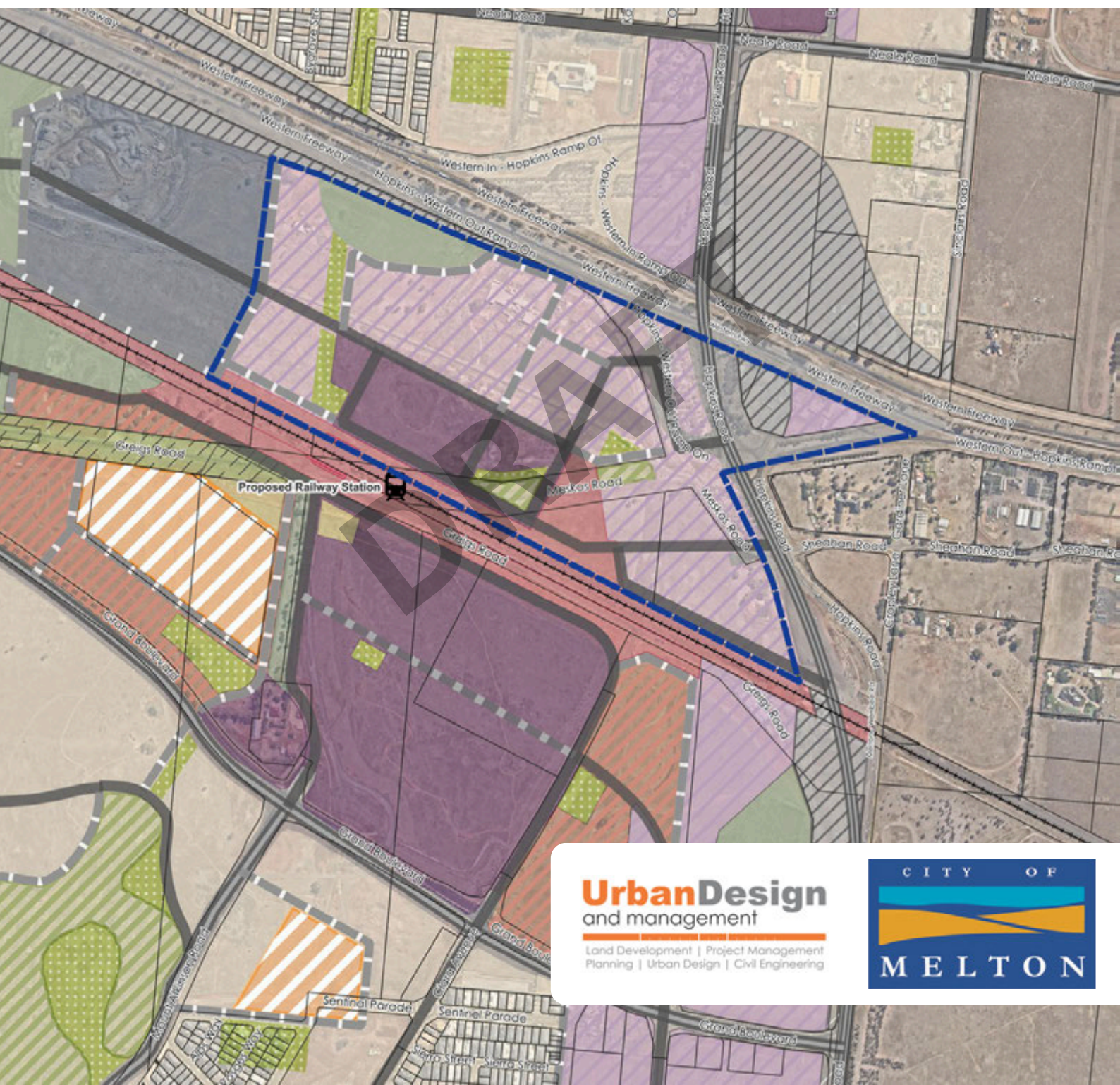


Western Freeway Commercial Area

Urban Design Framework Background Report

January 2026



UrbanDesign
and management

Land Development | Project Management
Planning | Urban Design | Civil Engineering



Quality Assurance Record

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Table of Acronyms

Acronym	Definition
PSP	Precinct Structure Plan
MATP	Mount Atkinson and Tarneit Plains
MTC	Major Town Centre
UDF	Urban Design Framework
WFCA	Western Freeway Commercial Area
ICP	Infrastructure Contributions Plan
CoM	City of Melton
DTP	Department of Transport and Planning
VPA	Victorian Planning Authority
OMR	Outer Metropolitan Ring Road
WIFT	Western Interstate Freight Terminal

Introduction

Section 1 provides an overview of the project, the role of the Background Report, the project history and the methodology guiding the preparation of the Urban Design Framework (UDF) for the Western Freeway Commercial Area (WFCA).



1.1 Purpose of the project

The Mount Atkinson and Tarneit Plains Precinct Structure Plan (MATP PSP), approved in 2017, identifies a Major Town Centre (MTC) focused around a potential future railway station on the Ballarat railway line. This includes land both north and south of the railway line, as shown on Figure 1. Under the PSP and the Urban Growth Zone Schedule 9 (UGZ9) of the Melton Planning Scheme, an Urban Design Framework (UDF) must be prepared before any subdivision, use or development of the land within the MTC can occur. The PSP also requires a UDF for the Western Freeway Commercial Area, land to the north of the railway line which will be used for industrial and large format retail uses.

At the discretion of Melton City Council, due to the division of land ownership and the physical separation created by the railway line, the northern half of the MTC and the WFCA have been amalgamated into a single area to be known as the Western Freeway Commercial Area UDF (Plan 1). The MTC land to the south of the railway line comprises its own UDF titled 'Mt Atkinson Major Town Centre UDF'. A third UDF (already completed) is identified in the PSP centred around an employment precinct along Hopkins Road to the south of the WFCA. Plan 1 shows the original division of these three UDFs.

The UDF will establish the vision, objectives and planning and design guidance for the WFCA, informing future development and guiding assessment of planning permit applications.

1.2 What is an Urban Design Framework

An Urban Design Framework (UDF) is a strategic planning tool that sets a vision and guiding principles for the long-term development of a defined area. It integrates considerations of land use, built form, public realm, movement networks and infrastructure delivery to ensure coordinated and high-quality outcomes.

A UDF:

- articulates a clear vision for the place.
- provides principles, objectives and design guidance to direct development.
- establishes an implementation program of statutory and strategic initiatives.
- allows for flexibility through performance-based guidance rather than prescriptive controls.
- supports Council in assessing development proposals within the UDF area.
- include internal and external consultation with landowners, occupiers, relevant stakeholders, Council, the Victorian Planning Authority (VPA), and the wider community.
- establishes a process for monitoring and review.
- includes a staging plan directing how the WFCA can be effectively developed in a commercially feasible and community-oriented manner.

Where a UDF is required, no development may proceed until it has been approved by Council.

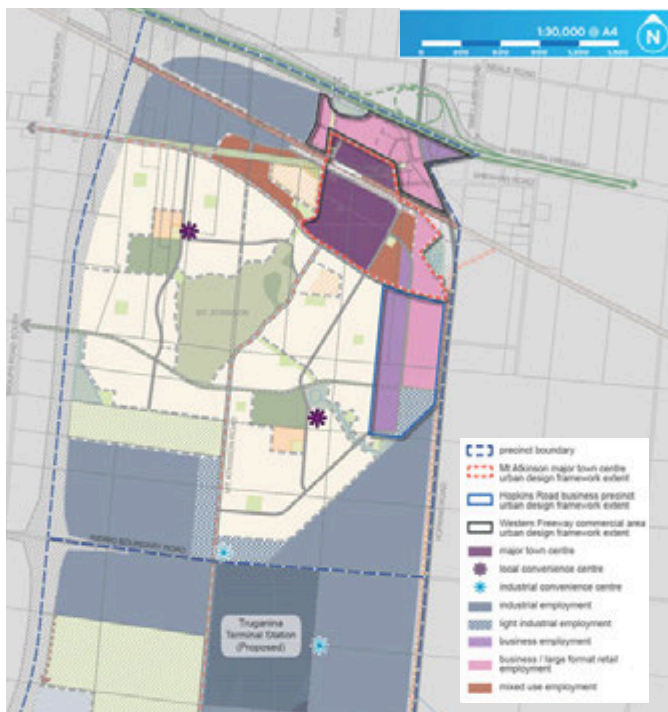
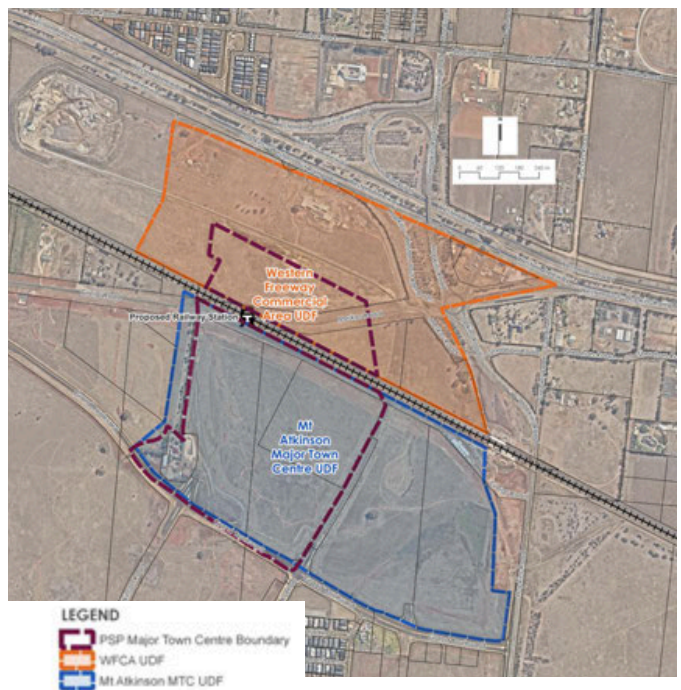
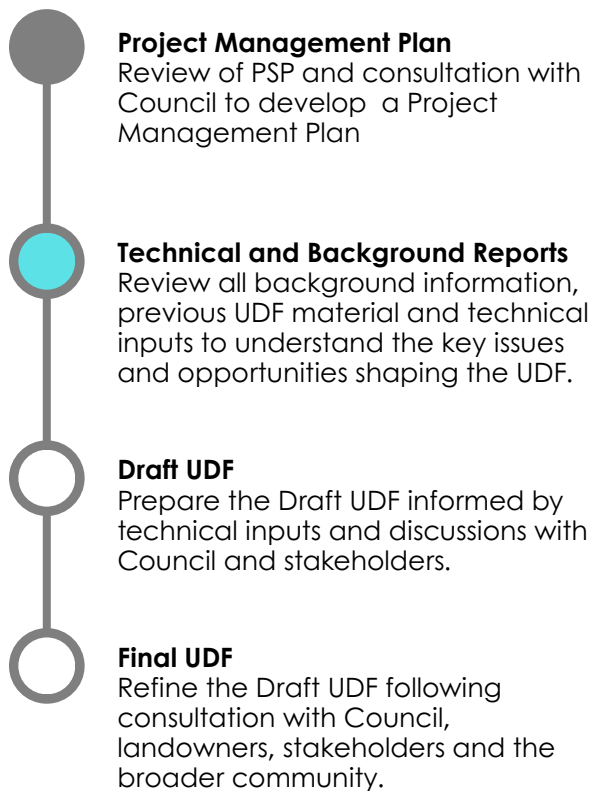


Figure 1 - MATP PSP Plan 6 - Employment and Town Centres (shows the original division of the UDF boundaries), VPA



Plan 1 - Ultimate Division of UDF boundaries, UDM

1.3 UDF Preparation Process



1.4 Project History

The UDF builds on the approval of the MATP PSP in 2017 and the gazettal of the associated Infrastructure Contributions Plan (ICP) in 2020. Amendment C217 to the Melton Planning Scheme made minor corrections to the PSP to ensure consistency with the ICP (January 2020).

Residential development within the PSP area is well underway with both Grandview Estate (off Greigs Road) and Mt Atkinson Estate (off Hopkins Road) both already housing new residents and developing new communities. Development north of the Western Freeway within Deanside is also rapidly progressing.

Preparation of the UDF for the southern part of the MTC is progressing with the Mt Atkinson Major Town Centre UDF currently at Draft UDF stage and will be finalised in 2026.

1.5 Purpose of this document

This Background Report provides the evidence base for preparing the WFCU UDF. It consolidates the key influencing policies, strategies and projects relevant to the project. Together with site analysis and technical expertise this context informs the potential opportunities and constraints for the next phase of the preparation of the WFCU UDF.

The Background Report is supported by specialist assessments including economic analysis, transport modelling, integrated water management and ecological advice, that inform the vision, objectives and spatial framework for the UDF.

1.6 Structure of this document

- 1 Introduction**
Outlines the purpose of the UDF, the Background Report and the project process.
- 2 Strategic Context**
Summarises the key state and local policy documents which influence the UDF area and the key state projects occurring around the site.
- 3 Site Context**
Describes the site existing site features and planning controls.
- 4 Technical Assessments and Recommendations**
Summarises the findings of the technical reports which have been completed to inform the UDF.
- 5 Issues and Opportunities**
Summarises the key opportunities, issues and constraints from the strategic, site and technical context

Strategic Context

Section 2 summarises the strategic context for the WFCAs, outlining its role within the western growth corridor and City of Melton, the relevant State and local policies guiding land use and activity centre planning, and the major infrastructure projects – including the Melton rail upgrades, Western Intermodal Freight Terminal, Western Freeway upgrade and Outer Metropolitan Ring Road – that will shape the function and development of the precinct.



2.1 Regional Context

The WFCa is located between Caroline Springs and Melton, approximately 24km west of the Melbourne CBD (Plan 3), within the heart of the western growth corridor. The WFCa is bounded by:

- the Western Freeway to the north,
- Hopkins Road to the east,
- the Ballarat railway line to the south, and
- future employment land and the future Outer Metropolitan Ring Road (OMR) to the west.

The WFCa sits within the MATP PSP area. As shown in Plan 2 surrounding PSPs include:

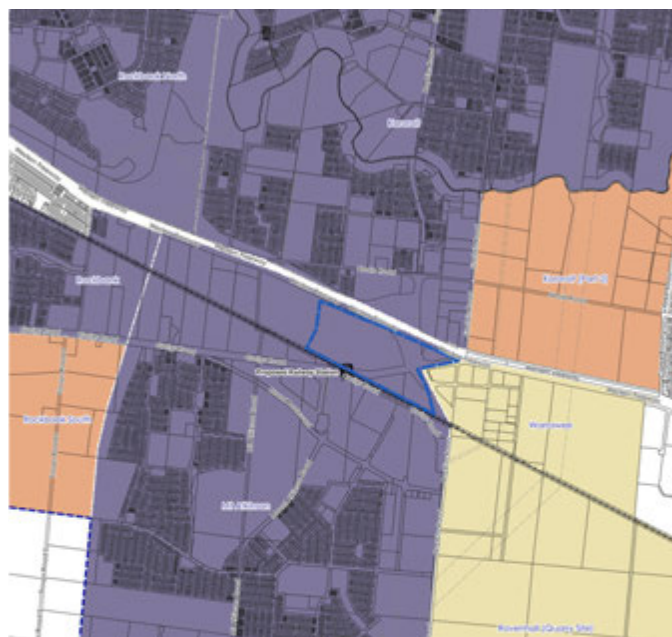
- Kororoit PSP to the north,
- Mt Atkinson & Tarneit Plains PSP to the south, and
- Rockbank PSP to the west.

To the east, the Robinsons Road Employment Area North and Warrawee PSP areas are identified but currently unprogrammed.

Currently, the closest train station to the WFCa is Caroline Springs, approximately 3.5km to the east on the Ballarat line. The MATP PSP identifies a future train station on the Ballarat line to serve the MTC and surrounding residential communities north and south. The Western Freeway is the primary arterial road linking the WFCa to suburbs east and west.

The closest existing Major Activity Centre (MAC, now referred to as a MTC) is Caroline Springs. Neighbouring Rockbank will be a future MTC, and further west, Cobblebank is also a planned MTC on the outskirts of Melton. The future Mt Atkinson MTC will need to complement the surrounding activity centres and adhere to the hierarchy established in the Melton Retail and Activity Centre Strategy.

To the south of the WFCa is the planned Western Intermodal Freight Terminal (WIFT) referenced in a number of State planning documents. The WIFT will be an important gateway to the west, decentralising the movement of freight. Reflecting this, a large portion of the MATP PSP is designated for industrial use.



Plan 2 - Surrounding PSP Context, UDM

2.2 The Municipality

The City of Melton is located in Melbourne's outer west. The municipality is bounded by:

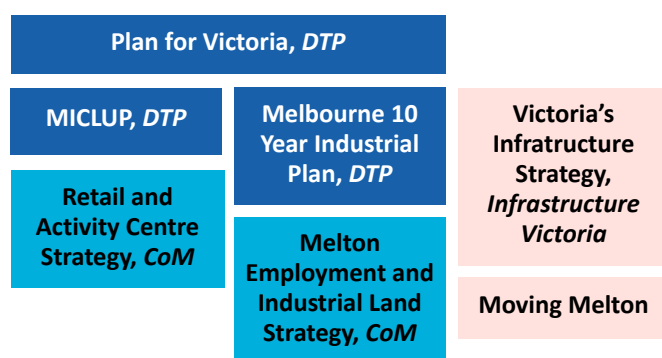
- Moorabool Shire to the west,
- Macedon Ranges Shire to the north,
- the Cities of Hume and Brimbank to the east, and
- Wyndham City in the south.

Covering approximately 527.3 square kilometres, the City of Melton (CoM) comprises a series of townships and communities, with most of the current residential population concentrated in Caroline Springs and Melton. These two suburbs are rapidly becoming connected by residential growth within designated greenfield areas.

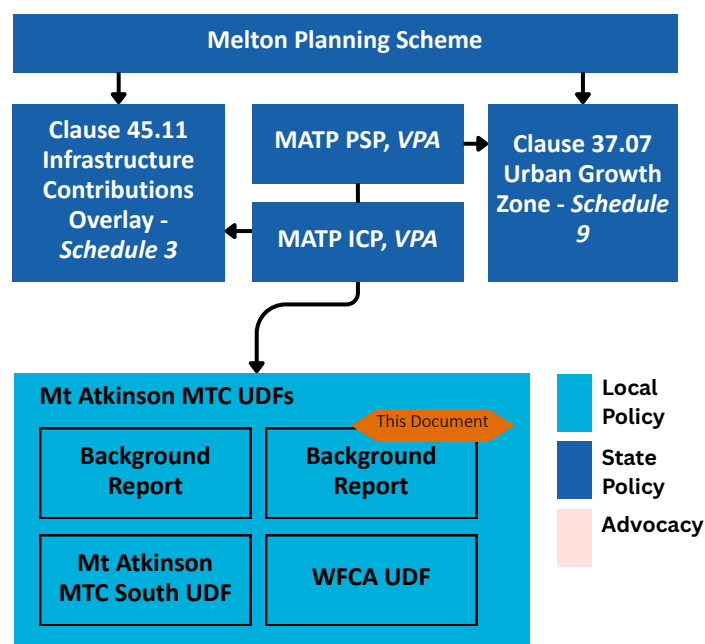
Accordingly, the CoM is recognised as one of metropolitan Melbourne's key growth areas, forecast to have a population of 349,390 people by 2036 (Victoria in Future), representing an average annual growth rate of 4.5%, second only to Mitchell Shire. The WFCa and broader MATP PSP area will play a significant role in accommodating this growth by providing new housing, employment and supporting services.

2.3 Policy Map

Influencing and Informing Policy



Planning Process



LEGEND

WFCALDF
Existing conditions
 Urban Growth Boundary
Roads and Transport
 Existing Rail Network
 Greenfield PSP Boundaries

Activity centres
 Activity centre - housing choice and station
 Metropolitan Activity Centre
 SRL precinct

Regional Context
 CMRR Acquisition

Freight
 Intermodal Freight Terminal (existing)
 Intermodal Freight Terminal (proposed)
 Western Grassland Reserves
Mount Alton & Tamell Rains PSP and ICP PSP Land Uses
 Credited Open Space

Developable Area - Employment
Developable Area - Residential
Educational/Community/Government
Other Non-Developable Land
Regional Open Space

Transport
 Uncredited Open Space

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2.4 Key State Policy and Documents

The WfCA UDF is influenced by a number of State level plans and strategies that inform the land use, transport and infrastructure planning for the area.

Plan For Victoria, 2025

Plan for Victoria is a long-term strategic document that sets out how the State will grow and evolve through to 2050. It emphasises the role of activity centres in delivering more homes, improving access to jobs and services, and creating vibrant, walkable communities.

Mt Atkinson is classified as an 'Activity Centre- housing choice and station', reflecting its capacity to accommodate significant housing growth supported by public transport, facilities, and services (Map 3 & 12 of Plan for Victoria, Figure 2 in this document). This aligns with one of the five pillars of action "Accessible jobs and services".

The Plan also introduces municipal housing targets. For Melton, the target is to delivery an additional 109,000 dwellings by 2051, comprising:

- Non-greenfield Target: 5,000 dwellings
- Greenfield Target: 104,000 dwellings

The MATP PSP will contribute new housing to the Greenfield target.

Other relevant actions include:

- Action 11: Coordinate public infrastructure and service delivery to support more homes.
- Action 14: Make the best use of land at train stations.
- Action 8: Ensure new industrial and commercial land is ready for development.
- Action 9: Streamline community infrastructure developer contributions.
- Action 17: Encourage walking and cycling.

The Melbourne Industrial and Commercial Land Use Plan, 2020

The Melbourne Industrial and Commercial Land Use Plan (MICLUP) builds on policies and actions of Plan Melbourne 2017-2050 (now superseded by Plan for Victoria). It provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne.

Within MICLUP:

- Part of the WFOA is identified as Regionally Significant Industrial Land – Existing
 - The Western Region section of the MCLUP identifies this land as the Hopkins Road Business Precinct
- Parts of the MATP PSP are identified as State Significant Industrial Land – Existing (Map 5 – Western Regional Industrial Land, Figure 3 in this document).
- The MT Atkinson MTC is identified as A Regionally Significant Commercial Area – Future
- The future Western Interstate Freight Terminal (WIFT) is shown directly to the south of the MATP PSP.

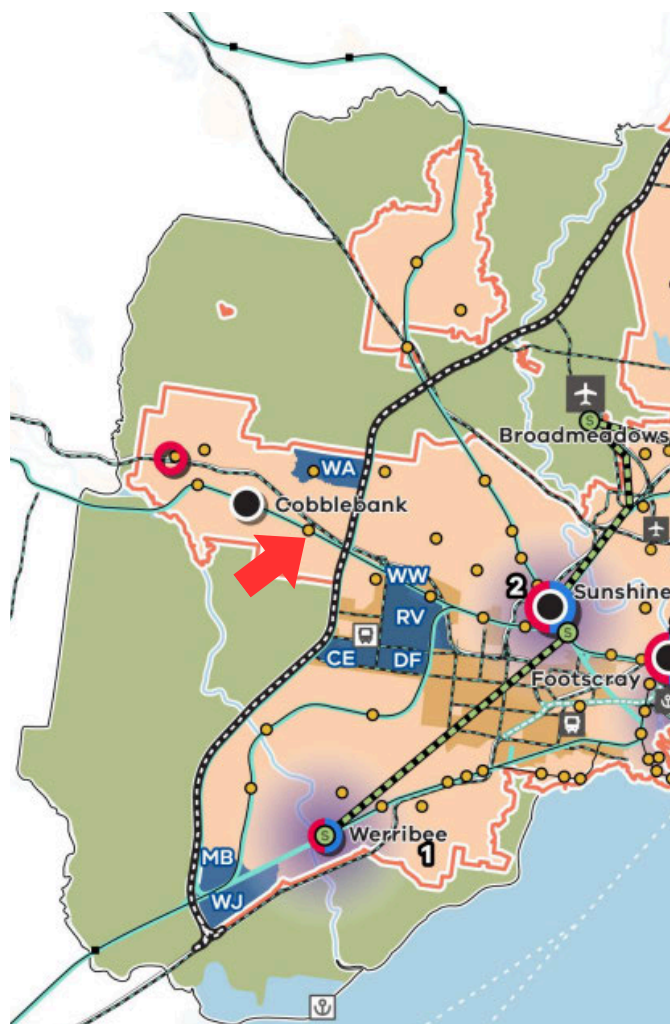


Figure 2 - Plan for Victoria - Map 7: Melbourne's Economic Strengths, DTP

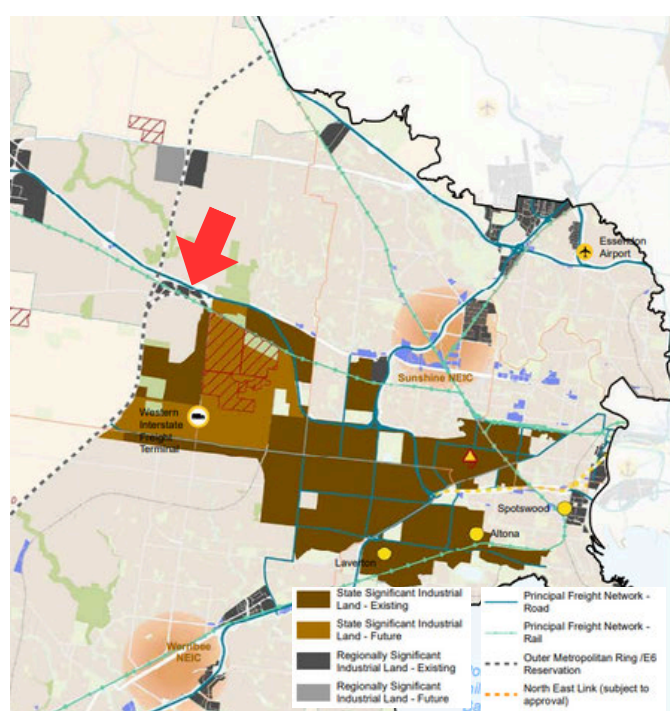


Figure 3 - MICLUP Existing and Future Industrial Land, DTP

A 10 Year Plan for Industrial Land, 2025

Prepared by the Department of Transport and Planning (DTP), the 10 Year Plan for Industrial Land sets out actions over the next decade to address barriers and accelerate planning processes to bring industrial land supply online sooner.

Key elements relevant to the WFCAs (Figure 4) include:

- Hopkins Road is identified as part of the 'Principal Freight Network - Road', providing a direct connection to the future WIFT. This represents a refinement of MICLUP which did not previously identify Hopkins Road as part of the Principal Freight Network.
- The Ballarat rail corridor is also identified as part of the Principal Freight Network- Rail.
- The broader area around the MATP PSP is designated as State Significant Industrial Land, incorporating the WIFT and supporting industrial precincts. Planning for the WIFT is a key commitment of the Plan.

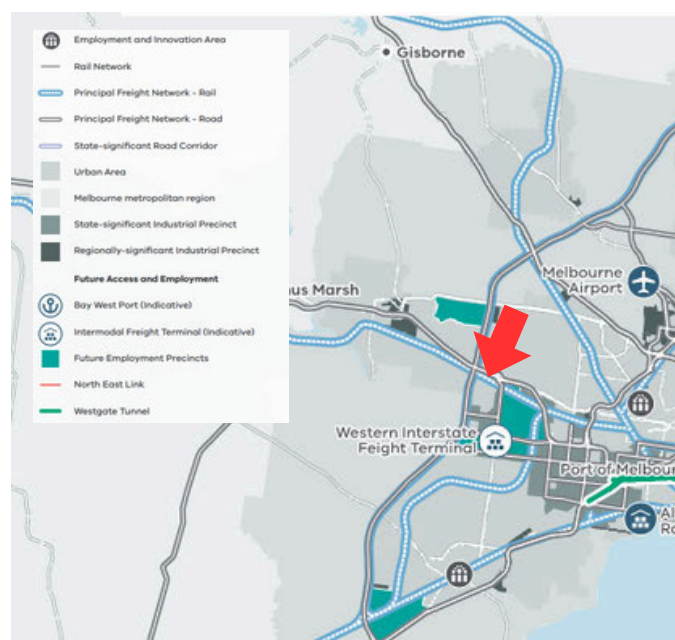


Figure 4 - 10 Year Industrial Land Plan, DTP

Victoria's Infrastructure Strategy 2025-2055

The 30-year infrastructure strategy prepared by Infrastructure Victoria provides recommendations to the Victorian Government on infrastructure policies, reforms and projects.

Relevant recommendations (as shown on Figure 5) include:

- Recommendation 11: Extend metropolitan trains and run more services in Melbourne's West:
 - Extend and electrify metropolitan trains to Melton by 2030.
 - Deliver new stations at Thornhill Park and Mt Atkinson by 2030.
- Recommendation 45: Create and preserve opportunities for future major infrastructure projects including the OMR and Western Interstate Freight Terminal.

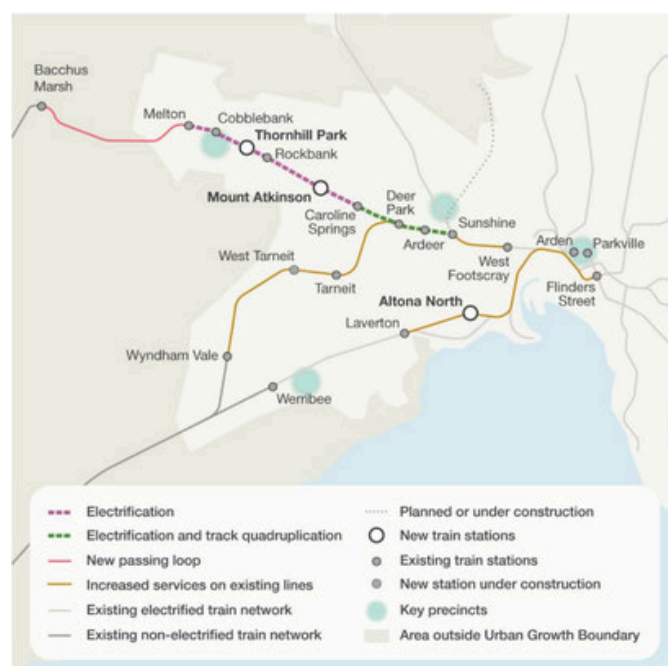


Figure 5 - Proposed changes to trains in the West of Melbourne, Infrastructure Victoria

Mount Atkinson & Tarneit Plains PSP, 2017 (a. 2020)

The MATP PSP (Figure 6) covers approximately 1,500 hectares of land in Melbourne's western growth corridor, one of the fastest growing regions in Australia.

The PSP will transition the precinct from an historic agricultural settlement to delivering diverse housing and employment opportunities.

Key PSP outcomes include:

- Delivering a mix of residential neighbourhoods and employment areas.
- Creating close to 19,000 jobs across the precinct, supported by the future Mt Atkinson train station, feeder bus routes and arterial roads. The WFCAs will contribute to employment creation within this broader structure. Other employment areas include the Hopkins Road Business Precinct and industrial uses to the south of the PSP.
- Facilitating the construction of over 8,000 dwellings, three primary schools, a secondary school, community facilities, local convenience centres and an open space network that will converge at the Mt Atkinson volcanic cone.
- Protecting and enhancing biodiversity through two grassland conservation areas, one local environmental reserve, linear green links, landscaped easements and local parks.

The Vision for the PSP is supported by several key development objectives relating to employment and town centres that should guide the UDF development:

- O8: Deliver close to 19,000 jobs in a variety of sectors through industrial and commercial precincts that contribute to the state significant Western Industrial Node and the Hopkins Road Business Precinct.
- O9: Deliver employment land with a range of lot sizes to attract a diversity of businesses and employers, with flexibility to respond to changing industrial uses in the future, and which deliver local and regional employment opportunities that capitalise on the potential future Mt Atkinson train station, the Western Freeway, the future widening of Hopkins Road and the future OMR.
- O10: Develop the Mt Atkinson Major Town Centre and local convenience centres with a civic focus and an ability to adapt and evolve with the surrounding residential community and employment areas.
- O11: Deliver the Mt Atkinson Major Town Centre with high amenity that prioritises access by walking, cycling, bus and rail, and which is clearly identified at gateway sites along connector and arterial roads.
- O12: Deliver the Mt Atkinson Major Town Centre with the main retail core south of the rail corridor, and a smaller component of retail and commercial opportunities to the north of the rail corridor, to support commercial/industrial employment in those areas.

Importantly, the Vision identifies that the PSP benefits from key connectivity to the future OMR, the Western Intermodal Freight Terminal, and the Western Freeway via Hopkins Road. This connectivity provides immediate exposure and supports early development. The Vision also highlights the advantages of areas fronting Hopkins Road, which will have early access to reticulated services to facilitate development.

The Mt Atkinson Major Town Centre is identified as the primary activity centre for the PSP. Requirement 22 stipulates the requirement for a UDF to be approved by Council before development of the MTC can begin.

Mt Atkinson MTC

The PSP envisions the Mt Atkinson MTC as the heart of the Mt Atkinson Precinct while being of an appropriate scale, design and location to service the future residential community within the precinct.

The urban form of the MTC is delineated by the Western Freeway and Hopkins Road to the north and east, framed to the south by the Mt Atkinson volcanic cone and Ballarat rail corridor.

The PSP describes key features of the MTC as:

- transit oriented and connected to the rail corridor through a future train station and surrounding transport network
- main street focused and appropriately located to support major supermarket anchors and discount department stores, along with opportunities to provide fine grained small local enterprises and a mix of commercial uses.

Plan 1 of the PSP (Figure 6 in this document) shows the locational advantages of the site, including its close proximity to the Western Freeway, the OMR reservation and the Ballarat rail line.

Figure 4a of the PSP (Figure 7 in this report) describes:

- the extent of the UDF area,
- known constraints,
- an indicative road and public transport network,
- an indicative cycling and pedestrian network,
- key place making principles, key views and a high level vision and land use mix for the MTC.

The PSP indicates that the Mt Atkinson MTC will deliver the core retail offering to the south of the railway corridor through 23,500sqm of shop floor space (without a permit).

The PSP envisages the town centre to the north of the railway corridor (the subject of this UDF) to provide a small scale retail/service offering and park and ride facilities for the potential future train station. This portion of the MTC will provide 2,500sqm of shop floor space (without a permit).

These 'soft caps' on retail floorspace are intended to ensure the western growth corridor's activity centre hierarchy is retained and that the core retail offering in the MTC is delivered south of the retail corridor. Any application for a shop use above the leasable floor area specified in the PSP and Schedule 9 to the Urban Growth Zone may be considered when it does not adversely impact on the Melton City Council Activity Centre hierarchy.

Mt Atkinson MTC South UDF

A UDF has been prepared for the land to the south of the railway corridor. Together with this UDF a framework for the entire MTC will be formed by the two documents. The retail floorspace proposed by the MTC South UDF is 40,000m², an increase in the 'soft cap' proposed by the PSP.

Figure 6 - MATP PSP Future Urban Structure Plan, VPA

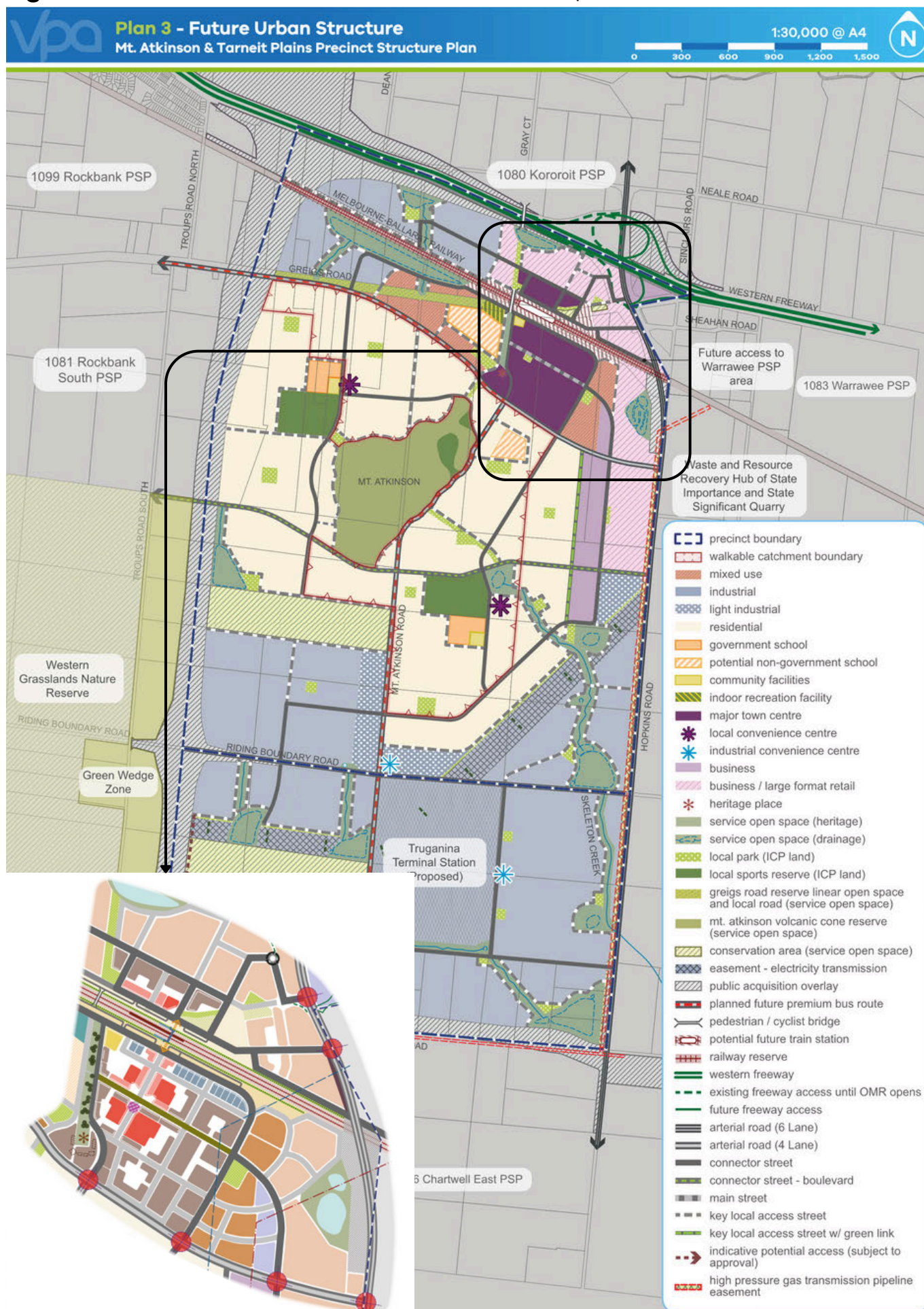


Figure 7 - Mt Atkinson MTC Future Urban Structure Plan, VPA

Mount Atkinson & Tarneit Plains ICP, 2020

The Mount Atkinson & Tarneit Plains Infrastructure Contributions Plan (ICP) sets out the monetary levies used to fund the development and community infrastructure identified in the PSP. The ICP was incorporated into the Melton Planning Scheme in February 2020 via Amendment C201.

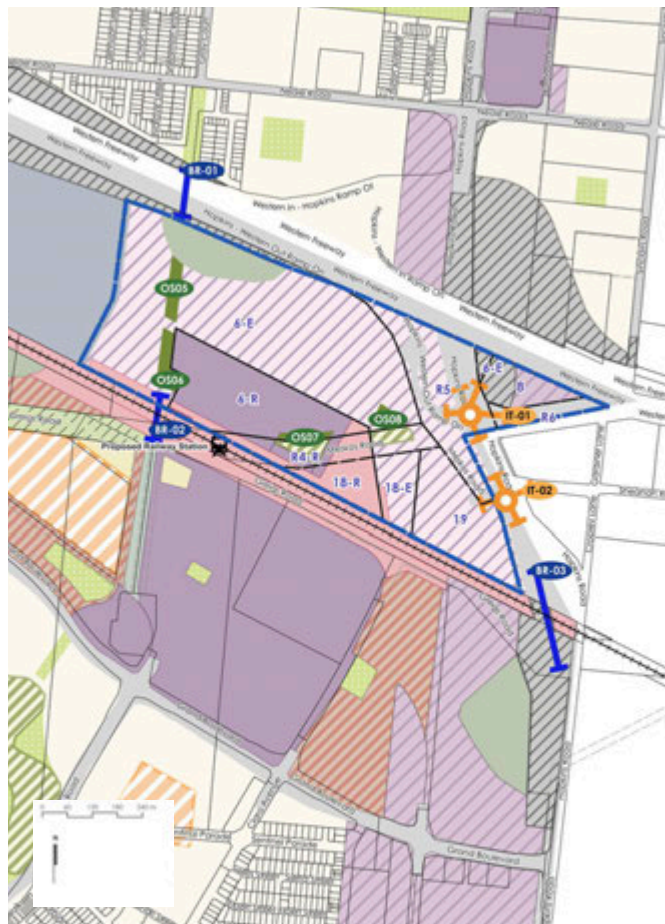
ICP items within or directly affecting the WFCAs (as shown in Plan 4) include:

- IT-01: Signalised intersection: Hopkins Road / east-west connector road. Construction of primary arterial to connector road 3-way signalised intersection and roundabout (interim treatment) within declared arterial road reserve.
- IT-02: Signalised intersection: Hopkins Road / east-west connector road. Construction of primary arterial to connector road 3-way signalised intersection (interim treatment).
- BR-01: Pedestrian and cyclist bridge. Construction of a pedestrian and cycle bridge across the Western Freeway linking the WFCAs to the Kororoit PSP.
- BR-02: Pedestrian and cyclist bridge. Construction of a pedestrian and cycle bridge (ultimate treatment) across the Ballarat rail corridor.
- BR-03: Hopkins Road level crossing upgrade. Construction of a pedestrian accessway to the level crossing at the intersection of Hopkins Road and the Ballarat rail corridor, including automatic gates and pedestrian crossing.
- OS-05 & OS-06: Local parks forming a linear green connector and active transport corridor through the WFCAs.
- OS-07 & OS-08: 2 Local parks which form buffers between the conservation reserves identified within the site.

The Hopkins Road level crossing upgrade is being undertaken by the Level Crossing Removal Authority, with completion targeted for 2026 (refer to section 2.5 for more information).

Concept plans for the above projects are included as attachments to the ICP however they are subject to detailed design.

Table 1 summarises the staging, costs and levy apportionment for these ICP items (2020 dollars). Costs should be indexed to reflect current value. Where projects span multiple ICP areas (e.g. bridges connecting to neighbouring PSPs), costs are apportioned between ICPs.



Plan 4 - MATP ICP Items within the WFCAs

Project ID	Staging	Standard/Supplementary Levy Apportionment	% Apportioned to other levy	Estimated Cost	Cost Apportioned to Levy	Cost Per Hectare
IT-01	M	100% Standard		\$9 310 000	\$9 310 000	\$10 269
IT-02	S-M	100% Standard		\$5 936 000	\$5 936 000	\$6 547
BR-01	L	50% Supplementary	50% Plumpton & Kororoit ICP	\$7 678 564	\$3 839 282	\$4 235
BR-02	L	53% Standard 47% Supplementary		\$7 185 940	\$7 185 940	\$4 205
BR-03	M	100% Supplementary		\$1 004 245	\$1 004 245	\$1 108

Table 1 - ICP project cost and staging within WFCAs, VPA

2.5 Key Local Policy and Documents

The WFCAs and the broader MATP PSP area is influenced by a number of municipal level plans and strategies which are integral to informing and guiding the development of the UDF.

Melton Retail and Activity Centres Strategy, 2014

The Retail and Activity Centres Strategy guides retail development within the municipality through establishment of an activity centre hierarchy.

Retail centres are determined in relation to population size, needs, and location of varying scale centres within a reasonable distance. The Mt Atkinson MTC (referred to in the strategy as Hopkins Road) area is included as 'Activity Centre' (above neighbourhood catchment level), however its exact role and function was to be determined through the then future PSP process.

The Strategy notes that a residential community in this precinct may be relatively separated from other housing areas. Accordingly, an activity centre here would serve local residents and surrounding businesses, and potentially include significant wholesale and office components.

Even if the area did not develop as a full residential precinct, the Strategy anticipates a service node would still be required for lunchtime services and businesses that support the employment precinct.

The Strategy is implemented in the Melton Planning Scheme via Clause 11.03-1L-01 (Activity Centres), and Clause 02.04-2 (Activity Centre hierarchy), which includes the Activity Centres Plan (Figure 8) as a strategic framework plan.

Melton Industrial Strategy, 2024

The Melton Industrial Strategy sets the vision and framework for the planning and development of the existing and future employment areas.

Key elements relevant to the WFCAs include:

- The WFCAs' location within the northern part of the Western State Significant Industrial Precinct, a large area of existing and future industrial land (Figure 9).
- The Western Interstate Freight Terminal as a central focus for this precinct. The MATP PSP is surrounded to the east and south by existing and future industrial land.
- Advocating for the duplication of Hopkins Road and upgraded Western Freeway Interchange.
- Advocating for the commencement of surrounding employment PSPs.
- Delivering an economic corridor along the Western Freeway.



Figure 8 - Activity Centre Framework Plan, CoM

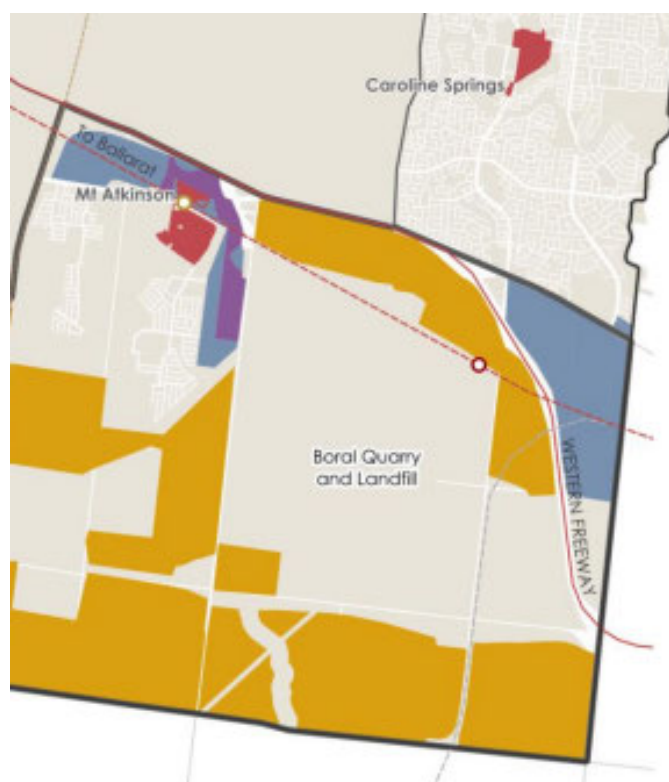


Figure 9 - Melton Industrial Strategy Plan, CoM

Moving Melton / Melton Integrated Transport Strategy

In 2022, the City of Melton published the Moving Melton Transport Prospectus (movingmelton.com.au), building on the Melton Integrated Transport Strategy (MITS), 2015. Together these documents articulate the transport challenges and investment priorities for the municipality.

Key observations include:

- Rapid population growth has led to road capacity constraints.
- Lack of public transport options and poor connectivity have resulted in high car dependency, comprising 85% of all trips.
- Resultant significant traffic congestion at key junctions and along arterial roads across the municipality.

Projects identified as relevant to the WFCA include:

- Western Freeway widening and interchange upgrades.
- Troups Road - closure at the level crossing. Within the OMR reservation.
- Hopkins Road - forecast traffic growth (over 51,000 vehicles per day by 2031) will require additional road capacity and an extension north of the Western Freeway.
- Hopkins Road Level Crossing Removal- currently nearing completion with a road over rail treatment.
- Mount Atkinson Railway Station- identified as 'Hopkins Station' in MITS and 'Mt Atkinson Station' in the MATP PSP. Central to transit-oriented development and achieving 20-minute neighbourhoods outcomes.

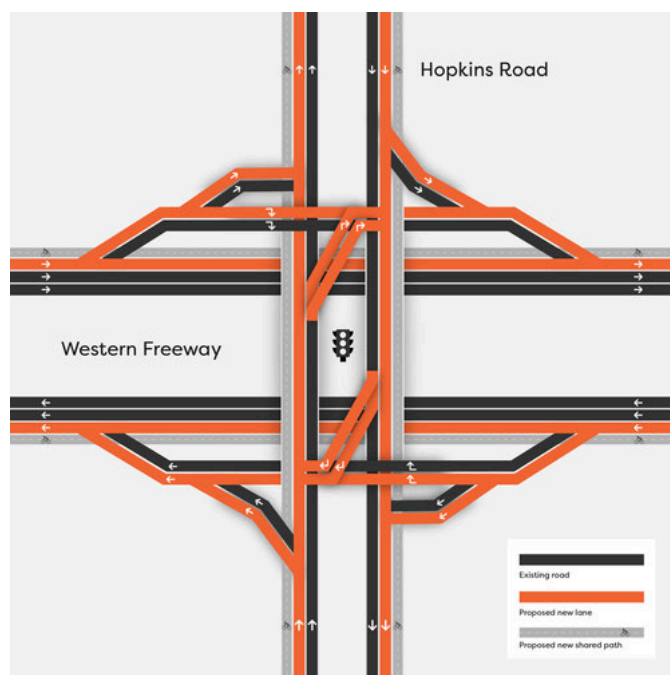


Figure 10 - Hopkins Road Recommended Interchange, CoM



Figure 11 - Hopkins Road duplication visualisation Source: movingmelton.com.au

2.6 Key State Infrastructure Projects

Several major State infrastructure projects will significantly influence the function and development of the WFCAs and its surrounds.

Melton Line Upgrades

To improve capacity on Ballarat rail line, the State Government is:

- Removing level crossings and improving stations between Sunshine and Melton (Figure 12).
- Removing the Hopkins Road level crossing via a road-over-rail treatment (targeted for completion in 2026) and shown in Figures 13 and 14.
- Extending platforms at Deer Park, Caroline Springs, Rockbank, Cobblebank and Melton to allow higher capacity 8 car V-Line train sets to service the stations.
- Planning an upgrade to Melton Station to add two additional platforms, enabling more services to terminate at Melton without impacting through services to Ballarat.

These works are intended to be completed by 2027 and will enable the future electrification of the line to Melton, extending trains running on the Werribee line and allowing for V-Line trains to be used on the Bendigo and Geelong lines, providing cascading benefits. Electrification is currently unscheduled, although Infrastructure Victoria recommends completion by 2030 (Recommendation 11).

The MATP PSP's land use and transport structure is premised on a future train station at Mt Atkinson, forming the focal point of the MTC. While there is currently no State Government commitment to deliver this station, Infrastructure Victoria recommends its delivery by 2030 alongside a new station at Thornhill Park.

Western Intermodal Freight Terminal

The WIFT is a significant regional infrastructure project proposed at Truganina, south of the MATP PSP. Identified in the Commonwealth Inland Rail Project, the Victorian Western Growth Corridor Plan, the Victorian Freight Plan and the North and West Melbourne City Deal proposal, the WIFT will improve efficiencies in local, national and international freight movement by bringing local warehouse precincts closer to freight terminals, and limiting the number of trucks and trains required to transport interstate freight into the Dynon Precinct in Port Melbourne.

The Terminal will sit within a larger State Significant Industrial Precinct, parts of which lie within the MATP PSP. Hopkins Road, which bounds the WFCAs to the east, is identified as a key north-south link from the WIFT to the State Significant Industrial Precinct and the Western Freeway and is identified as being a part of the Principal Freight Network- Road.



Figure 12 - Proposed upgrades to the Ballarat Railway Line, DTP



Figure 13 - Design of the level crossing removal at Hopkins Road, DTP



Figure 14 - Concept of the level crossing removal at Hopkins Road, DTP

Western Freeway Upgrade

The State Government has committed to upgrading the Western Freeway between Melton and Caroline Springs to improve safety, access and capacity. The Western Freeway is a critical road link and approximately 86,000 vehicles per day currently use this section, with volumes forecast to increase to approximately 113,000 vehicles per day by 2031.

Planning commenced in early 2023 and a program business case was completed in 2024 providing a high-level assessment of the upgrade, recommending a long-term approach for upgrading the freeway, and outlining how the upgrade could be delivered in stages.

Outer Metropolitan Ring Road

The OMR corridor (Figure 15) is protected by a Public Acquisition Overlay introduced into affected Planning Schemes on 6 August 2010 via Amendment VC68. A preliminary business case was completed by the D in 2021.

The OMR will serve as a key freight transport corridor, with a central freight rail line proposed within the reserve area. This corridor will connect the WIFT to the Beveridge Intermodal Freight Terminal north of Melbourne. The rail component of this project likely to proceed prior to the road.

The OMR is currently unscheduled, however Infrastructure Victoria recommends that the State Government determine staging and timing to provide greater certainty to landowners, Councils and infrastructure agencies.

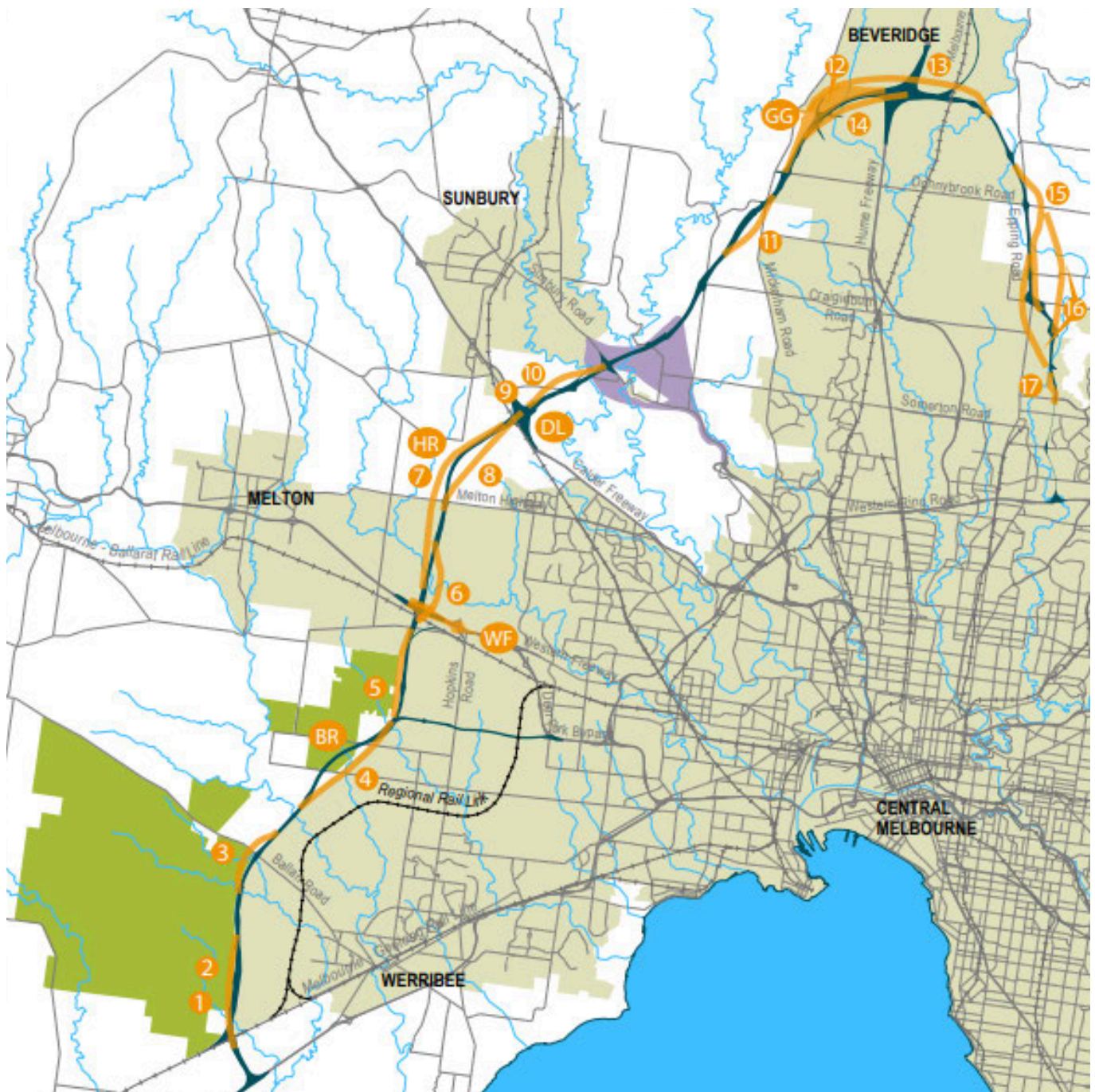


Figure 15 - Proposed OMR Alignment , DTP

Site Context

Section 3 outlines the existing conditions and planning controls for the WFCAs, including current land ownership, land uses, site topography and services, conservation areas, movement and access, cultural heritage considerations and relevant zoning and overlays. Together, these elements define the key constraints and opportunities that will inform the spatial layout, land use mix and design responses in the UDF.

3

3.1 Land Ownership

Site ownership within the WFCU (Plan 5) is held by five landowners:

- Parcel 6-E (2-50 Meskos Road). The largest landholding within the WFCU.
- Parcel 8 (1593-1601 Western Highway). Land occupied by an existing service station
- Parcel 7 (1603-1609 Western Highway). A small parcel bounded by 2-50 Meskos Road to the south and the Western Freeway to the north.
- Parcel 19 (1-25 Meskos Road). Vacant land to the south of Meskos Road.
- Parcels 18-R & 18-E (27-55 Meskos Road). Vacant land to the south of Meskos Road.

The following road reserves are also present:

- Meskos Road (R4-R)
- Hopkins Road (R5, R6, R7)

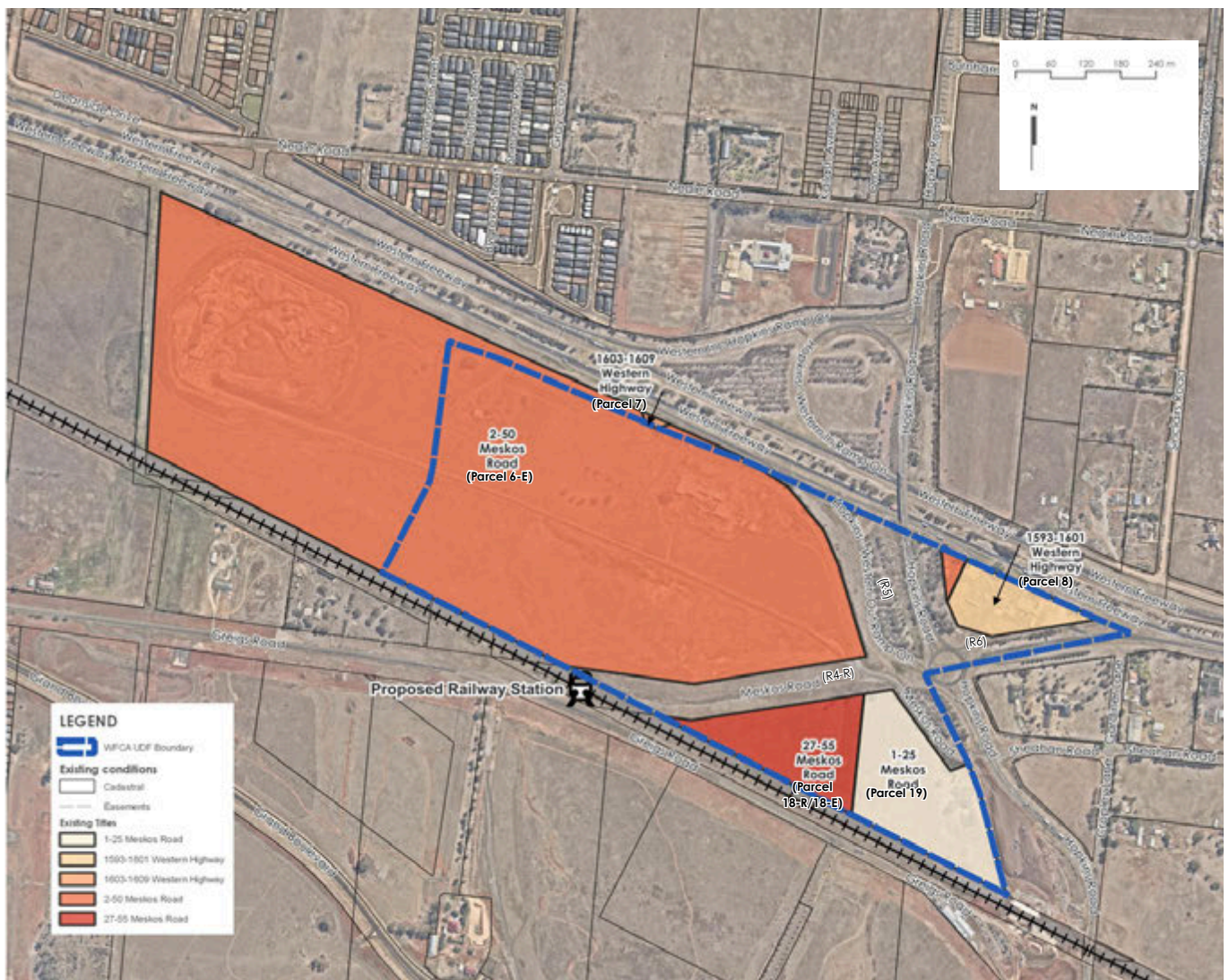
Parcel numbers align with those used in the MATP Infrastructure Contributions Plan.

3.2 Existing Land Uses

The WFCU is largely vacant and undeveloped. Existing uses (Plan 15) include:

- A centrally located mixed use building including a boat repair shop (Sniper Marine), service centre and garden supplies centre.
- East of Hopkins Road, a service station bounded by the Western Freeway, Hopkins Road and Western Freeway off ramp.

Access is provided through Parcel 6-E to the concrete batching plant to its immediate west.



Plan 5 - Land Ownership Boundaries, UDM

3.3 Surrounding Land Uses and Interfaces

Land surrounding the WFCU (Plan 6) is rapidly developing and includes:

- Directly west of the WFCU site is an operating Concrete Batching Plant.
- Land uses to the north are primarily developing residential within the Kororoit PSP (Deanside).
- To the south of the railway line, the MTC land is largely vacant.
- Further south of the MTC, residential development at Mount Atkinson is rapidly progressing.
- Smaller land parcels and homes are located east of Hopkins Road. Further east is the Boral Quarry.

These interfaces will influence future layout, access and design responses in the WFCU UDF. Residential communities developing to the north and south of the MTC will be the most likely users of the precinct.

3.4 Access and Movement context

Hopkins and Meskos Roads currently provide the main vehicular access to the WFCU. Meskos Road has recently been resealed and widened to a dual lane sealed pavement and is a Council managed road.

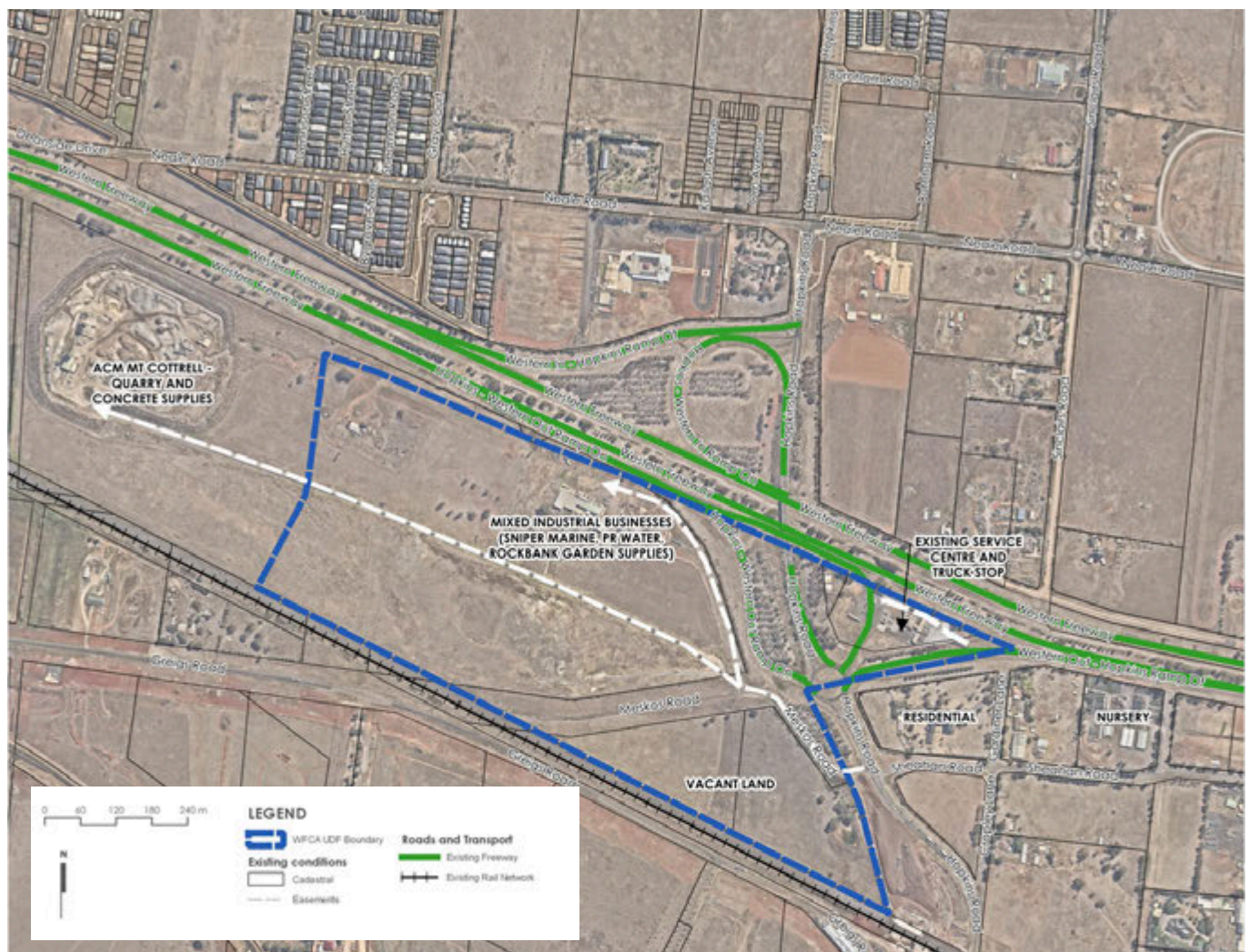
Transport Victoria is the responsible authority for Hopkins Road which is currently a dual lane road along the site's eastern frontage, expanding to a 4 lane road at its interchange with the Western Freeway.

The Western Freeway and Western Freeway/Hopkins Road Interchange surround the site's North Eastern boundary. The freeway interchange does not provide direct access to the site.

Access to the service station is via the Hopkins Road roundabout or via service roads off the Western Freeway on and off ramps.

There is no pedestrian or cycling access or infrastructure to the WFCU.

Technical design, modelling and network planning will be addressed in Section 4.



Plan 6 - Land Use Plan, UDM

3.5 Physical Site Characteristics

Topography and Landform

The site naturally grades to the north-west with an approximate 6m fall from the south-east to the north-west. A small portion of the western end of the WFCa falls to the west into a different catchment.

The landform is relatively open with limited natural features except for conservation areas identified in the PSP.

A 19th century cobbled roadway is identified in the PSP in Plan 2- Precinct Features. The cobbled roadway is listed on the Victorian Heritage and discussed further in section 3.7.

Site Drainage Pattern

Surface drainage flows north-west toward existing culverts beneath the Western Freeway.

There are no major waterways within the site.

Site Easements

Easements exist for utilities and drainage and will require integration into the future road and development layout.

Physical Barriers

The Western Freeway to the north of the UDF forms a hard boundary with no existing pedestrian or vehicle crossings west of Hopkins Road.

The Ballarat Railway corridor forms a barrier to the south with no crossings west of Hopkins Road.

Landscape, Ecology and Conservation Features

Two local conservation areas identified in the MATP PSP are located within the WFCa. These areas are subject to a Conservation Area Conservation Plan for the two reserves (PSP Figure 9). PSP Requirement 55 requires roads fronting the reserves, and they must contain planting and street trees of indigenous species.

Broader flora and fauna values (including grasslands and habitat areas) are managed under the Melbourne Strategic Assessment framework and will be covered in Section 4.

A Biodiversity assessment completed in 2025 found that the populations of both orchid species had declined. The findings of the assessment are summarised in Section 4.

3.6 Cultural Heritage

The MATP PSP lies within the traditional lands of the Wurundjeri and Bun Wurrung indigenous groups that inhabited, and continue to inhabit, areas across what is now metropolitan Melbourne. Since European settlement of the Mt Atkinson and Tarneit Plains area, the land has been predominantly used for farming and agricultural purposes.

A small area within Parcel 6-E is a designated area of cultural heritage sensitivity. Significant land use changes or 'high impact activity' can trigger the need for a cultural heritage management plan under the Aboriginal Heritage Regulations 2018. A Cultural Heritage Management Plan was undertaken in 2019 for Parcel 6-E and is summarised in Section 4.6.

3.7 Post Contact Heritage

Some post contact historical sites and features have been noted in the wider PSP area and are of varying local significance.

Within the WFCa the PSP identifies a cobbled roadway listed on the Victorian Heritage Register as H7822-2334, Cobbled Roadway - Greigs Road (Figure 16). A heritage assessment completed as part of the PSP background research found that the 19th century cobbled road was once a major route to the Victorian goldfields. The assessment concluded it was of state and local heritage significance as the cobbled roadway forms part of the only intact sections of the original route to the Ballarat and Ballan goldfields. Requirement 8 of the MATP PSP stipulates that the cobbled roadway must be retained within a reserve.

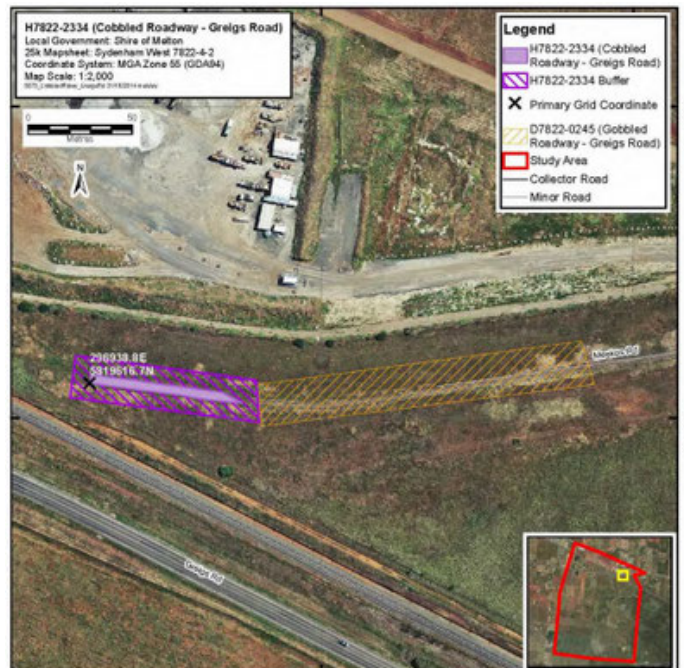


Figure 16 - Site extent of cobbled roadway, Ecology & Heritage partners

3.8 Planning Controls

The WFCA is entirely within Urban Growth Zone – Schedule 9 (UGZ9) of the Melton Planning Scheme and affected by the following overlays (Plan 8):

- Environmental Audit Overlay- Schedule 9 (EAO6).
- Infrastructure Contributions Overlay- Schedule 3 (ICO3).
- Public Acquisition Overlay - Schedule 3 (PAO3).

The area abutting the rail corridor along the southern UDF boundary is subject to Environmental Significance Overlay – Schedule 1, which identifies remnant woodlands, open forests, and grasslands. This area is located within the rail reserve and does not affect land in the WFCA.

The northern and eastern UDF boundary are abutted by Transport Road Zone 2, which identifies roads within the Principal Road Network, respectively Western Freeway and Hopkins Road.

The UDF Precinct is also included within the Growth Areas Infrastructure Contributions, Melbourne Strategic Assessment Area, contains areas of Aboriginal Cultural Heritage Sensitivity and is within a designated bushfire prone area.

Urban Growth Zone – Schedule 9

The entire WFCA is included in the UGZ9. The purpose of the UGZ is to manage the transition of non-urban land into urban land in accordance with a precinct structure plan. Schedule 9 implements the MATP PSP (Plan 1 in the Schedule 9).

The applied zones as provided at UGZ9 are outlined in Table 2 with the highlighted zones those that appear within the WFCA UDF and shown visually on Plan 7.

Arterial Road	Clause 36.04 Transport Zone 2 or 3
Business	Clause 34.02
Business/Large format retail	Commercial 2 Zone
Connector street	Clause 36.04
Connector street/Boulevard	Transport Zone 2 or 3
Industrial	Clause 33.01 Industrial 1 Zone
Light Industrial	Clause 33.03 Industrial 3 Zone
Mixed Use	Clause 32.04 Mixed Use Zone
Major town centre	Clause 34.01
Local convenience centre	Commercial 1 Zone
Residential on a lot wholly within walkable catchment boundary	Clause 32.07 Residential Growth Zone
All other land	Clause 32.07 General Residential Zone

Table 2- Applied Zones to the UGZ-9

Section 2.6 of UGZ9 specifies that a permit may not be granted to use or subdivide land within the WFCA until a UDF has been prepared to the satisfaction of the responsible authority and the VPA.

Other requirements of the UGZ9 relevant to the WFCA include:

- An application to subdivide, use or develop land must be accompanied by a Public Infrastructure Plan.
- An application that proposes to create or change access to a six lane or four lane arterial road must be accompanied by a Traffic Impact Assessment Report.
- An application for use or development within the 'railway noise amenity area' on Plan 11 of the Mt Atkinson & Tarneit Plains Precinct Structure Plan must be accompanied by an acoustic assessment report prepared by a qualified acoustic engineer or other suitably skilled person to the satisfaction of the responsible authority and Public Transport Victoria.
- An application to subdivide, use or develop land identified in 2-50 Meskos Road for a sensitive use (residential use, child care centre or primary school) must be accompanied by an Environmental Site Assessment.
- Various controls relating to the development or subdivision of conservation land.
- Before deciding on an application to use land for a shop on land identified within the Mt Atkinson Major Town Centre the responsible authority must consider:
 - The local catchment and PSP catchment demand for the additional floor area;
 - The effect on existing and future major town centres within the City of Melton; and
 - The extent to which the use of land for a shop on land to the north of the rail corridor might prejudice the development, expansion or operation of the retail core to the south of the rail corridor.



Plan 7 - Location of Applied Zones

Infrastructure Contributions Overlay - Schedule 3

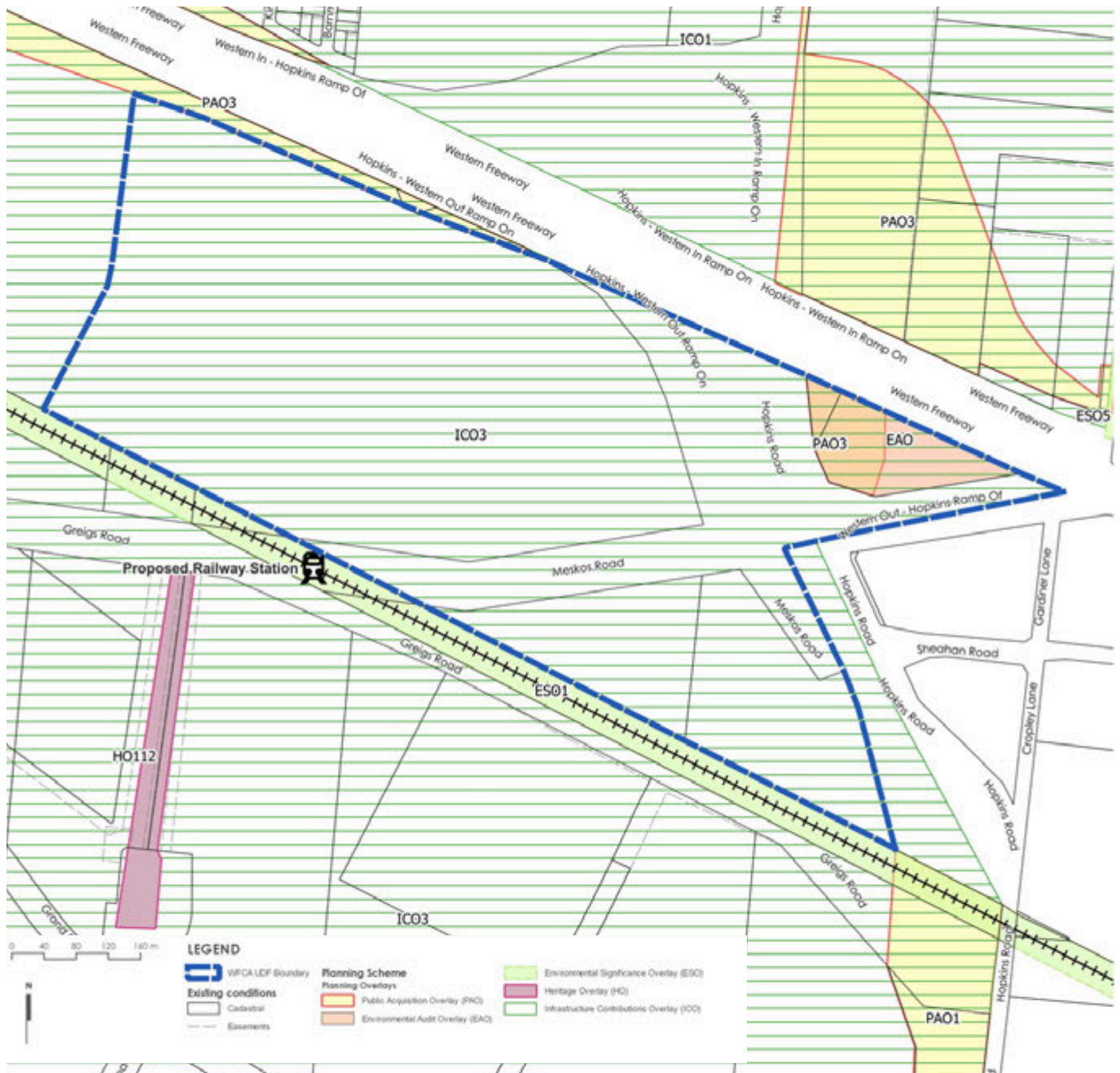
The ICO3 applies to land zoned UGZ9. The purpose of the ICO is to identify the area where an infrastructure contributions plan applies for the purpose of imposing contributions for the provision of infrastructure. This relates to the MATP ICP, and thus requires monetary or works-in-kind contributions for any development works within the precinct.

Public Acquisition Overlay - Schedule 3

The PAO3 applies to land set aside for the future OMR and Western Freeway upgrades. This applies to Parcel 8 to the east of Hopkins Road. Any planning application triggered by the PAO3 must be referred to the acquiring authority which in this case is the Roads Authority who assesses the suitability of the application against the purpose of the acquisition.

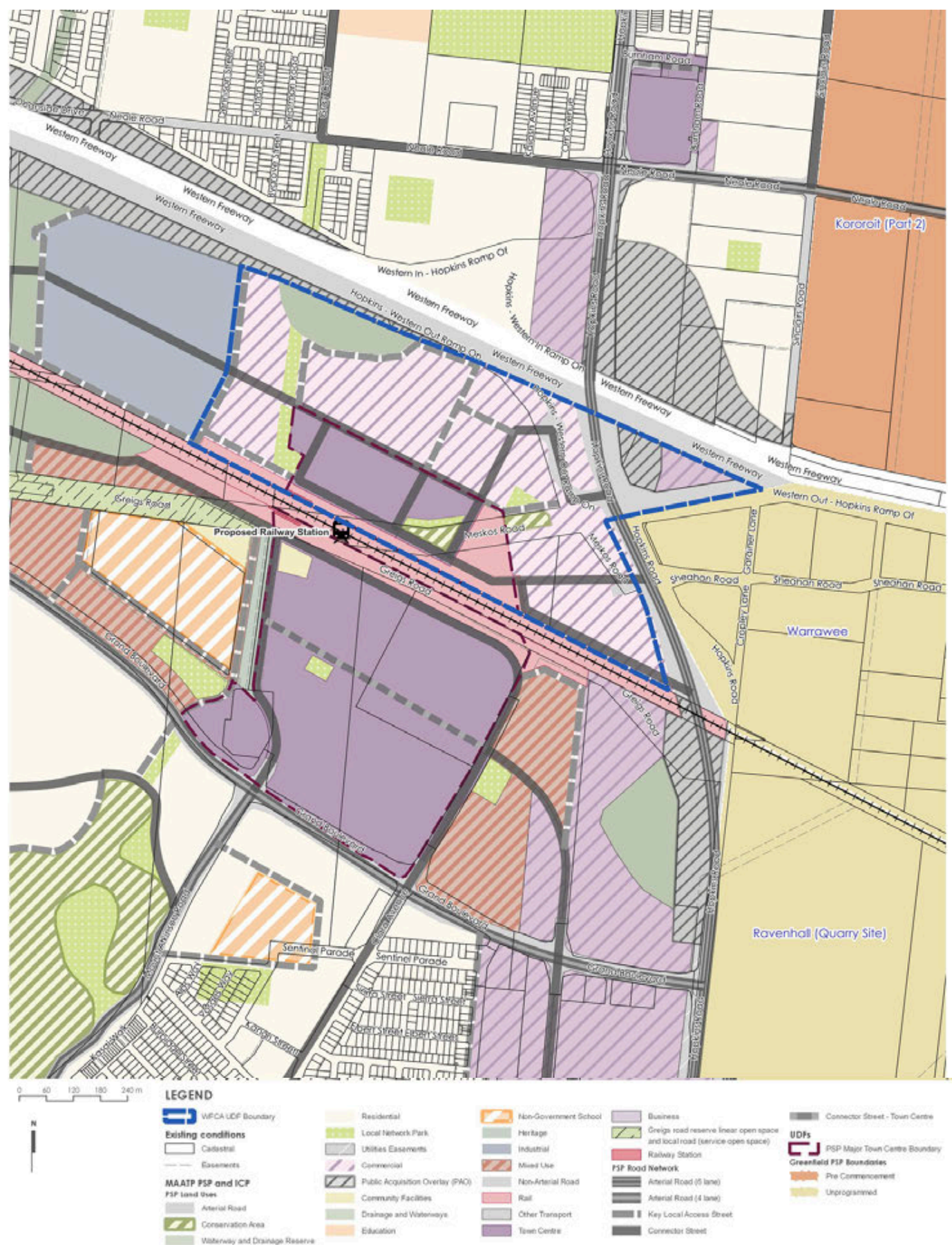
Environmental Audit Overlay

The EAO applies to parcel 8 which contains a service station. The purpose of the EAO is to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination. It will require further consideration when development is proposed. The overlay requires a number of environmental assessments and audits to be undertaken before a sensitive use can occur on a site including residential and school sites.



Plan 8 - Overlay Plan

Plan 9 - Local Context



3.9 Future Land Uses

The MATP PSP guides the land within the MATP area. Plan 9 shows a more detailed overview of the land uses and road network within the WFCA and directly surrounding.

Mt Atkinson Major Town Centre

The majority of the Mt Atkinson MTC is located to the south of the WFCA UDF area. It is subject to a separate UDF which is currently in draft form.

Much of the land around the proposed town centre is for residential purposes, and is currently being developed for greenfield housing.

Hopkins Road Business Precinct

The Hopkins Road Business Precinct is a commercial and industrial precinct subject to a UDF which was adopted in 2022. The UDF includes land allocated for LFR along Hopkins Road in the northern portion of the UDF area, and industrial uses to the south. To the west, an area for “Business” uses is identified which provides a transition between the LFR area to the east and residential area to the west.

Land immediately west of WFCA

Land immediately west of WFCA is designated for future industrial development, through to the proposed OMR.

Kororoit PSP

Land to the north of the Western Freeway is within the Kororoit PSP, which is growing rapidly into the new community of Deanside. The Deanside area will include a new Neighbourhood Activity Centre at the intersection of Neale Road and Hopkins Road, as well as schools and active recreation.

Warrawee PSP

Land to the east of Hopkins Road is included in the Warrawee PSP which is yet to commence. This PSP is designated for employment and is a Horizon 2 project within the 10 year plan for Melbourne’s greenfields, meaning it is likely to commence between 2025/26 and 2028/29, with completion by 2033.

Technical Assessment

Section 4 summarises technical assessments that have been prepared to inform the development of the WfCA UDF. These reports provide specialist advice on traffic and movement, economics, stormwater management, biodiversity, servicing and heritage, and form the evidence base for the spatial layout and development framework in later sections of the UDF.



4.1 Traffic and Movement Report

A report has been prepared by Traffix Group into the overall street and active transport network proposed for the WFCAs. The report utilises the proposed plans and concepts from the PSP and ICP as the basis of their analysis. Its key findings are summarised below.

Traffic Generation

The WFCAs, together with future industrial to the west, is expected to generate approximately 40,000 vehicle movements per day at full development.

Intersections and Access

The two major access points to the WFCAs are via Intersections IT-01 and IT-02 as shown in the MATP PSP (and shown in Figure 17), both from Hopkins Road.

IT-01 and IT-02 (Access from Hopkins Road)

Functional Layout Plans of the IT-01 and IT-02 intersections are provided in the MATP ICP (shown in Figures 18 & 19). However, since the ICP has been prepared, the State Government has developed a business case for the upgrade of the Western Freeway. This may see the delivery of IT-01 in conjunction with the upgrade in some form. Subsequently, the ultimate design and construction of the IT-01 intersection is linked with the future Hopkins Road and Western Freeway interchange upgrades and will vary from the concept proposed in the ICP. The preferred arrangement involves removal of the existing five-leg roundabout and relocating the freeway ramp intersection on Hopkins Road further to the north. This will allow a signalised intersection to be provided on Hopkins Road to access the WFCAs site in effectively the same location as the proposed IT-01 signalised intersection, but without the need for the intersection to also incorporate access to Western Freeway entry or exit ramps.

IT-02 is expected to remain in a location and form similar to that shown in the ICP.

Local Access Connections

The report notes that there are two further local connections from the WFCAs. One follows the railway line and will pass beneath the future Hopkins Road railway overpass providing grade separated access into the future Warrawee PSP to the east. The other is a westerly local street connection through the proposed industrial land to the adjacent Rockbank PSP.



Figure 17 - IT-01 and IT-02 Locations, VPA



Figure 18 - IT-01 Functional Layout Plan, VPA



Figure 19 - IT-02 Functional Layout Plan, VPA

Internal Street Network

The proposed internal street network should largely follow the PSP design, with refinements to improve the functionality of the street network and align with Intersections IT-01 and IT-02.

The report references the road cross sections in the PSP and considers the following to be relevant to the site:

- Boulevard Connector Street,
- Rail Interface Connector Street,
- Town Centre Main Street, and
- Industrial Access Street.

To maximise space for pedestrians and minimise crossing distances, the report considers slip lanes to be inappropriate outside of the major intersections referenced above. Other recommendations to create a pedestrian friendly environment include low speeds in the MTC and raised crossings where higher volumes of pedestrians are expected.

Much of the through traffic will take the form of heavy vehicles accessing the industrial areas both within and to the west of the WFCAs. Ensuring heavy vehicle traffic is able to avoid the MTC is important to maintaining the future amenity of the precinct.

Active Transport

As required by the PSP, the off road bicycle network is centred around a north-south route which follows a linear park through the WFCA and connects over the Western Freeway and railway line via two pedestrian/cycling overpasses. Three east west paths intersect the site, one following the railway line, one central path and one northern path following the western freeway barrier. A third bridge will cross the potential future train station more directly connecting the two sides of the MTC.

The report recommends that off road shared paths should be constructed at a width of not less than 3 metres and separate pedestrians and cyclists at high activity areas such as the station precinct.

Bus Network

The PSP requires that the WFCA include bus capable streets to allow buses to circulate through the area and access a bus interchange on the north side of the railway station.

The report proposes a potential 'loop' network design which would see buses enter via one Hopkins Road intersection and exit via the other, passing the train station on the southern connector road and the central connector road. This design would see the entire UDF area within 400 metres of a bus. The report recommends bus stops to be located every 200-300 metres along the route.

Parking

The report stipulates that car parking should be provided in accordance with Clause 52.06 of the planning scheme. It is noted that utilising reduced rates as identified in column B to the clause should be used as the area will be a part of the Principal Public Transport Network should a station be constructed.

It is recommended that parking within the Large Format Retail area of the UDF be shared between businesses where possible to reduce the need for individual parking areas.

Preferred locations for commuter parking are adjacent to the rail corridor, but to the east and west of the town centre to avoid disrupting the interface between the town centre and the station.

4.2 Flora and Fauna

A flora and fauna and fauna assessment was undertaken by Biosis specifically in the form of a biodiversity assessment and targeted orchid survey.

Orchid Survey and Summary of Findings

The conservation area was established as it is in the PSP due to the discovery of Forest Sun Orchids and Onion Orchids in a 2012 assessment of the site.

Biosis recommended that management of the reserves should be regular in the form of ecological burns, slashing and regular intensive weed control. Annual monitoring of all significant species was recommended. The report also notes that translocation has limited potential.

The 2025 assessment of these species found a number of significant species remains in the reserve and the following was observed at the time of survey:

- 2 Forest Sun Orchids were recorded on site down from over 2000 in 2012.
- No onion orchids were found in the area where 15 were seen in 2012.

The assessment concluded that low rainfall in 2025 may have limited growth and flowering of orchids during the assessment period.

Advice from Melton City Council notes that *Thelymitra* spp. (forest sun-orchid) exhibit a typically flower during late spring to early summer, whereas *Microtis* spp. (slender onion-orchid) flower predominantly from spring through summer. If not flowering both species can be particularly hard to identify. They also require climatic conditions for flowering, e.g. temperature and rainfall. While this decline of individual numbers is of ecological concern, it is important to note that many *Thelymitra* taxa are capable of prolonged dormancy, often persisting for multiple years and resprouting following favourable climatic conditions or post-fire. Combined with the slashing of vegetation prior to survey—current population estimates for both *Thelymitra* and *Microtis* spp. may be inaccurate. Accordingly, the apparent decline may reflect survey timing or recent site disturbance rather than true population loss.

Future Role of the Reserve

Several significant species remain in the reserve and there is opportunity to enhance the conservation of the reserve. Re-establishment of individuals is plausible under an improved management arrangement. Melton City Council's intention is to re-establish active management at the site to improve conservation outcomes and reduce weeds in the reserve.

To respond to a potential conflict between the footprint of the eastern edge of the reserve and a future intersection IT-01, there is potential to reconfigure the boundaries of the conservation reserve which may improve conservation and design outcomes. Future design of intersection IT-01 will have to seek to minimise impact on the reserve.

4.3 Economic Assessment

An economic assessment has been prepared by Colliers (formerly Ethos Urban) into the suggested retail and commercial uses proposed for the WFCA in the PSP. The majority of the commercial area is proposed to be Large Format Retail (LFR) with a Major Town Centre core comprised of more fine grain retail.

Large Format Retail

The WFCA is considered ideally positioned for LFR, supported by its central location to the growth corridor, high levels of exposure and accessibility to the Western Freeway, and direct access to Hopkins Road.

The report estimates that there could be demand for approximately 90,000m² of additional LFR floorspace in the Main Trade Area served by the WFCA by around 2040. Given the WFCA's locational attributes including its co-location with the northern portion of Mt Atkinson MTC, the WFCA should be considered a primary location for LFR in the Mt Atkinson area

Major Town Centre uses

In order to support an activated precinct to the north of the railway, it will be important to consider land uses for the MTC that:

- Complement the land uses proposed in the MTC to the south of the railway line.
- Complement the potential for a major LFR centre located to the immediate north.
- Can attract customers and activity in their own right, acknowledging the potential for real or perceived barriers to customer movement between the northern and southern parts of the MTC.

Within the MTC core, the report finds the following uses are considered appropriate:

- Supermarket and convenience retail.
- Medical centre and allied health.
- Commercial office.
- Short-stay and business accommodation.
- Entertainment and lifestyle uses.

UDF MTC South

The draft UDF for the portion of Mt Atkinson MTC south of the railway corridor is discussed in the assessment as it pertains to retail. The assessment notes that the retail floor space proposed in the draft UDF is higher than that proposed in the PSP, which provides flexibility for the developer of the MTC to respond to market conditions at any time. The report does not consider this an impediment to meeting the objectives for the WFCA in relation to potential uses within the town centre component of the WFCA.

4.4 Stormwater Management Plan

Afflux Consulting has reviewed the 2019 Engeny Stormwater Management Plan and assessed stormwater and integrated water management requirements for the WFCA.

Drainage Catchments and Assets

The MATP PSP shows that the WFCA is located primarily within the Gardiner Lane DSS (drainage scheme) and partly within the Deanside Drive DSS. The PSP indicates a number of drainage reserves within the WFCA including:

- WI-01 (RB-03 in the DSS)- located on the northern boundary of the WFCA near the Western Freeway.
- WI-02 (RB-02 in the DSS)- located in the north-western corner of the WFCA.
- WI-03- a linear reserve abutting WI-02 connecting south to the railway line.

Key Risks Identified

Afflux notes two key risks to the PSP location of WI-01 (RB-03):

- The current discharge location is via a set of culverts (to be constructed) into a pipe system to the Wetland/RB along Sinclairs Rd. In the event of a catastrophic failure or an extreme storm event these flows would need to be conveyed through public streets to Kororoit Creek. Realigning this outlet into the Deanside Drive DSS would facilitate a lower risk by conveying these flows via a waterway rather than through the road network.
- Construction of culvert crossings on a freeway will cost significant time and resources, further complicated by recent construction of acoustic walls on the northern side of the freeway. Additional culverts are currently proposed to be constructed under the Western Freeway from Deanside Drive DSS.

Recommendations

To mitigate these risks the review recommends the following:

- Realign the catchment outlet to drain into the Deanside Drive DSS, reducing overland flow risk by utilising a natural waterway corridor.
- Relocating RB-03 to a location directly west of the WFCA, subject to functional design. This would consolidate the number of freeway crossings and reduce the impact on the local community due to this construction disruption.

4.5 Servicing

Urban Design and Management has prepared a Servicing Report that considers the siting and capacity of existing and proposed engineering services on the site including roads, drainage, sewerage, potable water, recycled water, electricity, telecommunications and gas.

Water and Sewerage

Greater Western Water (GWW) is the authority responsible for the provision and approval of reticulated sewerage and water facilities for the area.

The GWW Development Servicing Plan for the area proposes a DN375 branch sewer to be constructed through the site, which will continue north-east before discharging into a pump station near Kororoit Creek.

Preliminary advice from GWW is to either connect to the DN450 main in Greigs Road/Grand Boulevard, which will require a crossing of the rail line, or connect to the DN300 main in Neale Road/Deanside Drive, which will require a crossing of the Western Freeway.

Electricity

Powercor is responsible for the provision of electrical supply to the WFCAs. DBYD information shows that existing overhead HV electricity infrastructure is available on north side of the WFCAs. Future electricity supply within the development will be via underground infrastructure.

Telecommunications

Telstra, NBN and other providers (e.g. Optus, TPG) exist in the vicinity of the WFCAs. NBN Co provides telecommunications infrastructure to service the development and the developer will be required to install pit and pipe infrastructure suitable for optical fibre installation as part of the National Broadband Network.

Gas

Ausnet Services is the gas authority responsible for the provision of gas reticulation and DBYD information confirms presence of existing gas infrastructure in the vicinity of the WFCAs.

Gas can be made available for non-residential development within the WFCAs.

4.6 Cultural Heritage Management Plan

In 2019 a Cultural Heritage Management Plan was prepared for 2-50 Meskos Road, the largest landholding within the WFCAs.

A standard and complex assessment were undertaken as part of the plan. A previously unrecorded ACHP was located in the Activity Area during the Standard and Complex Assessment. The ACHP has been registered as VAHR 7822-4415 (2-50 Meskos Road, Truganina LDAD) and comprises 1 surface and 7 sub-surface stone artefacts located in a disturbed surface and sub-surface context.

4.7 Combined PSP Background Report Comments

As part of the PSP process a number of background studies and reports were conducted in the MATP area. Many of them have been superseded by the above reports which deal with the WFCAs on a more specific level. However, some comments of note have been outlined below.

- The Post Contact Heritage Assessment for the site found 4 registered and 14 unregistered historical sites mostly consisting of dry stone walls and cobbled roadways. The MATP PSP went on to identify one of these within the WFCAs known as H7822-2334 (Cobbled Roadway - Greigs Road). The assessment found that the site has archaeological and historical significance.
- Conservation area plans were created for Areas 7 & 8 within the MATP PSP. No area plan was created for the local conservation area within the WFCAs as the PSP did not require it.
- A Scattered Tree Assessment was conducted for Parcel 8 of the WFCAs. It found 4 River Red Gums within the site all classed as Small Trees. Under the Biodiversity Conservation Strategy there is no compensation cost associated with the removal of Small Trees.

Issues and Opportunities

Section 5 brings together the strategic, site and technical findings to identify the key themes, issues and opportunities that will shape the WfCA UDF. These considerations form the basis for the spatial framework and design responses in the next stage of the UDF.

5

5.1 Railway Line and Future Station

The PSP identifies a future Mt Atkinson train station as the core anchor of the MTC, connecting the northern (WFCA) and southern town centre areas. Its location is central to the structure of both UDFs.

Issues

- At-grade rail corridor limits permeability. With the railway line at grade, opportunities for convenient north-south movement are restricted between the north and south components of the MTC.
- Station location and delivery unconfirmed. The proposed railway station is currently unconfirmed by the State Government. The design of the UDF relies on the location of the station footprint and access points. Designing the UDF around an unconfirmed station location is a risk.
- Design of pedestrian overpasses. Over-rail bridges require elevated, lengthy ramps, affecting convenience and accessibility.
- Hopkins Road LXP design recues pedestrian access and amenity. The level crossing removal at Hopkins Road has taken a road over rail approach which limits pedestrian amenity and general connectivity.
- Station interface risk. Poor placement of commuter parking may weaken the relationship between the town centre and station. The Transport and Movement report recommends placing station parking to the east and west to mitigate this and considering multi-deck parking to conserve space.

What does this mean for the UDF?

- The PSP-identified Mt Atkinson Station remains unconfirmed; however, its indicative position and access requirements must continue to anchor the spatial arrangement of both town centre areas.
- Grade separation requirements and ramp lengths for pedestrian and cycling bridges will determine the placement of connecting streets, linear parks and key desire lines.
- Commuter parking must be carefully located to avoid undermining the core station–town centre interface.

Opportunities

- Transit-oriented development. A high frequency station would anchor a mixed use, activated town centre and strongly support public transport mode share.
- Future electrification. Electrification to Melton, as recommended by Infrastructure Victoria by 2030, would bring increased capacity and frequency, enhancing travelling by train a viable and competitive option for residents of Mt Atkinson.
- Strategic place shaping. A well designed station precinct can define the identity of the broader MTC and create a strong civic focus.

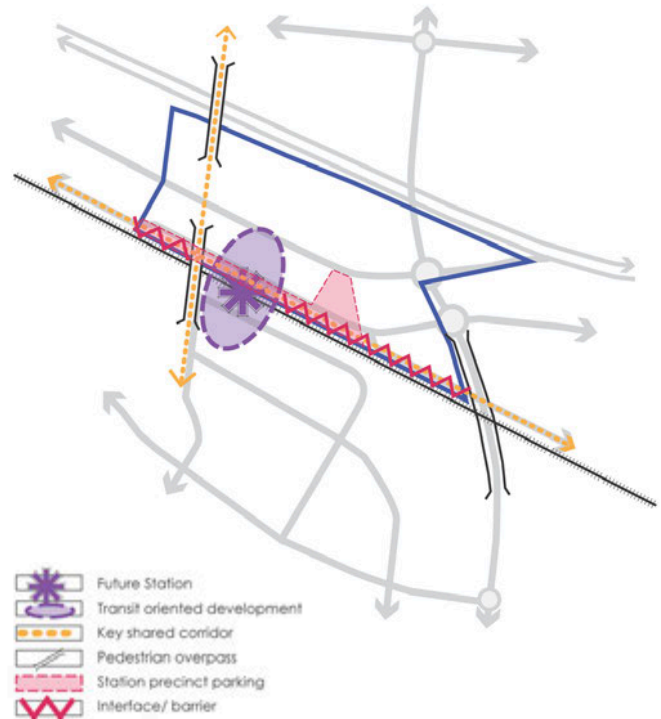


Figure 21 - Railway and Future Station Diagram



Figure 20 - Hopkins Road Overpass Concept, DTP

5.2 Economic and Activity Centre Role

The PSP identifies a MTC supported by surrounding LFR. The Economic Assessment emphasises the strategic advantage of the WFCA's exposure and accessibility.

Issues

- Unclear commercial positioning. Further definition is needed on whether the MTC north:
 - Complement or extends the southern MTC,
 - Integrates with the future LFR area to the north, or
 - Operates as a distinct destination.
- LFR- MTC interface. The interface between the LFR and the MTC needs to be carefully considered to ensure adequate buffers between height, intensity of use etc.
- Relationship to draft southern UDF. The draft southern UDF locates the retail core further south than envisaged in the PSP, reducing integration between north and south.
- Development staging. Capacity restrictions at Intersection IT-02 will require consideration of deliverable floorspace and staging of development delivery.
- CPTED (Crime Prevention Through Environmental Design). Ensuring the precinct is safe particularly in the early stages of development given limited activation both during the day and at night.

What does this mean for the UDF?

- The relationship between the WFCA and MTC south must be clarified to ensure both centres function cohesively rather than in competition.
- The LFR precinct must be integrated with the finer-grained MTC core through appropriate transitions in scale, interface treatments and shared access arrangements.
- Economic assessment findings indicate strong commercial demand, reinforcing the need for a flexible, market-responsive layout.
- Design guidelines will be shaped by the UDF including staging and sustainable design at a precinct wide level.



Figure 22 - Example of a small LFR Precinct

Opportunities

- Central growth corridor location. The WFCA is centrally located in the growth corridor, with high visibility and easy access from the Western Freeway and Hopkins Road, conditions attractive to major LFR brands.
- Large land parcels. Consolidated landholdings support coordinated delivery for LFR and MTC uses.
- Strong demand for LFR. LFR is experiencing strong interest and commitment from developers, managers and operators, maintaining its reputation as one of the stronger performing asset classes.
- Growing catchment. Rapid population growth in Melton and surrounding PSPs will drive demand for retail, services and employment.
- Mixed use development. Demand for residential land close to retail and rail could lead to residential development above and around retail.
- Link between train station and activity centre. Ensuring the activation of the retail precinct encompasses a range of uses and encourages commuters to dwell in the area not just pass through.
- Environmentally sustainable design. The eventual development of the MTC and LFR precinct can incorporate sustainable design at a precinct wide scale.

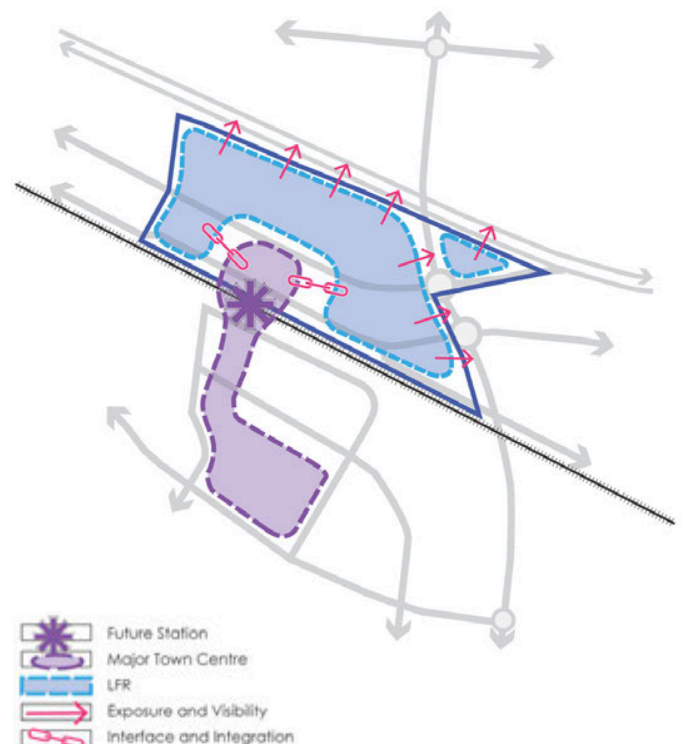


Figure 23 - Activity Centre and Economic Area Diagram

5.3 Open Space, Conservation and Heritage

Two local Conservation Areas are identified in the PSP, supported by a Conservation Area Management Plan, together with linear reserves providing key north-south linkages through the MTC.

Issues

- Potential presence of rare or sensitive flora species may constrain road alignments, drainage assets or development footprints.
- Conservation interface requirements may affect street layout and development staging.
- IT-01 concept layout intersects a conservation reserve, requiring resolution through the final functional design. The reduced presence of orchids which first prompted the establishment of the conservation area brings into question the need for a conservation reserve if there is limited flora worthy of protection.
- Any decision to remove the conservation reserve will need to involve multiple stakeholders.
- The presence of the 19th century cobbled roadway requires consideration in the way that it is preserved through the development of the area.

What does this mean for the UDF?

- The two conservation areas identified in the PSP require appropriate buffering, frontage treatments and integration with the open space network. There is potential scope for the UDF to consider other land use solutions should the conservation reserves be deemed as not required.
- Road alignments, including the future design of Intersection IT-01, must respond to conservation boundaries and avoid impacts on retained ecological values.
- Opportunities exist to leverage conservation land and linear reserves as key structuring elements in the public realm and active transport network.

Opportunities

- Conservation areas provide local amenity opportunities, provide a unique MTC focal point, and structure the pedestrian network.
- Indigenous street planting (per PSP Requirement 55) reinforces a strong local character and ecological identity.
- Integrate biodiversity values into public realm design and stormwater treatment corridors.
- The linear open space which runs through the precinct will provide a large portion of the WFCA with access to open space.



Figure 25 - Open Space and Heritage Diagram



Figure 24 - Brea Trail California

5.4 Industrial Interfaces and Freight Context

The WFCA is located within a broader context of State Significant Industrial Land with the future WIFT to the south and industrial uses to the west and south-east.

Issues

- Heavy Vehicle Impacts. Careful traffic network design and urban design treatment will be required to ensure the development of the WFCA is functional having regard for likely heavy vehicle traffic movements through the precinct associated with adjacent industry.
- Industrial amenity. Interfaces with industrial land require careful consideration of noise, access, and visual impacts.

What does this mean for the UDF?

- Heavy vehicle movements from the surrounding industrial precincts and the future WIFT require careful consideration of road hierarchy, turning movements and intersection capacity.
- Hopkins Road's role as part of the Principal Freight Network requires due consideration.
- Land use transitions and built-form responses will be necessary along industrial interfaces to manage amenity impacts.

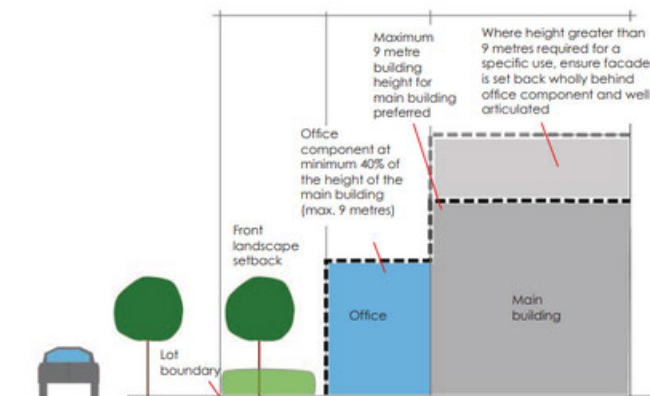


Figure 26 - Melton Industrial Design Guidelines, CoM

Opportunities

- Employment integration. The WFCA can function as a complementary employment hub providing services, amenities and LFR offerings to nearby industrial precincts.
- High exposure. Industrial land to the west and south helps ensure long-term viability of vehicle-oriented uses such as LFR.
- Incorporation of Council Industrial Design Guidelines (2016) into the future planning and design of the industrial areas including subdivision, development and interface.

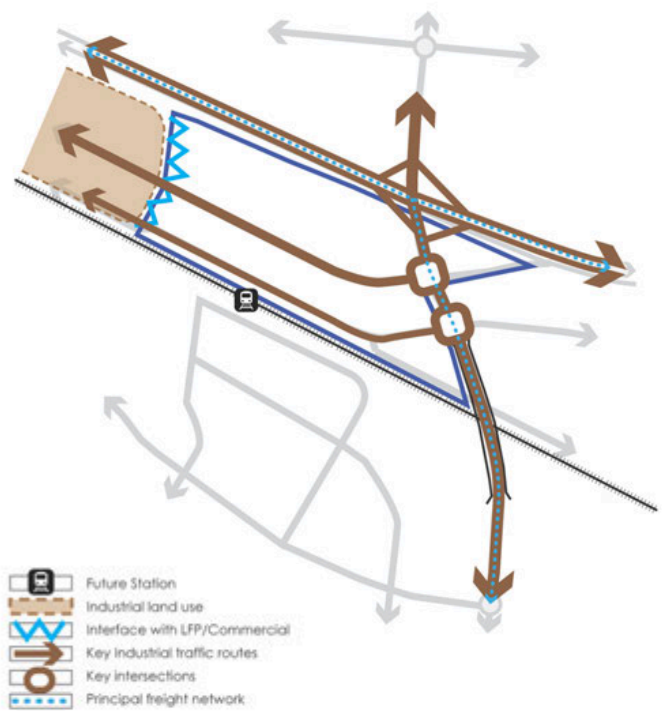


Figure 27 - Industrial and Freight Interface Diagram

5.5 Active Transport

The PSP and Traffic and Movement Assessment identify a strong off-road cycling and pedestrian network anchored by two bridges across the freeway and railway line.

Issues

- Bridge gradients. The two proposed bridges crossing the Western Freeway and Ballarat railway line will require a fine tuned design response to ensure cyclists can cross without dismounting. Both the freeway and railway being at grade complicates this.
- Connectivity challenges. Elevation changes and long ramps associated with the bridges may reduce pedestrian comfort and accessibility.
- Hopkins Road barrier. The Hopkins Road interchange and LXP overpass limit direct active transport movement in the north-east corner.

What does this mean for the UDF?

- Bridge design (freeway and rail crossings) will set the geometry of the active transport spine and must be integrated with land use and open space planning.
- The linear park offers an opportunity to structure the entire pedestrian and cycling network, enabling connections to the future station, MTC core and surrounding PSPs.
- The UDF must support a 20-minute neighbourhood outcome with legible, direct paths that prioritise pedestrians and cyclists.

Opportunities

- Linear park connections. The north–south linear park can form the spine of an attractive, direct active transport corridor.
- Three-bridge network. When fully implemented, the bridge system will create strong cross-corridor links rarely achieved in new growth areas.
- 20-minute neighbourhood alignment. Improved active transport supports state objectives for walkable neighbourhoods around major centres.

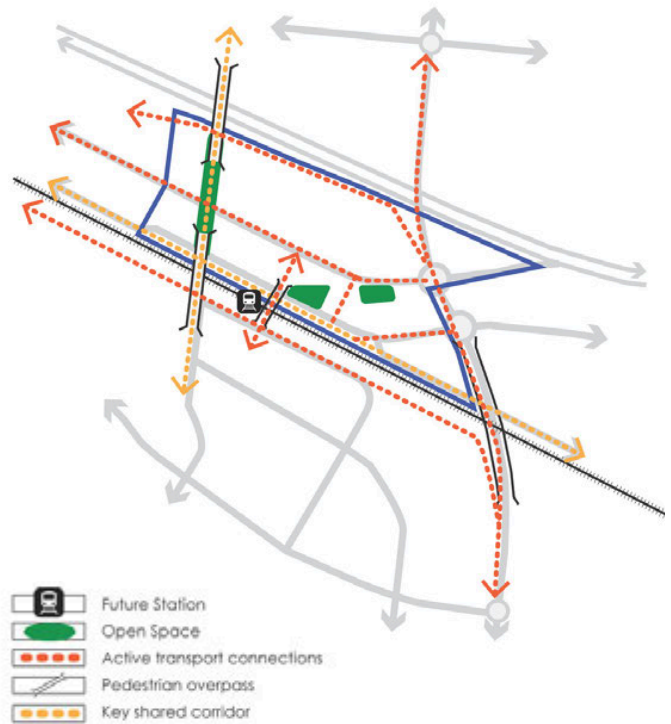


Figure 30 - Active Transport Diagram



Figure 28 - Railway overpass in Mundelein, Illinois, HR Green



Figure 29- Railway overpass in Cobblebank, Victoria

5.6 Road Network and Access

The Traffic and Movement Assessment and PSP identify several key access points and connections.

Issues

- Western Freeway upgrade unscheduled. The freeway upgrade, and with it, the delivery of Intersection IT-01, is not currently committed, affecting WFCAs access, delivery and staging.
- Conservation conflict. The likely placement of Intersection IT-01 may conflict with identified Conservation Reserves.
- Initial access constraint. With the delivery of Intersection IT-01 tied to the delivery of the Western Freeway upgrade, initial development of access to the WFCAs will rely on Intersection IT-02. The traffic capacity of this intersection will therefore constrain the initial developable area and floorspace of the WFCAs without an interim access solution.
- Initial access constraints may require staging of the retail precinct to ensure development occurs together.
- Dependency on land ownership. Delivery of Intersection IT-02 relies on access to Land Parcel 19. Its delivery, therefore, is dependent upon the availability of development of this Land Parcel.

What does this mean for the UDF?

- The delivery of Intersection IT-01 is linked to the future Western Freeway upgrade, which is currently unscheduled. Therefore, early access will rely on IT-02, constraining initial development yield.
- The dependence of the delivery of Intersection IT-02 on development of Land Parcel 19 requires coordination between landowners and may determine the early sequencing of subdivision. An alternative interim access must be identified.
- Internal street design must enable flexible staging and alternative access until the full intersection network is delivered.

Opportunities

- Strong regional access. The WFCAs location on a major freeway corridor and intersection provides good visibility and access for LFR.
- Freeway upgrade benefits. The Western Freeway future upgrade will increase capacity and improve access to employment opportunities and the MTC within the WFCAs.
- Local connections. Planned connector roads to the east and west, parallel to the railway line, will connect neighbouring PSPs with the train station and MTC without using Hopkins Road.
- Interim site access. Interim site access opportunities should be explored to reduce the WFCAs dependency on Land Parcel 19.



Figure 32 - Road Network Diagram

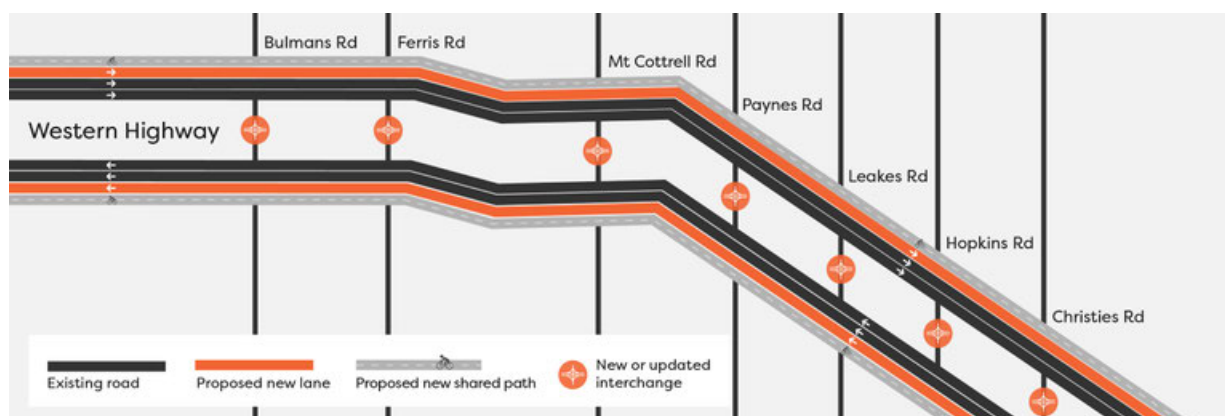


Figure 31 - Moving Melton Western Freeway Recommended Upgrades, CoM

5.7 Conclusion

This Background Report establishes the strategic, physical and technical foundation for the preparation of the UDF for the WFCA. It confirms the importance of the precinct within the broader Mt Atkinson and Tarneit Plains PSP, its critical relationship with the future Mt Atkinson Station and MTC, and its role as a key commercial and employment destination within the western growth corridor.

The review of existing conditions, planning controls, and technical assessments demonstrates that the WFCA is shaped by several defining elements - the rail corridor and proposed station, the Western Freeway and Hopkins Road interfaces, the surrounding industrial and freight network, the conservation areas, and the need to provide integrated movement and servicing networks that can support staged development.

The issues and opportunities identified in Section 5 highlight both the challenges and the substantial potential of the precinct. They form the basis for the spatial framework, design principles and implementation pathways that will be refined in the next stage of the UDF process.

Together, these findings ensure that the forthcoming UDF can guide coordinated, high-quality development that delivers a well-connected, transit-oriented and commercially robust centre, integrated with the surrounding community and aligned with the long-term vision for the Mt Atkinson growth area.

