Contour

Mt Atkinson Urban Design Framework

Hopkins Road Business Precinct – Background Report

Prepared by Contour Consultants (Australia) Pty Ltd
June 2021

Contour

Mt Atkinson Urban Design Framework

Hopkins Road Business Precinct – Background Report

Prepared by Contour Consultants (Australia) Pty Ltd
June 2021

Contents

1 Introduction 3
- 1.1 Purpose of the Document 3
- 1.2 Purpose of the UDF 4
- 1.3 Methodology 4

2 Context 5
- 2.1 The Municipality 5
- 2.2 Mt Atkinson and Tarneit Plains PSP 6
- 2.3 Project History 8
- 2.4 Site Context 9
- 2.5 Existing Land Uses 10
- 2.6 Key State Government Policy 11
- 2.7 Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan 14
- 2.8 Current Zones and Overlays 15
- 2.9 Other Policies 21
- 2.10 Summary of Key Influences and Policy Context 24

3 Hopkins Road Business Precinct UDF 25
- 3.1 Current Land Ownership 25
- 3.2 Surrounding Precincts 25
- 3.3 Physical Environment 26
- 3.4 Site Analysis 31
- 3.5 Opportunities and Constraints 33

4 Technical Reports 34

5 Summary 38

© Contour Consultants Aust Pty Ltd

The information contained in this document is confidential and intended solely for the use of the client identified in the report for the purpose for which it has been prepared and no representation is made or is to be implied as being made to any third party. Use or copying of this document in whole or part without the written permission of Contour Consultants Aust Pty Ltd constitutes an infringement of copyright. The Intellectual property contained in this document remains the property of Contour Consultants Aust Pty Ltd.

1 Introduction

1.1 Purpose of the Document

Prior to the preparation of an Urban Design Framework (UDF) for the Hopkins Road Business Precinct (HRBP), a background report has been prepared in order to identify issues and opportunities, and other matters required to be addressed.

This background report applies to the HRBP as illustrated on Plan 6 of the Mt Atkinson and Tarneit Plains Precinct Structure Plan (PSP) (Extract at Figure 2.4).

This Background Report includes:

1. INTRODUCTION

Provides an outline of the purpose of an Urban Design Framework and the process required to complete an UDF.

2. CONTEXT

This section provides project background, a summary of the key documents, and the existing western growth conditions in which the Hopkins Road Business Precinct will be located.

3. HOPKINS ROAD BUSINESS PRECINCT UDF

This section examines the site specific conditions of the Hopkins Road Business Precinct, outlines significant elements that should be addressed in the UDF and sets outs opportunities and constraints.

4. TECHNICAL REPORTS

Technical reports prepared for the Hopkins Road Business Precinct UDF are summarised, identifies any issues and provides general recommendations on the preparation of the UDF.

5. SUMMARY

The summary will discuss any issues the technical reports uncover and detail potential impacts that this may have on the design and function of the Hopkins Road Business Precinct UDF.

1.2 Purpose of the UDF

The UDF will set out a vision for the Hopkins Road Business Precinct and guide its future use and development. It will outline clear guidelines for the future development of the HRBP, respond and expand on the material contained within the PSP, and will be used by the City of Melton as an assessment tool for future development applications within the HRBP.

The UDF will:

- Establish a clear and integrated vision for the HRBP;
- Guide the use and development of the HRBP through objectives and planning and design requirements and guidelines;
- Establish an implementation program of statutory and strategic initiatives;
- Include internal and external consultation with landowners, occupiers (businesses), relevant stakeholders, Council staff, Councillors and the wider community;
- Establish a process for monitoring and review;
- Include strategies and principles to ensure that the HRBP offers a coordinated outcome with the MTC, the Western Freeway Commercial Area and the industrial precinct to the south; and
- Include an indicative staging plan directing how the HRBP can be effectively developed to deliver the outcomes envisaged by the PSP.

Technical reports listed below accompany this document:

- Traffic and Transport Impact Assessment prepared by Ratio
- Economic Assessment prepared by Reg Jebb
- Engineering Services prepared by DCE
- Landscape Concept prepared by MALA Studio

1.3 Methodology

The preparation of the HRBP UDF is anticipated to be completed in 2021, and will generally consist of the stages outlined below:

1. Preparation of background and technical reports – the findings of the technical reports will inform the vision and strategic directions of the UDF.
2. Preparation of draft UDF. The draft UDF will be the subject of broader community consultation.
3. Preparation of final UDF. This stage includes review and consideration of comments from Council, key stakeholders, landowners and the broader community.
4. Approval of final UDF by Council.

2 Context

2.1 The Municipality

The City of Melton is located in the outer western area of Melbourne.

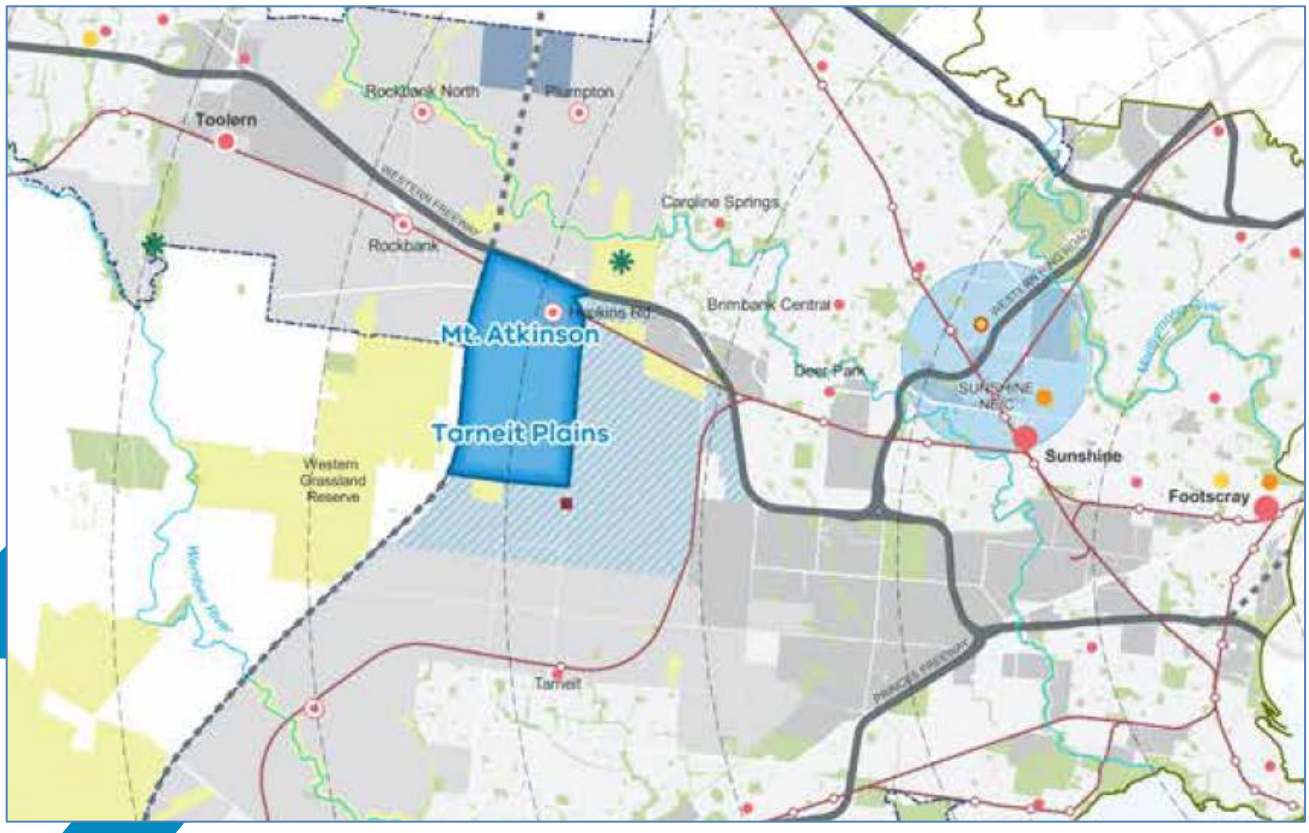
The municipality is bound by Moorabool Shire in the west, Macedon Ranges Shire in the north, the Cities of Hume and Brimbank in the east and Wyndham City in the south.

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 the Melton Township. However, these two suburbs are rapidly being connected by residential growth occurring in designated areas. Accordingly, the City of Melton is acknowledged as one of metropolitan Melbourne's growth areas and is estimated to have a population of 288,781 people by 2031.

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

Figure 2.1
REGIONAL CONTEXT MAP

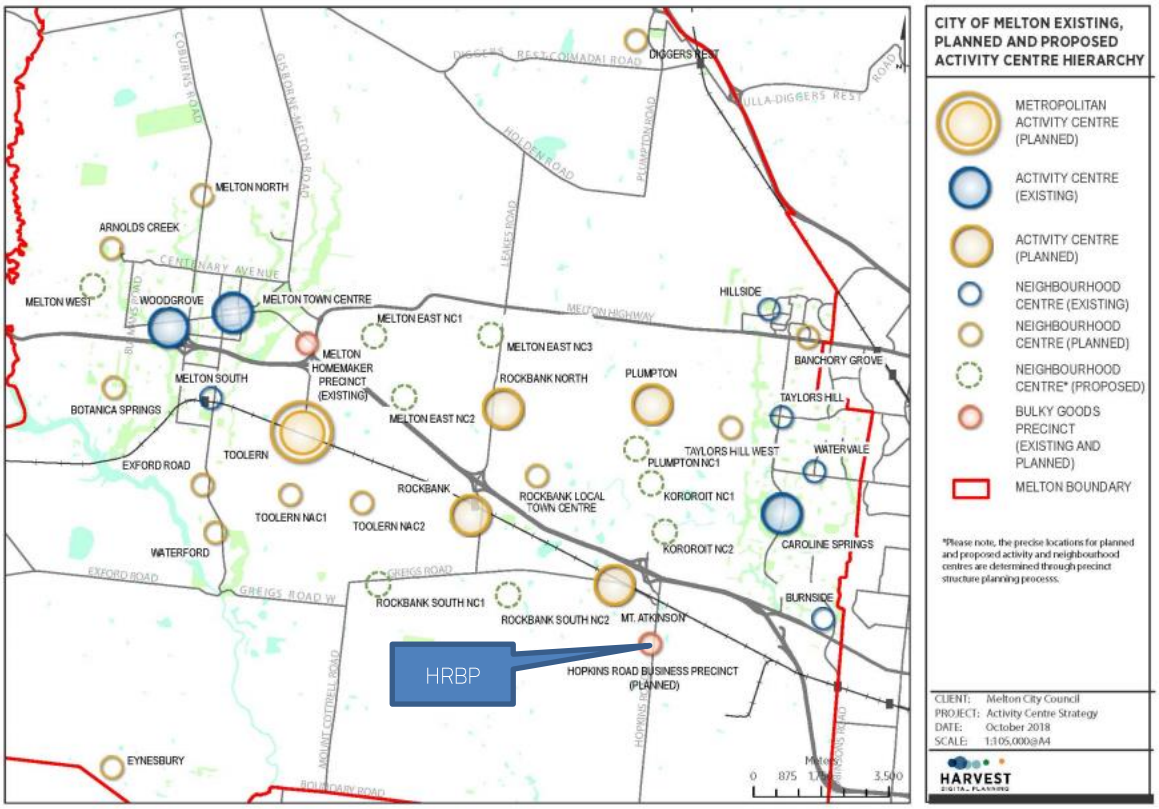
Source – (Extract) Plan 1 - Mt Atkinson and Tarneit Plains Precinct Structure Plan



The location of the Hopkins Road Business Precinct to existing and planned activity centres in the City of Melton is shown in Figure 2.2.

Source – Figure 1 – Clause 21.06 Melton Planning Scheme.

Figure 2.2
City of Melton Existing, Planned & proposed Activity Centres



2.2 Mt Atkinson and Tarneit Plains PSP

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

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

The Mt Atkinson and Tarneit Plains PSP area will contribute to the employment hub for the west by creating close to 19,000 jobs, including the MTC and Western Freeway Commercial area which are located to the north-west of the HRBP. 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.

2 Context

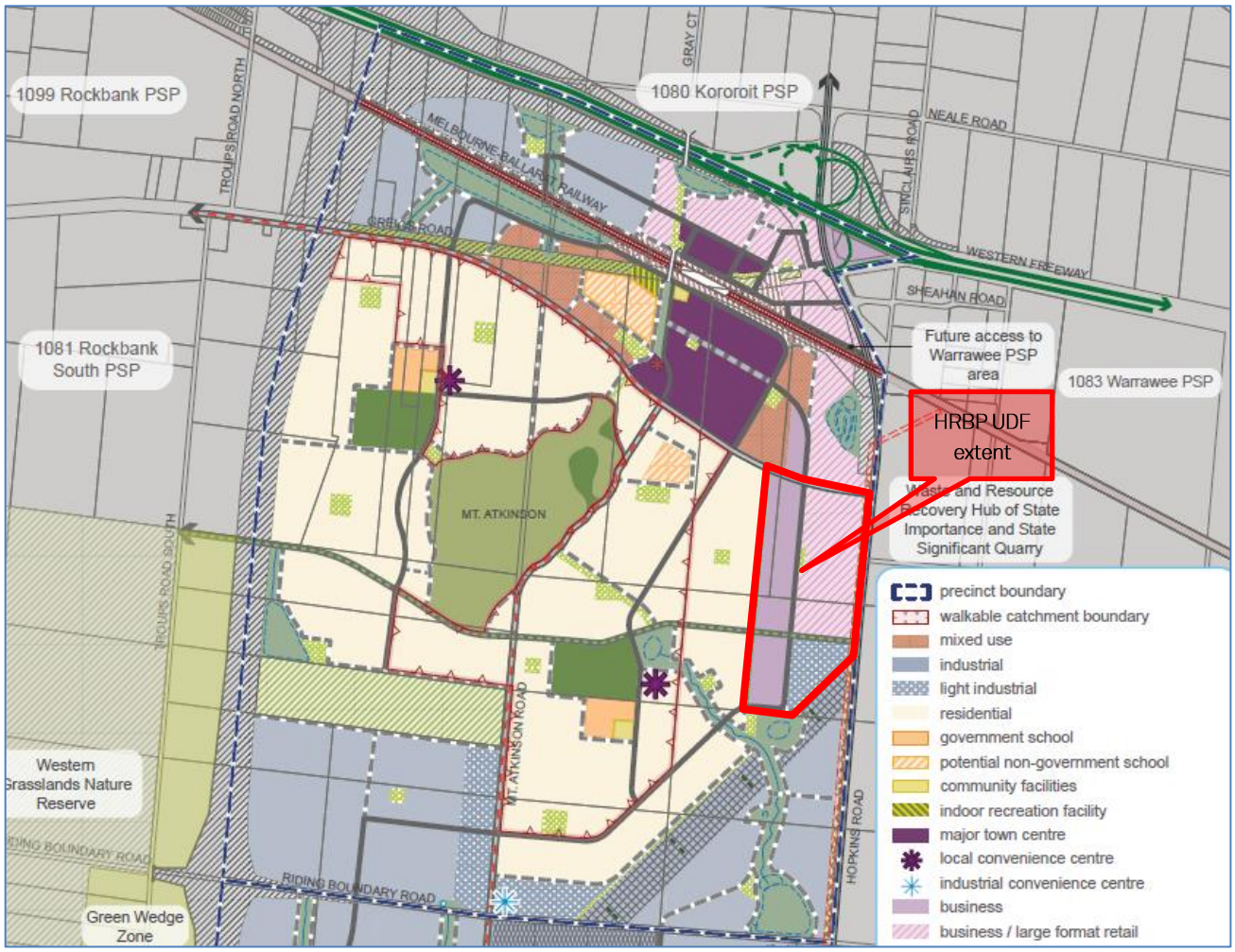
The PSP will also direct the construction of over 8,000 dwellings, three primary schools and a secondary school, community facilities, local convenience centres and an open space network that will converge at the open space of the Mt Atkinson volcanic cone. The biodiversity of the precinct will be enhanced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

The following outlines the broad strategic directions for the HRBP as outlined in the PSP:

> *The Mt Atkinson Precinct will contribute to an employment hub for the west, conveniently served by a potential future train station and feeder bus routes, as well as major arterial roads and freeways. Higher order services, research and development, and local service businesses will thrive in this well connected network, and will offer specialised services to industry located in Mt Atkinson and Tarneit Plains as well as to other parts of the state significant Western Industrial Node to the south east of the PSP area....*
>
> *The Hopkins Road Business Precinct is strategically located to contribute to the achievement of a greater diversity of employment opportunities in the West Growth Corridor. The Mt Atkinson Major Town Centre will play a key role in ensuring the success of this higher order employment location.*
>
> *Jobs will be located close to where the new communities in Melton live, and an attractive interface between residential and employment areas will be provided. Tree-lined streets, fine-grained mixed use areas, well designed office buildings with an address to residential areas, and landscaped easements will enable a positive interaction between employment and residential uses.*
>
> *The Future Urban Structure will ensure connectivity between the industrial land within the PSP area to the future Outer Metropolitan Ring (OMR), Western Intermodal Freight Terminal and Western Freeway. The precinct's frontage to Hopkins Road will provide immediate exposure allowing early development supported by the provision of reticulated services.*
>
> *A range of environmental, economic and social benefits will be realised from achieving greater efficiencies in transport and access through the co-location of industries with the future residential community, transport infrastructure, retail, open space and educational opportunities.*

Figure 2.3
FUTURE URBAN STRUCTURE PLAN

Source: (Extract) Plan 3 - Mt Atkinson and Tarneit Plains Precinct Structure Plan



2.3 Project History

The Mt Atkinson & Tarneit Plains Precinct was brought into Melbourne's Urban Growth Boundary (UGB) and zoned Urban Growth Zone 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 and 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. The PSP was subsequently amended via Amendment C217 on January 2020.

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 uses and development within the industrial precinct to the south and west.

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

2.4 Site Context

The wider area incorporating the Mt Atkinson and 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 the future Outer Metropolitan Ring (OMR) Road to the west. 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. It is noted that the accessibility of the PSP area will improve with future upgrades including the planned electrification of the Melton Rail Line, a new Station, 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, and along with a network of major town centres such as the Rockbank Major Town Centre and Plumpton Major Town Centre, will service the future needs of the PSP area with higher level facilities and employment opportunities.

The Plumpton and Kororoit PSP area is located to the north opposite the Western Freeway, and includes 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-orientated town centre based on the Rockbank Railway Station.

The Deer Park Quarry and Melbourne Regional Landfill are located to the east of the PSP area. 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 HRBP land.

Figure 2.4
AERIAL PHOTOGRAPH

Nearmap (May 2020).



2.5 Existing Land Uses

The PSP area is largely undeveloped, however 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, is being used for materials and recycling (rock crushing), concrete batching and as a plant nursery;
- The existing Nevas chicken farm located to the south-west corner of the PSP area;
- The Edmund Rice facility which is a temporary educational facility that gains access from Greigs Road; and
- Two service stations fronting the Western Freeway to the north-east and north-west corners of the PSP area.

2.6 Key State Government Policy

The following key State Government Policies are of relevance:

Plan Melbourne Metropolitan Planning Strategy (2017-2050)

Plan Melbourne, Melbourne's metropolitan planning strategy states that Melbourne has grown rapidly over the past decade, and between 2015 and 2051, Melbourne is projected to grow by 3.4 million people to almost 8 million. This growth will require around 1.6 million dwellings and 1.5 million jobs.

Plan Melbourne identifies the Hopkins Road Precinct as a future place of local significance, given its future status as a Major Activity Centre. With respect to Major Activity Centres, the following key policies and directions apply:

→ Direction 1.2 –Improve access to jobs across Melbourne and closer to where people live
→ Policy 1.2.2 –Facilitate investment in Melbourne's outer areas to increase local access to employment
→ Direction 3.2 –Improve transport in Melbourne's outer suburbs
→ Direction 4.3 –Achieve and promote design excellence
→ Direction 5.2 –Create neighbourhoods that support safe communities and healthy lifestyles

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.

Mt Atkinson PSP is 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 Hopkins Road Business Precinct includes land which is within the *State Significant Industrial land –existing.*

Mt Atkinson and Tarneit Plains PSP

The Mt Atkinson and Tarneit Plains PSP was prepared by the Victorian Planning Authority (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, which provides guidance on future land use allocation, servicing and utilities, and the community infrastructure items required which help to 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 the outcomes achieved.
- Outline the 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, the 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 that the urban form of the HRBP is delineated by Hopkins Road to the east and is framed to the north by Grand Boulevard (Greigs Road), new internal roads to the west (McKinley Drive) and south. Plan 6 of the PSP details the extent of the UDF area (extract at Figure 2.5).

The PSP also indicates that the PSP will create over 19,000 jobs with over 8,500 jobs in the commercial/mixed use sector, 6,000 jobs in industry and over 1,300 jobs in retail. The HRBP is strategically located to provide greater diversity in job opportunities in the West Growth corridor.

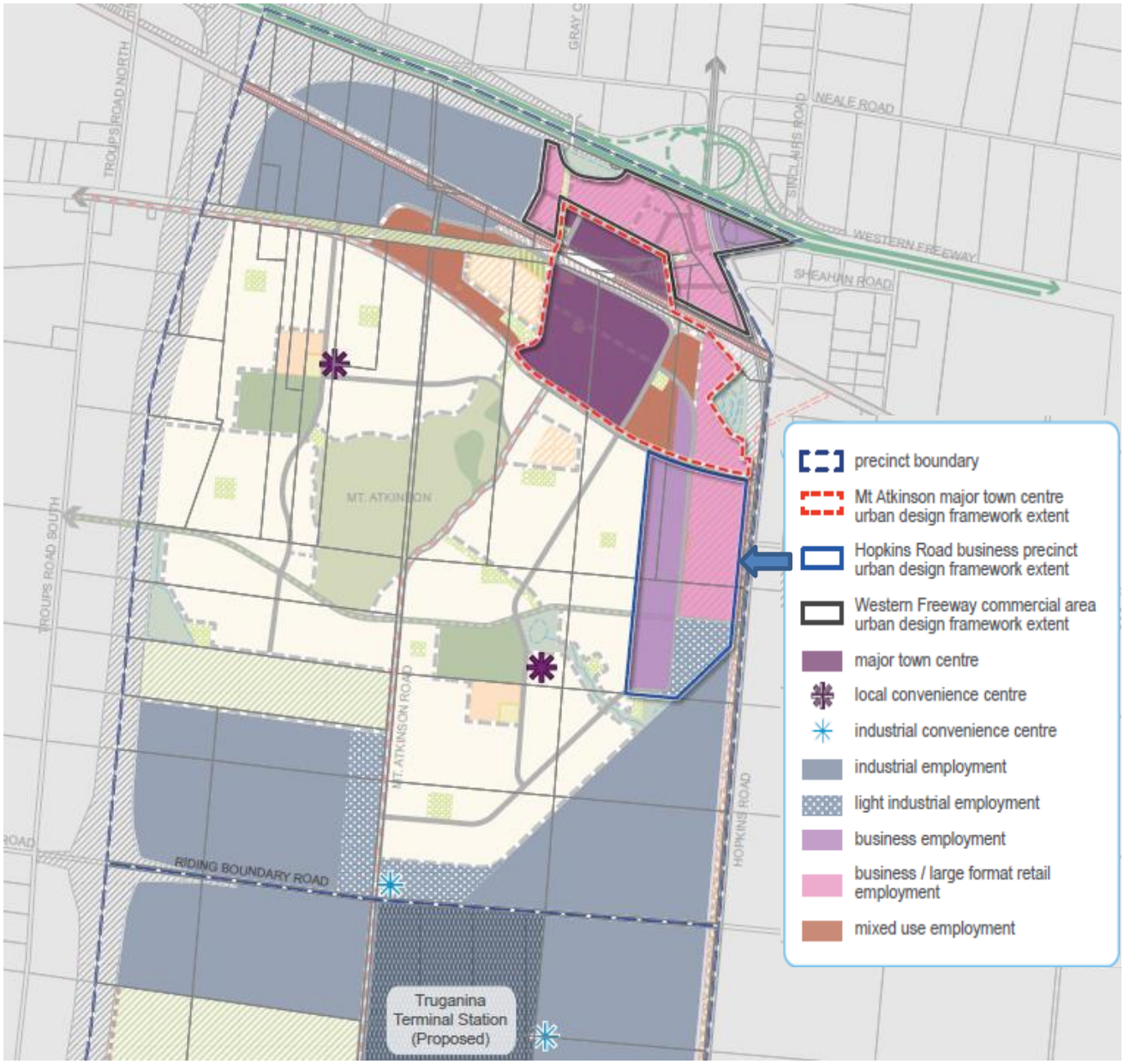
Requirement 36 of the PSP outlines key considerations for the preparation of the UDF for areas shown as industrial, light industrial, business or business/large format retail including addressing interfaces between large format retail and office uses, the Hopkins Road interface and surrounding residential and/or town centre uses.

Consideration will also need to be given to the staging of the HRBP and providing a diversity of sizes and types of commercial tenancies.

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 and the future widening of Hopkins Road and the future OMR.

Figure 2.5
Hopkins Road Business Precinct

Source – (Extract) Plan 6 – Mt Atkinson & Tarneit Plains Precinct Structure Plan



2.7 Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan

The Mt Atkinson and 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 incorporated into the Melton Planning Scheme in February 2020.

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

The Hopkins Road Business Precinct benefits from existing infrastructure such as Hopkins Road to the east of the Precinct. Hopkins Road functions as the main north south connection between Werribee and the Western Freeway.

Other key infrastructure items to be provided include:

- IT-03: construction of a 3 way signalised intersection for the Hopkins Road/Grand Boulevard (interim treatment)
- IT-04: construction of a 3-way signalised intersection for Hopkins Road to east-west boulevard connector road (interim treatment).
- IT-08: construction of a 4 way signalised intersection for the Grand Boulevard/north-south connector road (interim treatment).
- RD-04: Grand Boulevard North-south connector road (IT-07) to north south connector road (IT-08)
- RD-05: Grand Boulevard North-south connector road (IT-08) to Hopkins Road (IT-03)

Grand Boulevard (north of the HRBP) is currently under construction.

Key community infrastructure items to be completed in relation to the HRBP are:

- OS-19: Local park
- OS-35: Linear local park (partial)

It is noted that OS-35 is located outside the UDF area however is an important interface for consideration as part of the UDF process.

Figure 2.6
MT ATKINSON ICP INFRASTRUCTURE PROJECTS

Source – (extract) Plan 14 - Mt Atkinson & Tarneit Plains Precinct Structure Plan



2.8 Current Zones and Overlays

The land is currently zoned Urban Growth Zone Schedule 9 (UGZ9).

The UGZ9 sets out a table of applied zones, which relates to the proposed uses as per the Mt Atkinson and Tarneit Plains PSP. They are as follows:

Table 1: 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

The uses proposed within the HRBP are Business, Business/large format retail and light industrial. As such, the applied zone provisions for the HRBP are:

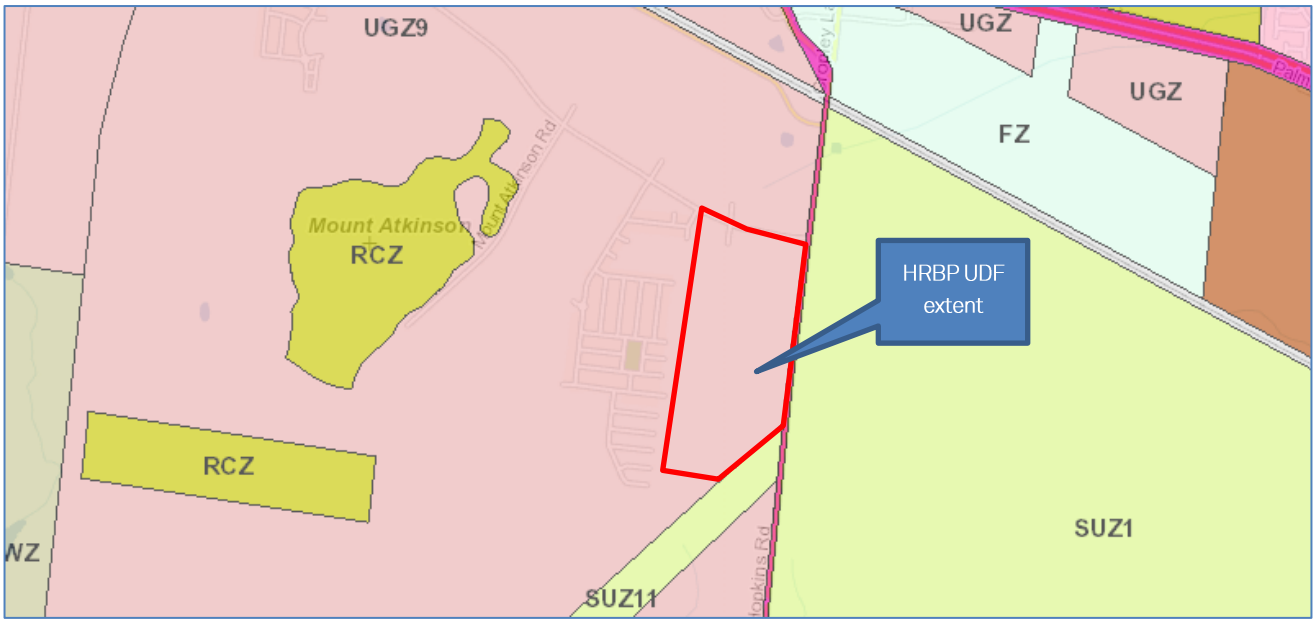
- Commercial 2 Zone
- Industrial 3 Zone

The UGZ9 specifies the following:

- 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 'Hopkins Road Business Precinct Commercial Areas Urban Design Framework' 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 and Tarneit Plains PSP.
- Prior to approving a UDF for the HRBP, the responsible authority and the Victorian Planning Authority must seek the views of the owner and operator of the Boral Ravenhall quarry and the Secretary to the Department of Economic Development, Jobs, Transport and Resources in relation to how the urban design framework responds to the potential impacts of the quarry.
- 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.

Figure 2.7
ZONING PLAN –(HRBP EXTENT IN RED)

(Source: mapshare.vic.gov.au)



The land within HRBP is affected by:

- The High Pressure Gas Pipeline Measurement Length,
- Quarry Sensitive Use Buffer (500m), and
- Quarry Blast Buffer (200m)

as shown on Plan 11 of the Mt Atkinson and Tarneit Plains PSP.

The high pressure gas pipeline transmission easement is located along the eastern boundary of the HRBP (see Figure 2.8).

Schedule 9 to the UGZ provides specific land uses that require planning permission or are prohibited within each of these buffer areas.

A table has been prepared (figures 2.9 and 2.10) outlining a number of uses and works that require planning approval or are prohibited having regard to the specific buffer areas shown in the Schedule and the relevant applied zone.

Land within the HRBP land is also affected by the following overlay:

- Infrastructure Contributions Overlay – Schedule 3

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

Figure 2.8
BUFFERS, RAILWAY NOISE AMENITY AREA AND MEASUREMENT LENGTH

(Source – (extract) Plan 11 - Mt Atkinson and Tarneit Plains Precinct Structure Plan

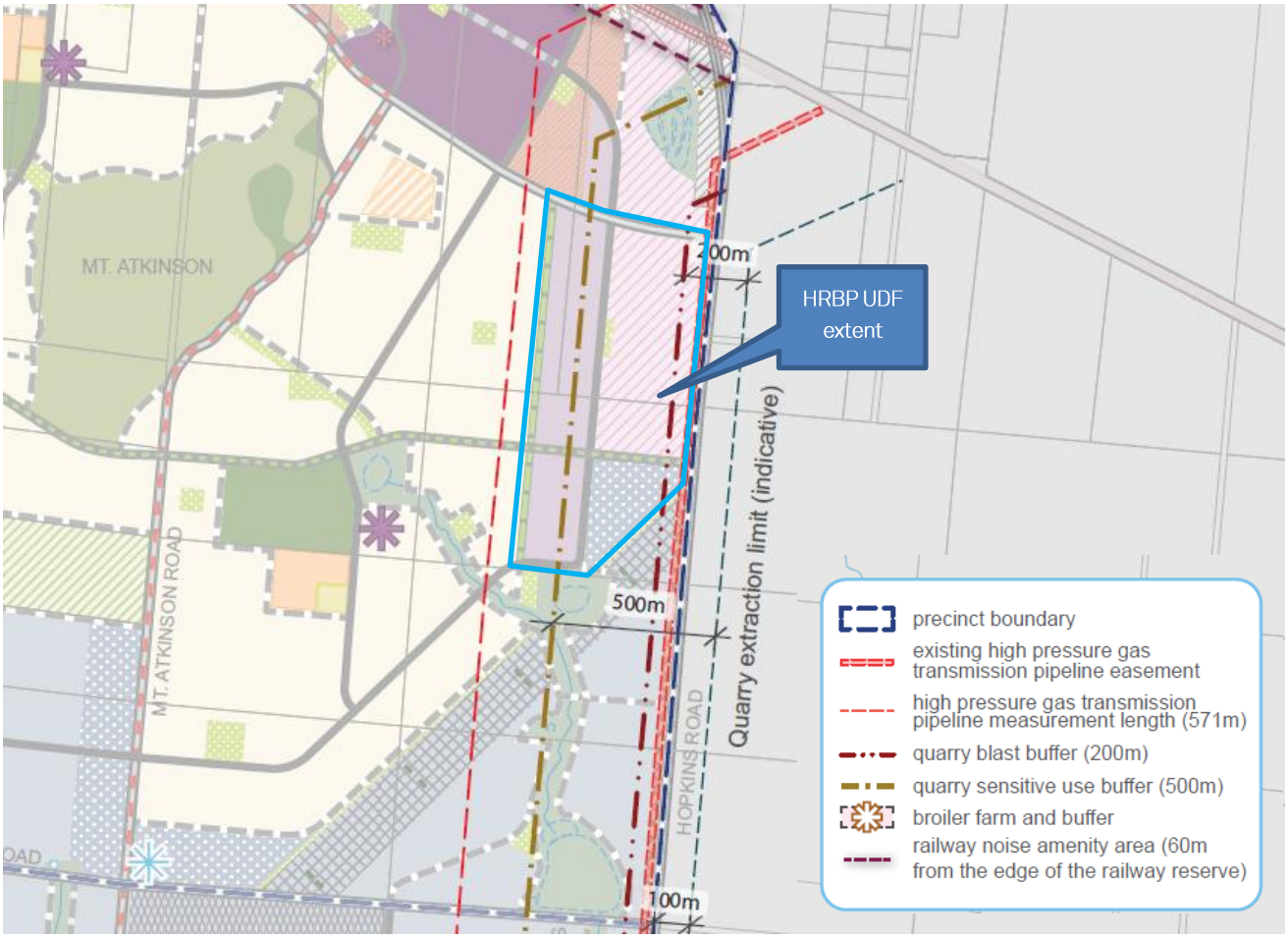


Figure 2.9
Quarry Sensitive Use Buffer Land Use Requirements

Quarry Sensitive Use Buffer (500m)

Land shown as Business & Business/Large Retail (UGZ9)
(Applied Zone - Commercial 2)

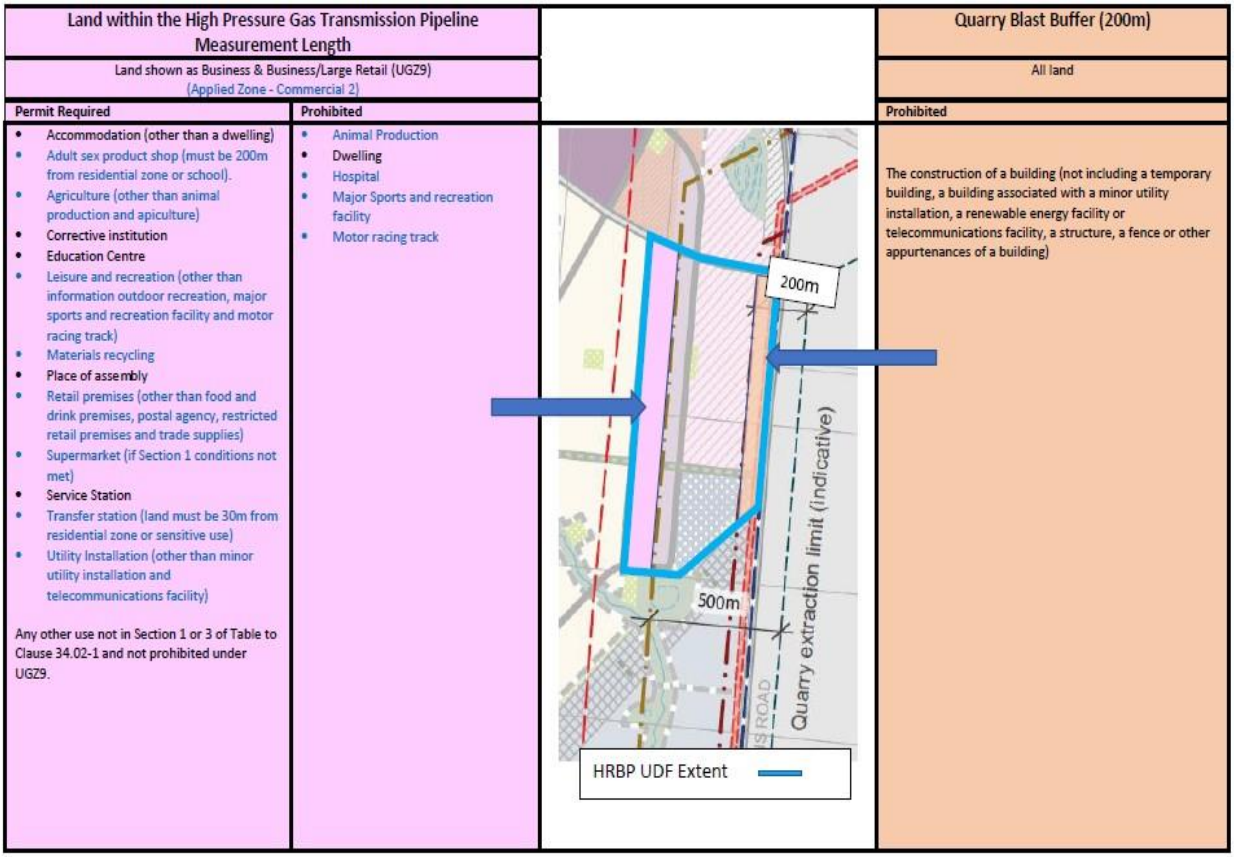
Permit Required	Prohibited
• Adult sex product shop (must be 200m from residential zone or school). • Agriculture (other than animal production and apiculture) • Car wash • Dry cleaner • Dry cleaning agent • Employment training centre • Laundromat • Leisure and recreation (other than information outdoor recreation, major sports and recreation facility and motor racing track) • Materials recycling • Panel beating • Place of assembly (other than art gallery, carnival, cinema, cinema based entertainment facility, circus and museum) • Research and development centre • Retail premises (other than food and drink premises, postal agency, restricted retail premises and trade supplies) • Supermarket • Tertiary institution • Transfer station (land must be 30m from residential zone or sensitive use) Any other use not in Section 1 or 3 of Table to Clause 34.02-1 and not prohibited under UGZ9.	• Accommodation • Animal Production • Education Centre (other than employment training centre or tertiary institution) • Hospital • Hotel • Major Sports and recreation facility • Motor racing track



Land shown as Light Industrial (UGZ9)
(Applied Zone – Industrial 3)

Permit Required	Prohibited
• Adult sex product shop (must be 200m from residential zone or school). • Agriculture (other than apiculture, crop raising, grazing, animal production, intensive animal production, pig farm and poultry farm) • Car wash • Employment training centre • Industry (other than service industry) • Leisure and recreation (other than informal outdoor recreation, major sports and recreation facility and motor racing track) • Office • Panel beating • Place of assembly (other than carnival, cinema based entertainment facility and circus) • Research and development centre • Restricted retail premises • Retail premises (other than shop and takeaway food premises) • Tertiary institution • Utility installation (other than minor utility installation & telecommunications facility) Any other use not in Section 1 or 3 of Table to Clause 33.03-1 and not prohibited under UGZ9.	• Accommodation • Child Care Centre • Cinema based entertainment facility • Dry cleaning agent • Education Centre (other than employment training centre or tertiary institution) • Hospital • Intensive animal production • Laundromat • Major sports and recreation facility • Motor racing track • Pig farm • Poultry farm • Shop (other than adult sex product shop, convenience shop, restricted retail premises) if the Section 1 conditions are not met • Supermarket

Figure 2.10
High Pressure Gas Transmission Pipeline & Quarry Blast Buffer



2.9 Other Policies

The following policies are also noted:

- West Growth Corridor Plan 2012
- Planning Practice Note 17: Urban Design Frameworks (DELWP, July 2015)
- PTV Network Development Plan
- 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

The *Growth Corridor Plans: Managing Melbourne's Growth* (GCP) provide 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 Precinct Structure Plan (PSP) is the primary vehicle for the implementation of the Growth Corridor Plans.

The West Growth Corridor Plan (WGCP) applies to land generally to the west of Melbourne's CBD and identifies key transport projects such as the proposed Outer Metropolitan Ring Road and new stations along the Melton rail line.

Planning Practice Note 17: Urban Design Frameworks (DELWP, July 2015)

PPN17 identifies that a UDF should:

- Involve the generation of realistic design concepts based on consultation, research and analysis.
- Stakeholder and community consultation is essential in order to obtain broad support of the strategic vision of the plan.
- Be a vehicle to help control 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 time frames for objectives.

PTV Network Development Plan

PTV have prepared the Network Development Plan (Fig.15), a 20 year, four stage plan in order 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 up to 300 kilometres of existing non-metropolitan track will be electrified 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, which incudes the duplication of the railway line from Deer Park to Melton. This will improve peak capacity from Melton and Ballarat, improve off-peak services on the Ballarat and Bendigo corridors, and improve efficiency, capacity, reliability and travel times on the Geelong line.

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

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 2 services per peak hour (in 2012) through to 6 services per peak hour by 2026, and 1 service per hour in off peak (2012) through to 6 services per hour in off peak in 2038.

Moving Melton: Melton Integrated Transport Strategy 2015

The 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.

Our vision: a sustainable integrated transport network to meet the needs of the city now and in the future. Melton City Council will work with the community, developers and other levels of government to make improvements to the transport system and seek to achieve this vision.

The principles of Moving Melton to deliver on 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, March 2014*, (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.

The key principles of the MRACS that are considered to be relevant 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.

It is also noted that Clause 21.06-1.1 under Activity Centre Network of the Melton Planning Scheme at Figure 1 – City of Melton Existing, Planned and Proposed Activity Centres Hierarchy nominates the Hopkins Road Business Precinct as a Bulky Goods Precinct (planned).

2.10 Summary of Key Influences and Policy Context

The key document which influences the development of the HRBP UDF is the Mt Atkinson and 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 Mt Atkinson and Tarneit Plains PSP (Plan 6 – Employment and Town Centres) provides a level of detail in relation to the future development of the HRBP area. Commercial/business and light industrial development are contemplated core activities.

The Mt Atkinson and Tarneit Plains ICP outlines the critical elements of road infrastructure required to connect the HRBP to the Mt Atkinson MTC, the state significant industrial land to the north and south, rail infrastructure to the north and the proposed OMRR to the west.

Other influencing documents include:

- The principles of the Melton Retail and Activity Centre Strategy, which generally encourages strategic thinking in town centres, local job creation, and advocates for greater localised community infrastructure.
- The Urban Growth Zone Schedule 9.
- Planning Practice Note 17: Urban Design Frameworks (DELWP, July 2015)

3 Hopkins Road Business Precinct UDF

3.1 Current Land Ownership

There are three landowners in the area covered by the HRBP UDF all being private entities.

Land ownership is as follows:

- Property 34-E: (3 Elbert Street, Truganina)
- Property 35 -E: (1-59 Greigs Road, Truganina)
- Property 39-E: (2 Namadgi Crescent, Truganina)

These properties are subject to subdivision applications to subdivide the land.

Total area: approximately 47.4 hectares

3.2 Surrounding Precincts

Mt Atkinson Major Town Centre

The Mt Atkinson Major Town Centre is located to the immediate north of the HRBP and will provide a range of uses including high density residential, mixed uses, retail and restricted retail uses. The precinct will integrate the potential future train station and bus interchange with the town centre.

The Mt Atkinson Major Town Centre is subject to a future UDF which is currently being prepared.

Western Freeway Commercial Area

The Western Freeway Commercial Area is located on the south side of the Western Freeway and north of the railway line. This precinct is designated to be developed for business and large format retail purposes. This area is also to be the subject of a UDF with the preparation of documentation about to commence.

Greigs Road Mixed Use Area

The Greigs Road Mixed Use Area is to the west of the Mt Atkinson MTC.

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 3.1
MT ATKINSON LAND USE BUDGET (HRBP UDF)

(Source – Mt Atkinson & Tarneit PSP – Plan 4 extract)



3.3 Physical Environment

Heritage

The Mt Atkinson and Tarneit Plains PSP area lies within the traditional lands of the Wurundjeri and Bun Wurrung indigenous groups that inhabited 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.

A Cultural Heritage Management Plan (13712) was prepared in 2017 and included the registration of Aboriginal place (VAHR 7822-4109) relating to the Mt Atkinson landscape.

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.

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

Topography

The Mt Atkinson and 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 that 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 HRBP gently slopes from north to south.

Drainage

Generally, northern parts of the PSP area flow towards Kororoit Creek, and water in the south of the PSP area 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.

Generally, the HRBP is located within the Truganina Drainage Service System with the northern portion of the HRBP located within the Neale Road Drainage Service Scheme. A constructed waterway corridor/drainage line is proposed to the south of the HRBP. A new wetland/retarding basin interfaces with the HRBP to the south.

Interfaces

The site has a number of boundaries and interfaces which need to be addressed through the design process of the HRBP including:

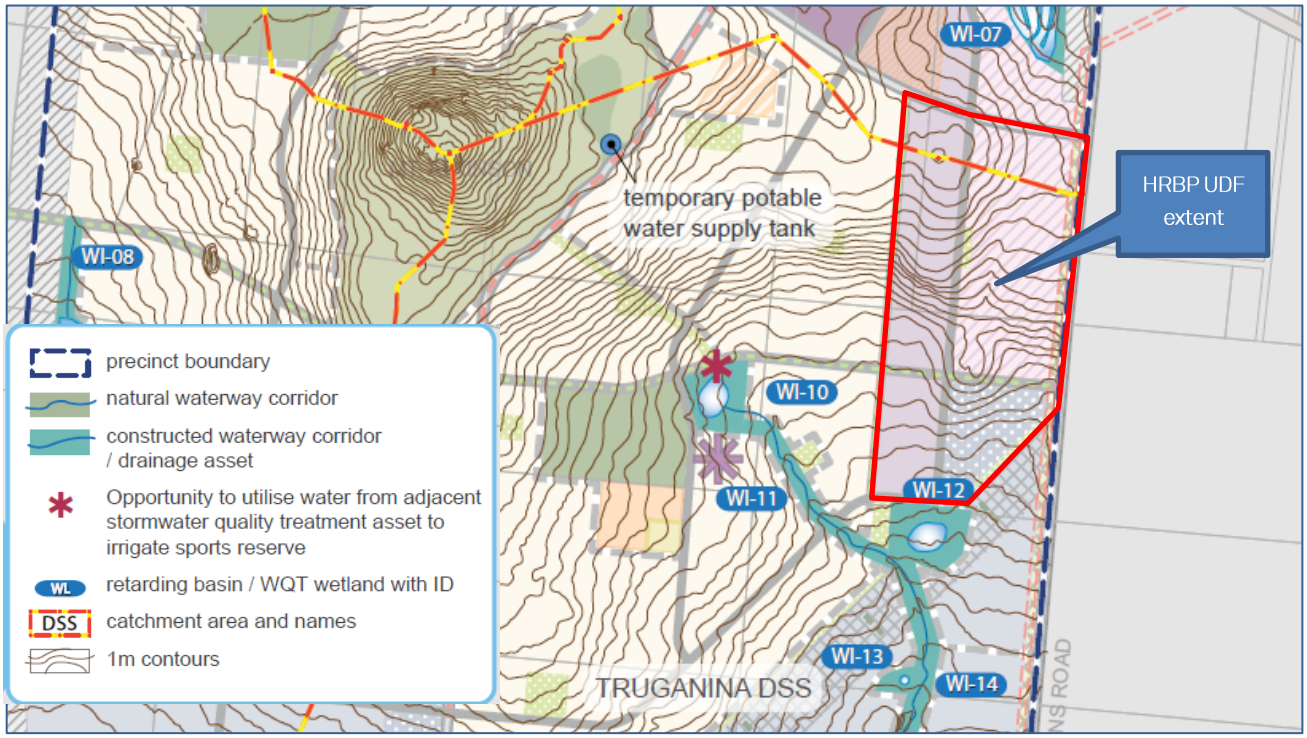
- Proposed major town centre to the north including land identified for mixed use, business and business / large format retail employment;
- Hopkins Road, the high pressure gas transmission easement and the existing quarry to the east;
- Electricity easement and land identified for industrial employment to the south;

- Waterway reserve to the southwest; and
- Residential land to the west.

Proposed internal roads separate the land designated for 'business' from the 'business/large format retail' land. The land designated for 'light industrial' is separated from the 'business' and 'business/large format retail' land to the north and west.

Figure 3.2
MT ATKINSON INTEGRATED WATER MANAGEMENT (HRBP)

(Mt Atkinson & Tarneit PSP (Plan 12 extract)



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 EVC, '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) that 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 HRBP area does not include any native vegetation that is required to be retained as directed under the PSP.

There are 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 which will provide additional habitat for a range of fauna species.

Fauna

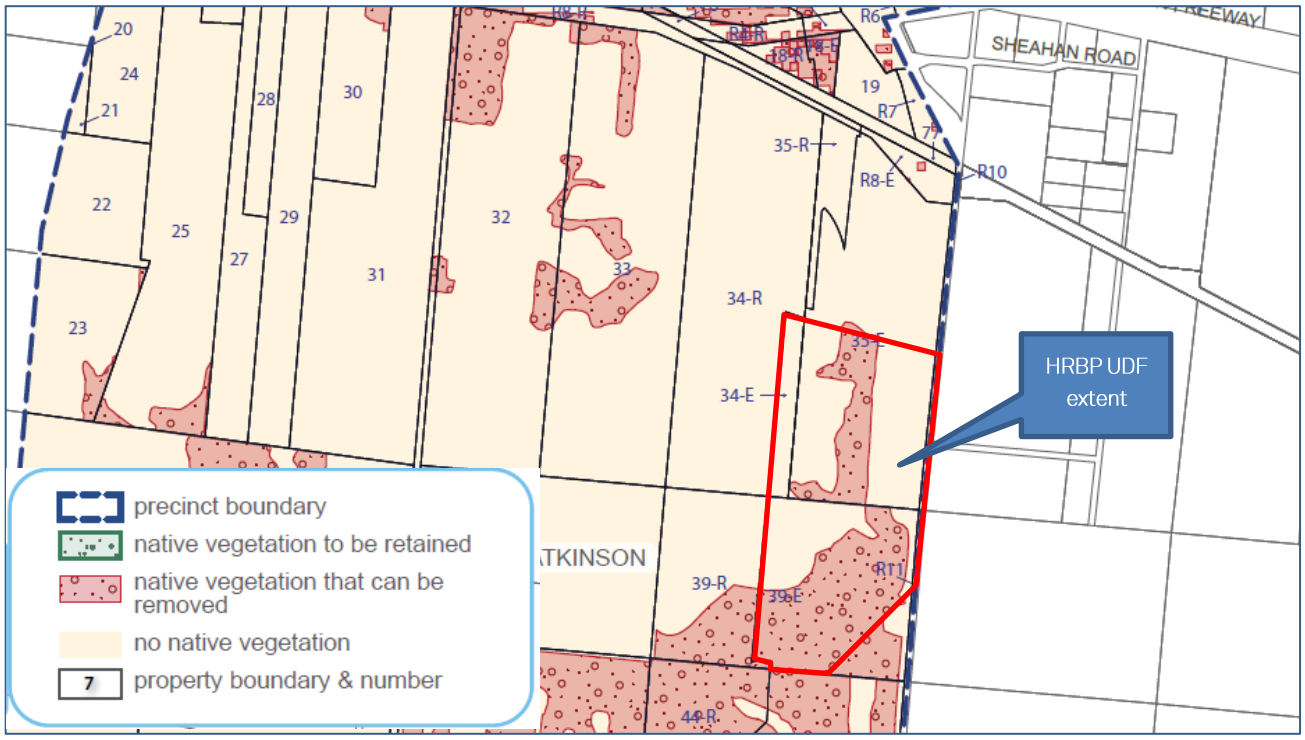
The 2013 Biodiversity Conservation Strategy (BCS) is intended to address issues of national environmental significance protected under Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC), and matters of state significance. As part of the BCS, two Conservation Area Concept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

A number of nationally significant fauna specifies under the EPBC have been recorded and/or have the potential to occur in these Conservation Areas.

The HRBP UDF does not contain or abut an identified Conservation Area.

Figure 3.3
MT ATKINSON NATIVE VEGETATION RETENTION AND REMOVAL - HRBP

(Source – Mt Atkinson and Tarneit PSP – extract Map



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 a significant natural or built form element, providing break in built form, or allowing for views across open spaces to significant topographical landforms in the distance.

The Mt Atkinson and 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*

  The following view is identified to be of importance to the HRBP UDF:

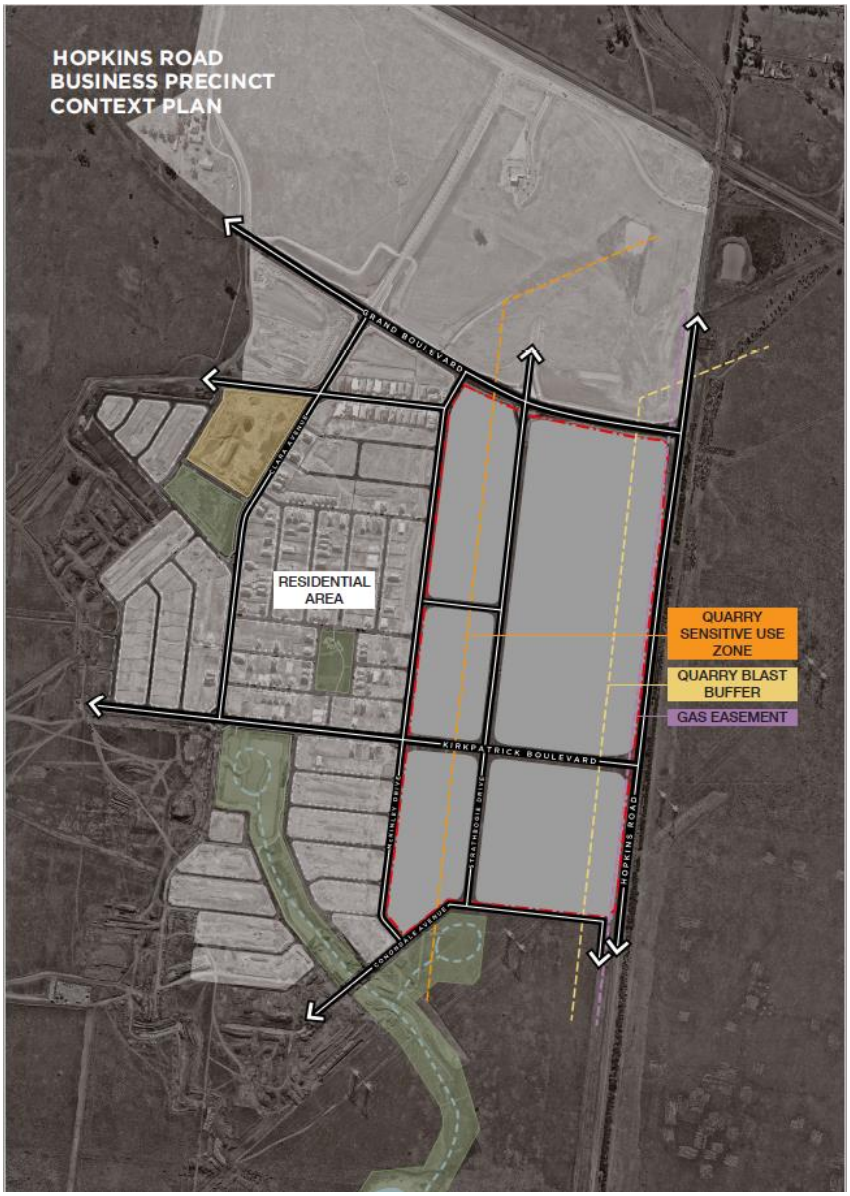
  Long views to surrounding landscape features including to the Macedon Ranges, the You Yangs and to the Mt Atkinson volcanic cone from the Hopkins Road/Grand Boulevard gateway intersection.

3.4 Site Analysis

The site has existing and future interfaces and considerations to address. In particular, the following site considerations are noted (and illustrated in Figure 3.4):

- The interface with the residential area to the west will need to be suitably managed to provide an acceptable transition of built form either side of the local road dividing the 'business' area from the 'residential' area to create a sense of place and safe spaces, provide a high level of visual amenity, integrate with the broader transport network and ensure engagement with the surrounding area and pedestrians at ground level.

Figure 3.4
SITE CONTEXT PLAN



- There is a planned waterway to the south of the 'light industry' land south of the HRBP. Future development will need to address the interface with this water body.
- There must be consideration of the high pressure gas transmission pipeline and the quarry sensitive use buffer, which traverse the site, and an acceptable design approach for buildings adjacent to Hopkins Road.

Three road connections are currently planned for the HRBP from the Greigs Road secondary arterial road (Grand Boulevard).

3.5 Opportunities and Constraints

There are a number of opportunities and constraints relating to the HRBP, as follows:

Opportunities

- The land is ideally located adjacent to the MTC and mixed use precinct, 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 through the HRBP and into the MTC and the broader PSP area.
- Planned ICP items such as signalised intersections and connector roads provide certainty regarding the road network and connection points.
- Ease of connectivity to the industrial areas to the west and south, major road transport infrastructure of Western Freeway and proposed outer metropolitan ring road.
- Major surrounding road infrastructure is already constructed.
- Implementation of CPTED principles in new built form.
- Key view lines to Mt Atkinson volcanic zone.
- Open space interface to the transmission easement.

Constraints:

- The land is proximate to an existing neighbouring quarry to the east, high pressure gas transmission easement and electricity easement, restricting land use options and built form response on land abutting Hopkins Road.
- Interfaces with the residential area to the west of the business land uses and development will need to be suitably managed to mitigate any adverse impacts.
- Staging of development will be influenced by existing roads which frame the precinct, together with the availability of reticulated infrastructure. It is anticipated that new development will commence generally from the north and extend south, however flexibility will be necessary to secure development opportunities as they arise.

4 Technical Reports

A number of technical reports focusing specifically on the Hopkins Road Business Precinct have been prepared to provide high level strategy and identify opportunities and constraints to assist in the preparation of the final Urban Design Framework.

Traffic Impact Assessment (Ratio)

The conclusions of this report may be summarised as follows:

Movement and Access

- Movement through the precinct will be direct and convenient with an Industrial Connector Road forming the main north west spine, supported by a north west Green Link road between the residential estate and business precinct.
- A meeting was held with Melton City Council and the Department of Transport on 10/02/2021 to discuss access to Hopkins Road, noting that Requirement R34 of the PSP requires vehicular access to properties fronting primary arterials to be provided via a service road, loop road and / or rear laneway.
- The Department of Transport advised that left in / left out access from Hopkins Road can be considered subject to a detailed review and assessment.
- The provision of a service road will be determined through the detailed design / assessment stage and is subject to the ultimate land use proposed and approval from the Department of Transport and Melton City Council.

Street Network

- The Business Precinct will have convenient access to Hopkins Road via the signalised intersections at Grand Boulevard and the soon to be constructed signalised intersection at Kirkpatrick Boulevard.
- A roundabout is proposed at the intersection of Kirkpatrick Boulevard and Strathbogie Boulevard.

Pedestrians and Cycling

- The area will include good connectivity to the wider cycling network with off road paths provided north south on the central Industrial Connector as well as within the gas easement along Hopkins Road. Both on-road and off-road paths will be provided on both sides of Grand Boulevard, with an off-road bike path along the southern side of Kirkpatrick Boulevard.
- Each development within the Business Park will be required to provide on-site bicycle storage and end of trip facilities to further support the use of cycling.

Public Transport

- The north south Industrial Connector, Strathbogie Boulevard, is nominated as a potential bus route in the PSP, which will provide good public transport coverage for the Business Precinct. In addition to Strathbogie Boulevard, bus services are anticipated on both Grand Boulevard and Kirkpatrick Boulevard.

- It is anticipated that bus services will provide convenient access to the proposed Mt Atkinson train station.

Loading / Unloading and Waste Collection

- It is anticipated that most large bulky goods stores will be provided with an appropriate loading bay on site, which will include waste collection facilities. Loading and waste collection will be determined for other uses within the Business Precinct once the specific land use and operation of the site is known.

Infrastructure Report (DCE)

- Melbourne Water has nominated a connection to the Truganina Development Services Scheme (DSS). Underground drainage at the subject site will be designed to convey minor event flows up to and including the 10% Annual Exceedance Probability (AEP) event. Major flows will be conveyed via the local road network and a proposed grassed swale.

- The responsible authority for sewerage facilities is Western Water (WW). The delivery of the Hopkins Rd Outfall Sewer is key to providing a sewer outfall for the proposed Hopkins Road Business Precinct. The proposed gravity sewer network will be required to extend from the Hopkins Rd Outfall sewer and existing 300mm dia branch sewer along McKinley Rd to service the site.

- The responsible authority for water facilities is Western Water (WW). Based on preliminary servicing advice received from Western Water, a proposed 375mm dia. and 300mm dia. water main are to be constructed within the proposed site.

- Powercor is the responsible authority for electrical supply to the site. Preliminary information has revealed there are existing underground High Voltage (HV) and Low Voltage (LV) electrical assets within the vicinity of the site. It is assumed that this electrical network will be extended along the local street network in order to service the proposed site.

- The responsible authority for Telecommunication facilities is Opticomm which has assets in Grand Blvd, Kirkpatrick Blvd and the residential development to the west. It is assumed that these assets will be extended within the site to service the proposed lots.

- AusNet is the service provider of gas reticulation services to the site. There is an existing 180mm dia. gas main located along Grand Boulevard. It is assumed that this asset will have adequate supply to service the Hopkins Road Business Precinct should it be deemed required.

Assessment of Potential and Scale (Jebb Consultants)

- The area of land available could accommodate a potential floor area of 50,000 sq.m. of commercial space (excluding the approved Hotel).

- It is anticipated that the commercial floor space will accommodate a mix of office, office/warehouse, warehouse, factory/warehouse, store and associated business and commercial services to the nearby residential and retail areas.

- The primary trade area for the HRBP will increase significantly in the next ten to twenty years and it is assumed that a proportion of customers to a major centre will come from outside the defined trade area including from other local government areas.

- As a result of this large and increasing population, the levels of spending to be directed to all large format retail (LFR) retailers by Mt Atkinson trade area residents will be almost $1.12b. by 2026, increasing to $1.5b. by 2031 and to $2.1b. by 2041, all expressed in constant $2020.

- The Mt Atkinson trade area will require over 280,000 sq.m. of LFR floorspace by 2026 and 475,000 sq.m. by 2041 to accommodate the anticipated demand.

- Mt Atkinson is an ideal, central and readily accessible location for a business precinct and an LFR centre whilst it will also have the benefit of being connected to a major town centre.

- It is forecast that a strong LFR centre at Mt Atkinson would be capable of attracting retail sales of $246 million in 2026 and as a result will support LFR floorspace of 67,000 sq.m., plus some services. In addition floorspace demand at Mt. Atkinson is forecast to increase to 80,000 sq.m. by 2031 and to 105,000 sq.m. by 2041.

- The land designated for LFR use in the Hopkins Rd precinct at Mt. Atkinson is large enough to accommodate 116,000 sq.m. of LFR floorspace in a one level centre, which would be adequate for the centre to 2041, but not beyond as population continues to grow after that date.

- The forecasts for Mt Atkinson in this report assume that increasing LFR floorspace will be constructed at other existing or new centres apart from and in competition with Mt Atkinson.

This economic analysis has not included confirmation that the HRBP will deliver a specific anticipated quantum of floor space and employment density as the relevant background economic reports produced to support the Mount Atkinson and Tarneit Plains Precinct Structure Plan provided these estimates in aggregate as it related to all activity centres, business and industrial land, rather than in particular centres or precincts.

Landscape Strategy Technical Report (MALA Studio)

This report sets out designated landscape precincts and indicative landscape zone treatment for:

- Car parking areas;

- Streetscapes;

- Public open spaces including proposed pocket park and linear reserve on edge of powerline easement;

- Water sensitive urban design opportunities; and

- Areas adjacent to high pressure gas easement.

The indicative landscape treatment is based on a close analysis of appropriate species and planting themes having regard to the site conditions and also the purpose and function of the precinct.

5 Summary

The background report and technical reports undertaken reveal several imperatives that will influence the design and function of the Hopkins Road Business Precinct UDF.

These include:

- The provision of a service road along Hopkins Road to allow access to properties fronting Hopkins Road. An alternate design approach to these buildings is required to respond to the potential adverse amenity from the Deer Park quarry.
- Consideration of acceptable interfaces from the business precinct to the residential precinct to the west.
- Built form to respond to an existing neighbouring quarry, high pressure gas transmission easement and electricity easement to the east.
- Creation of gateway corner to the structure plan area (Hopkins Road and Grand Boulevard) reflective of entry and retaining view lines to Mt Atkinson hilltop where possible.

5



PO Box 1040
Level 1⁄283 Drummond Street
Carlton Victoria 3053

Telephone 03 9347 6100
info@contour.net.au
contour.net.au

Contour Consultants Australia Pty Ltd
ABN 98 417 162 976
ACN 068 152 714