at ground level and primarily residential above ground level. 4. Minimise barriers to pedestrian, bicycle/micro-mobility active transport access to the centre, notably across the north south connector boulevard road and loading and car parking areas. 5. Development blocks should be based on a permeable layout to enable flexibility to suit a variety of land uses and allow viable short-term development as well as efficient long-term evolution.

Table 27 – Activity centre design principles

Design principles	Design outcomes
Neighbourhood Activity Centre <i>Design the Neighbourhood Activity Centre to be pedestrian friendly and accessible by all modes of transport, while enabling private vehicle access. The Neighbourhood Activity Centre should be easily, directly, and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service, and delivery vehicles with priority given to pedestrian movement, amenity convenience and safety.</i>	– Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations adjacent to the Neighbourhood Activity Centre. – Bus stops should be provided to the satisfaction of the Department of Transport and Planning. – Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. – The design of buildings within the Neighbourhood Activity Centre should have a relationship with and should interface to the public street network. – Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. – Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. – Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. – On street car parking should be provided either as parallel or angle parking to encourage short stay parking. – Car parking ingress and egress crossovers should be grouped and limited. – Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. – The design of the Neighbourhood Activity Centre should integrate climate resilience design outcomes as outlined within the <i>Melton East PSP Climate Resilience Assessment Implementation Plan</i> (HipVHype, July 2023). – Streets, public spaces, and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above. – Facilitate pedestrian connectivity between the Neighbourhood Activity Centre and Small Local Enterprise Precinct to provide an integrated community experience.

Appendix 4 – Neighbourhood Activity Centre Concept Plans

Figure 3 — Northern neighbourhood activity centre

- anchor retail
- speciality retail
- office/commercial
- mixed use
- shop-top housing
- small local enterprise
- high quality public realm/town square/ pedestrian priority
- active frontage
- activated building edge
- key pedestrian link
- shared zone
- built form demarcation
- threshold treatment
- internal access
- car parking
- car park access
- loading zone
- local town centre
- business/small local enterprise precinct
- government school
- higher density residential
- drainage reserve
- 6-lane arterial
- 4-lane arterial
- local road

NOTE:
Plan is an example of how the Activity Centre Performance Requirements, Guidelines and Design Criteria can be met. Development is not expected to be generally in accordance with this concept plan.

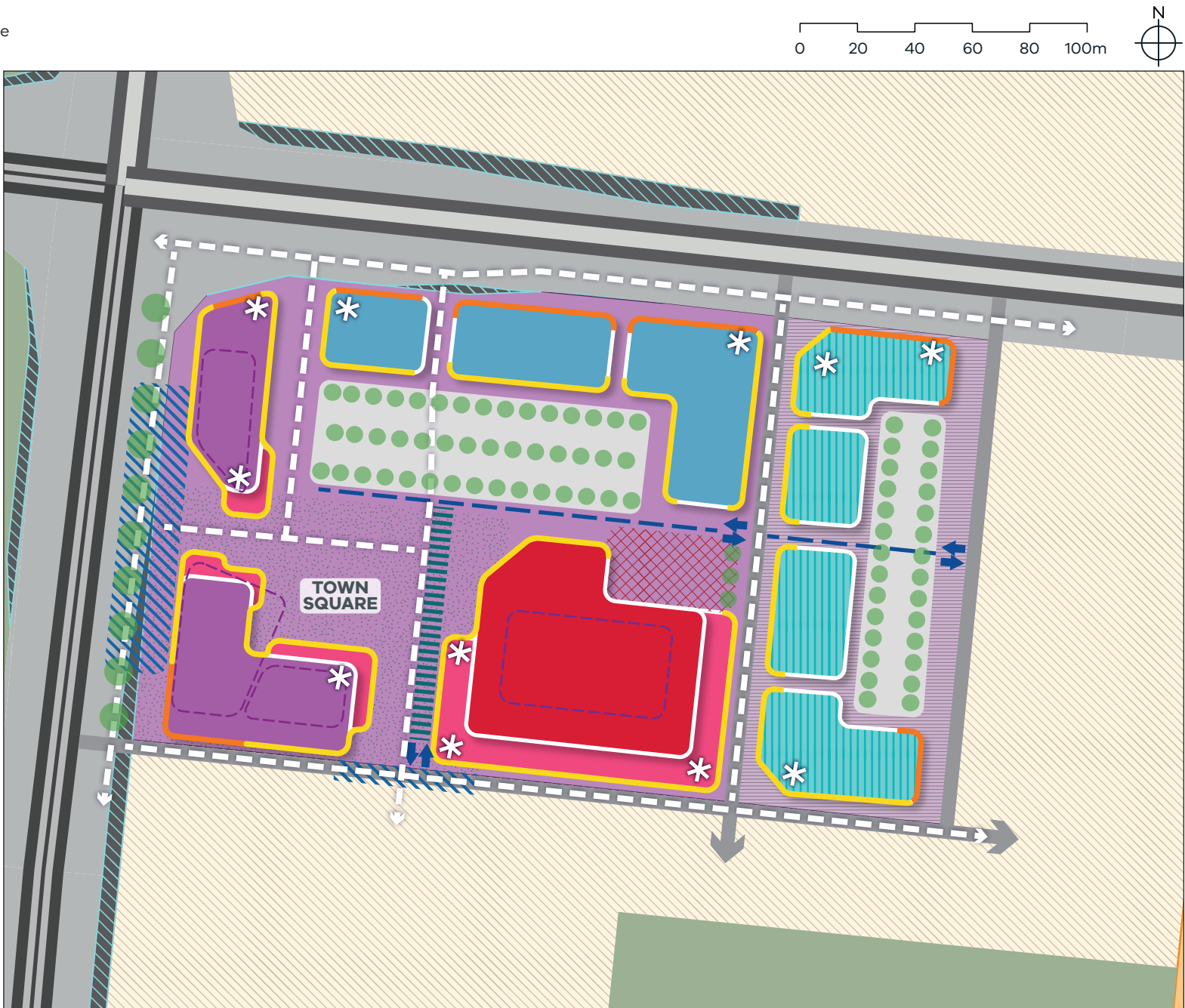
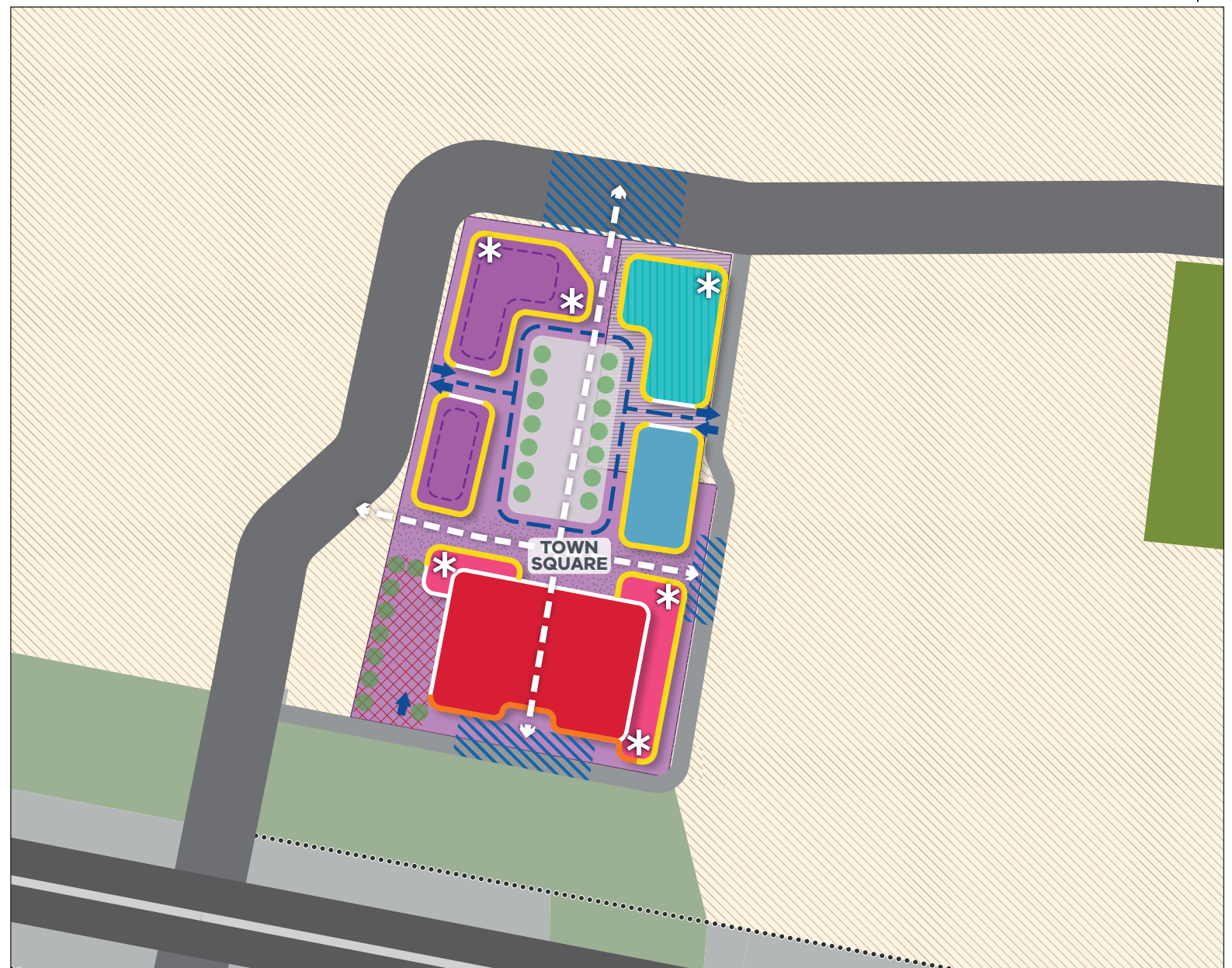


Figure 4 — Central neighbourhood activity centre

- anchor retail
- speciality retail
- office/commercial
- mixed use
- shop-top housing
- small local enterprise
- high quality public realm/town square/
pedestrian priority
- active frontage
- activated building edge
- key pedestrian link
- ✱ built form demarcation
- threshold treatment
- internal access
- car parking
- car park access
- loading zone
- local town centre
- business/small local enterprise precinct
- local park
- higher density residential
- Growling Grass Frog conservation
- drainage reserve
- off-road cycle path
- off-road shared path
- 4-lane arterial
- connector road
- local road
- road reserve

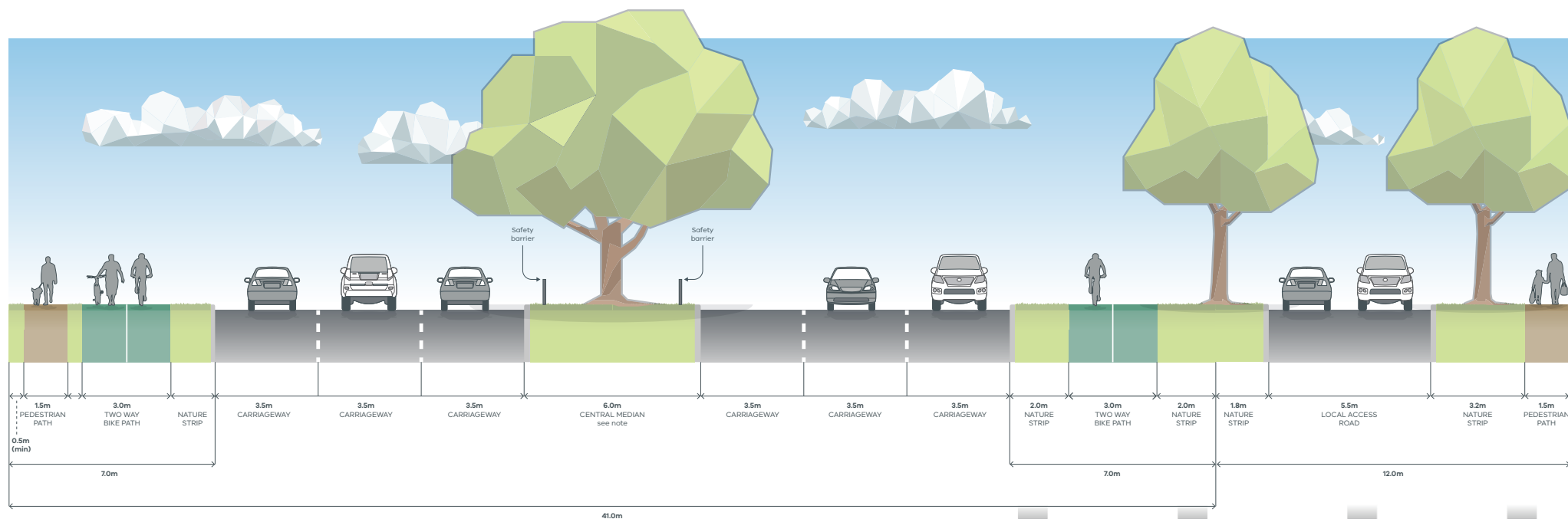
NOTE:

Plan is an example of how the Activity Centre Performance Requirements, Guidelines and Design Criteria can be met. Development is not expected to be generally in accordance with this concept plan.



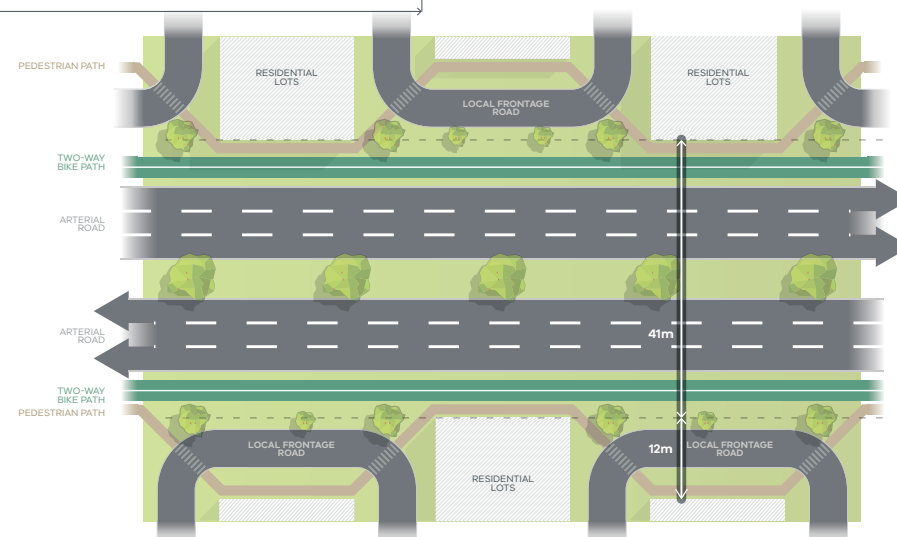
Appendix 5 – Standard road cross sections Primary Arterial 80km/h - 6 Lane (41m)

VPA Standard Cross Section



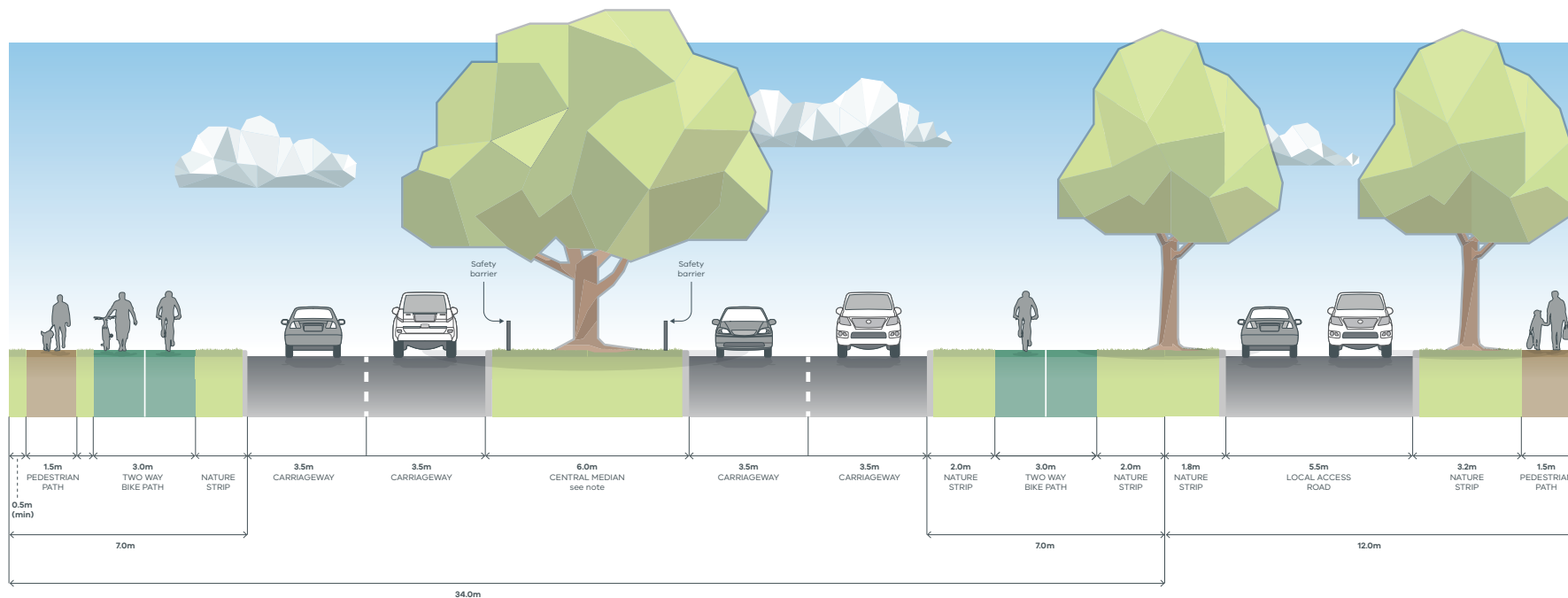
NOTES:

- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required.
- Depending on context, a shared path can replace the separated footpath and bike path within the arterial road reserve, on both sides, subject to approval from the Responsible Authority



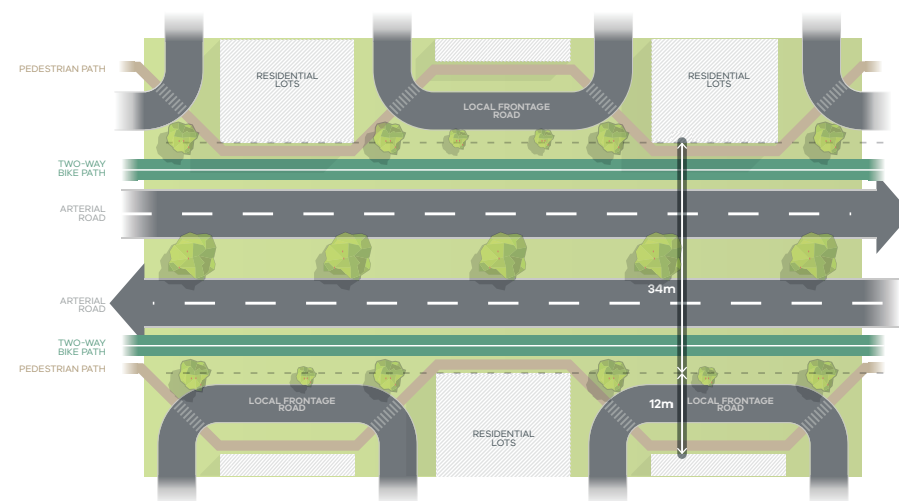
Primary Arterial 80km/h - 4 Lane (34m)

VPA Standard Cross Section



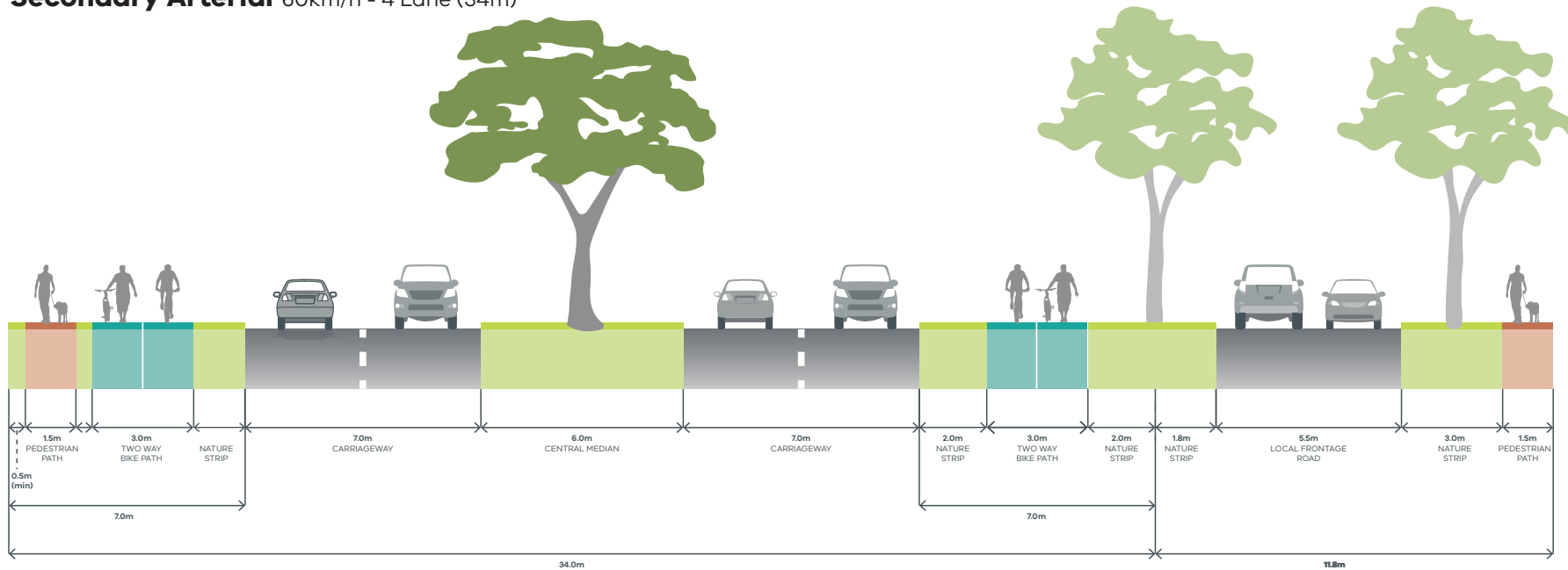
NOTES:

- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required.
- Depending on context, a shared path can replace the separated footpath and bike path within the arterial road reserve, on both sides, subject to approval from the Responsible Authority



Streetscape Cross Section

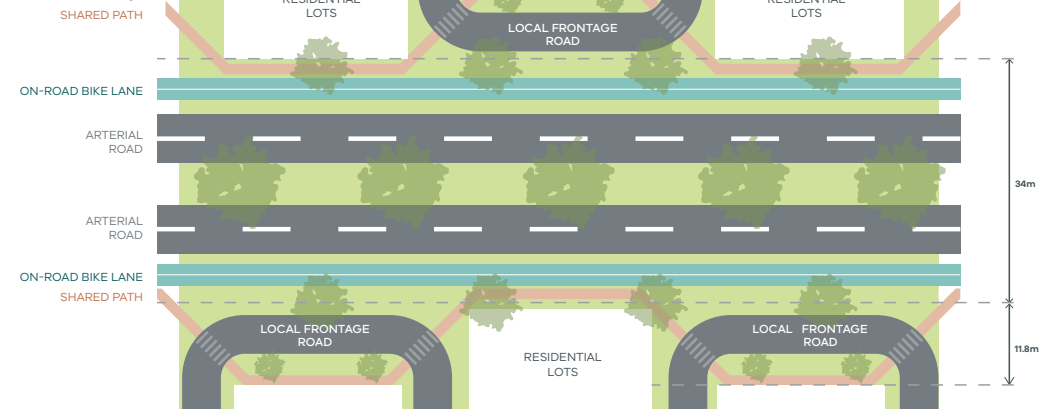
Secondary Arterial 60km/h - 4 Lane (34m)



NOTES:

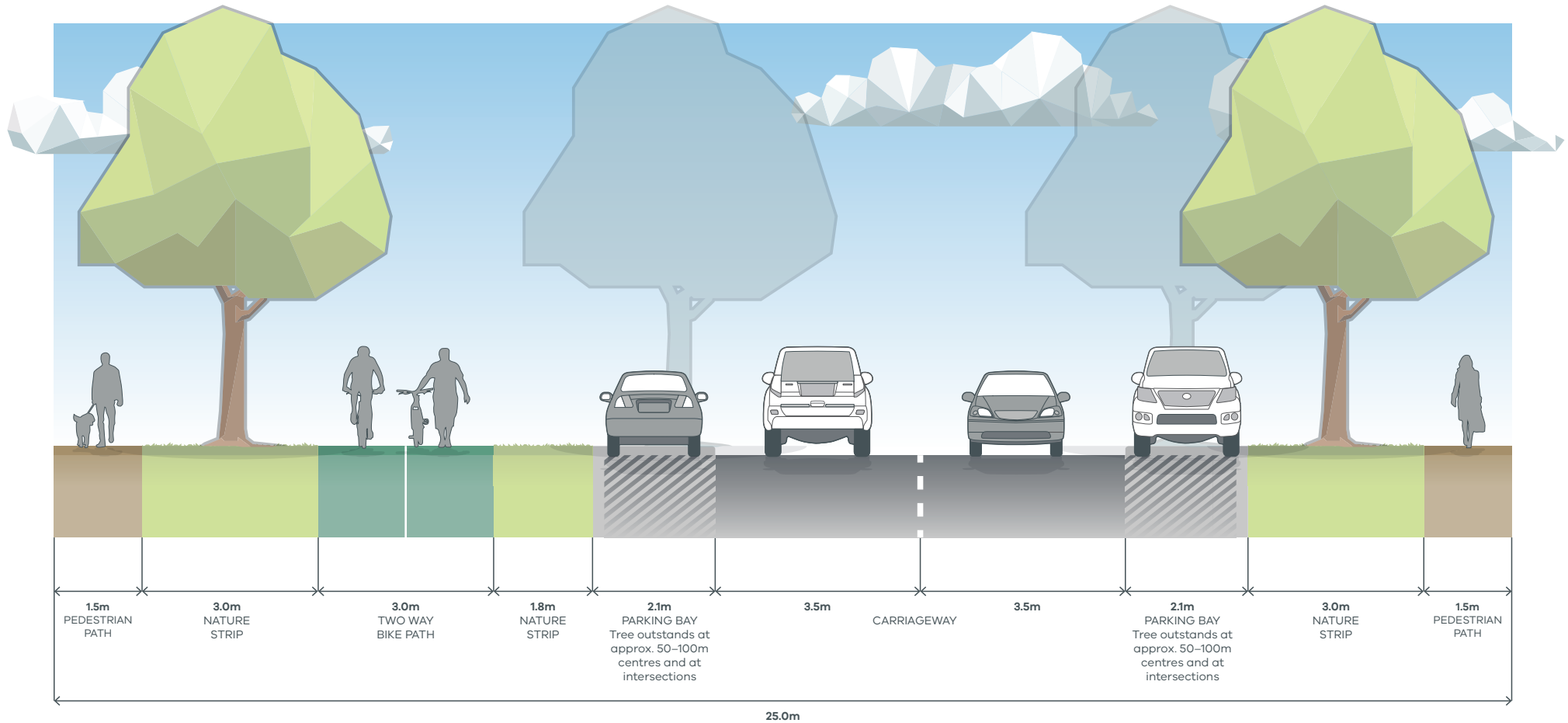
- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- Cross section indicative, final location of infrastructure and landscaping to be developed at detailed design stage.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcomes. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers where required.
- Depending on context, a shared path can replace the separated footpath and bike path within the arterial road reserve, on both sides, subject to approval from the Responsible Authority.

Inset Plan (indicative only)



Connector Street (25m)

VPA Standard Cross Section

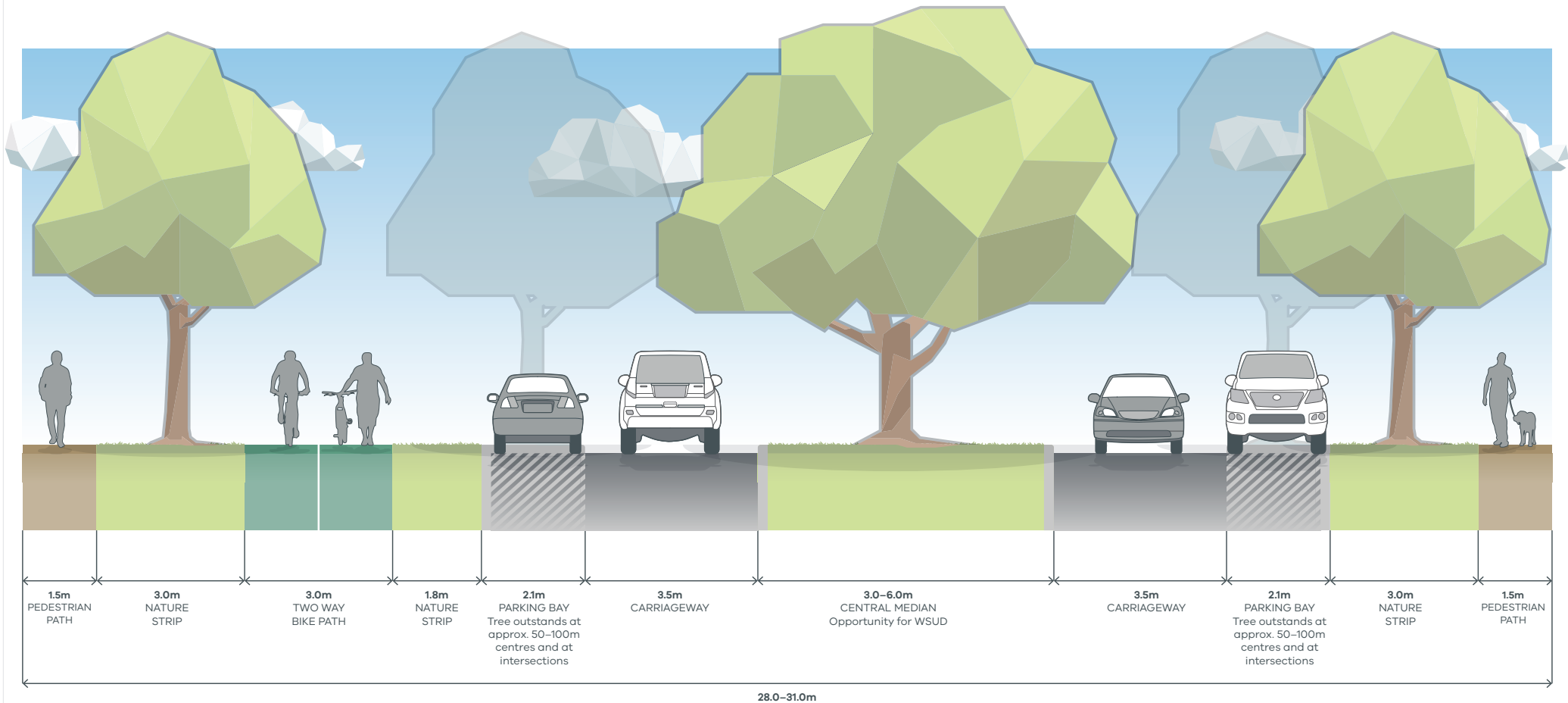


NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and throughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variation to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

Connector Street Boulevard (28–31m)

VPA Standard Cross Section



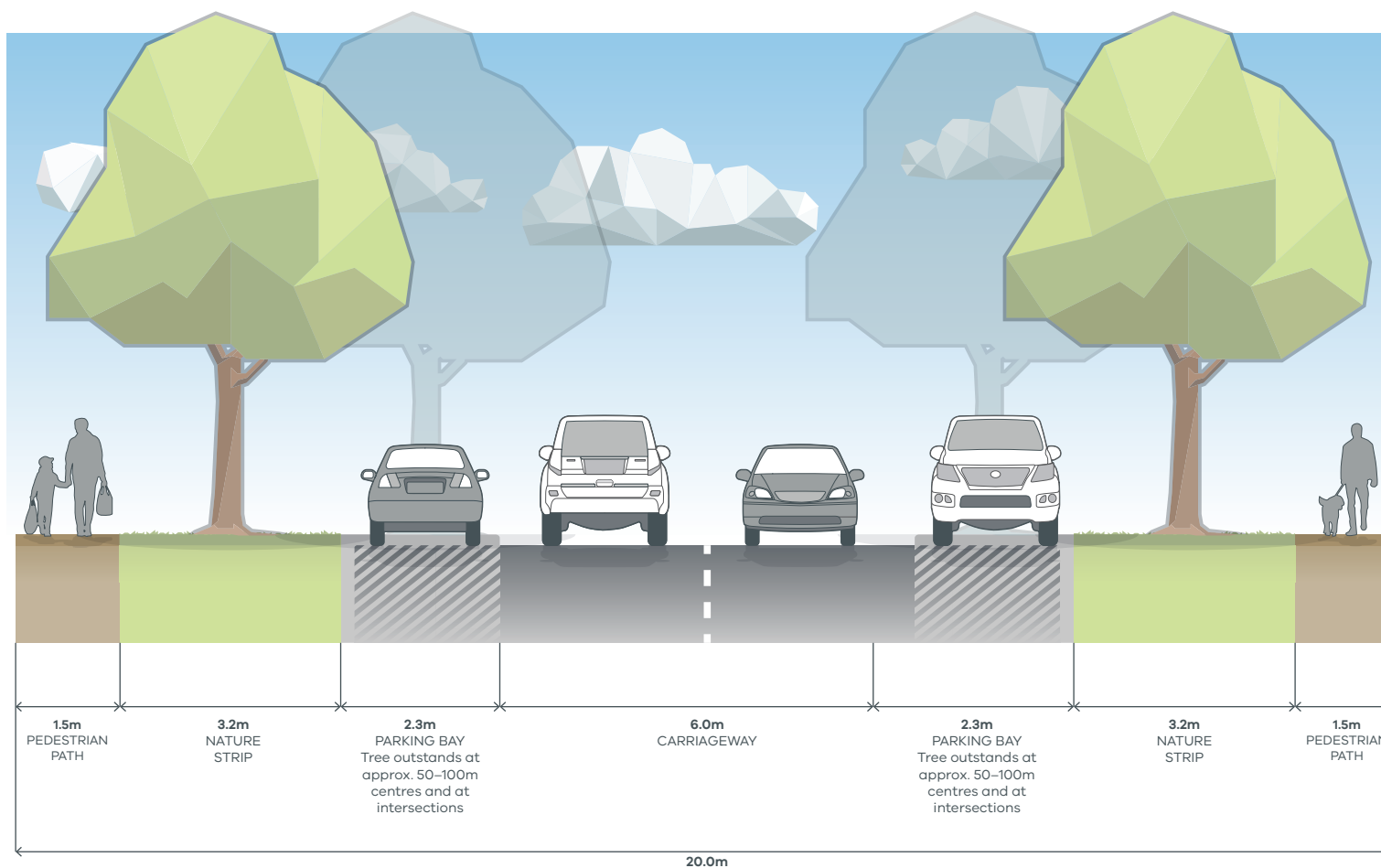
NOTES:

- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granitic sand or other pavements. Canopy tree planting must be incorporated into additional paved area.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.

- Kerb to central median is to be SM2 semi-mountable kerb.
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings.
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

Local Access Street Level 2 (20m)

VPA Standard Cross Section



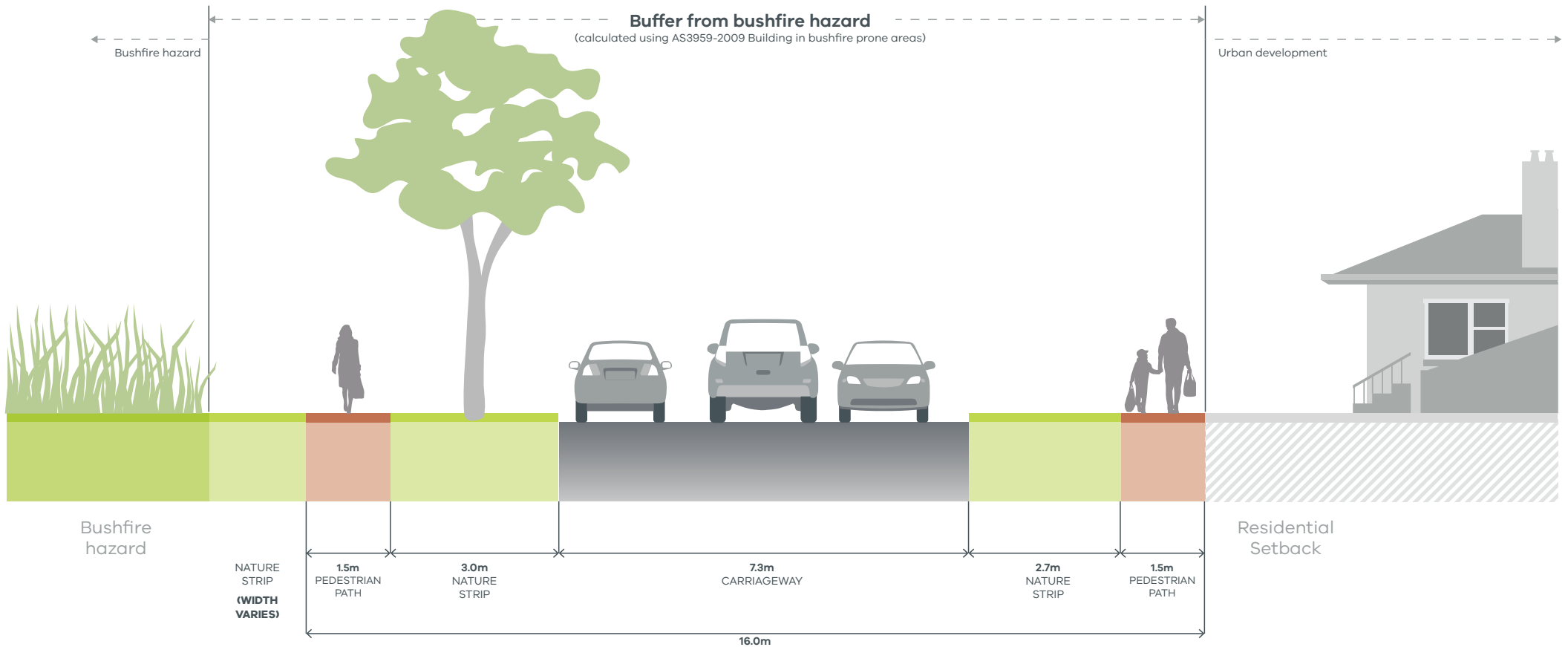
NOTES:

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb.
- Verge widths may be reduced where roads abut open space within the consent of the responsible authority.

Streetscape Cross Section

Bushfire Hazard Buffer Treatment Local Access Street Level 1

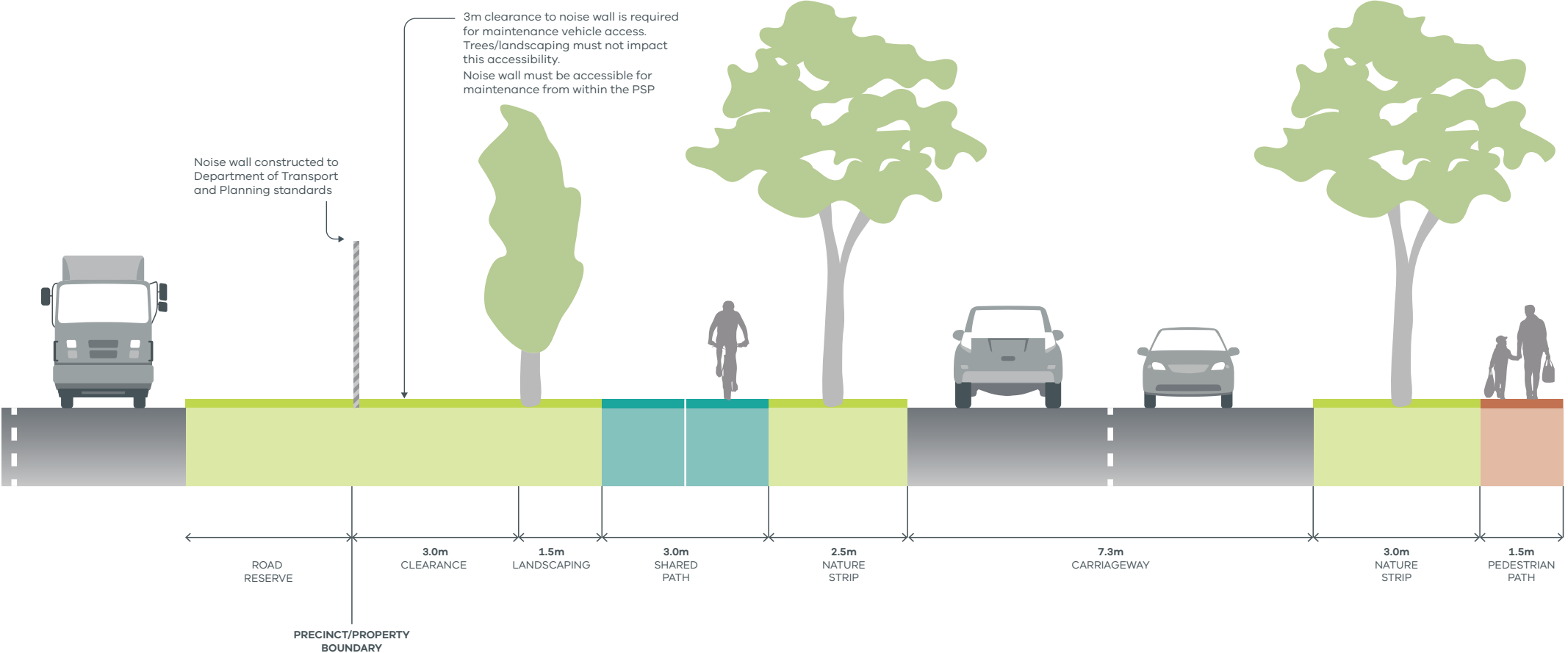
Using perimeter roads to deliver bushfire protection in new subdivisions



NOTES:

- Minimum street tree mature height 12 metres.
- All kerbs are to be B2, SM2 or modified SM2 Barrier Kerb (refer Local Government Infrastructure Design Manual, January 2017)
- Cross section is an example of how a bushfire hazard setback can be met. Variations to the cross section are appropriate where supported by a site-specific bushfire assessment.

Streetscape Cross Section
Freeway interface



- NOTES:
- Mature street tree height must be in accordance with Melton City Council's landscaping policy.
 - All kerbs are to be B2 Barrier Kerb per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas*.
 - Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
 - Shared paths to be delivered as developer works.

Appendix 6 – Conservation Area Concept Plans and Interface Cross Sections

Table 28 – Conservation area concept plan notes

The following notes apply the Conservation Area Concept Plans – North, Central and East	
1	The drainage assets/waterways may be further refined by Melbourne Water.
2	All drainage outfalls within this plan are subject to future investigation/approval by the DEECA.
3	A 19m fuel reduction setback must be provided to conservation areas – refer to Streetscape Cross Section Local Access Street residential – Conservation Area interface, Bushfire Hazard Buffer Treatment – Local Access 1 and Cross Section Primary Arterial 4 Lane (34m). All necessary bushfire setbacks must be achieved outside the conservation area.
4	Any proposed development or works within the Conservation Area requires the approval of the DEECA and Melbourne Water.
	The pedestrian bridges shown in this plan are indicative.
5	– Waterway crossings within the conservation area must be in accordance with the Growling Grass Frog Crossing Design Standards. – Waterway crossings within the conservation area must be designed to the satisfaction of Melbourne Water.
6	Where possible utilities should be located outside of the conservation area. Any proposed utilities development or works identified in Appendix 9 – Utilities within the Conservation Area requires the approval of the DEECA.
7	Maintenance access points are subject to the DEECA and Melbourne Water's determination and satisfaction.
8	Off road shared path and two-way bike paths are to continue underneath the bridges.
9	Fencing must be constructed in accordance with the recommendations in the DEECA requirements for permanent fencing around conservation areas under the Melbourne Strategic Assessment to the satisfaction of the DEECA.

Figure 5 — Conservation area concept plan - North

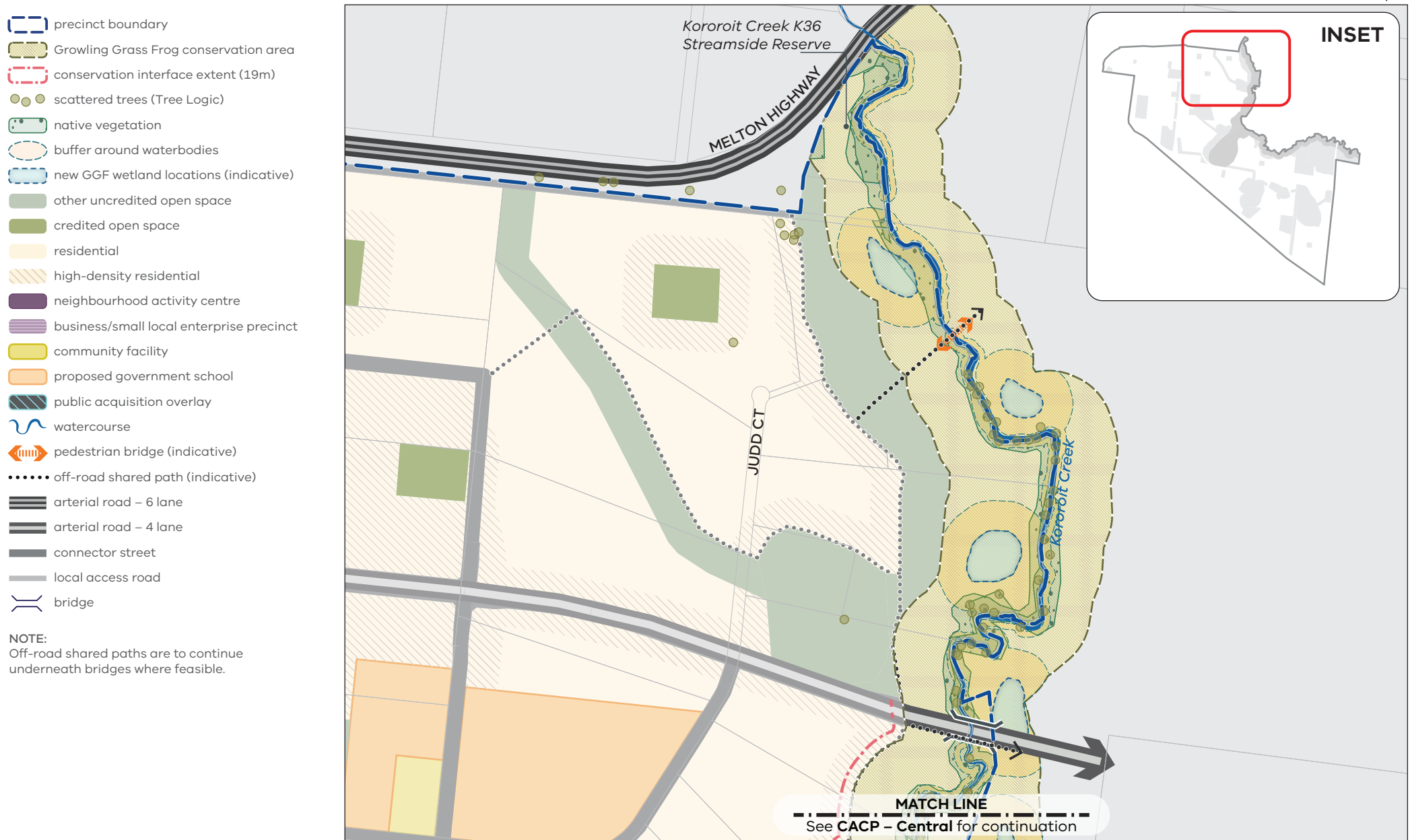


Figure 6 — Conservation area concept plan - Central

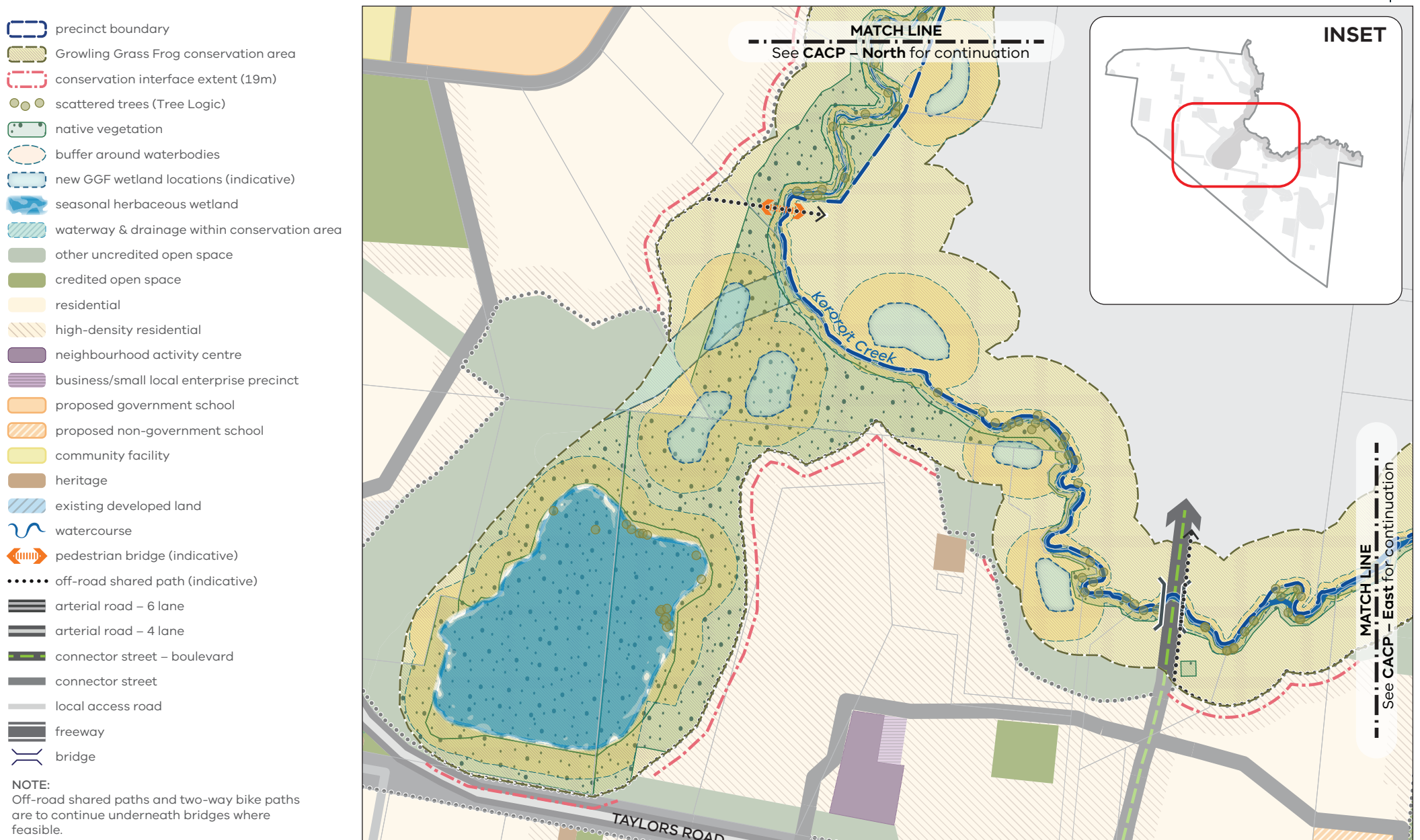
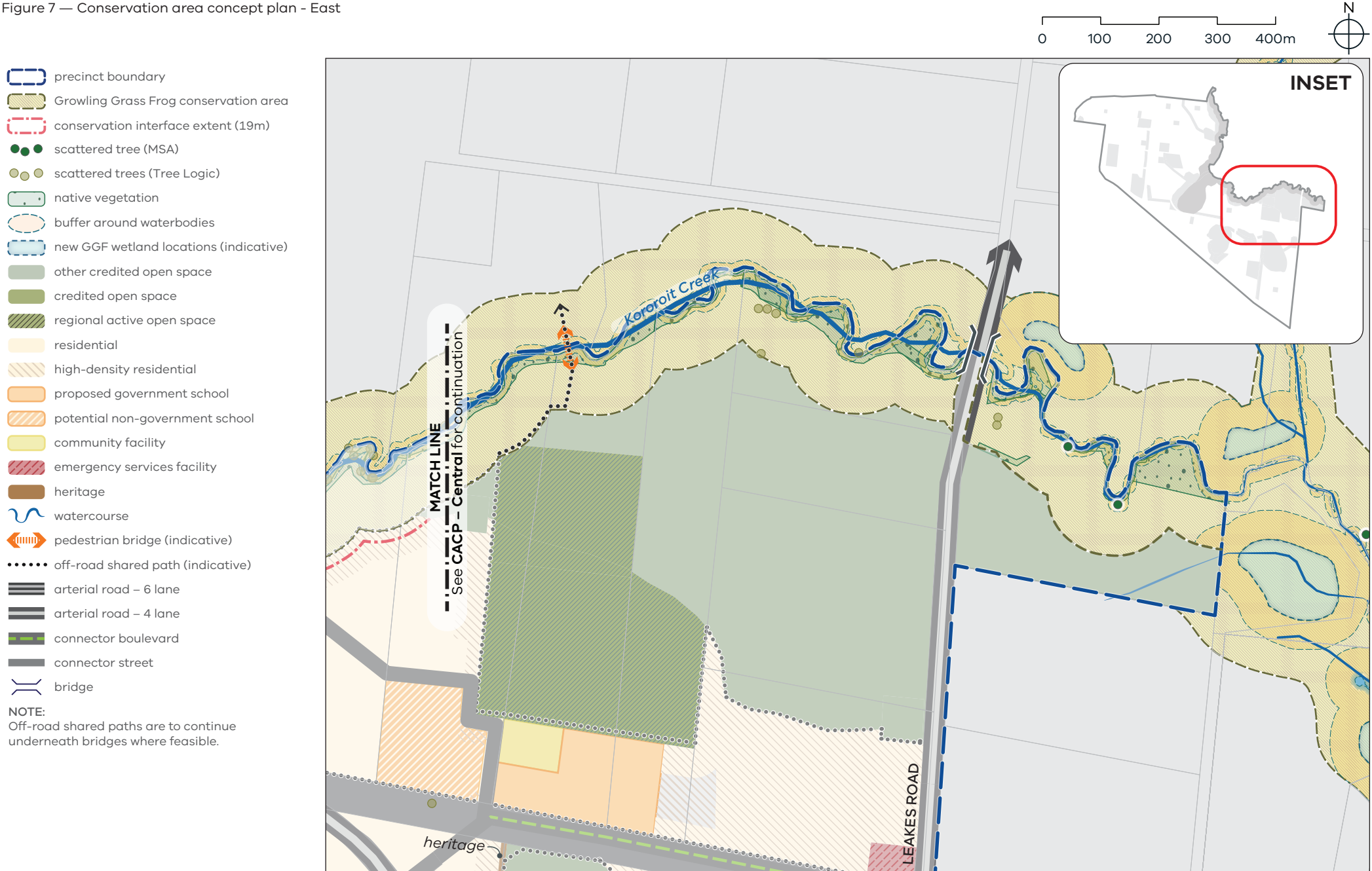
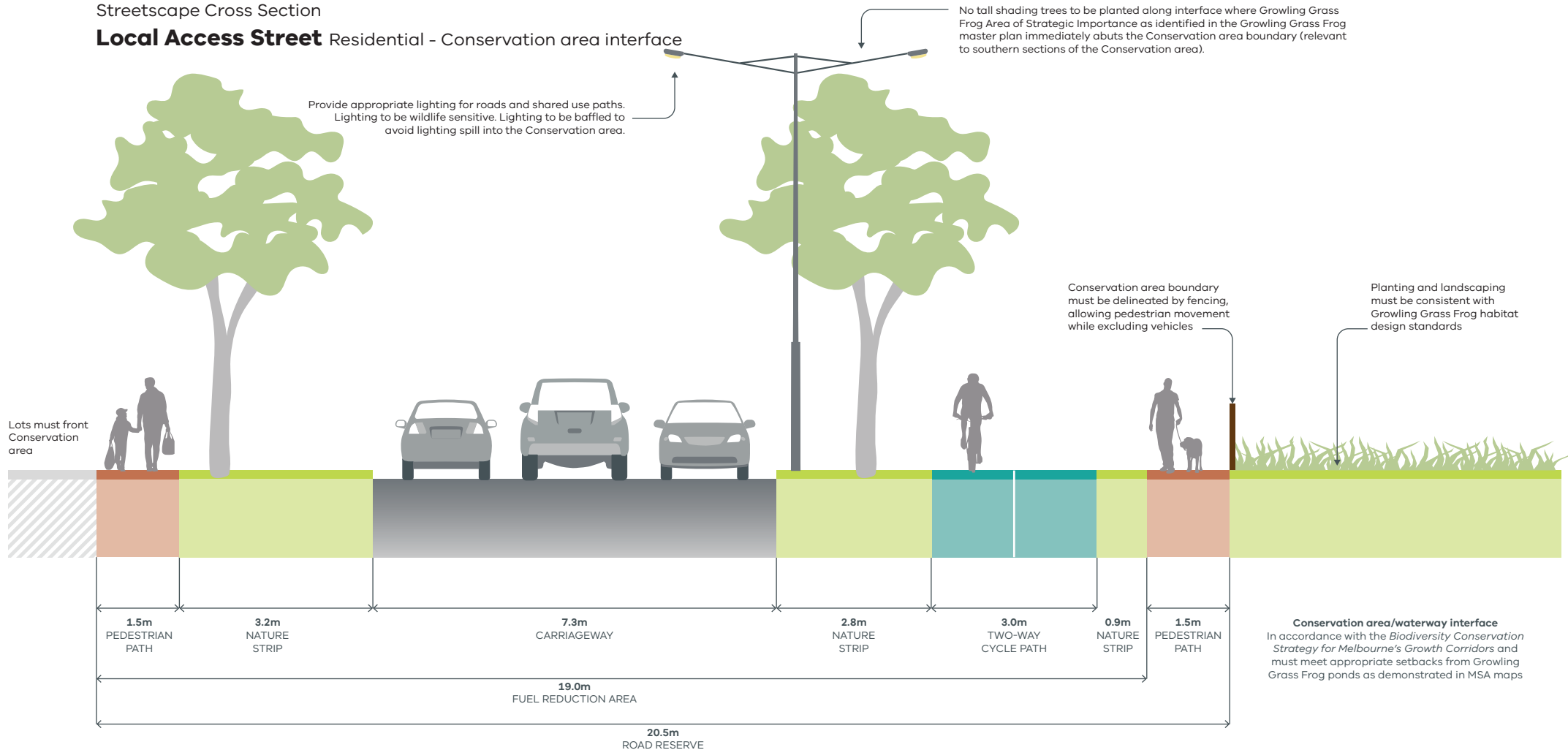


Figure 7 — Conservation area concept plan - East



Streetscape Cross Section

Local Access Street Residential - Conservation area interface

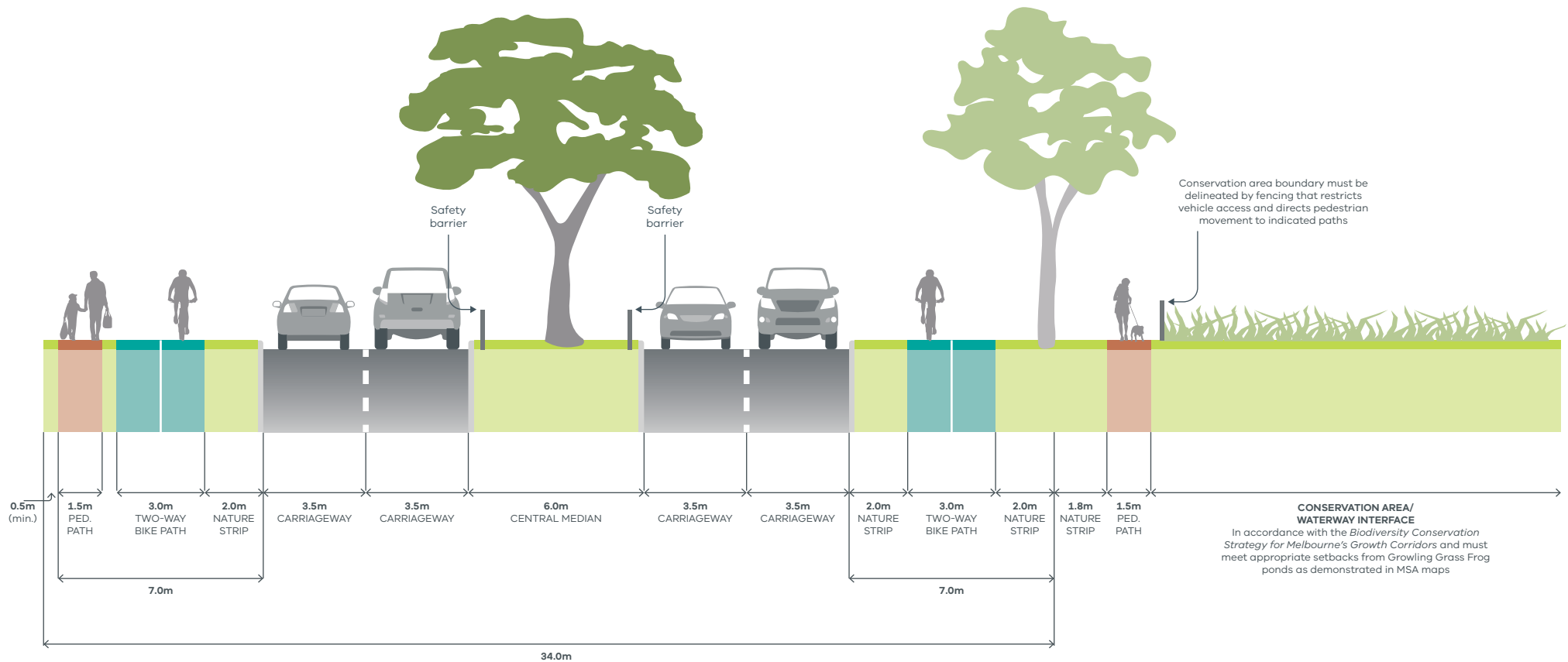


NOTES:

- Street tree planting of a medium to large size appropriate for the widths and function of the street.
- All kerbs are to be B2 Barrier Kerb.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- All necessary bushfire setbacks must be outside the Conservation area.
- Conservation area boundary must be delineated by fencing that restricts vehicle access and directs pedestrian movement to indicated paths.
- Street lights installed in the nature strip must provide lighting for both the road and shared path and be wildlife sensitive lighting to assist in reducing light spill into the Conservation area.
- Space must be provided for off-road vehicle pull-over bays at maintenance access points (minimum 12m long x 2.1m wide).

Streetscape Cross Section

Taylors Road & Conservation area/waterway – Primary arterial 4 lane (34m)

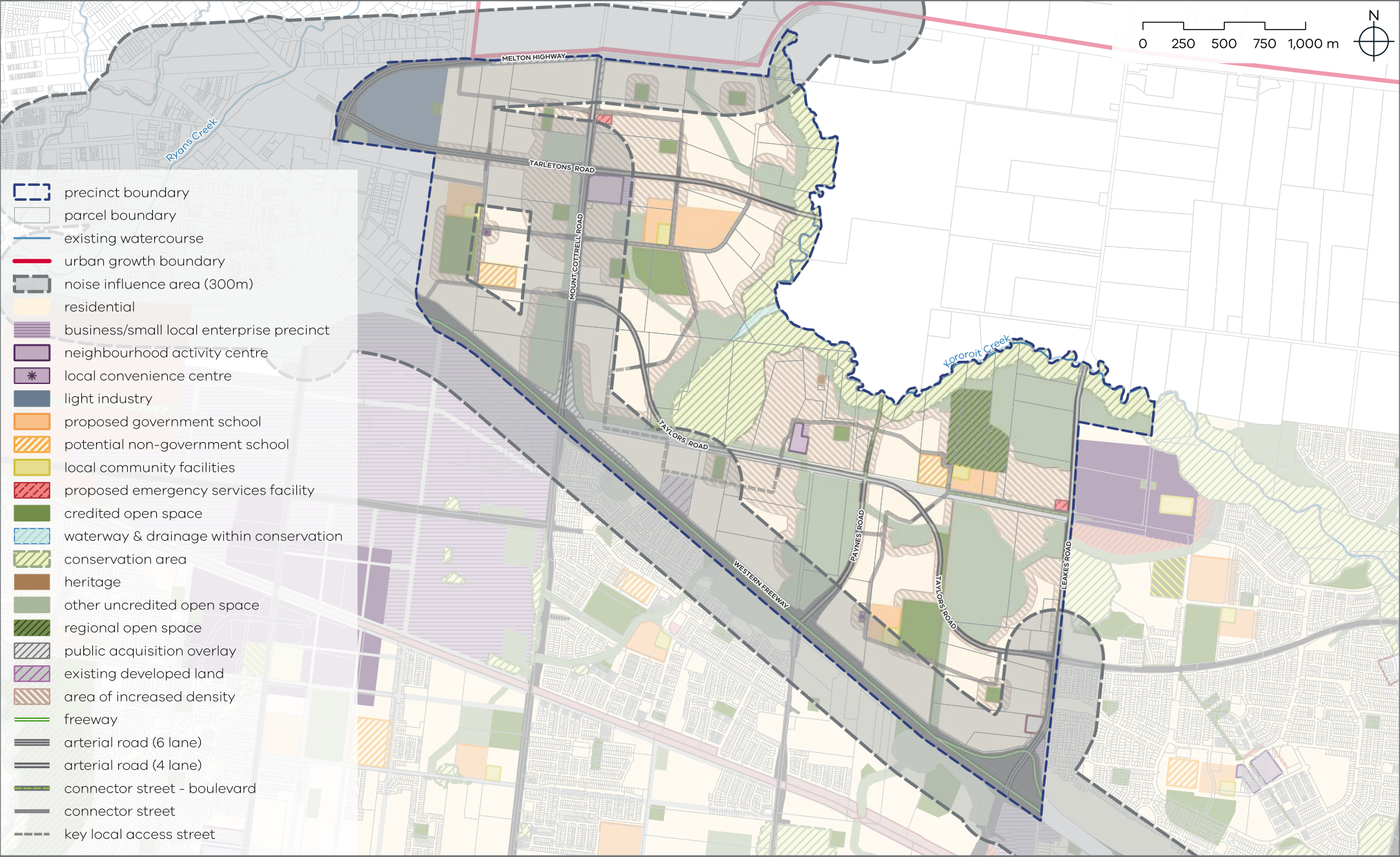


NOTES:

- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontages are to be B2 Barrier Kerb.
- See VicRoads' *Tree Planting Policy*. Large trees within the road reserve to be protected by safety barriers where required.
- Flexibility in the provision of cross sections within the PSP is allowed as long as the individual modal elements are all provided in a similar manner within each cross section, and subject to agreement with the relevant road authorities and DEECA.
- All necessary bushfire setbacks must be achieved outside the conservation area.
- Fencing must be constructed in accordance with the recommendations in DEECA requirements for permanent fencing around conservation areas under the Melbourne Strategic Assessment.
- Paths within the conservation interface will be subject to the design of the conservation area, and are not fixed dimensionally from the road reserve.

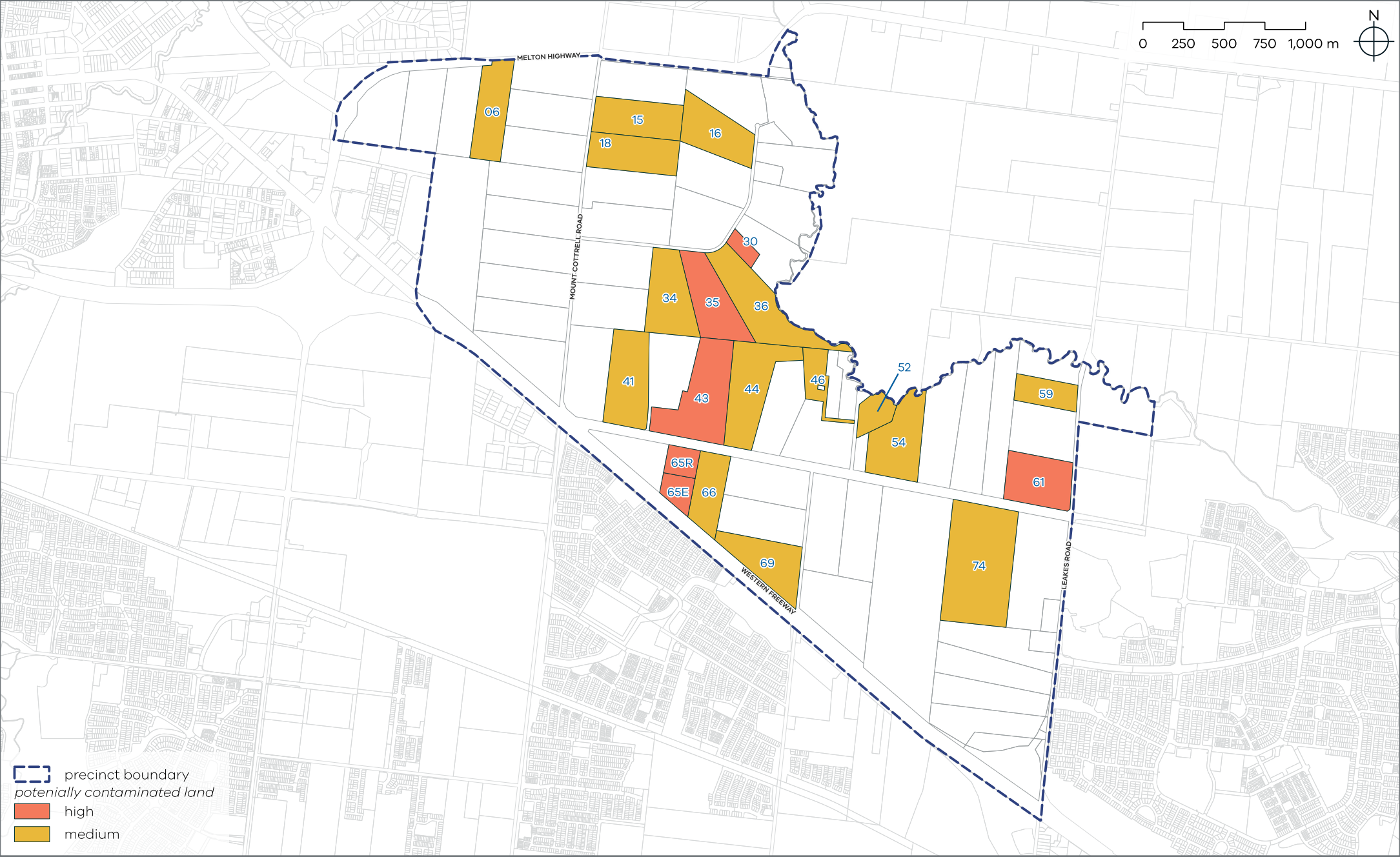
Appendix 7 – Noise Influence Areas

Melton East Precinct Structure Plan



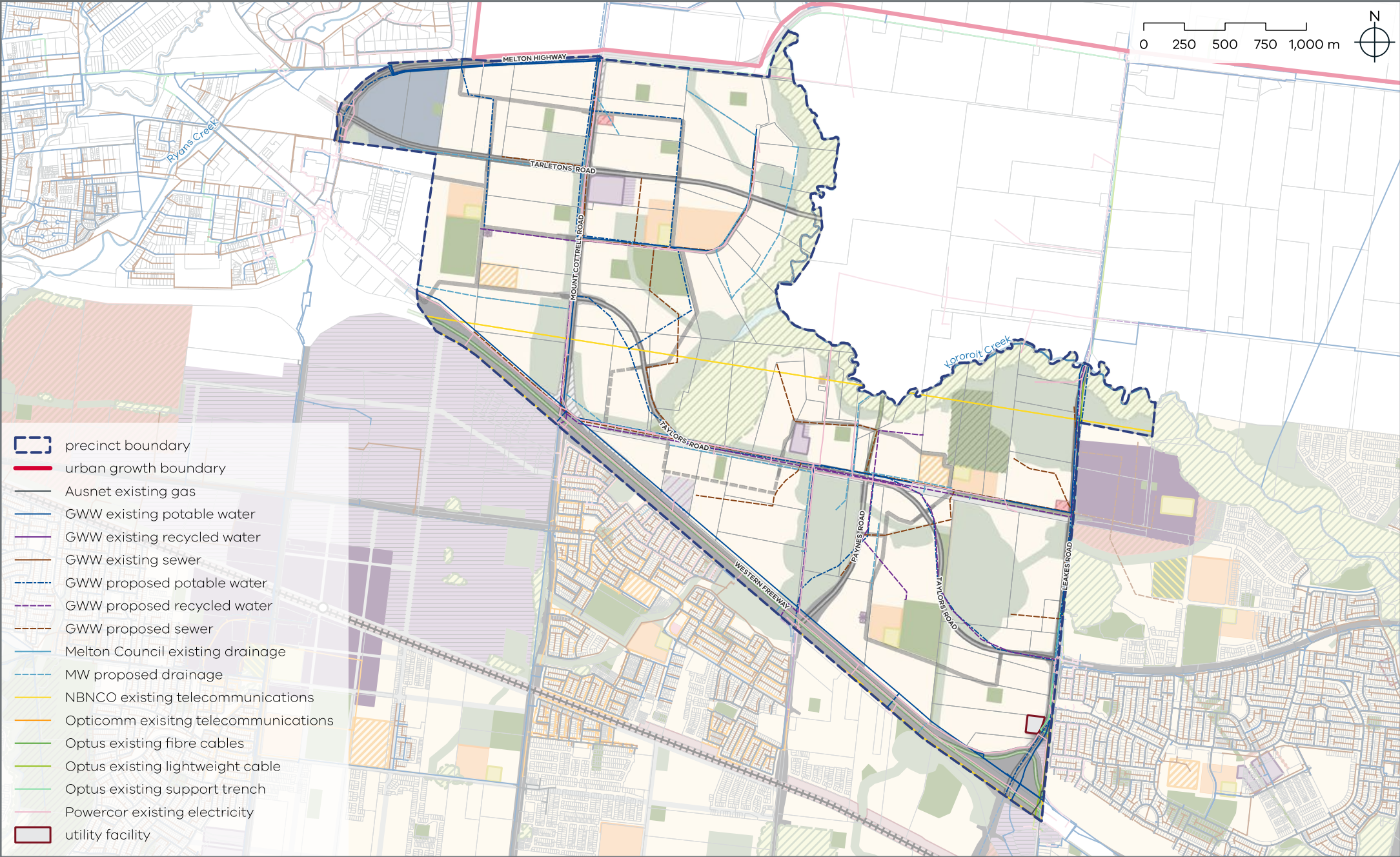
Appendix 8 – Potentially Contaminated Land

Melton East Precinct Structure Plan



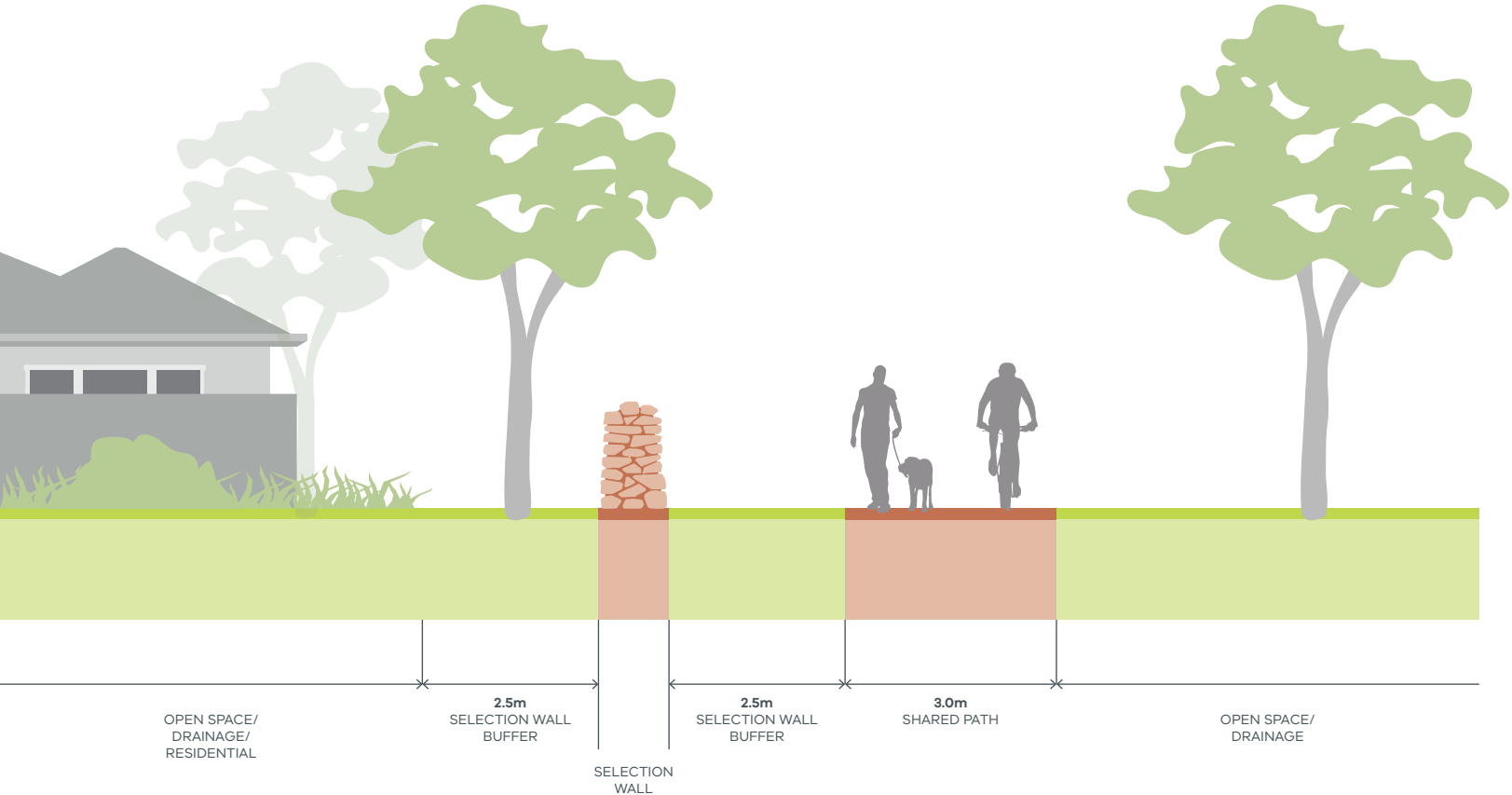
Appendix 9 – Utilities

Melton East Precinct Structure Plan



Appendix 10 – Selection wall cross section

Streetscape Cross Section
Drystone wall



Appendix 11 – Glossary

Term	Definition
Activity centre	Provides the focus for services, employment and social interaction. They are where people shop, work, meet, relax and live. Usually well-served by public transport, they range in size and intensity of use.
Affordable housing	Has the same meaning as Section 3AA of the <i>Planning and Environment Act 1987</i> .
Biodiversity Conservation Strategy (BCS)	The <i>Biodiversity Conservation Strategy for Melbourne Growth Corridors</i> (State Government of Victoria, 2013).
Canopy tree cover	The total area of a canopy tree's foliage (which comprises of the layer of leaves, branches, and stems) that covers the ground when viewed from above.
Canopy tree	A tree which has an average potential canopy of foliage of 6.4m in diameter or greater at maturity in the summer months.
Co-location	Adjoining land uses to enable complementary programs, activities, and services as well as shared use of resources and facilities, for example, siting schools and sporting fields together.
Community infrastructure	Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs, and activities. This includes: – Facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres) – Early years (e.g. preschool, maternal and child health, childcare) – Health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services) – Community (e.g. civic centres, libraries, neighbourhood houses) – Arts and culture (e.g. galleries, museums, performance space) – Sport, recreation and leisure (e.g. swimming pools) – Justice (e.g. law courts) – Voluntary and faith (e.g. places of worship) – Emergency services (e.g. police, fire and ambulance stations).
Encumbered land	Land that is constrained for development purposes, including easements for power/transmission lines, sewer, gas, waterways/drainage; retarding basins/ wetlands; landfill; conservation, protected vegetation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields) and is not credited. However, regard is taken to the availability of encumbered land when determining the open space requirement.
Fire threat edge	The interface between urban development and an area which presents a permanent potential for fire to impact on a community.
Frontage	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces.
Gross developable area	Total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.
Housing density (gross)	The number of houses divided by gross developable area.
Housing density (net)	The number of houses divided by net developable area.
Housing typologies	A classification of the type of house based on its characteristics and features including number of rooms, spatial layout/division of areas, building form, lot size, ownership management, etc.

Term	Definition
The Guidelines describe the following housing typologies:	– Conventional front-loaded house & land (1-2 storeys) – Small lot front loaded duplex (1-2 storeys) – Semi-detached house & land (1-2 storeys) – Small lot front/rear-loaded townhouse (1-3 storeys) – Owners' corporation/strata title apartments (2+ storeys) – Integrated developments (2+ storeys)
Linear open space network	Corridors of open space, mainly along waterways that link together forming a network.
Land use budget table	A table setting out the total precinct area, gross developable area, net developable area and constituent land uses proposed within the precinct.
Local centre	An activity centre smaller than a neighbourhood activity centre which may include a small limited-line supermarket or convenience store of between 599 square metres and 1,500 square metres, plus non-retail uses.
Main street	A function of an activity centre, where vitality and activity are created by orienting uses towards the street and ensuring that the primary address of all retail stores is the street. This would normally be a connector street rather than an arterial road.
Native Vegetation Precinct Plan (NVPP)	A plan, as specified in Clause 52.16 of the Victorian Planning Provisions, relating to native vegetation within a defined area that may form part of the precinct structure plan. Native vegetation precinct plans are incorporated into local planning schemes and listed in the schedule to Clause 52.16. A native vegetation precinct plan can form part of a precinct structure plan.
Neighbourhood activity centre	Activity centres that are an important community focal point and have a mix of uses to meet local needs. Accessible to a viable user population by walking, cycling and by local bus services and public transport links to one or more principal or major activity centres. This should be of sufficient size to accommodate a supermarket.
Net developable area (NDA)	Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, government schools and community facilities and public open space. It includes lots, local streets, and connector streets. Net developable area may be expressed in terms of hectare units (i.e. NDHa).
Noise Influence Area	An area that may be affected by noise impacts due to it being within 300m of any of the following: – Industrial land – The Western Freeway – Melton Highway – Future 6 lane arterial roads
Passive open space	Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.
Principal public transport network	Incorporated document <i>Principle Public Transport Network 2017</i> (Victorian Government, 2017), and <i>Principle Public Transport Network Area Maps</i> (Victorian Government, August 2018).

Term	Definition
Public open space	Land that is set aside in the precinct structure plan for public recreation that incorporates active and passive open space.
Social housing	A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.
Sensitive response	A design or engineered response that does not significantly contrast with the existing landform.
Subsidised market housing	Housing (rented or owned) which is made available to households at below market rates through subsidies (eligibility criteria set out in the Act).
Unencumbered	Land that is not constrained by uses required to enable development (including easements for power/transmission lines, sewer, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation protection vegetation and heritage areas).
Water sensitive urban design	A sustainable water management approach that aims to provide water quality, flood management and green landscapes. Key principles include: – Minimising water-resistant areas. – Recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground encouraging onsite reuse of rain and incorporation of rain gardens. – Encouraging onsite treatment to improve water quality, and removing pollution and using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains. – Encouraging onsite treatment to improve water quality. – Removing pollution and using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains.



Department
of Transport
and Planning

VIC.GOV.AU/DEPARTMENT-OF-TRANSPORT-AND-PLANNING