

MT ATKINSON MAJOR TOWN CENTRE SOUTH PLANNING BACKGROUND REPORT

URBAN DESIGN FRAMEWORK

UPDATED 16 OCTOBER 2025 BY MESH PLANNING

OCTOBER 2025



mesh

This document was originally written by
Contour Consultants and updated in 2025 by Mesh.

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CLIENT	Mt Atkinson
PROJECT	Urban Design Framework
VERSION	2
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DATE	16/10/2025

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INTRODUCTION

1.1 PURPOSE OF THE DOCUMENT

Prior to the preparation of an Urban Design Framework (UDF) for the Mt Atkinson Major Town Centre (MTC), a planning background report (Background Report) has been prepared to identify any opportunities, constraints and other matters required to be addressed.

This Background Report applies to the Mt Atkinson MTC UDF area south of the railway line only (MTC South UDF), as illustrated on Plan 6 of the Mt Atkinson & Tarneit Plains Precinct Structure Plan (PSP). A separate set of documentation will be prepared by others for the land covered by the UDF to the north of the railway line.

The Background Report allows for an understanding of the site's opportunities and constraints, therefore enabling the UDF to be produced with accuracy in response to the existing conditions.

IT INCLUDES:

- + A summary of current site context and existing land uses;
- + A summary of current State and local policy and key influencing documents;
- + Identification of the PSP requirements and design principles for the UDF and design principles for the Mt Atkinson Town Centre;
- + A description of key site opportunities and constraints;
- + A summary of the findings of technical reports prepared to inform the preparation of the UDF; and
- + A summary of broad UDF recommendations.

As of 2025, the Background Report has been updated by Mesh Planning to reflect an up-to-date understanding of the site and surrounds in line with the finalised technical reports.

1.2 PURPOSE OF THE UDF

The UDF will set out a concise vision for Mt Atkinson MTC South to guide its future use and development. It will outline clear and specific guidelines for the future development of the MTC, respond and expand on the material contained within the Mt Atkinson & Tarneit Plains PSP, and be used by the City of Melton as an assessment tool for future development applications within the MTC South UDF extent.

THE UDF WILL:

- + Establish a clear and integrated vision for the MTC South;
- + Guide the use and development of the MTC through planning objectives and design requirements and guidelines;
- + Establish an implementation program of statutory and strategic initiatives;
- + Include consultation with landowners, relevant stakeholders, State agencies, Council staff, Councillors and the wider community;
- + Include design principles to ensure that the MTC offers a coordinated outcome with the parts of the MTC to the north of the railway line; and
- + Include an indicative staging plan directing how the MTC South UDF can be effectively developed in a commercially feasible and community-oriented manner.

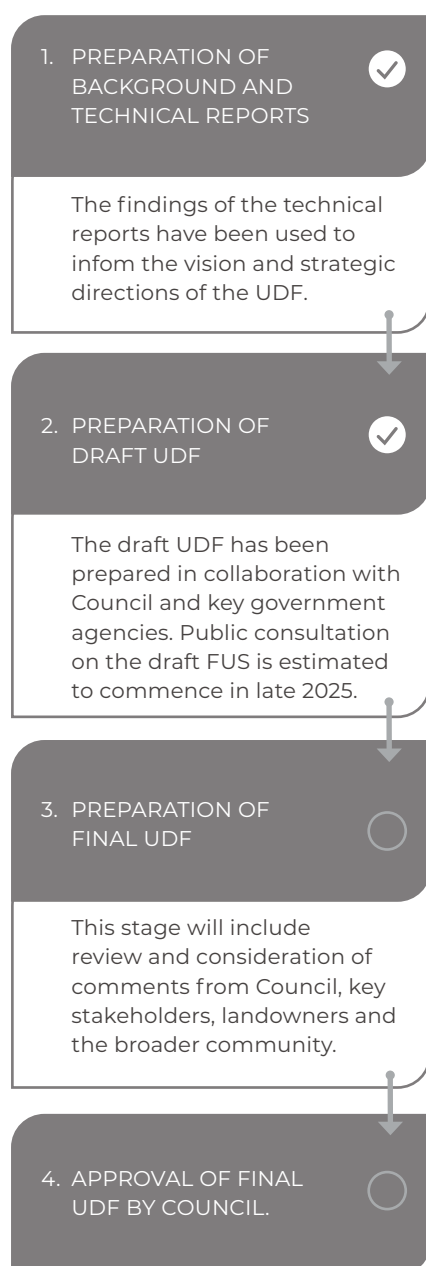
THE TECHNICAL REPORTS LISTED BELOW ACCOMPANY THIS DOCUMENT:

- + Mt Atkinson Major Town Centre Urban Design Framework Plan (UDF) **Technical Transport Report** prepared by Stantec Pty Ltd, dated 28 September 2023.
- + Mt Atkinson Major Town Centre **Landscape Strategy Technical Report** prepared by MALA Studio, dated October 2025.
- + Mt Atkinson, **Melbourne Market Potential Assessment** and Peer Review of PSP Targets prepared by IQ, dated October 2023.
- + **Infrastructure Report**, Mt Atkinson Major Town Centre - Prepared by Dalton Consulting Engineers, dated November 2024.

1.3 METHODOLOGY

The preparation of the Mt Atkinson MTC South UDF began in late 2022 and will be completed by the end of 2025.

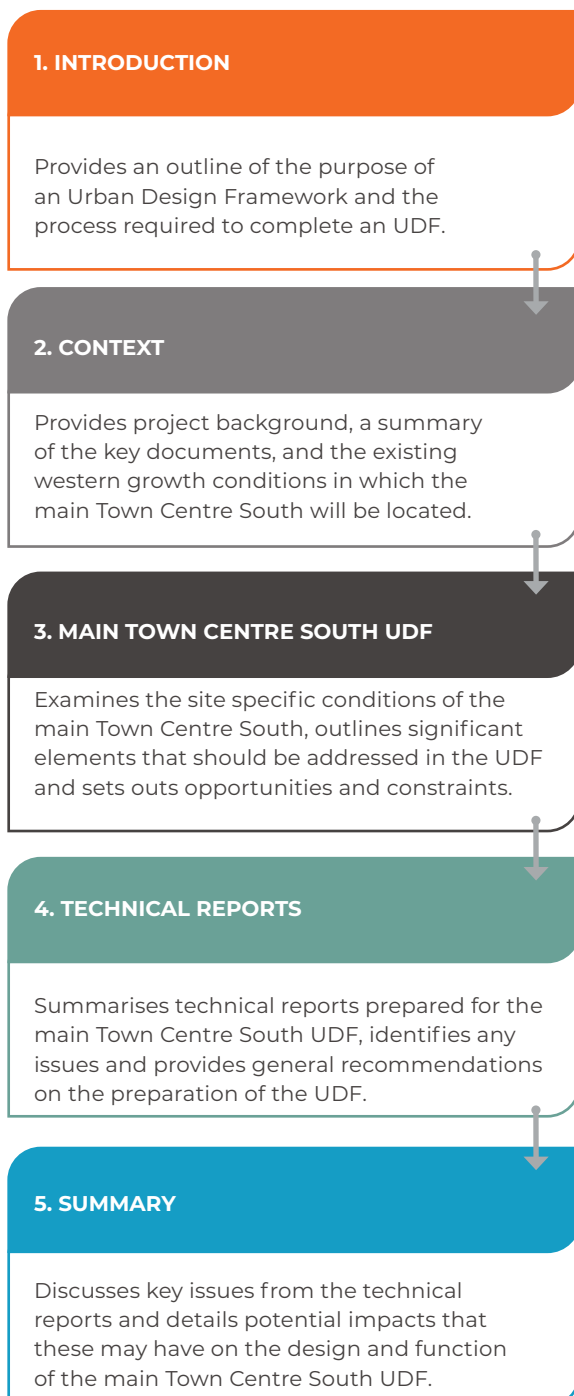
IT CONSISTS OF THE STAGES OUTLINED BELOW:



As of 2025, the Background Report has been updated by Mesh Planning to reflect an up-to-date understanding of the site and surrounds in line with the finalised technical reports.

1.4 STRUCTURE OF THIS BACKGROUND REPORT

The structure of the Background Report is outlined below:



CONTEXT

2.1 THE MUNICIPALITY

The City of Melton is located in the outer western area of Melbourne. The municipality is bound 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 an area of approximately 527.3 square kilometres, the City of Melton consists of a series of townships and communities, with the majority of the current residential population residing in Caroline Springs and Melton Township. These two suburbs are rapidly becoming connected by residential growth occurring in designated areas. Accordingly, the City of Melton is acknowledged as one of metropolitan Melbourne's growth areas, and it is forecast to have a population of 288,781 people by 2031.

The context map at Figure 2.1 following provides a high level overview of the Mt Atkinson and Tarneit Plains area in its regional context.

The 'City of Melton Existing, Planned and Proposed Activity Centre Hierarchy' is included in Clause 21.06 of the Melton Planning Scheme and is reproduced at Figure 2.2. The hierarchy notes Mt Atkinson as an 'Activity centre (planned)'.

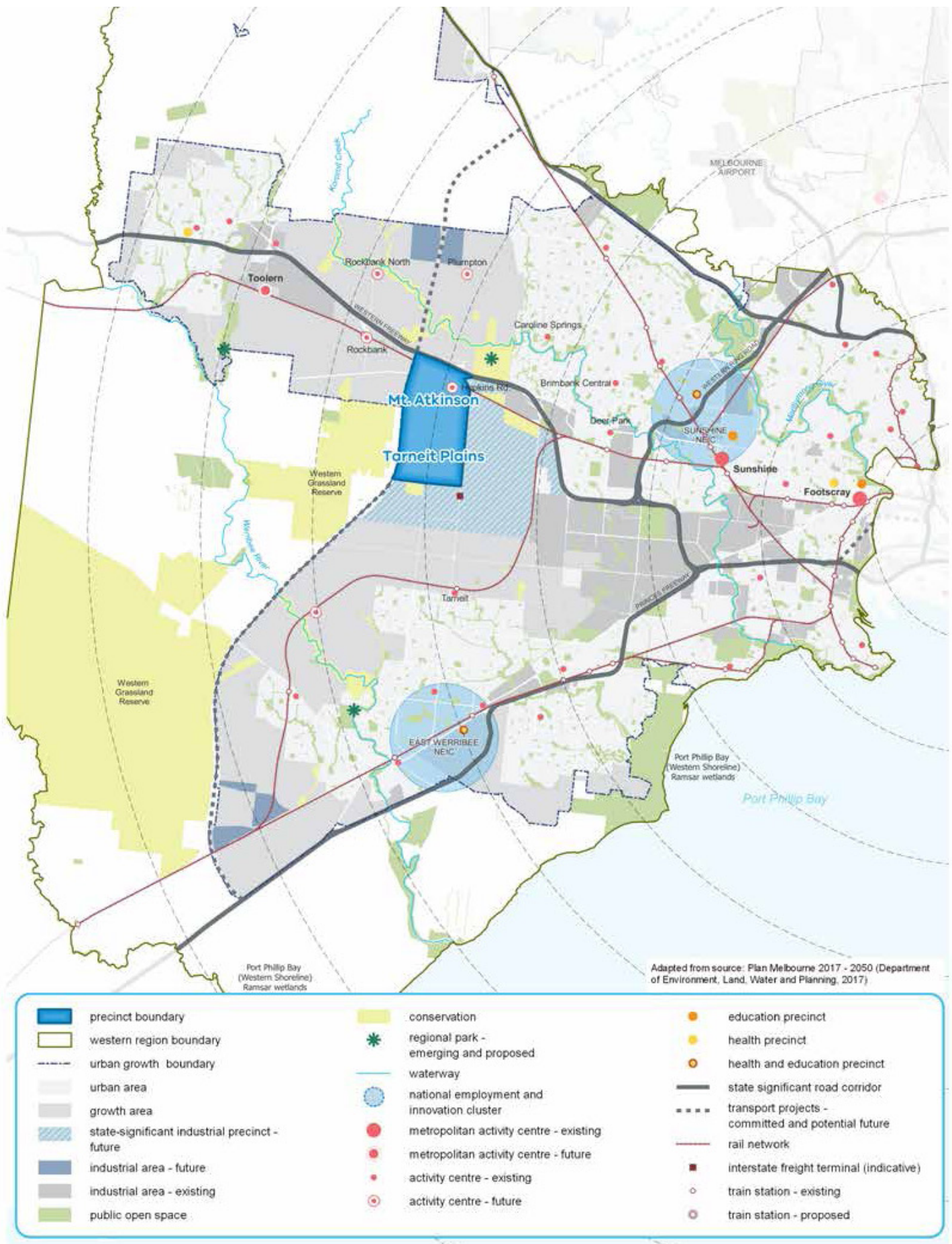


FIGURE 2.1 REGIONAL CONTEXT MAP SOURCE: SOURCE: (EXTRACT) PLAN 1 – MT ATKINSON & TARNEIT PLAINS PSP

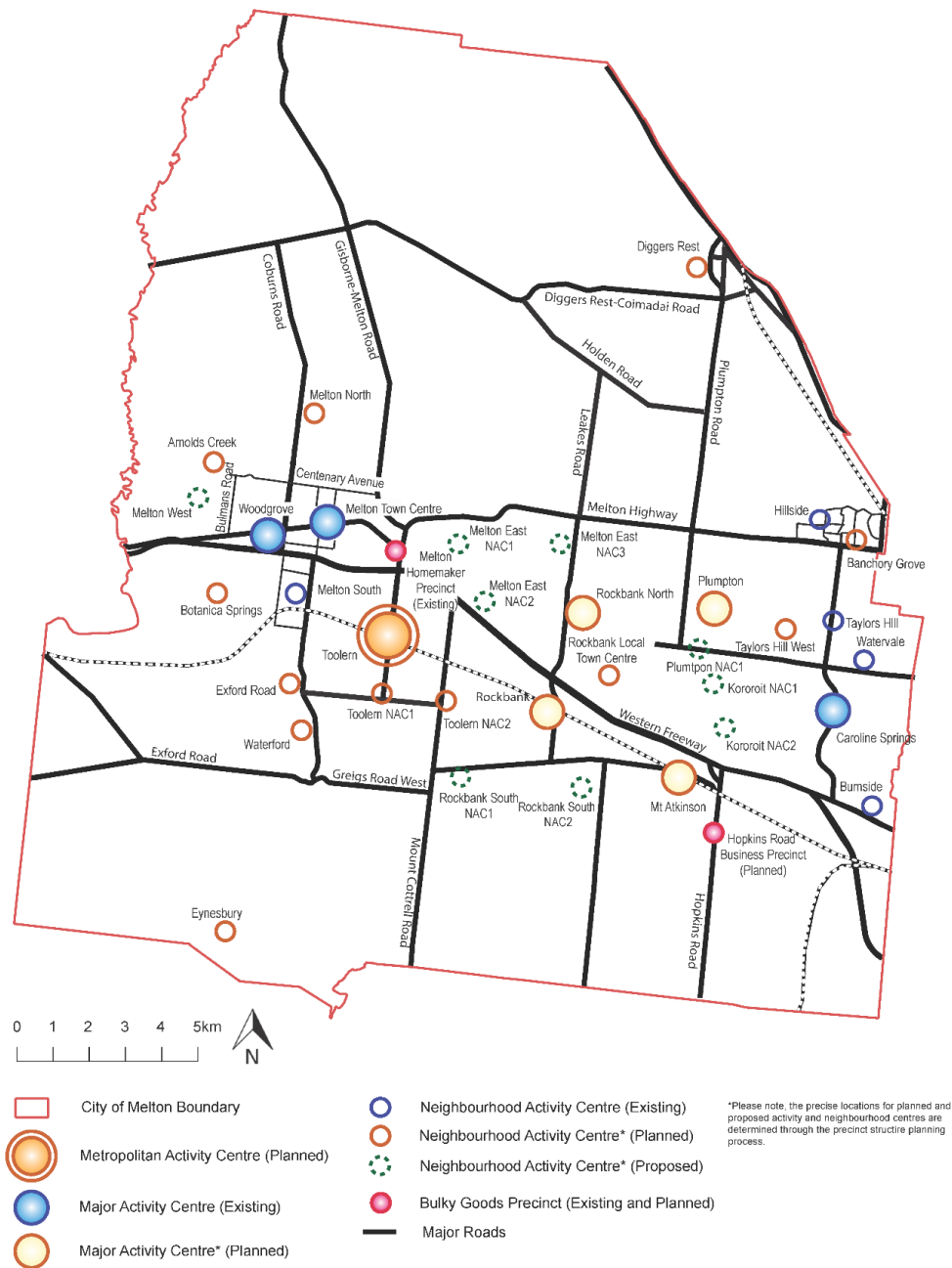


FIGURE 2.2 CITY OF MELTON, ACTIVITY CENTRE PLAN - CLAUSE 02.04-2.

2.2 MT ATKINSON & TARNEIT PLAINS PRECINCT STRUCTURE PLAN

(JUNE 2017 AMENDED JANUARY 2020)

The Mt Atkinson & Tarneit Plains PSP, which applies to the Mt Atkinson MTC, relates to approximately 1,500 hectares of land in Melbourne's Western Growth Corridor, one of the fastest growing regions in Australia.

The PSP will assist in transitioning the precinct from its historic agricultural settlement to a new thriving suburb that will deliver a variety of housing and employment opportunities, as well as community facilities, whilst respecting the local heritage, landscape and environmental values of the area.

The PSP area will contribute to the employment hub for the west by creating close to 19,000 jobs, including within the Hopkins Road business precinct, which is located south-east of the MTC.

These employment areas will be conveniently served by a potential future train station and feeder bus routes, as well as major arterial roads and freeways. In addition, the Western Freeway Commercial area will contribute to job creation within the region.

The PSP will also direct the construction of over 8,000 dwellings, three primary schools and a secondary school, community facilities, local convenience centres and an open space network that will converge at the Mt Atkinson volcanic cone.

The biodiversity of the precinct will be enhanced through the protection of two grassland conservation areas and one local environmental reserve, linear green links, landscaped easements and local parks, which will all serve to form part of the open space network. This network will connect regionally to the proposed Kororoit Regional Park and Kororoit Creek north of the Western Freeway, and to the Western Grasslands Reserve to the west of the precinct.

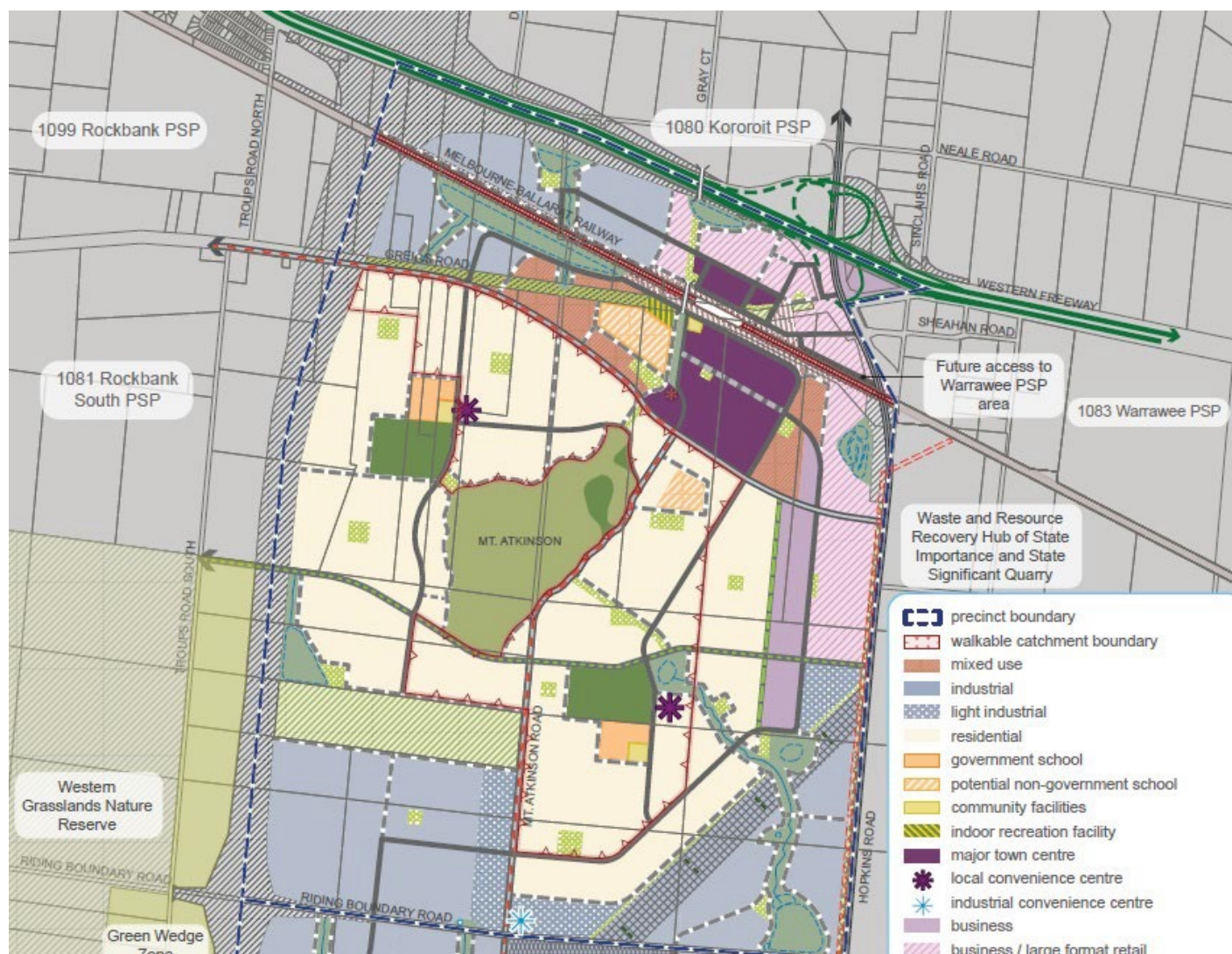


FIGURE 2.3 FUTURE URBAN STRUCTURE PLAN SOURCE: (EXTRACT) PLAN 3 – MT ATKINSON & TARNEIT PLAINS PSP

2.3 PROJECT HISTORY

The Mt Atkinson & Tarneit Plains Precinct was brought into Melbourne's Urban Growth Boundary (UGB) and zoned Urban Growth Zone (UGZ) as part of the 2010 review of the UGB after the release of 'Melbourne @ 5 Million' in 2008 and the subsequent *Delivering Melbourne's Newest Sustainable Communities Program Report 2009*.

The Mt Atkinson & Tarneit Plains PSP was prepared by the Victorian Planning Authority (VPA), the City of Melton, and various other stakeholders, and was approved and gazetted by the Minister for Planning on 12 September 2017. It was then revised in January 2020 to align with the Mt Atkinson & Tarneit Plains Infrastructure Contributions Plan.

Planning permits have been issued for residential subdivision, and construction work has commenced within the Mt Atkinson area of the PSP, comprising the construction of dwellings and associated infrastructure. Planning permits have been issued for industrial use and development within the industrial precinct further south.

Planning Permit PA2019/6871, issued on 25 May 2020 by Melton City Council, allows for the use and development of land to the south east for the Mt Atkinson Hotel and hospitality facility. Approval has also been granted for a display village office and café on the south-eastern corner of Grand Boulevard and McKinley Drive (proposed).

2.4 SITE CONTEXT

The wider area incorporating the Mt Atkinson & Tarneit Plains PSP area (PSP area) is a former rural district situated amongst basalt plains, within the City of Melton.

The PSP area is abutted to the north by the Western Freeway, to the east by Hopkins Road, to the south by Middle Road, and to the west by the future Outer Metropolitan Ring Road (OMR). The Melbourne- Ballarat railway line traverses the northern part of the Mt Atkinson Precinct.

The PSP area is well connected to Melbourne via the existing rail corridor and direct links to the Western Freeway, and it is noted that the accessibility of the PSP area will improve with future upgrades, including the planned electrification of the Melton Rail Line, the widening of Hopkins Road and its future extension to the Melton Highway, and the OMR. The nearest existing train station is Caroline Springs, located approximately 3km to the east.

Contextually, the PSP area is positioned to the east of the existing Rockbank Township and to the south-west of Caroline Springs.

Rockbank Township is a small urban settlement to the east of the Leakes Road interchange. Caroline Springs is a major town centre at the current western growth front. Along with a network of major town centres such as the Rockbank Major Town Centre, the Rockbank North Major Town Centre and Plumpton Major Town Centre, it will service the future needs of the PSP area with higher-level facilities and employment opportunities.

The Plumpton and Kororoit PSPs are located to the north opposite the Western Freeway, and include a Major Town Centre and the proposed Kororoit Regional Park. The Western

Grassland Reserve is located in close proximity to the south-west of the PSP area and will form a new 15,000 hectare grassland conservation park. The Rockbank PSP is located to the west of the PSP area, across the proposed OMR, and will include a transit-oriented town centre based around the Rockbank Railway Station.

The Deer Park Quarry and Melbourne Regional Landfill are located to the east of the PSP area, across Hopkins Road. The Deer Park Quarry is anticipated to have a life span of over 60 years, and the PSP and planning controls have been designed to ensure that suitable buffers are provided. The Melbourne Regional Landfill is proposed for expansion; however, its operation will not impact the MTC South land.



FIGURE 2.4. AERIAL PHOTOGRAPH - MT ATKINSON & TARNEIT PLAINS PSP AREA SOURCE: NEARMAP (AUGUST 2025)

2.5 EXISTING LAND USES

The PSP area is largely undeveloped; however, it does accommodate some existing residential and non-residential built form separated by large areas of disturbed land, as well as recently subdivided residential allotments within the Mt Atkinson Precinct of the PSP area, which are currently being developed with dwellings and associated infrastructure.

Landholdings within the PSP area are typically medium to large, which corresponds with the predominant use of the land for agricultural purposes and hobby farms.

OTHER EXISTING LAND USES IN THE PSP AREA INCLUDE:

- + Industrial development at 2-50 Meskos Road, which is being used for materials and recycling (rock crushing), concrete batching and as a plant nursery;
- + The existing Nevas chicken farm, located toward the south-western corner of the PSP area;
- + The Edmund Rice facility, an educational facility that occupies the historic Mt Atkinson homestead and currently gains access from Greigs Road; and
- + Two service stations fronting the Western Freeway toward the north-eastern and north-western corners of the PSP area.



FIGURE 2.5. AERIAL PHOTOGRAPH - MAJOR TOWN CENTRE SOUTH AREA SOURCE: NEARMAP (SEPTEMBER 2020)

2.6 KEY STATE GOVERNMENT POLICY

The following key State Government Policies are of relevance:

Plan For Victoria (2025 - 2050) (Superseded - Plan Melbourne Metropolitan Planning Strategy (2017 -2050))

Plan for Victoria is a long-term strategic document outlining how the state will grow and evolve through to 2050. Activity centres are identified as central to delivering more homes, better access to jobs and services, and creating vibrant, walkable communities.

Mt Atkinson is classified as an Activity Centre - Housing Choice and Station meaning centres with sufficient public transport, facilities, and services to be the location for large numbers of new homes (Map 3 & 12).

Notably, the Plan sets out housing targets per municipality to provide certainty to the community and developers and alleviate Victoria's housing affordability crises.

Melton's target is to delivery 109,000 houses by 2051:

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

Other relevant objectives and actions include:

- Coordinating public infrastructure and service delivery to support more homes
- Make the best use of land at train stations
- Ensure new industrial and commercial land is ready for development

The Melbourne Industrial and Commercial Land Use Plan 2020

This document builds on the relevant policies and actions of Plan Melbourne 2017-2050. It provides an overview of current and future needs for industrial and commercial land across Metropolitan Melbourne.

The Mt Atkinson & Tarneit Plains PSP is in part identified as State Significant Industrial Land – Existing (Map 6 – Western Regional Industrial Land) and includes a Regionally Significant Commercial Area – Future (Map 7 – Western Regional Commercial Land).

The MTC is identified as a Regionally Significant Commercial Area – Future on Map 7.

Mt Atkinson & Tarneit Plains Precinct Structure Plan June 2017 Amended January 2020

The Mt Atkinson & Tarneit Plains PSP has been prepared by the VPA in consultation with Melton City Council and other government stakeholders.

This document is the long-term plan for urban development in the Mt Atkinson and Tarneit Plains area. It provides guidance on future land use allocation, servicing and utilities and community infrastructure items required to help deliver a new residential community.

Generally, the PSP will:

- + Set out plans to guide the delivery of quality urban environments in accordance with relevant Victorian Government guidelines listed in this section.
- + Enable the transition of non-urban to urban land.
- + Set the vision for how land should be developed and outcomes achieved.
- + Outline projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle.
- + Set out objectives, guidelines and requirements for land use and development.
- + Provide government agencies, Council, developers, investors and local communities with certainty about future development.
- + Address the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999) in accordance with an endorsed program under Part 10.

The PSP identifies the urban form of the Mt Atkinson MTC as delineated by the existing western freeway and Hopkins Road to the north and east, and framed to the south by the Mt Atkinson volcanic cone. Plan 1 of the PSP (Figure 2.1 in this document) shows the locational advantages

of the site—situated in close proximity to the Western Freeway/OMR, with a direct rail interface.

Figures 4a to 4g of the PSP (Figures 2.6 to 2.8) detail the extent of the UDF area, known constraints, an indicative road and public transport network, an indicative cycle and pedestrian network and key place making principles and views to be preserved, whilst also providing a high level vision for the MTC and its land use mix.

The PSP also indicates that the Mt Atkinson MTC will have 23,500 square metres (sqm) and 2,500sqm of shop floor space (without a permit) to the south and north of the Melton Rail Corridor, respectively, and that these will be supported in the centre hierarchy by two local convenience centres situated in the north-western and south-eastern parts of the PSP.

As the locational characteristics of the centre and PSP area support planning for demand and growth beyond the 2041 PSP timeframe, and as the area is clearly identified as a Major Town Centre, there is the likely ability to go beyond the 23,500sqm 'as of right' cap, subject to Council approval. The Economic Report (see Section 3, 'Technical Reports') provides support for increased retail floorspace within the activity centres of the PSP area.

The PSP also indicates that the Mt Atkinson MTC will have 23,500 square metres (sqm) and 2,500sqm of shop floor space (without a permit) to the south and north of the Melton Rail Corridor, respectively, and that these will be supported in the centre hierarchy by two local convenience centres situated in the north-western and south-eastern parts of the PSP.

The above 'soft cap' on shop uses is to ensure the West Growth Corridor's activity centre hierarchy is retained and that the core retail offering 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 UGZ may be considered when it does not adversely impact on the Melton City Council Activity Centre hierarchy.

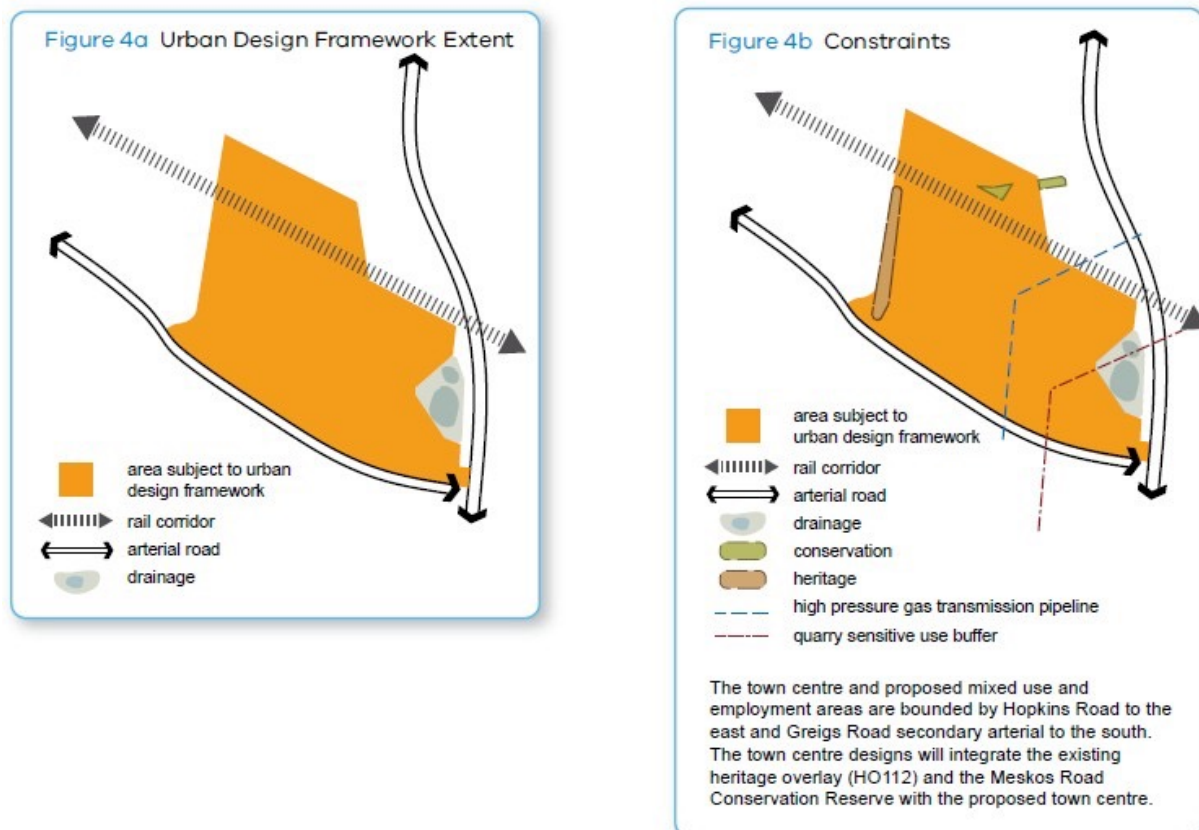


FIGURE 2.6 MT ATKINSON MAJOR TOWN CENTRE ORGANIZING ELEMENTS SOURCE: (EXTRACT) FIGURE 4 – MT ATKINSON & TARNEIT PLAINS PSP

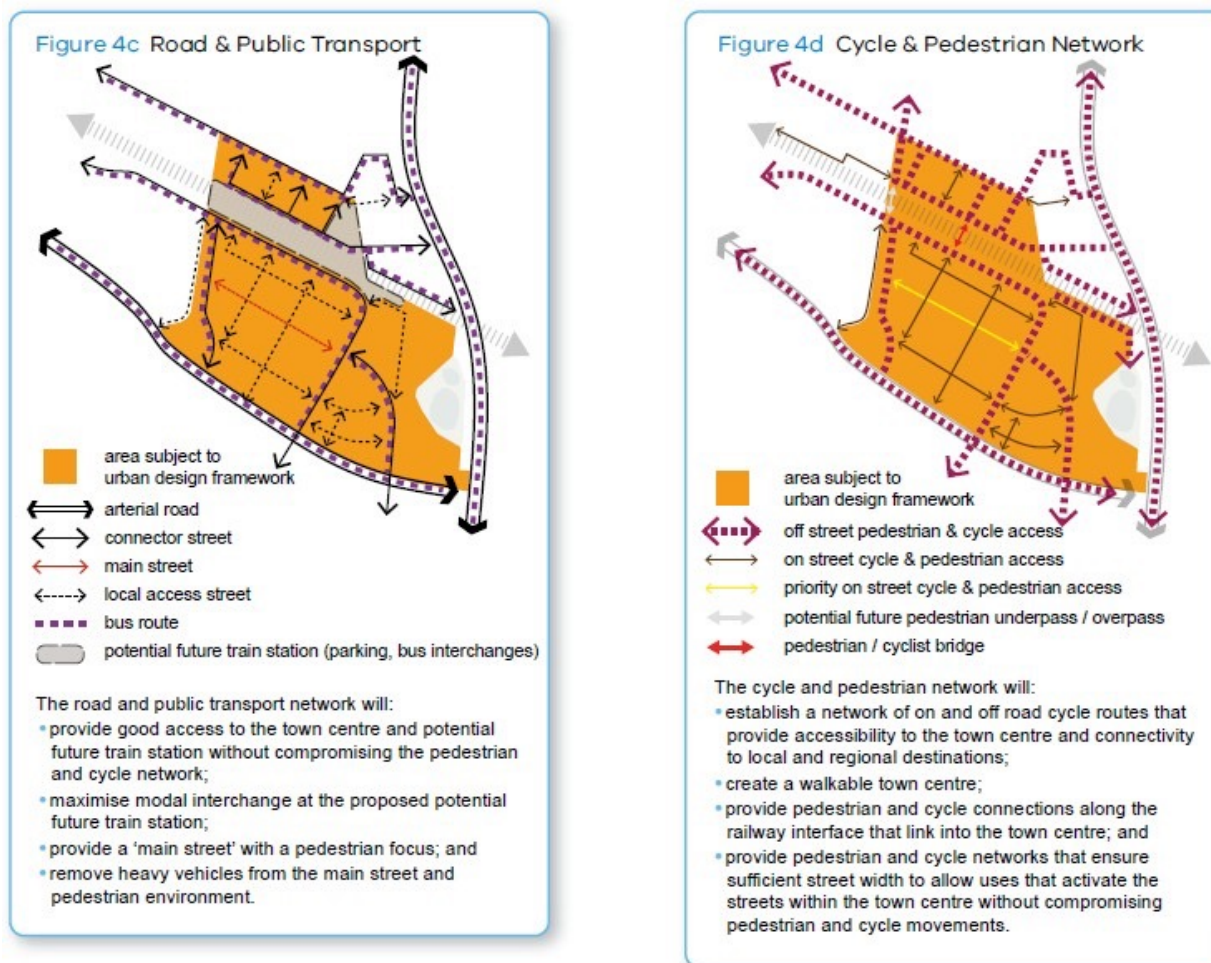
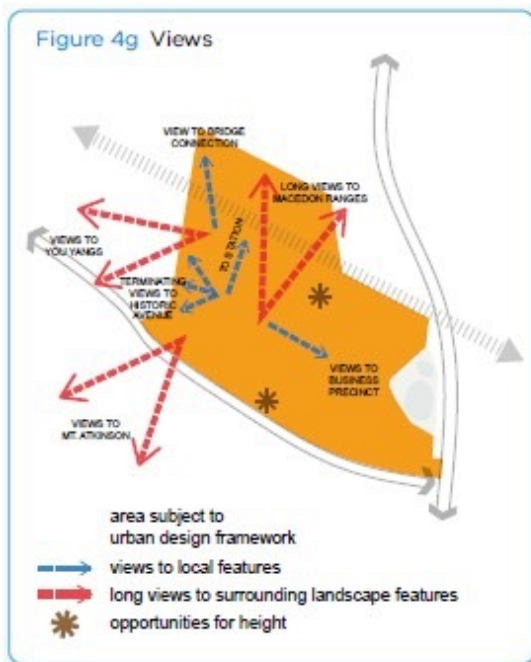
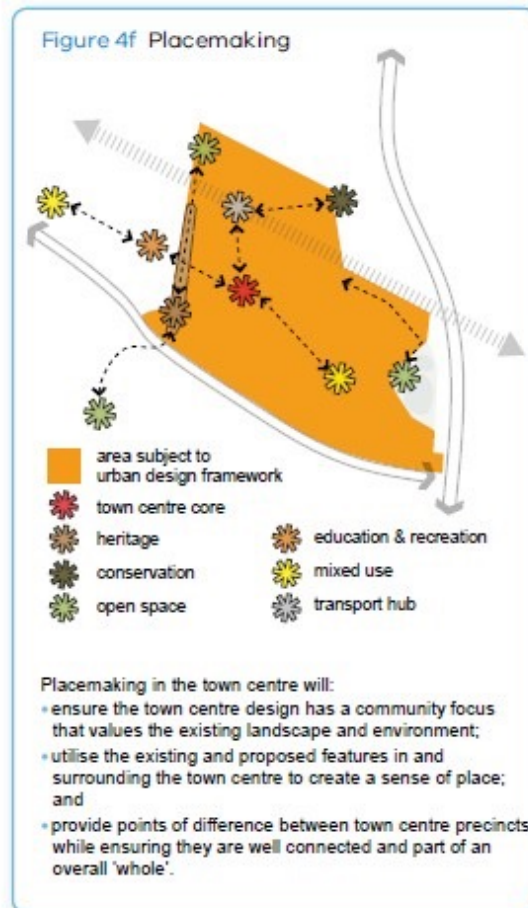
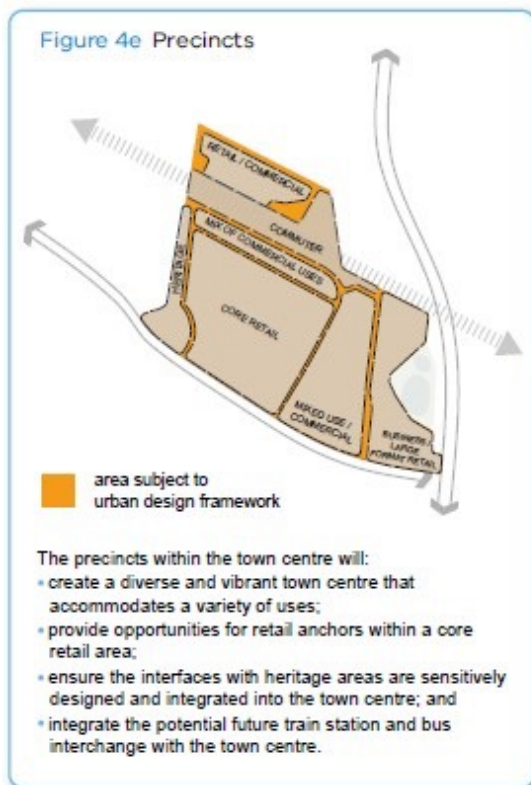


FIGURE 2.7 MT ATKINSON MAJOR TOWN CENTRE ORGANIZING ELEMENTS SOURCE (EXTRACT) FIGURE 4 MT ATKINSON & TARNEIT PLAINS PSP



Note: These concept plans provides an indicative example of how the Mt Atkinson Major Town Centre could be developed.

FIGURE 2.6 MT ATKINSON MAJOR TOWN CENTRE ORGANIZING ELEMENTS SOURCE: (EXTRACT) FIGURE 4 – MT ATKINSON & TARNEIT PLAINS PSP

Requirement R22 of the PSP outlines key considerations for the preparation of the UDF for the MTC, including the staging for the MTC and consideration of how interfaces with the Hopkins Road Business Precinct, the Western Freeway Commercial Precinct, the historic Greigs Road, the Melbourne-Ballarat railway line, the mixed-use area, the Mt Atkinson Homestead (HO112) and surrounding residential uses will be addressed. Consideration will also need to be given as to how the Mt Atkinson MTC South UDF interfaces and integrates with the future UDF to the north of the railway line, which is to be prepared by others.

Another aspect of the PSP identifies housing densities throughout the PSP area (see Table 1 below).

Overall, an average minimum density of 16.5 dwellings per hectare is proposed, comprised of a combination of small lot housing, dual occupancies, detached housing, multi-unit housing sites and stacked housing. A higher density of 25 dwellings per hectare is proposed in the MTC and mixed-use areas, which will yield approximately 1,500 dwellings further to the additional 3,700+ dwellings which will be realised within the walkable catchment boundary, as defined in Plan 3 – Future Urban Structure of the PSP.

An important part of the discussion around housing relates to achieving an appropriate range and density of residential uses in strategic locations, in order to support the services and facilities on offer within the MTC.

Another key principle of the PSP is to cater for substantial employment opportunities with a diverse mix of land uses, whilst ensuring that an attractive interface between residential and employment areas is achieved. Notably, the PSP seeks to attract and deliver employment land that will provide local and regional employment opportunities that can capitalise on the potential future Mt Atkinson train station, the Western Freeway, the future widening of Hopkins Road and the future OMR.

TABLE 1 – HOUSING DELIVERY GUIDE (SOURCE: MT ATKINSON & TARNEIT PLAINS PSP)

CATCHMENT	AVERAGE MINIMUM DWELLINGS PER NET DEVELOPABLE HECTARE	LOT YIELD
MT ATKINSON MAJOR TOWN CENTRE AND MIXED USE	25.0	1,548
RESIDENTIAL WITHIN WALKABLE CATCHMENT	20.0	3,725
RESIDENTIAL OUTSIDE OF WALKABLE CATCHMENT	16.5	2,680
TOTAL NDAR	19.40	7,952

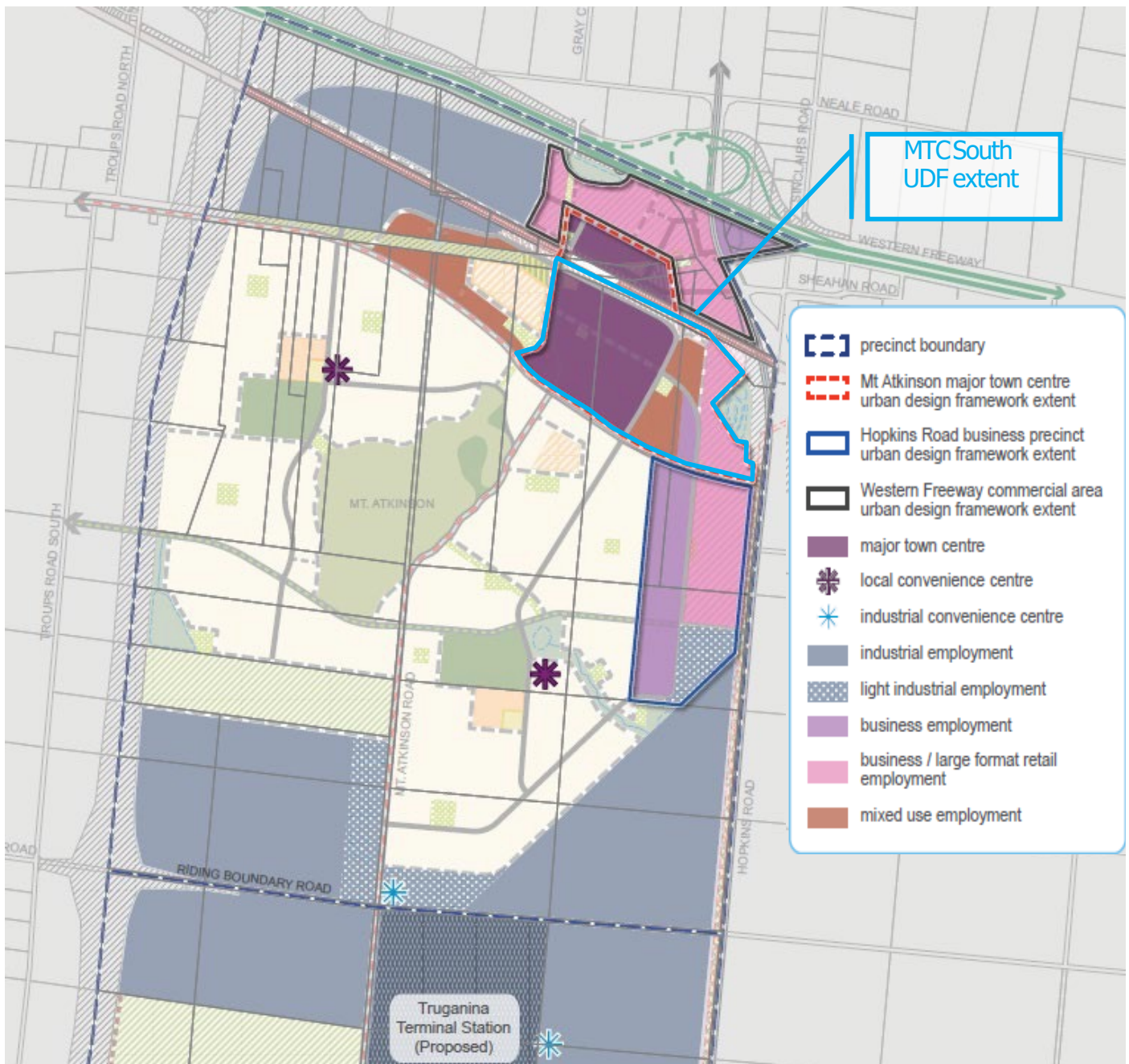


FIGURE 2.9 MT ATKINSON MAJOR TOWN CENTRE SOURCE: (EXTRACT) PLAN 6 – MT ATKINSON & TARNEIT PLAINS PSP

2.7 MT ATKINSON & TARNEIT PLAINS INFRASTRUCTURE CONTRIBUTIONS PLAN

The Mt Atkinson & Tarneit Plains Infrastructure Contributions Plan (ICP) sets out the requirements for development proponents to make contributions toward infrastructure required to support the development of the precinct. The ICP is a separate document that was incorporated into the Melton Planning Scheme in February 2020 by way of Amendment C201.

The ICP applies to the same land area as the PSP.

SOME OF THE KEY INFRASTRUCTURE ITEMS RELATED TO THE MT ATKINSON MTC SOUTH INCLUDES:

- + BR-02: Pedestrian and cyclists bridge – Purchase of land for pedestrian and cyclists bridge (ultimate treatment) across the Melbourne-Ballarat rail corridor.
- + IT-03: Signalised intersection: Hopkins Road / Greigs Road – Purchase of land for an intersection at an ultimate standard.
- + T-06: Signalised intersection: Greigs Road / Mt Atkinson Road – Purchase of land for an intersection at an ultimate standard.
- + IT-07: Signalised intersection: Greigs Road / north-south connector road – Purchase of land for an intersection at an ultimate standard.
- + IT-08: Signalised intersection: Greigs Road / north-south connector road – Purchase of land for an intersection at an ultimate standard.
- + RD-02: Greigs Road: North-south connector road (IT-05) to Mt Atkinson Road (IT-06) – Purchase of land to construct new secondary arterial road reserve 34m wide (ultimate treatment).
- + RD-03: Greigs Road: Mt Atkinson Road (IT-06) to north-south connector road (IT-07) – Purchase of land to construct new secondary arterial road reserve 34m wide (ultimate treatment).
- + RD-04: Greigs Road: North-south connector road (IT-07) to north-south connector road (IT-08) – Purchase of land to construct new secondary arterial road reserve 34m wide (ultimate treatment).
- + RD-05: Greigs Road: North-south road (IT-08) to Hopkins Road (IT-03) – Purchase of land to construct new secondary arterial road reserve 34m wide (ultimate treatment).

Council has recently issued a number of approvals for the precinct's infrastructure works and some projects are completed or underway.

KEY COMMUNITY INFRASTRUCTURE ITEMS TO BE COMPLETED IN RELATION TO THE MT ATKINSON MTC SOUTH ARE:

- + OS-11: Purchase of land for a local park (0.20 hectare).
- + OS-12: Purchase of land for a local park (0.51 hectare).
- + CI-02: Land purchase and construction of a Neighbourhood House (Level 2) in the Mt Atkinson MTC, including youth space, additional classroom space and specialist facilities (0.40 hectare).



FIGURE 2.10 MT ATKINSON ICP INFRASTRUCTURE PROJECTS (MTC SOUTH UDF SHOWN)
SOURCE: (EXTRACT) PLAN 14 - MT ATKINSON & TARNEIT PLAINS PSP

2.8 CURRENT ZONES AND OVERLAYS

The land is currently zoned Urban Growth Zone Schedule 9, which refers to the applied zones based on the approved Mt Atkinson and Tarneit Plains PSP.

THE PSP DIRECTS LAND IN THE MT ATKINSON MTC SOUTH UDF TO THE APPLIED ZONES OF:

- + Commercial 1 Zone
- + Commercial 2 Zone
- + Mixed Use Zone
- + General Residential Zone
(including for the community facilities component in the north west of the MTC South)

THE MTC LAND IS ALSO AFFECTED BY THE FOLLOWING OVERLAYS:

- + Heritage Overlay – Schedule 112 (HO112)
- + Infrastructure Contributions Overlay – Schedule 3 (ICO3)

The specific zones and overlays are shown in Figures 2.6 to 2.8.

ZONING

The Urban Growth Zone Schedule 9 (UGZ9) sets out a table of applied zones (Table 2), which relates to the proposed uses as per the Mt Atkinson & Tarneit Plains PSP.

They are as follows:

TABLE 2 – APPLIED ZONE PROVISIONS

Arterial Road	Clause 36.04 – Road Zone
Business Business / Large Format retail	Clause 34.02– Commercial 2 Zone
Connector Street Connector Street / Boulevard	Clause 36.04 – Road Zone
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 Local Convenience Centre	Clause 34.01– 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

Other zones which currently apply to the land within the Mt Atkinson & Tarneit Plains PSP include the Rural Conservation Zone and Special Use Zone – Schedules 3 and 11.

THE UGZ9 SPECIFIES THE FOLLOWING:

- + All land marked as 'Major Town Centre' in the Mt Atkinson & Tarneit Plains PSP will assume the applied Commercial 1 Zone.
- + All land marked as 'Mixed Use' in the Mt Atkinson & Tarneit Plains PSP will assume the applied Mixed Use Zone.
- + All land marked as 'Business' and 'Business/Large format retail' in the Mt Atkinson & Tarneit Plains PSP will assume the applied Commercial 2 Zone.
- + Land within the MTC designated for a community centre will assume the applied General Residential Zone.
- + Except with the consent of the Responsible Authority and the VPA, a permit must not be granted to use or subdivide land or construct a building and carry out works on land identified as the 'Mt Atkinson Major Town Centre Urban Design Framework Extent' until a UDF has been prepared to the satisfaction of the responsible authority and the VPA.
- + A UDF must be generally in accordance with the Mt Atkinson & Tarneit Plains PSP.
- + A planning permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an urban design framework if, in the opinion of the responsible authority, the permit is consistent with the requirements for the urban design framework and the permit implements the relevant objectives in the Mt Atkinson & Tarneit Plains PSP.
- + Any application for development within the Mt Atkinson MTC must be consistent with any UDF approved under this Schedule.

THE UGZ9 SPECIFIES THE FOLLOWING IN RELATION TO SHOP LAND USE:

A permit is required to use land for a Shop where the applied zone is Commercial 1 Zone if the combined leasable floor area of all shops exceeds:

- + 23,500 square metres for land shown as 'major town centre' south of the Melton Rail Corridor in the Mt Atkinson & Tarneit Plains Precinct Structure Plan.
- + 2,500 square metres for land shown as 'major town centre' north of the Melton Rail Corridor in the Mt Atkinson & Tarneit Plains Precinct Structure Plan.
- + 1,500 square metres for land shown as 'local convenience centre' in the Mt Atkinson & Tarneit Plains Precinct Structure Plan

The UGZ9 also contains guidelines and requirements associated with the use and/or development of land within the High Pressure Gas Transmission Pipeline Measurement Length, the Quarry Sensitive Use Buffer and the Quarry Blast Buffer, as shown on Plan 11 of the Mt Atkinson & Tarneit Plains PSP, as well as associated referral requirements relating to these buffers.

HO112

Schedule 112 to the Heritage Overlay relates to the heritage homestead at 65-543 Greigs Road East, being the *'house and gambrel roof outbuilding in the yard and mature eucalypts and peppercorn trees flanking the long drive, and peppercorn trees with the house yard (rear of dwelling)'*.

The PSP encourages the protection, enhancement and interpretation of places of post-contact cultural heritage significance, including the Mt Atkinson Homestead affected by this overlay. Further, the PSP requires that the existing eucalypt and peppercorn trees associated with HO112 must be conserved and protected until such a time as natural attrition removes them, and integrated with the Mt Atkinson MTC design and open space links.

ICO3

This overlay reflects the provisions of the Mt Atkinson & Tarneit Plains ICP and identifies the infrastructure contributions imposed for the development of land.

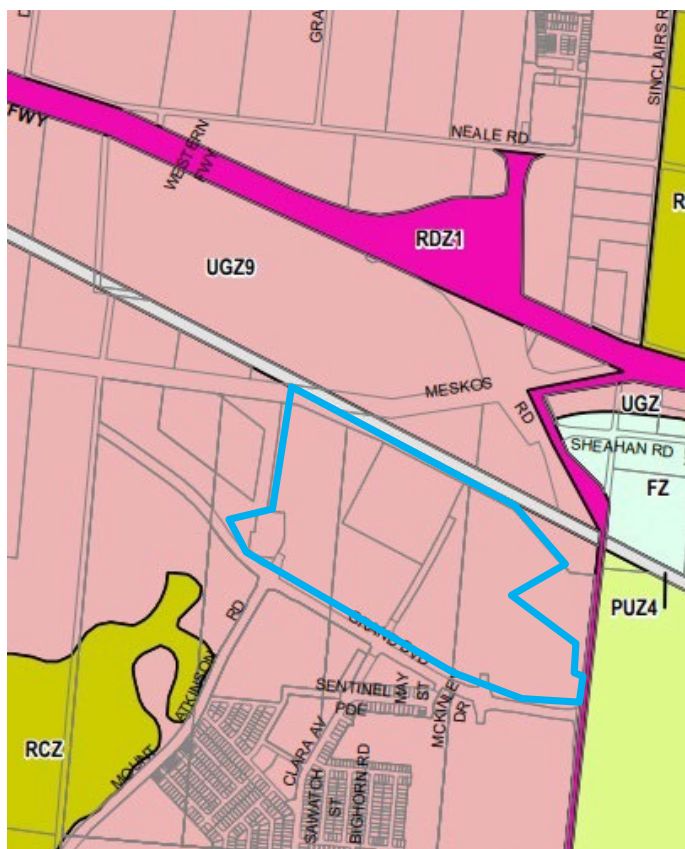
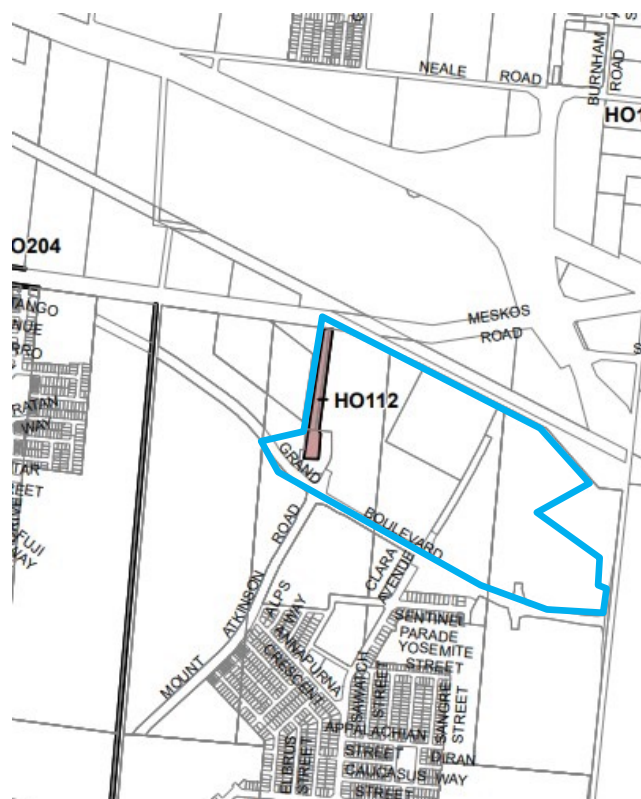


FIGURE 2.11 ZONING (MTC SOUTH UDF SHOWN)



HO112 (MTC SOUTH UDF SHOWN)



FIGURE 2.12 ICO3 (MTC SOUTH UDF SHOWN)

2.9 OTHER POLICIES

THE FOLLOWING POLICIES ARE ALSO NOTED:

- + Growth Corridor Plans – Managing Melbourne's Growth / West Growth Corridor Plan 2012
- + Planning Practice Note 17: Urban Design Frameworks (DELWP, July 2015)
- + Network Development Plan – Metropolitan Rail (PTV, 2012)
- + Moving Melton: Melton Integrated Transport Strategy 2015
- + City of Melton Retail and Activity Centre Strategy 2014
- + City of Melton Heritage Strategy 2017-2021

WEST GROWTH CORRIDOR PLAN 2012

Growth Corridor Plans: Managing Melbourne's Growth (Growth Areas Authority, 2012) provides high-level integrated land use and transport plans to inform the delivery of Melbourne's growth areas. The Growth Corridor Plans include key land use and development initiatives such as housing, employment, transport networks, infrastructure and open space areas.

The preparation of a PSP is the primary vehicle for the implementation of the Growth Corridor Plans.

The West Growth Corridor Plan applies to land generally to the west of Melbourne's CBD and identifies key transport projects such as the proposed OMR and new stations along the Melton rail line.

PLANNING PRACTICE NOTE 17: URBAN DESIGN FRAMEWORKS PPN17 IDENTIFIES THAT A UDF SHOULD:

- + Involve the generation of realistic design concepts based on consultation, research and analysis.
- + Undertake stakeholder and community consultation in order to obtain broad support of the strategic vision of the plan.
- + Be a vehicle to help guide the overall direction of a particular place.
- + Provide flexibility in its strategic vision, by identifying key principles and objectives rather than finite solutions which may be superseded.
- + Contain enough detail to allow for rigorous testing regarding economic and functional viability.
- + Be easy to assess a development application against, with clear controls for council officers to be able to cross check and critique a planning application.
- + Set out an implementation strategy that involves short-, medium- and long-term timeframes for objectives.

PTV NETWORK DEVELOPMENT PLAN

PTV have prepared *Network Development Plan – Metropolitan Rail* (2012), a 20-year, four-stage plan to implement a suite of upgrades to cater for the unprecedented growth rate in public transport patronage.

By 2031, Victoria is expecting to see one billion public transport trips per year. On trains alone, average weekday boardings are expected to reach 1.7 millions trips per day by 2031, more than double current rates. Planned upgrades as per the PTV Network Development Plan include increasing train capacity, level crossing removals and electrifying up to 300 kilometres of existing non-metropolitan track to bring metropolitan services to growth areas

at and beyond Melbourne's fringe such as Melton, Geelong and Wallan.

Stage Two of the plan identifies a number of key infrastructure projects, including the duplication of the railway line from Deer Park to Melton. This would improve peak capacity from Melton and Ballarat, off-peak services on the Ballarat and Bendigo corridors, and the efficiency, capacity, reliability and travel times on the Geelong line.

Overcrowding is expected to occur on the Melton line in the mid 2020's. In addition to duplicating the Melton railway line, implementing high capacity trains, and increasing frequency of other trains in the northern corridor, electrification of the Melton line is proposed in order to release additional capacity.

Stage Three also includes projects that will improve public transport options in Rockbank, through the electrification of the railway line from Sunshine to Melton. This will allow metropolitan-class trains to reach Melton, and improve efficiency, capacity and reliability on the railway line through to Melton. Trains will also be able to connect from Melton through to Dandenong through the new Melbourne Metro Tunnel.

This will assist in increasing train frequency from two services per peak hour in 2012 to six services per peak hour by 2026, and one service per off-peak hour in 2012 to six services per off-peak hour in 2038.

MOVING MELTON: MELTON INTEGRATED TRANSPORT STRATEGY 2015

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

Its vision is 'a sustainable integrated transport network to meet the needs of the city now and in the future'. The Strategy details how Melton City Council will work with the community, developers and other levels of government to make improvements to the transport system and achieve this vision.

THE PRINCIPLES OF MOVING MELTON TO DELIVER THE VISION ARE AS FOLLOWS:

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

CITY OF MELTON RETAIL AND ACTIVITY CENTRE STRATEGY 2014

The *Melton Retail and Activity Centres Strategy* (MRACS) establishes the activity centre hierarchy and network for the City of Melton, comprising neighbourhood centres, local centres, activity centres and a metropolitan activity centre. It includes strategy context and principles, a description of the proposed activity centre network and hierarchy, a decision making framework and recommendations for implementation.

With respect to the Mt Atkinson & Tarneit Plains PSP area, the MRACS is considered to be outdated as it pre-dates the preparation of the PSP.

Notwithstanding, the key principles of the MRACS are still considered to be relevant.

These include:

- + Equity of access to jobs and services;
- + Improving sustainability of urban development;
- + Improving local employment opportunities;
- + Providing community focal points; and
- + Encouraging viability of services, and improving quality of service.

CITY OF MELTON HERITAGE STRATEGY 2017-2021

The *City of Melton Heritage Strategy 2017-2021* addresses all aspects of post- contact heritage within the City of Melton, focussing on Council's role and obligations to respect, protect and preserve these important heritage assets which are important to the broader community.

This Strategy builds upon the 2013–2017 Heritage Strategy by reviewing and updating where appropriate, and acknowledging the successes to date and areas for improvement through community consultation.

The Strategy uses four themes to direct the way the city and its residents understand, protect, and know heritage and outlines ways it can be supported. These for themes are 'Knowing', 'Protecting and Managing', 'Supporting', and 'Communicating and Promoting'. Goals, objectives and implementable actions address each theme to assist in understanding its purpose and provide a clear way forward for further protection of the City's heritage assets.

2.10 SUMMARY OF KEY INFLUENCES AND POLICY CONTEXT

DOCUMENTS

The key document which influences the development of the Mt Atkinson MTC South UDF is the Mt Atkinson & Tarneit Plains PSP.

The supporting context provided in the PSP allows for a degree of certainty around the periphery of the UDF area, allowing for some comfort in the network of supporting streets and land uses. Notably, the PSP takes into consideration the potential expansion of the Melbourne Regional Landfill to the east and has incorporated appropriate buffers distances and notification triggers to address this.

The PSP also outlines a number of key social, community and transport infrastructure pieces which assist in providing the context required for the MTC South UDF.

The Mt Atkinson MTC Concept Plan (Figure 3 in the Mt Atkinson & Tarneit Plains PSP) provides a level of guidance on the development of the MTC South UDF, outlining indicative structure, land use development and configuration.

The Mt Atkinson & Tarneit Plains ICP outlines the critical pieces of road infrastructure required to connect the Mt Atkinson MTC to the broader community. It also sets out required community infrastructure and social spaces, which will provide a sense of place and community in the detailed phases of this project.

OTHER INFLUENCING DOCUMENTS/POLICIES INCLUDE:

- + The Melton Retail and Activity Centre Strategy, which generally encourages strategic thinking in town centres, local job creation and greater localised community infrastructure.
- + The Urban Growth Zone Schedule 9, which directs what can be achieved within the Major Town Centre.
- + Planning Practice Note 17: Urban Design Frameworks provides structural guidance throughout the process.
- + The Melton Heritage Strategy 2017-2021 provides guidance on the retention and preservation of heritage fabric and will inform management strategies for heritage elements.

TRENDS

Social and town centre trends

Town centres exist as places for people to connect, create, enjoy leisure activities and benefit from belonging to a community. Successful town centres are those that can respond to the evolving social trends and aspirations of their community.

The desire to stay local

More Australians are choosing to stay local for key activities in their lives. While at first a requirement of Covid-19 restrictions, the ongoing trend of more flexible working conditions, has placed increased importance on the role of sub-regional town centres as locations for local living, work and amenities.

The experience of Covid-19 has demonstrated that many social expectations are capable of change. One of the most obvious examples is the decentralisation of places of work, for occupations for which this is possible. Working from home, or working from decentralised office hubs outside of the CBD, is a trend achievable via technology, and it is expected to become an expectation for many workplaces of the future. From a town centre perspective, this evolution increases the appeal of decentralised town centres as affordable places to live, lessening the need for traditional daily commuting. It also means that town centres will have increased demand for flexible and decentralised work spaces where people can spend part of their week working closer to home.

A similar trend is the growth in local shopping. This trend has again been influenced by the experience of Covid-19, firstly by the requirement to stay local, but then enduring for some segments of the population who now preference supporting local businesses, or who still prefer to avoid places of large gatherings. Whilst the later may not endure, this trend has seen more of the population fulfilling their convenience retail needs locally and more of their discretionary retail needs via online channels.

More people staying local for work and convenience retail increases visitation in town centres, which has a positive impact on local sales, local jobs and the demand for retail space. There are also positive influences on the types of retail, with more demand anticipated for food and beverage retailers, cafés, and night-time dining opportunities. This translates to more variety of businesses and an increased quality of the physical retail offering.

Active lifestyles and social inclusion

.....

The importance of health and wellbeing is now being recognised across a much broader coverage of the population, and across a broader spectrum of health and wellbeing issues. Australians have endured many challenges in recent years, including drought, bushfire, flood and pandemic. The importance of physical health has been fundamental to the pandemic, but each of these challenges has increased the breadth of understanding and acknowledgement of mental health and the need for social interaction and community support.

For physical health, future town centres will provide more opportunities for active lifestyles, such as encouraging active modes of transport like walking and cycling, or shared-mode trips that incorporate public transport. This requires design thinking around a network of cycling paths, end-of-trip facilities, and walking routes that are pleasant and safe for adults and children. Elements such as the width of pathways, separation from traffic, tree coverage for shade, lighting and passive surveillance are all contributors to this outcome.

From a mental health perspective, future town centres will play a significant role in providing a sense of belonging, improving access to support networks and building resilience for all members of the community.

This can be established through:

- + Public open spaces for people to congregate for leisure;
- + Street scapes that promote outdoor dining and socialising;
- + Architecture that is honest in its use of materials and inclusive in scale; and
- + The inclusion of facilities for all-abilities.

Additionally, the provision of specific community spaces, as addressed in the ICP, promotes these services as being integrated into the design of a future town centre.

Transport-oriented development

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A continuing trend is locating density around key public transport nodes.

This promotes the use of public transport as the preferred mode of transport, with the benefits of reducing congestion, reducing the provision of parking, and leveraging density for improved public spaces, retail and food & beverage opportunities. The provision of a future railway station at Mt Atkinson will be a catalyst to achieve the vision of a mixed-use town centre of variety and diversity.

Current trends include multi-modal transport hubs, bus exchanges, bike share, dedicated off-road or separated bicycle paths, connected retail providers and applying Crime Prevention Through Environmental Design (CPTED) best practice principles.

CPTED includes designing the urban environment for public safety, to reduce the incidences and fear of crime. This includes incorporating passive surveillance into designs, with active frontages and 'eyes on the street' through elevated views of outdoor areas, allowing people on the ground to feel safe

Sustainability and resilience

.....

The Mt Atkinson Town Centre Urban Design Framework should embed sustainability and resilience as key principles of the town centre planning. Recent events described above have built greater awareness of the importance of sustainability and resilience and increased community expectation that future developments will innovate and deliver outcomes to a net zero emissions target.

Practices that can be adopted in design include:

- + Rainwater harvesting;
- + Water Sensitive Urban Design practices;
- + Solar power generation and energy storage;
- + High-performance building materials and plants;
- + Use of natural ventilation or mixed-mode systems;
- + Intelligent building management systems that adapt to changing conditions;
- + Reducing heat island effects through landscaping and tree canopy coverage; and
- + Providing opportunities for the community to participate in collective initiative such as recycling, composting and urban food gardens.

Other key principles include the delivery of public transport, facilities for electric vehicles, and design that encourages active modes of transport through the town centre.

MT ATKINSON MAJOR TOWN CENTRE SOUTH UDF

3.1 CURRENT LAND OWNERSHIP

The land contained in the area covered by the Mt Atkinson MTC South UDF is currently in private ownership.

Land details are as follows (noting that the land areas have been taken from the PSP):

- + Property 33 (part of the total 57.77ha)
- + Property 34-R (part of the total 47.81ha)
- + Property 35-R (4.27ha)
- + Property 35-E (part of the total 42.77ha)
- + Property R8-E (part of the total 4.26ha)

The land includes the former Mt Atkinson Homestead, which is currently used as an education centre. The education centre use and historic building are intended to be retained and incorporated into the UDF.

3



FIGURE 3.1 MT ATKINSON LAND USE BUDGET (MTC SOUTH UDF)

SOURCE: (EXTRACT) PLAN 4 - MT ATKINSON & TARNEIT PLAINS PSP

3.2 SURROUNDING PRECINCTS

HOPKINS ROAD BUSINESS PRECINCT

Broadly, the Hopkins Road Business Precinct is to be developed for employment generating land uses, and it is anticipated that higher order services, research and development and local service businesses will locate within this network and offer specialised services to industry located in Mt Atkinson and Tarneit Plains as well as to the State significant Western Industrial Node.

The Precinct accommodates a frontage to Hopkins Road and will provide immediate exposure, allowing early development of this employment area supported by reticulated services.

The Hopkins Road Business Precinct UDF was adopted by Council and approved by the VPA in December 2022.

WESTERN FREEWAY COMMERCIAL AREA

The Western Freeway Commercial Area is located to the immediate north of the Mt Atkinson MTC (to the north of the railway line) and is designated to be developed for commercial and large-format retail purposes.

The Western Freeway Commercial Area is subject to a future UDF.

GREIGS ROAD MIXED USE AREA

The Greigs Road Mixed Use Area abuts the Mt Atkinson MTC to the west and is located to the south of the potential future Mt Atkinson train station.

This mixed-use area is designated to be developed with a diversity of land uses, including residential, indoor recreation and a potential non- government secondary school, whilst also accommodating a network of open spaces such as the Greigs Road linear open space reserve and waterways.

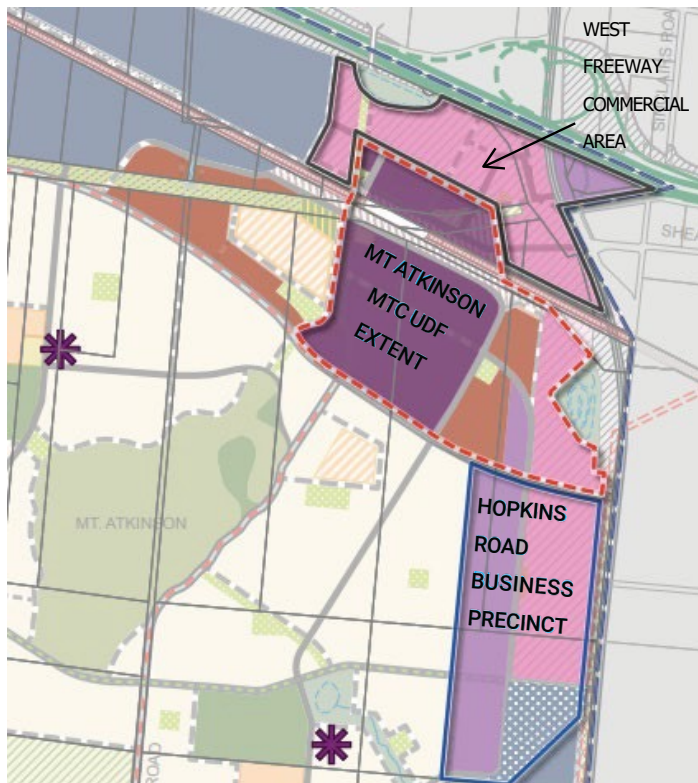


FIGURE 3.2 MT ATKINSON EMPLOYMENT AND TOWNCENTRES



GREIGS ROAD MIXED USE AREA CONCEPT PLAN

3.3 PHYSICAL ENVIRONMENT

HERITAGE

The Mt Atkinson & Tarneit Plains PSP area 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, with a long history of pastoral activities.

Some historical sites and features have been noted in the wider PSP area and are of varying local significance. Four historical heritage places have been identified within the PSP area, namely one house and associated buildings, two cobbled roadways and areas of dry stone walls. Dry stone walls represent the early European settlement in the area and have been identified for retention as part of the development, where possible.

THE FOLLOWING HERITAGE PLACES WERE IDENTIFIED:

- + Mt Atkinson Homestead, which is affected by HO112, dates back to the late 19th century, and is identified to be retained within the Mt Atkinson MTC.
- + Cobbled roadway forming part of Greigs Road, which is listed on the Victorian Heritage Inventory under H7822-2334. This heritage place is located within the railway reserve and does not specifically impact on the MTC land.

There are no other identified heritage constraints that apply to the MTC land.

TOPOGRAPHY

The Mt Atkinson & Tarneit Plains PSP area is located entirely on the Western Basalt Plains, created by lava flows in the late Quaternary Period, two to five million years ago. Nearby Mt Atkinson and Mt Cottrell are among a number of eruption points in the vicinity of the study area and form prominent landmarks in a predominantly flat landscape.

The main geological unit to be encountered during future development of the site is likely to be basalt of the Newer Volcanics Formation. The upper portion of the basalt profile in this formation (usually up to several metres) is typically weathered to highly reactive residual clay. The impervious layer of basalt has led to the formation of the swampy areas common to the Western Basalt Plains.

The PSP area generally rises to the Mt Atkinson Volcanic Cone, and the MTC South slopes from south to north.

DRAINAGE

Generally, northern parts of the PSP area flow towards Kororoit Creek, and water in the south of the PSP area flows towards Skeleton Creek. Along with the Werribee River, Kororoit Creek is the most substantial waterway in the surrounding area, located approximately 1.5 km to the north. The primary water courses in the PSP area are Skeleton Creek, which originates near the Western Freeway in Truganina and passes through Hoppers Crossing before discharging to Port Phillip Bay via the Cheetham Wetlands, and Dry Creek, which drains along the western border of the PSP and crosses into the Tarneit Plains Precinct in the south-western corner. Dry Creek is a tributary of Skeleton Creek.

The Mt Atkinson MTC South is located within the Neale Road Drainage Service Scheme. A constructed waterway corridor/drainage line is proposed to the western boundary of the MTC South, and a new wetland/retarding basin interfaces with the MTC South to the east.

INTERFACES

The site has a number of boundaries and interfaces that need to be addressed through the design process of the Mt Atkinson MTC, including the surrounding future mixed use and residential land.

The Melbourne-Ballarat railway line delineates the northern and southern extents of the Mt Atkinson MTC and is planned to accommodate the future Mt Atkinson railway station, which will be critical to supporting a genuinely multi-modal community in this location. Although the railway line creates a physical barrier between the northern and southern parts of the MTC, a pedestrian/cycling footbridge over the railway will be provided.

The seamless integration of the MTC with the future railway station will need to be addressed in the UDF to ensure ease of connectivity, wayfinding and community safety and inclusion, as well as creation of a sense of place and an engaging pedestrian environment for users.

The interface to the MTC to the north of the railway line will need to be addressed in the UDF, to ensure that there are appropriate connections and cohesiveness between the two parts of the MTC.

Parts of the MTC South identified for business/large-format retail will interface with the planned wetland/water body to the east. The PSP provides guidance on interfaces to these water bodies with a preference towards a road edge to the wetland.

The Mt Atkinson volcanic cone, which rises gently to the south of the MTC, is a key placemaking attribute of the precinct. The UDF will need to demonstrate how a strong link is established between the MTC and this site.

Interfaces to planned precincts such as the Hopkins Road Business

Precinct and the Greigs Road Mixed Use Area will also need to be well considered, in order to ensure that there is an appropriate transition in land uses and built form, and suitable accessibility to these precincts.

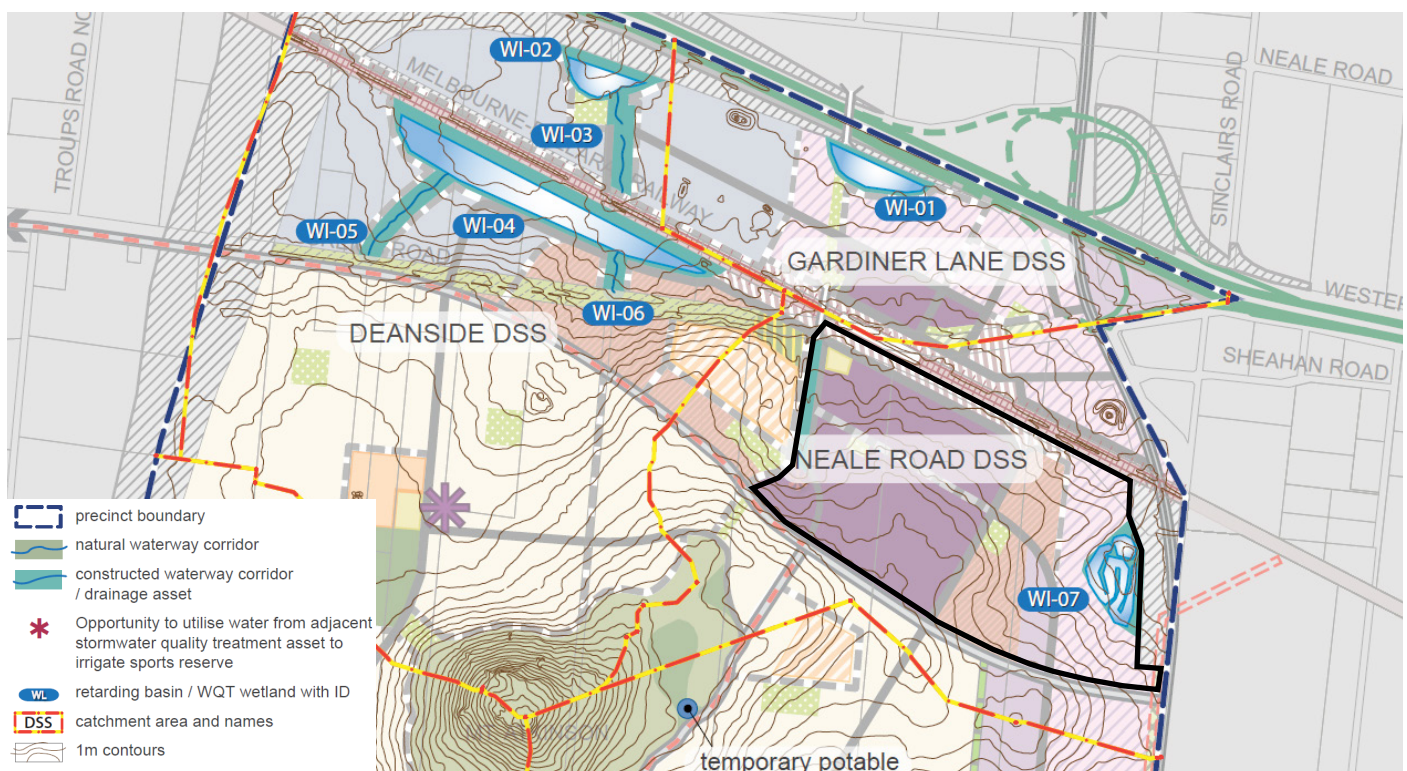


FIGURE 3.3 MT ATKINSON INTEGRATED WATER MANAGEMENT (MTC SOUTH UDF) SOURCE: (EXTRACT) PLAN 12 - MT ATKINSON & TARNEIT PLAINS PSP

FLORA

Due to long-term cropping and pastoral activities, native grassland environments have been highly degraded within the PSP area, with much of the study area now degraded treeless vegetation. The Ecological Vegetation Class 'Heavier Soils and Low Rainfall Plains Grassland' is present in the PSP area.

There are two conservation reserves that have been identified within the PSP area, including the Meskos Road conservation area (Conservation Area 7), which sits within the MTC land to the north of the railway line. There are two orchid species, including the Common Onion Orchid and the Forest Sun Orchid, within Conservation Area 7. The PSP seeks to provide an appropriate interface between the conservation reserve and the uses proposed within the MTC.

The Mt Atkinson MTC South UDF does not include any native vegetation that is required to be retained, but it includes potential opportunities for vegetation retention. A copse of existing trees is located to the east of Clara Road in the MTC area. As this is located in the general proximity of the planned local park to the east of Clara Avenue in the PSP, there is an opportunity to retain those trees, if warranted.

There are also opportunities to enhance ecological values within the PSP area, principally through the regeneration of remnant native vegetation, revegetation with site indigenous species, weed control, and the provision of stormwater treatment wetlands. These will provide additional habitat for a range of fauna species.

FAUNA

The 2013 *Biodiversity Conservation Strategy* (BCS) is intended to address issues of national environmental significance protected under *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and matters of state significance. As part of the BCS, two Conservation Area Concept Plans and Supporting Information reports were prepared for Conservation Areas 7 and 8 within the PSP area.

A number of nationally significant fauna species under the EPBC Act have been recorded and/or have the potential to occur in these Conservation Areas. The Mt Atkinson MTC South UDF, however, does not contain or abut an identified Conservation Area.



FIGURE 3.4 MT ATKINSON NATIVE VEGETATION RETENTION AND REMOVAL (MTC SOUTH UDF) ATKINSON & TARNEIT PLAINS PSP

SOURCE: (EXTRACT) PLAN 8 - MT

KEY VIEW LINES

It is important to maintain visual connections to surrounding open space, key landmarks and landforms, and culturally significant sites in order to create a sense of place and enable connections to a particular location.

This can be established by designing the street network to align with key views to significant natural or built form elements, providing breaks in built form, or allowing for views across open spaces to significant topographical landforms in the distance.

The Mt Atkinson & Tarneit Plains PSP mentions view lines in a number of requirements and guidelines, including:

+ *Section 2.2 Objectives:*

Recognise the volcanic cone of Mt Atkinson and associated survey beacon and ground marker as the central feature of the area, by protecting key view lines to the cone, and by enabling informal recreation, walking paths and sports fields within the Mt Atkinson Reserve.

Create a clear, legible and low speed street network with continuous tree canopies, that provides straightforward connections to the wider public transport and arterial road network and which retains key views to the Mt Atkinson volcanic cone.

+ *Section 3.1.1 Image and Character*

Buildings and structures should be designed to protect view lines to and from the volcanic cone of Mt Atkinson, utilise natural materials consistent with the surrounding environment and be screened by vegetation where required.

+ *Section 3.2 Employment and Town Centres*

Key views to Mt Atkinson volcanic cone and the surrounding area and open space and the creation of views through the town centre to create interest in the streetscape and provide opportunities for fine grained urban design outcomes.

+ *Section 3.7.2 Utilities*

All new above-ground utilities, including temporary utilities, should be located outside of key view lines and screened with vegetation, as appropriate.

+ *Figure 4g Views*

From the Mt Atkinson MTC, the following views are identified to be of importance:

- To local features such as the railway station, terminating views to the historic avenue, the business precinct and the bridge connection;
- To long views to surrounding landscape features including to the Macedon Ranges, the You Yangs and to the Mt Atkinson volcanic cone.

+ *Mt Atkinson Major Town Centre Design Principles*

+ *Principle 13*

- Integrate views to and from the Mt Atkinson, Mt Cottrell, the Macedon Ranges and the CBD into the design of the town centre.

3.4 SITE ANALYSIS

The site has a manageable set of existing and future interfaces and considerations to address, and it benefits from a lack of topographical and biodiversity constraints.

IN PARTICULAR, THE FOLLOWING SITE CONSIDERATIONS ARE NOTED:

- + The Mt Atkinson Homestead included within HO112 should be protected and integrated into the town centre design and open space links, as relevant, and pathways for pedestrians and cyclists to the MTC should be created to enhance accessibility and a connection to the heritage place.
- + Whilst located within the railway reserve, consideration should be given to the interface of the MTC with the cobbled Greigs Road roadway, which is listed under the Victorian heritage inventory (H7822-2334).
- + The railway line to the north will need to be addressed in order to maintain acoustic amenity to future surrounding land uses and ensure that there is a connection between the northern and southern parts of the MTC.
- + The interface with the potential future railway station and bus interchange will need to be suitably managed, to create a sense of place and safe spaces, integrate with the broader transport network, and ensure engagement with the surrounding area and pedestrians at ground level.
- + There is a planned wetland/ waterway to the east of the MTC. Future business and/or large format retail planned that interfaces with this water body will need to give consideration as to how it is addressed.
- + Four road connections to the broader PSP are currently planned for the Mt Atkinson MTC.
- + There must be consideration of the high pressure gas transmission pipeline and the quarry sensitive use buffer, which traverse the site, and the land uses and development that would be appropriate for this area.
- + View lines of the Mt Atkinson Volcanic cone should be protected. Other view lines to the future railway station; terminating views to the historic avenue, the business precinct, the bridge connection; and long views to the Macedon Ranges and You Yangs should be retained.
- + The site interfaces with the Greigs Road Mixed Use Precinct to the west and the Hopkins Road Business Precinct to the east, as well as residential land further south opposite Grand Boulevard.

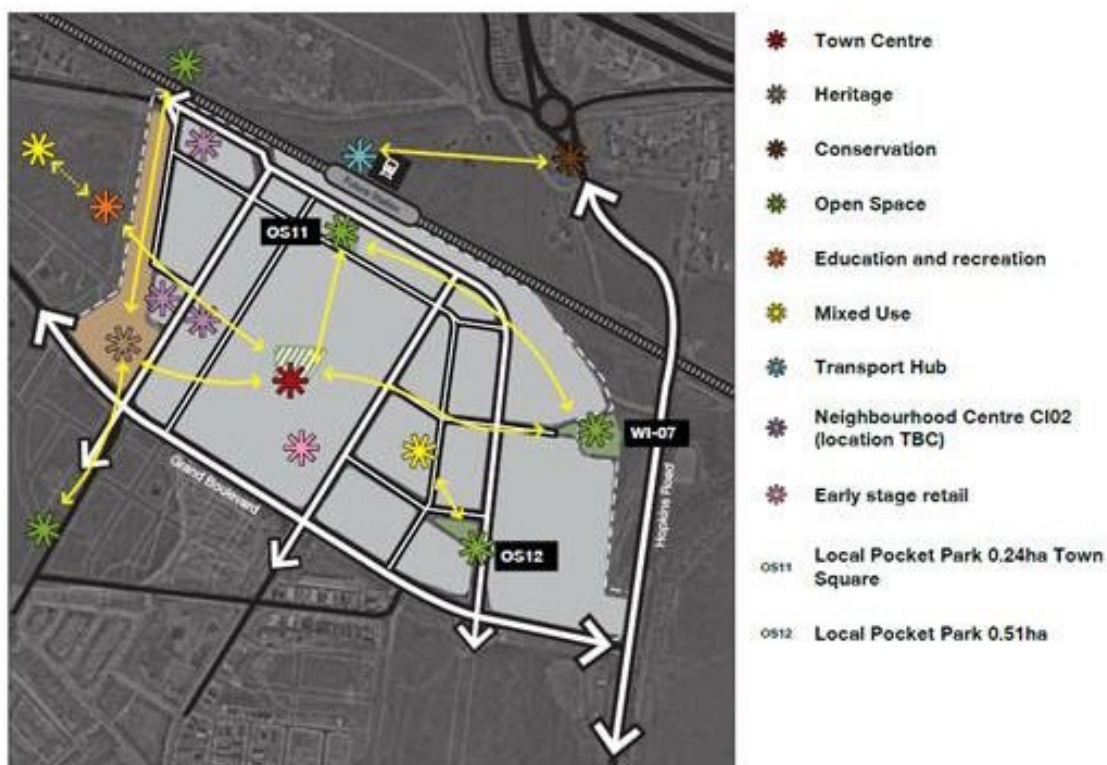


FIGURE 3.5 SITE ANALYSIS PLAN D

3.5 OPPORTUNITIES AND CONSTRAINTS

Opportunities and constraints relating to the MTC South are as follows:

OPPORTUNITIES

- + Future connections between the potential future railway station to the core areas of the MTC South.
- + A new train station and bus interchange to provide access to the area and bring more people through the MTC.
- + The MTC South land is set back from the Western Freeway traffic.
- + The Mt Atkinson heritage homestead establishes a sense of place and identity.
- + The MTC South land is sloping, which provides opportunities for concealment, including for car parking.
- + The MTC South land is void of any native vegetation to be cleared, and does not abut or interface with an identified conservation area.
- + Opportunity to create view lines to the Mt Atkinson volcanic cone, local features, the Macedon Ranges and the You Yangs.
- + Creation and enhancement of the open space links to contribute to a broader open space network and provide spaces for community interaction.
- + The delivery of a diversity of housing options within and surrounding the MTC, particularly medium and high density housing.
- + Opportunities to locate higher density housing around the future railway station to enhance accessibility.
- + The MTC South land is ideally located adjacent to employment precincts, therefore improving accessibility to employment opportunities and a diverse, self-sustaining mix of land uses.
- + Ability to capitalise on the planned pedestrian and cyclist network to provide additional access into the MTC and to the broader PSP area.
- + The inclusion of CPTED principles in design approaches.
- + Planned ICP items such as signalised intersections and connector roads provide certainty regarding the road network and connection points, including the fact that some infrastructure items have already been completed.
- + Establishing review periods at key milestones to plan for future growth and capacity of the town centre, pursuant to approval from the responsible authority.

CONSTRAINTS

- + The MTC South land is affected by prevailing winds.
- + Ensuring that the development of the MTC land to the north and south of the railway line is integrated and developed in a cohesive manner.
- + Railway interface issues (e.g., noise, visual amenity and ground level engagement) to be considered.
- + The MTC will accommodate a mix of residential and employment land, and therefore consideration must be given as to how these interfaces are designed to mitigate any adverse impacts.
- + Interfaces to the planned wetland/ water to the east of the MTC, the Greigs Road Mixed Use Precinct to the west and the Hopkins Road Business Precinct to the east will need to be suitably managed.
- + There are limitations associated with the use and development of land within the high pressure gas transmission pipeline and the quarry sensitive use buffer.
- + Ensuring that future development, including landscaping, does not compromise any important view lines, including to the volcanic cone.

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TECHNICAL REPORTS

4.1 TECHNICAL REPORTS

A number of technical reports focussing specifically on the MTC have been prepared to provide high-level strategic guidance and identify opportunities and constraints to assist in the preparation of the UDF.

THESE INCLUDE:

- + Mt Atkinson Major Town Centre Urban Design Framework Plan (UDF) Technical Transport Report – Prepared by Stantec Australia Pty Ltd
- + Mt Atkinson Major Town Centre Landscape Strategy Technical Report – Prepared by MALA Studio
- + Mt Atkinson, Melbourne Market Potential Assessment and Peer Review of PSP Targets – Prepared by IQ
- + Infrastructure Report, Mt Atkinson Major Town Centre - Prepared by Dalton Consulting Engineers.

TECHNICAL TRANSPORT REPORT (STANTEC)

The Technical Transport Report provides a summary of the following:

- + Key transport policies influencing the project and land use in the study area.
- + Existing and future known demographics and land uses for the study area.
- + Existing and future known transport conditions for the study area (up to and including the 2041 planning horizon).
- + Strategic transport considerations around the likely effects of the delivery of the Mt Atkinson Railway Station within the precinct.

- + Transport system performance in the study area for the 2041 planning horizon including key intersection performance and configuration requirements which exceed those currently contemplated within the approved PSP,
- + Daily traffic demand estimates for the study area road network and how adopted roadway cross-sections align with these traffic forecasts.

The report outlines the following opportunities for the MTC relating to active travel, public transport and road network, inter alia:



ACTIVE TRAVEL – PEDESTRIAN INFRASTRUCTURE

Within the Town Centre, the road environment and pedestrian crossing arrangements are expected to prioritise pedestrian movements. This is expected to be delivered through the following design elements:

- + Providing opportunities to deliver pedestrianised areas.
- + Providing a low-speed environment through suitable surfacing and traffic calming measures, and/or being shared spaces.
- + Crossing facilities on each intersecting road that prioritise pedestrians, such as zebra crossings or wombat crossings.
- + Traffic signals that prioritise pedestrian crossing movements.

ACTIVE TRAVEL – CYCLING INFRASTRUCTURE

Within the Town Centre, the road environment is expected to be a low speed one, enabling cyclists to mix with motorists.

End-of-trip facilities will be required at key gateway and destination places. These are recommended to be provided at least in part as public facilities and not solely relied on to be provided as part of private development.

PUBLIC TRANSPORT – TRAIN SERVICES

The delivery of the Mt Atkinson Train Station is key to unlocking the Mt Atkinson & Tarneit Plains PSP. The train station will significantly improve the transport accessibility of the Town Centre and accordingly facilitate land use development.

It will also unlock opportunities for further transport network improvements within the vicinity of the train station. These include the integration of bus routes, providing pick-up/drop-off areas, providing end of trip cycling and micro-mobility facilities and providing a high-quality pedestrian path network connecting to the station.

PUBLIC TRANSPORT – BUS SERVICES

The delivery of the Mt Atkinson & Tarneit Plains PSP represents a major opportunity to deliver an improved public transport network to service the subject PSP and other surrounding PSP areas.

When the Mt Atkinson Train Station is delivered, part of its success will be based on the integration with bus services via a well-located transport hub. A bus interchange could be provided to provide a high level of service to users, help prioritise interchanges between bus and train, and minimise vehicle conflicts.

PUBLIC TRANSPORT – ROAD NETWORK

To ensure that the Town Centre is predominantly focused around active and public transport, with as little conflict with motor vehicles as possible, it is recommended that the design:

- + Limits property and car park access through the core of the Town Centre (i.e. primary car access be directed around the Town Centre via the surrounding arterial and connector roads).
- + Integrates behaviour change initiatives with infrastructure projects to achieve an increased shift away from private car use (i.e. bicycle lanes where appropriate, proportionate walking infrastructure).
- + On roads planned to be used as bus routes, that these roads be designed such that they can accommodate bus movements.

More detail on transport issues and opportunities for each of these transports modes, as well as transport evaluation of the likely affects of the UDF on the adjacent transport system and precinct design and cross-sections, can be found in the full Mt Atkinson Major Town Centre Urban Design Framework Plan (UDF) Technical Transport Report (Stantec, 28 September 2023).

The Transport technical report is currently being updated to align with the latest Victoria Integrated Traffic Model (VITM) assumptions. This report is required to be updated ahead of any development along the Ground Boulevard frontage.

LANDSCAPE STRATEGY TECHNICAL REPORT (MALA)

The Landscape Strategy Technical Report sets out designated landscape precincts and indicative landscape zone treatment for the following MTC areas:

- + Urban plaza
- + Pedestrian links
- + Town centre core
- + Mixed use areas
- + Large format retail
- + Road & streetscapes
- + Tree canopy
- + Periphery landscapes

THE KEY LANDSCAPE OBJECTIVES OUTLINED IN THIS REPORT ARE:

Vibrant Centre – *Create high quality and safe shared spaces for residents and visitors to social, play, work and live.*

Sustainable City – *Integrate leading engineering, architecture and systems design into landscapes that perform environmentally.*

People and Places – *Combine human-scale gestures with the unique qualities of the local landscape. Create sense of place that inspires, surprises and nurtures.*

Further-Than-Function – *Consider each necessary element and an opportunity for best-practice, beautiful landscape design.*

The report analyses the Mt Atkinson Major Town Centre as eight landscape areas transitioning from a variety of interfaces on the periphery to the central core, each with a particular focus in terms of public benefit and environmental performance, but with aesthetics and themes anticipated to overlap and stitch together. These can be seen in Figure 4.1 below.

More detail on the technical considerations, opportunities and vision for each of these areas can be found in the full Mt Atkinson Major Town Centre Landscape Strategy Technical Report (Mala, 2025).

FUTURE LANDSCAPE ZONES

Mt Atkinson Major Town Centre can be understood in eight landscape areas transitioning from a variety of interfaces on the periphery to the central core. Though it is anticipated that aesthetics and themes of landscape treatment would overlap and stitch together, each area has a particular focus in terms of public benefit and environmental performance.

FUTURE LANDSCAPE ZONES (subject to Council approval)

- Major Parks (Specified in PSP, Maintained by Council)**
OS10 - 1.04 ha Linear Heritage Reserve
OS11 - 0.20 ha Urban Plaza
OS12 - 0.51 ha Local Park
- Open Space**
Supporting green space focused on major pedestrian amenity and green gateways
- Urban Plaza (by Scentre Group)**
Lush open space surrounded by active public plazas
- Landscape connections**
Active public landscape permeated by green spaces linking Mt Atkinson volcanic cone in the south-west through the core (east-west) towards the wetlands
- Town Centre**
A fully pedestrianised zone activated by cultural, retail and civic uses
- Mixed-Use Area**
Functional, connected and designed for work life balance. Green streets and efficient parking
- Business/ Large Format Retail**
Lifestyle shopping within a beautified practical environment
- Future Train Station**
Civic gateway of daily importance. A welcoming and distinct gesture of public pride, convenience and social energy
- Office / Commercial**
Landscape setting conducive to daily workplace amenity and business presentation. Access to open space, green frontages and sense of address
- Higher Density Residential**
Community landscape and sense of address. Green entrances, natural light and residential scale materiality and planting
- WSUD Wetland**
Subject to design, open and planted water body surrounded by perimeter open space and vegetated road easement.



MARKET POTENTIAL ASSESSMENT AND PEER REVIEW OF PSP TARGETS (IQ)

The Market Potential Assessment and Peer Review of PSP Targets report presents an independent market assessment of the potential and scale of demand for retail floorspace within the Mt Atkinson Major Town Centre.

The Assessment provides a summary of the composition of existing and proposed retail and commercial facilities within the surrounding area including Caroline Springs Square and Cobblebank Village identified as a future Metropolitan Activity Centre in the Toolern PSP.

IQ's report defines a main trade area and competition broken down into primary, secondary and tertiary trade areas. These are shown in Map 3.1 of the report (Figure 4.2 below).

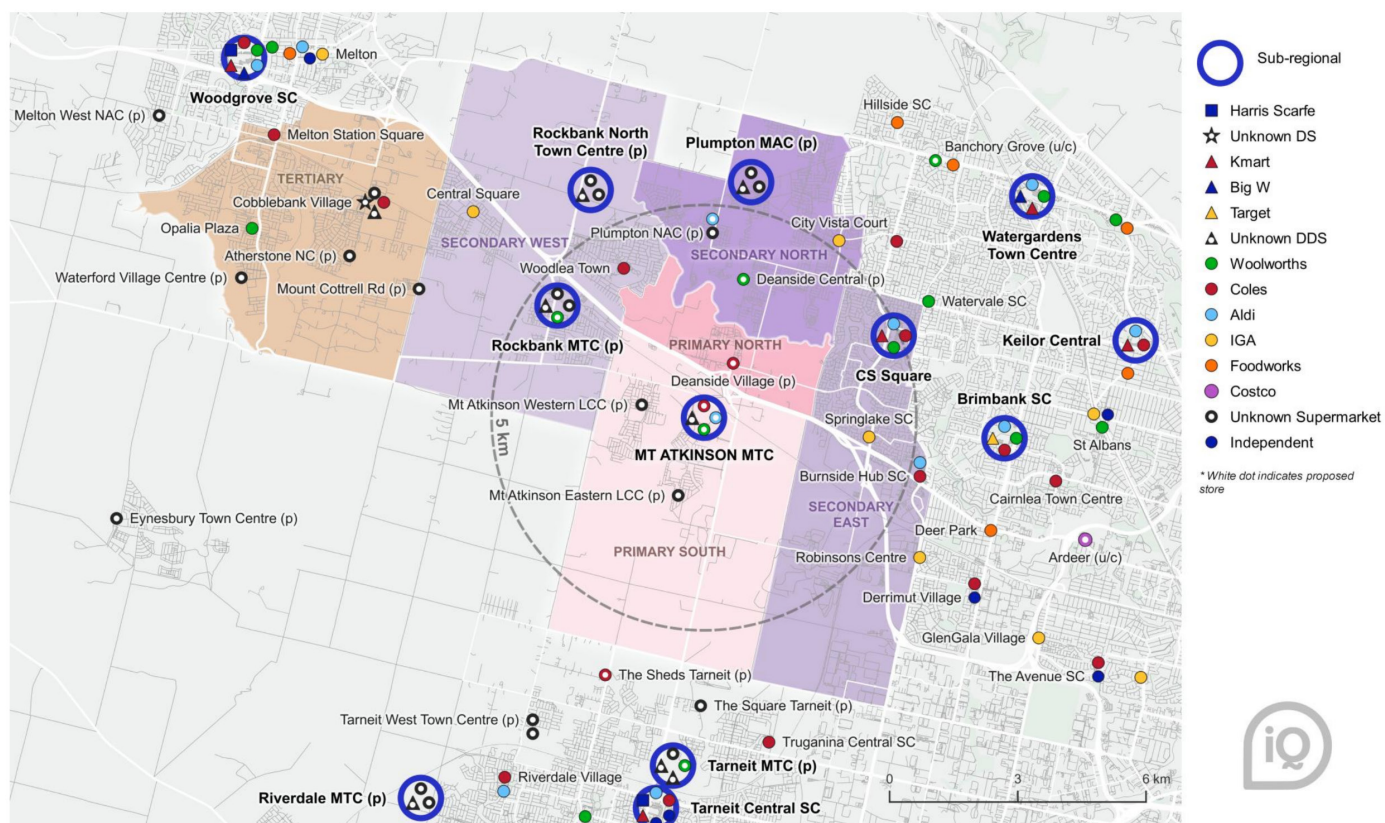


FIGURE 4.2 STUDY AREA CATCHMENT AND MAC COMPETITION SOURCE: (EXTRACT) MARKET POTENTIAL ASSESSMENT AND PEER REVIEW OF PSP TARGETS – MAP 3.1

Key Findings

Trade Area Overview

- + Mt Atkinson's trade area includes Truganina, Deanside, Fraser Rise, Bonnie Brook, Thornhill Park, Rockbank, and Cobblebank.
- + Population in the trade area is projected to reach ~250,000 by 2041 (5.2% annual growth).
- + Supermarket provision is below benchmark (293 sq.m per 1,000 people), indicating strong demand for additional full-line supermarkets.
- + No cinema complexes currently exist in the trade area; there is an undersupply of ~10 screens.
- + A cinema complex is supportable by 2038, with potential for an integrated Entertainment and Leisure Precinct (ELP) with complementary entertainment uses.

Supermarket floorspace

- + Australia typically has one full-line supermarket per 8,000–10,000 people. The combined primary trade areas currently have none.
- + Several centres are planned along the growth corridor. Coles and Woolworths are committed to Deanside Village and Deanside Central, respectively. Cobblebank Village, the largest planned centre, already includes a Coles and is identified in the Toolern PSP to accommodate 70,000 sq.m of retail space across 88 hectares of town centre land.
- + Current supermarket provision is 293 sq.m per 1,000 people—slightly below benchmarks.
- + By 2041, the trade area population is projected to reach 250,000, including 31,820 in the primary sectors, supporting demand for several more full-line supermarkets.

Mt Atkinson Planned Retail Floorspace

The total retail floorspace includes supermarkets and other general retail-type uses including “majors” like Woolworths and Aldi, “mini-majors” such as pharmacies, clothes and technology retail and “retail specialists” like food and liquor, household goods and retail services.

The following total retail floorspaces are generally supported for Mt Atkinson MTC:

Stage 1 (2027): 7,900 sqm

- Stage 2 (2032): 25,500 (+17,600) sqm
- Stage 3 (2038): 46,500 (+21,500) sqm

Refer to Section 5 of the report for further details.

4.2 TECHNICAL REPORT SUMMARY

The above technical reports provide detailed analysis and input with respect to three key matters in the UDF: economic, landscape and traffic engineering outcomes.

The reports have informed the content of the UDF in the following ways:

The following is noted in summary form:

TRAFFIC

The traffic engineering analysis recognises the established transport hierarchy that is set out in State and local planning policies—priority towards pedestrians and sustainable transport options, with recognition of the role that private motor vehicle transport also plays in creating accessible communities.

The report confirms that pedestrians will be prioritised in the new town centre through consideration of matters such as lower speed limits, pedestrian-only areas, the inclusion of walk phases in signal crossings and the placement of pedestrian crossing opportunities.

Bicycle usage will be encouraged given the location of the residential catchment relative to the MTC. This will be achieved through the use of lower speed limits and / or traffic calming devices and infrastructure such as bicycle lanes or shared paths. End-of-trip facilities and on- street bicycle parking will be required to be integrated into the public realm and future buildings.

The connectivity to the railway station in the northern part of the precinct will be a key factor in the transportation opportunities for the area. The UDF will ensure that access to the station and its design will promote its long-term use and integration into the precinct. Public transport usage will also be considered through the bus network.

Private vehicle access and usage is to be recognised and it is a necessary part of the town centre development. Ample space will be made available for car parking at all stages of the town centre development, and street design will take account of the need to minimise vehicle crossovers and pedestrian conflict points.

LANDSCAPE

THE FOLLOWING KEY MATTERS ARE TO BE CARRIED FORWARD INTO THE UDF:

- + Different landscape responses for the various parts of the town centre, recognising the role each plays both at the ground level / pedestrian scale and more broadly within the larger area.
- + The alignment of landscape outcomes with key pedestrian desire- lines.
- + Design of public open spaces to support multi-purpose uses and attract activity throughout the day and night-time periods.
- + Creation of outdoor spaces that are safe and vibrant.
- + Recognition of the landscape heritage of the precinct and evolving this into a sustainable and contemporary response.
- + Consideration of all ages and abilities.
- + The use of durable materials and finishes.

ECONOMIC

The economic report reveals a general undersupply of retail space per capita within the study catchment which supports the provision of retail and shop floor space above the 'as-of right' provision of 23,500m² of shop floor space in the southern side of the Mt Atkinson Major Town Centre.

The economic report projects that, by 2038, Mt Atkinson MTC could support 46,500sqm of retail floorspace. This exceeds the current PSP 'as-of-right' provision of 23,500m² suggesting there are opportunities to expand the precinct subject to a planning permit application and due justification as per the requirements of the UGZ9 of the Planning Scheme.

In considering the outcomes of the economic report alongside the Melton Retail and Activity Centres Strategy the UDF has adopted a position to support 40,000m² of retail "shop" subject to a planning permit.

It is important to note that the total retail floorspace definition adopted in the economic reports is different to the definition of the land use "Shop " in the planning scheme which, for instance, does not include "food and drink premises".

The precinct will deliver other associated uses that will also provide a jobs benefit to the PSP area, with uses such as schools, health / medical, and potential cinema establishing over time in response to catchment demand. The UDF will need to allow for the staged delivery of the floorspace and should facilitate and encourage interim uses and built form outcomes.

SUMMARY

The following outlines the broad strategic directions for the Mt Atkinson MTC South and will serve to influence more detailed recommendations throughout the design process:

DEVELOPMENT OF THE MT ATKINSON RAILWAY STATION.

The station will be a key piece of transport infrastructure that will support higher density development within the MTC and support mode shift towards a genuinely multi-modal neighbourhood. The strong demand for the centre, future growth and integration of higher-density residential will tie in to the longer-term arrival of the station. Upon the station's delivery, the amenity of the area will be enhanced through the provision of greater public transport options for future residents and workers.

At the time of updating this Background Report, it is understood the train station is not anticipated until after 2041. Consequently, the UDF will need to consider how earlier stages of development in the MTC are designed cognisant of future connection to the train station and support a more vehicle-dominated mode share in the short-medium term. Clear guidance on mode shift and opportunities for increased densities in close proximity to the train station should be encouraged through the UDF.

The area around the railway station will be an important destination and arrival point into the MTC. Noting that the ultimate location of the train station is as yet unknown, the UDF should encourage high quality outcome in terms of public amenity and appropriate land use interfaces in and around the future train station and adopt an urban structure that can respond to the train stations ultimate location.

INTEGRATION IS CRUCIAL.

Connectivity is a key measure of success for the MTC. Strong links to the future railway station, across the rail line, to the Mt Atkinson homestead, and to surrounding neighbourhoods are essential. These connections will support integration, strengthen the MTC's identity, and allow precincts to develop their own distinct character. The MTC includes a significant mixed use component and surrounding precinct will accommodate a significant workforce catchment, enabled by the co-location of industry, residential and commercial land. The UDF should consider how the MTC distinguishes individual precincts within the town centre and provides region-wide economic benefits for both the community and businesses.

DEVELOPMENT STAGING FOR THE LONG-TERM.

Consideration of how the development of the MTC— will be staged will form an important part of the design process, to attract early investment to the MTC and to ensure that development is considered cohesively in the long term to avoid 'gaps' in development.

CREATING A MULTI-MODAL ENVIRONMENT.

The accessibility and visibility of transport nodes will need to be appealing to all users, including drivers, cyclists, public transport users and pedestrians.

A safe and logical pedestrian and cyclist network throughout the MTC linking to the broader PSP area is crucial to support accessibility to key destinations and support pedestrian friendly access for local residents and workers. The road network will also need to provide high quality and seamless connections, allowing people to easily navigate to key destinations while protecting pedestrian amenity in key town centre areas. Grand Boulevard, Clara Avenue, Greigs Road and to a lesser extent, Mt Atkinson Road should provide important vehicular access to the edges of the heart of the Town Centre and town centre parking, freeing up the heart of the town centre to provide active pedestrian oriented streetscapes.

BE CURRENT.

Mt Atkinson will be competing with a number of other Major Activity Centres in the locality and therefore will need to achieve a high standard of design excellence or point of difference in order to attract long term occupiers and shoppers to the MTC. Ensuring the town centre provides a vibrant, attractive town centre environment and retail offering will contribute to the MTC's future competitiveness within the marketplace.

BE REALISTIC.

The economics of delivering long term, sustainable commercial ventures need to be realistic. Connections and opportunities afforded by anchor retailers, staging to attract long term occupiers and strategizing to ensure optimal commercial synergies are all considerations that will need to be factored into the decision making process to ensure the success of the Mt Atkinson MTC in the long term.

BE BOLD.

The Mt Atkinson MTC offers an opportunity to realise a unique center that pushes the status quo and links to the unique qualities of the Mt Atkinson context. Broadly, the City of Melton Retail and Activity Centres Strategy suggests that Activity Centres are to demonstrate design excellence. This can be realised in the MTC through the provision of high quality public streets and open spaces, a mix of uses in the Town Centre bringing activity and diversity and connectivity to key destinations and landscapes such as the Mt Atkinson Volcanic Cone Reserve and the Edmund Rice Homestead. In addition, the delivery of medium and higher density housing in the MTC has the opportunity to provide a meaningful response to demographic trends, long-term housing requirements and sustainable housing outcomes in a format that differs from other growth areas.

PLAN FOR THE FUTURE.

Integrate environment, social and cultural sustainability into the UDF as core design guidelines in all aspects of the UDF and the development of the MTC.

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