



4

The West Growth Corridor Plan



WEST GROWTH CORRIDOR PLAN

- Existing Urban
- Urban Growth Boundary
- Freeway
- Arterial Road
- Local Collector Road
- Principal Freight Network
- Railway Line
- Rail Station
- Opportunity for future Rail Station
- Rail Stabling
- Principal Public Transport Network
- Specialised Town Centre
- Central Activity Area
- Principal Town Centre
- Major Town Centre
- Industrial
- Business
- Business with Residential
- Residential
- Proposed Regional Open Space
- Existing Open Space
- Regional Active Open Space (under investigation)
- Biodiversity Values
- Landscape Values
- Non-urban/Utilities
- Potential Urban
- Quarry
- Rivers & Creeks
- Waterway Corridor
- Investigation Area

Inclusion of arterial roads in the plans does not indicate a commitment to funding or declaration as a state arterial road

Infrastructure items shown are indicative and will require further investigation

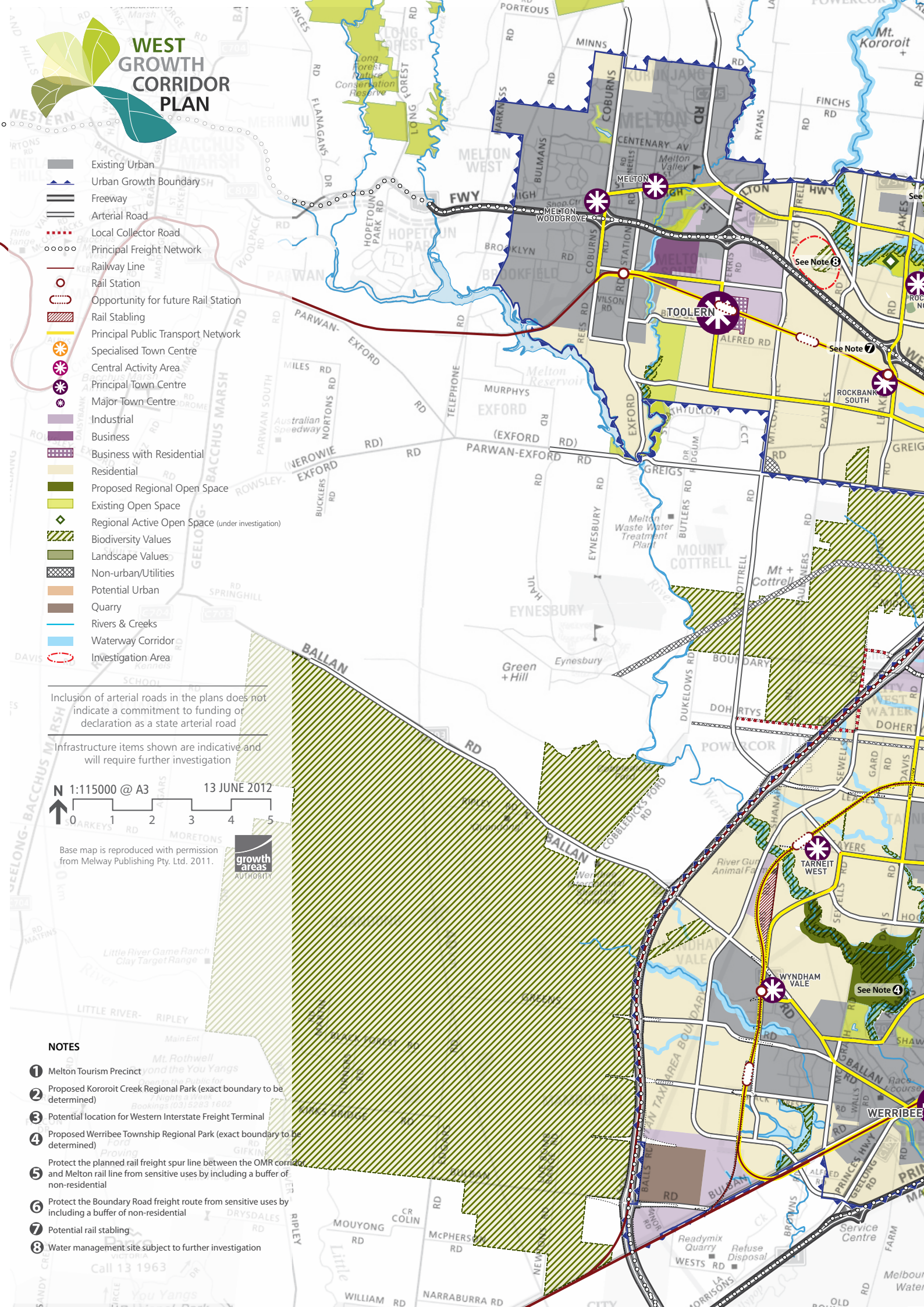
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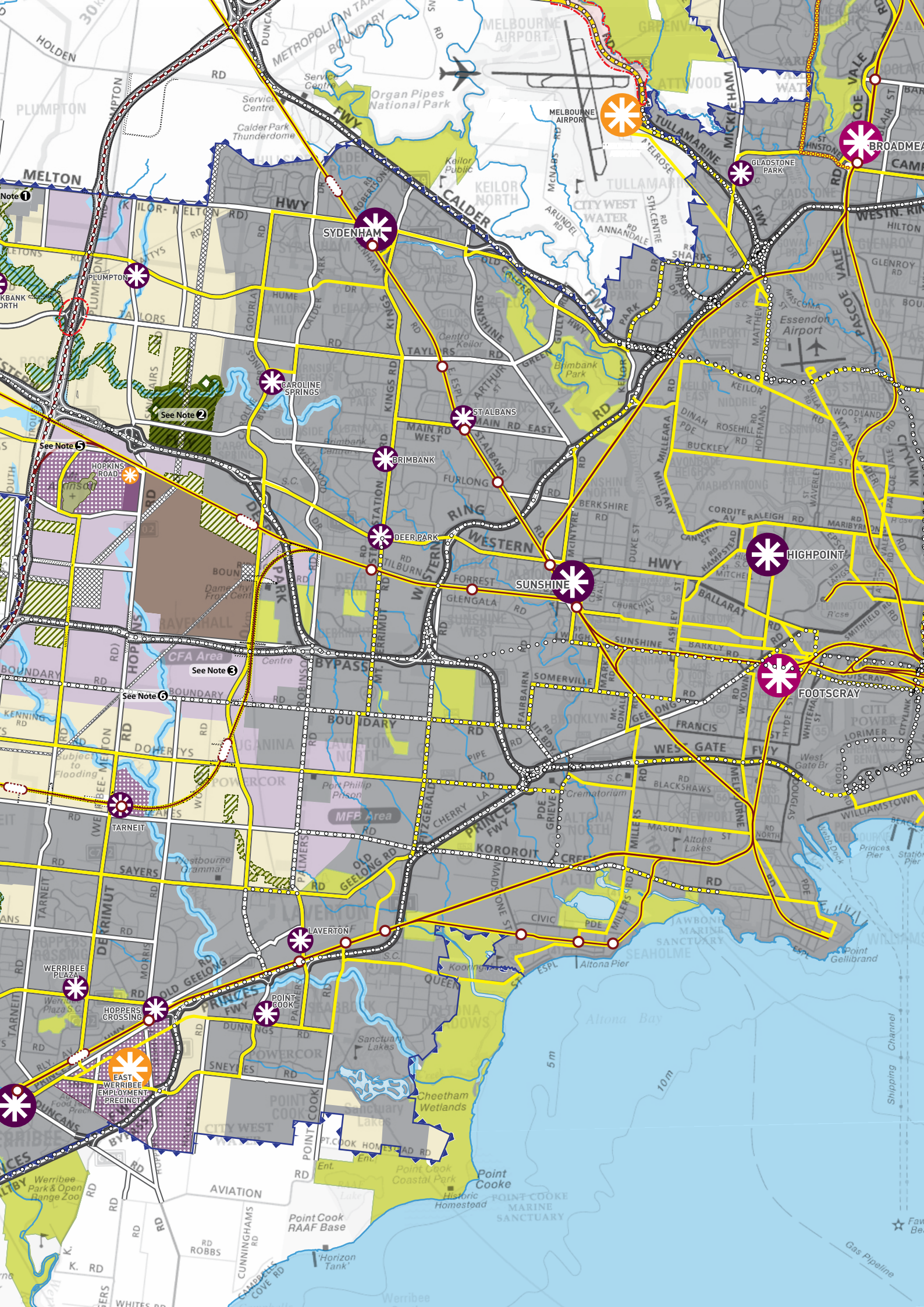
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NOTES

- 1 Melton Tourism Precinct
- 2 Proposed Kororoit Creek Regional Park (exact boundary to be determined)
- 3 Potential location for Western Interstate Freight Terminal
- 4 Proposed Werribee Township Regional Park (exact boundary to be determined)
- 5 Protect the planned rail freight spur line between the OMR corridor and Melton rail line from sensitive uses by including a buffer of non-residential
- 6 Protect the Boundary Road freight route from sensitive uses by including a buffer of non-residential
- 7 Potential rail stabling
- 8 Water management site subject to further investigation







THE WEST Growth Corridor Plan

4.1 CONTEXT

Melbourne's western region is one of the fastest growing in Australia. The area covered by the West Growth Corridor Plan will eventually accommodate a population of 377,000 or more people and have the capacity to accommodate at least 164,000 jobs.

The region has a strong manufacturing and logistics base, and it will continue to play a vital role in meeting Victoria's industrial and logistics needs. However, communities in Melbourne's west are heavily reliant on the CBD and inner west for jobs and services, and this places considerable pressure on the transport network.

The future development of Melbourne's west will be substantially shaped by the following significant transport projects:

- > The Regional Rail Link (RRL) project, which will provide tracks to the north of Werribee to carry VLine services from Geelong and beyond, to free up the congested Werribee line to enable an improved

metropolitan service to Werribee and eventually to Wyndham Vale. Two new stations are proposed on the RRL, at Wyndham Vale and Tarneit, with opportunities for four more stations in the longer term;

- > The proposed Outer Metropolitan Ring (OMR) transport corridor – this will enhance connectivity between key international transport hubs including the Port of Melbourne and Melbourne Airport, and provide high speed road and rail transport links for freight and people across the west and north metropolitan area;
- > The Melton rail line corridor – new stations identified at Toolern and Paynes Road, and an upgraded station at Rockbank, will provide an opportunity for transit oriented development along this corridor; and
- > The proposed Western Interstate Freight Terminal at Truganina. A new intermodal freight terminal will significantly improve Melbourne's freight handling capacity and reinforce the economic importance of Melbourne's west.

Creating greater local self containment, job and housing diversity, and improved transport links are priorities for the western metropolitan region. The West Growth Corridor Plan seeks to address these priorities by:

- > Improving road, public transport and freight networks across the region;
- > Extending the western industrial node, and connecting it to a new freight terminal and the broader transport network;
- > Creating a diversity of new communities, well serviced by public transport and with very high amenity by building on natural features such as regional parklands, creeks and waterways, and creating high quality town centres and urban areas; and
- > Creating attractive and accessible locations for a wide range of jobs, investment, and services – including in six new higher order town centres.



The West Growth Corridor will play a significant role in the diversification of the broader western region over time. The Hopkins Road Business Precinct, and the Werribee Employment Precinct, together with existing and planned Principal and Major Town Centres, will provide significant new opportunities for living, jobs, investment and services within the region.

The region will also continue to play a vital role in meeting Victoria's industrial, freight and logistics needs over the long term, whilst diversifying the employment offer of the region. Planned upgrades to the freeway and freight facilities in Melbourne's west will reinforce its importance to the industrial sectors.

Each local neighbourhood will have its own character, defined by its natural setting, and opportunities to integrate locally distinctive features into the development of the Growth Corridor will be maximised. These include waterways, hills, regional parks and open space, and biodiversity reserves, as well as more distant views to the hills to the West and North, and to the CBD.



4.3 LANDSCAPE, ENVIRONMENT AND OPEN SPACE

The West Growth Corridor is characterised by its grasslands biodiversity and the major waterways that connect it to inner Melbourne and Port Phillip Bay, as well as by a range of cultural heritage values. These features provide significant opportunities to address the broad needs of the region by creating new active and passive recreation areas alongside waterways and in areas with high landscape or biodiversity values.

The Growth Corridor Plan recognises this wide range of values. Combined, they make up an integrated open space network for Melbourne's west. This network provides an important natural setting for the entire western corridor and will make a major contribution to the amenity and

sense of place for future communities.

Residents and visitors will be able to access the open space via a comprehensive trail network that will extend throughout the West Growth Corridor.

4.3.1 Landscape

The West Growth Corridor is characterised by a flat to undulating landscape that is dissected by a number of waterways and enclosed by distant views to the You Yangs and Brisbane Ranges to the west, and the Great Dividing Range to the north. The key landscape features that form part of the broader setting for urban development as shown in the images below include:

- > The natural drainage system across the Growth Corridor – this will form the spine of the open space network which connects different

parts of the corridor in both visual and landscape terms. The Werribee River and Kororoit, Skeleton/Dry, Davis and Lollipop Creeks are particularly important in this regard;

- > Mount Atkinson and Mount Cottrell are important landscape features. They will be preserved and, where relevant, urban areas will benefit from vistas to these features from a range of vantage points across the Growth Corridor;
- > Distant views to the CBD, You Yangs, Brisbane Ranges and the Great Dividing Range; and
- > Finer grained and recurring elements across the landscape such as the dry stone walls and original 19th century mile grid subdivision pattern will be incorporated into the new urban landscape where possible.



4.3.2 Biodiversity

The West Growth Corridor has significant biodiversity values including threatened communities of Natural Temperate Grasslands of the Victorian Volcanic Plain. Threatened fauna species that utilise ecological communities as well as degraded landscapes include Striped Legless Lizard, Golden Sun Moth (GSM), and Growling Grass Frog (GGF). Threatened flora species exist throughout the Growth Corridor with populations of Spiny Rice flower, and Large Fruit Groundsel, occurring in a number of locations.

The major waterways of Werribee River and Kororoit Creek are biodiversity corridors that provide important habitat and connectivity through the Growth Corridor for species such as the Growling Grass Frog.

Two large grasslands reserves are to be established outside

the Urban Growth Boundary in Melbourne's west. The Western Grasslands Reserve (totalling 15,000ha) will ensure the long term conservation of this nationally threatened Natural Temperate Grasslands ecosystem.

The following biodiversity values are recognised by the West Growth Corridor Plan:

- > Large areas of habitat for the GSM which also have confirmed records of nationally important plants such as Spiny Rice Flower;
- > Habitat for the GGF along the Werribee River, Kororoit Creek and its tributaries, as well as Lollypop and Davis Creeks, and Deanside wetlands;
- > The Clarke Road grasslands, which supports one of two remaining sites of the Small Golden Moths Orchid in the world, as well as Spiny Rice flower. This area will form

part of the wider Kororoit Creek regional park. An area of approximately 50 ha extending to the north of the Kororoit Creek will also be protected for conservation to incorporate Spiny Rice-flower, Golden Sun Moth habitat, ephemeral wetlands and high quality remnant grassland. The finalisation of the boundaries for the regional park will consider the inclusion of this area in the park;

- > A small but important site to the north-west of the Clarke Road grasslands supports many Spiny Rice-flower in high quality native grassland habitat and will be protected for conservation;
- > The Truganina Cemetery and its edges contain several populations of nationally threatened plant species;





- > The completion of the Truganina South Golden Sun Moth reserve on Woods Road;
- > The Deer Park Quarry Grasslands, which provides habitat for the Striped Legless Lizard and the Spiny Rice flower;
- > The area between the railway line and Western Freeway at Rockbank supports a large population of Large-fruit Groundsel and Spiny Rice-flower and will be protected for conservation; and
- > The area of high quality native grassland south of Greigs Road will also be protected to conserve a very large population of Spiny Rice-flower contiguous with the Western Grassland Reserves.

4.3.3 Drainage

Significant floodplains exist along Kororoit Creek and the Werribee River, which are important features of the Western Plains landscape. These major waterways, together with the numerous smaller tributaries and local wetlands, include areas of cultural heritage and provide habitat for significant native flora and fauna.

The lower reaches of the Werribee River flow through coastal wetlands which form part of the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site. Ramsar³ wetlands require a high level of control over the quality and quantity of surface water discharge, which will affect management of stormwater entering the Werribee River.

The alignments of the Outer Metropolitan Ring Road (OMR) and Regional Rail Link (RRL) corridors will also affect waterways and flood plains.

All of these issues will need to be considered in development of stormwater systems servicing the West Growth Corridor.



³ Ramsar wetlands are wetlands of international importance listed under the Convention on Wetlands also known as the Ramsar Convention. The Convention was signed in 1971 at a meeting in the town of Ramsar, in Iran. The aim of the convention is to halt the worldwide loss of wetlands and to conserve those that remain.

4.3.4 Regional Parks and Open Space

A new regional park is currently under development along Toolern Creek, to the south of Melton.

Additional regional parks are identified along Kororoit Creek, (west of Caroline Springs); and the Werribee Township Regional Park on the Werribee River. The indicative boundaries of these parks are shown on the West Growth Corridor Plan. Further biodiversity information is required to finalise the northern boundary of the Kororoit Creek regional park, and further drainage information is

required to finalise the western and northern boundaries of the Werribee Township regional park.

The proposed Western Grassland Reserves will also provide significant passive open space opportunities. Public access to these reserves will focus visitors into areas where the impact on biodiversity can be minimised.
















Two potential locations for a regional active open space facility are identified, adjoining the Kororoit Creek regional park and along Kororoit Creek close to the Rockbank town centre. These facilities are intended to meet a need for

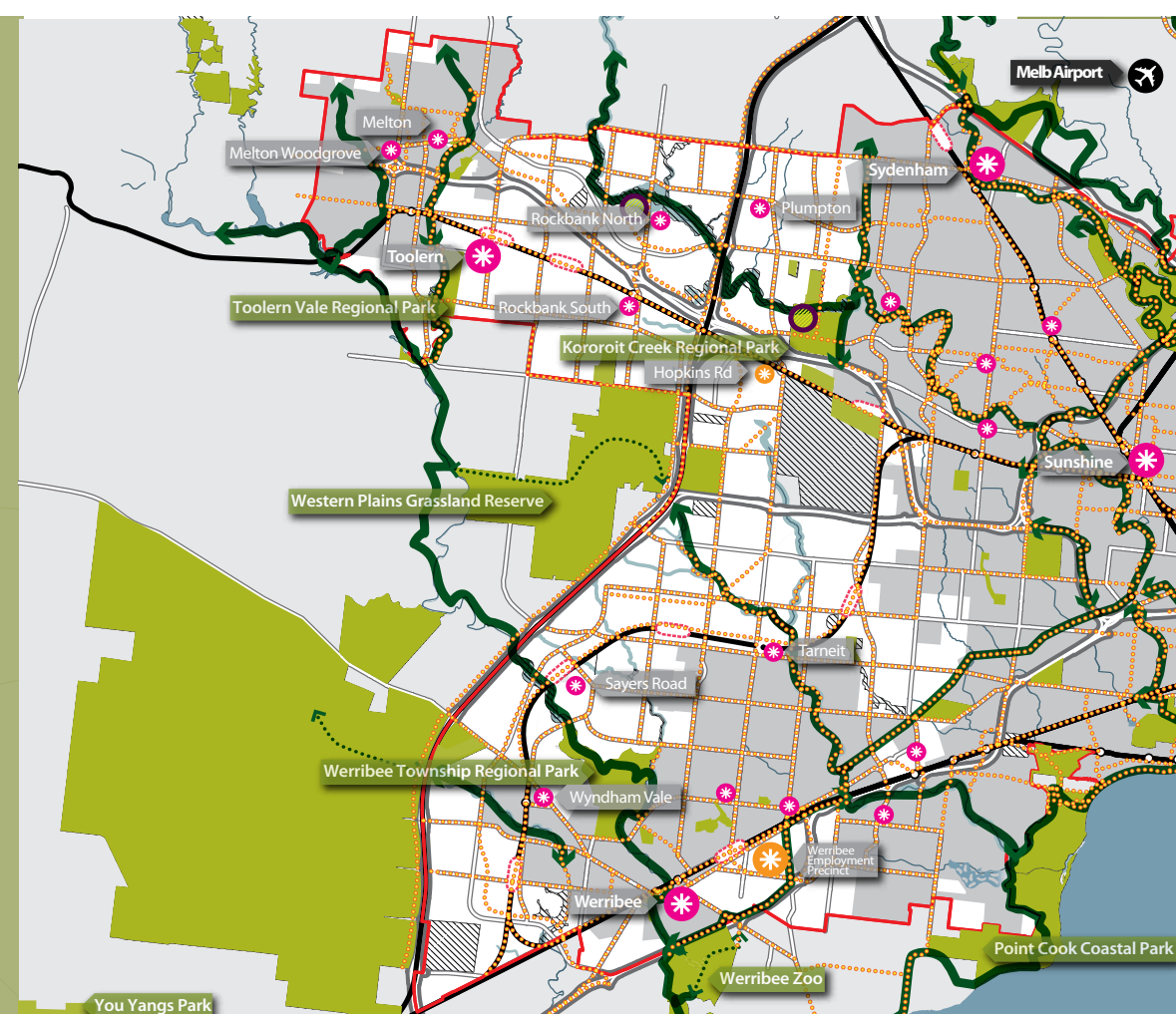
sports with a regional catchment. The delivery of these facilities will need to be further investigated before any final decisions can be made.

These parks will be connected by a series of trails focused particularly along the waterways. Some of these will form part of the MTN, and others will form more local trails to be provided through PSPs.

The plan below explains how all forms of open space will be integrated.

West Integrated Open Space Concept Plan

-  Central Activity Area
-  Principal Town Centre
-  Major Town Centre
-  Train Station
-  Future Station
-  Opportunity for Future Rail Station
-  Urban Growth Boundary
-  Existing Urban Area
-  Area Outside UGB
-  Regional Open Space (not all publicly accessible)
-  Potential Regional Open Space (not all publicly accessible)
-  Potential Regional Active Open Space
-  Potential Bicycle Network
-  Principal Bicycle Network Links
-  Metropolitan Trail Network
- Metropolitan Trail Network Links
- Landscape Values



4.4 CREATING COMMUNITIES

4.4.1 Residential Districts within the Growth Corridor

In the northern (Melton) section of the Growth Corridor, the OMR and the Western Freeway/Western rail line clearly define the larger scale residential districts within the corridor.

In the southern (Wyndham) section of the Growth Corridor, a series of residential districts are located along the regional rail link corridor.

Each of these districts is of a sufficient size to support a Major Town Centre, and each can provide a mix of jobs and housing types/densities.

Connections between districts will be provided by a grid of arterial roads and extended public transport networks. New Major Town Centres are located along the RRL at Tarneit and Sayers Road stations, on the Melton rail line at Rockbank, and on the PPTN, at Leakes Road (Rockbank), and Hume Drive. Each is centrally located within its district, and will be accessible by multiple transport modes.

Arterial roads will be grade-separated from the RRL and the OMR, and they will be designed to minimise their impact on the amenity and accessibility of these locations.

Creeks and waterways will also play an important role in connecting these districts via the Metropolitan Trail Network and local trails.

This is particularly the case with the Kororoit Creek, which will provide an important east-west link between communities across either side of the OMR.

West Community Concept Plan

Central Activity Area



Principal Town Centre



Major Town Centre



Train Station



Future Station



Opportunity for future Rail Station



Urban Growth Boundary



Existing Urban Area



Area Outside UGB



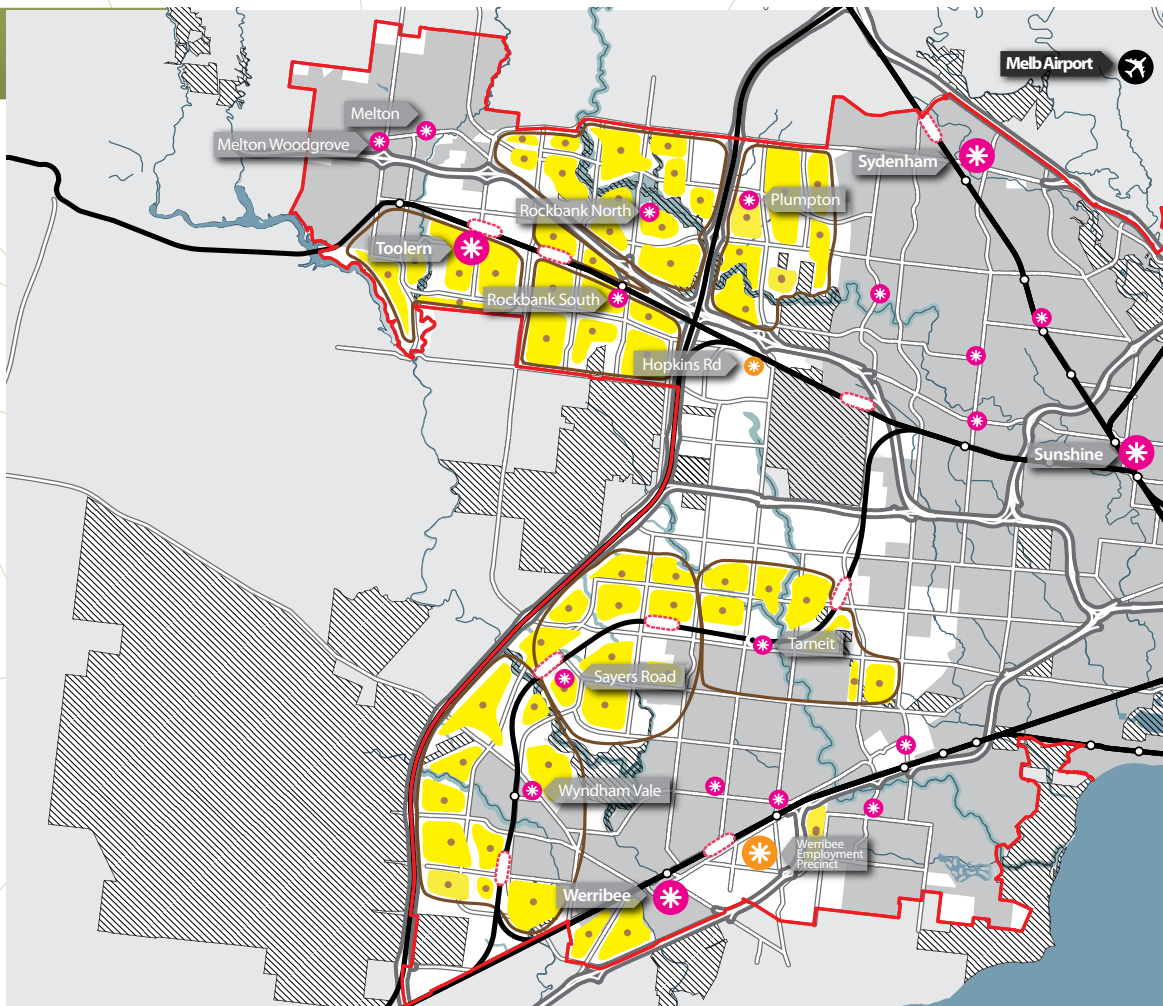
Constrained Land



Local Neighbourhood



New Residential Districts



4.4.2 Character and Identity

The sense of place for each of these communities will be created from natural features, particularly local wetlands, waterways and creeks such as Werribee River, Kororoit Creek, Davis Creek, Skeleton/Dry Creek and Lollipop Creek.

The town centres at Tarneit, Sayers Road and Leakes Road (Rockbank) adjoin or are near to waterways, and can be designed so the waterways are integrated into the character of the town.



Creeks and waterways will also provide alternative connections between communities via the MTN.

Opportunities exist to ensure that some of the arterial road routes are designed to have a strong boulevard character. This will potentially require such routes to have a wider cross section to allow for tree planting and wider medians. The key route for consideration of such treatment is the north-south connection between the Wyndham and Melton, i.e. Hopkins or Tarneit Roads. Hopkins Road specifically will play a vital role as it will link the Sunbury/Diggers Rest Corridor through to the West Corridor all the way down to Werribee ensuring the connection of residents to jobs and town centres. Leakes or Dohertys Roads, and Taylors Road or Hume Drive provide the opportunity for a similar treatment in an east-west direction.

Character and identity in this corridor is also provided by areas such as the Warrensbrook Fair Tourism Precinct, the Rockbank Beam Wireless Station and the Deanside complex of buildings. The opportunities provided by features such as these to create a distinctive character for the west should be maximised.

4.4.3 Rockbank

The existing low density township of Rockbank is located between the Western Freeway and the Melton rail line. The relationship between the area bound by Paynes Road, the Western Freeway, Hopkins Road and the rail line presents significant design challenges. Opportunities exist to enable this area to be redeveloped to a more transit oriented form of development over time. Great care will need to be taken to ensure that any new infrastructure projects, including grade separations, rail line upgrade and stabling and the OMR enable continued access to the precinct, and do not unduly impact on amenity. This area will be planned as part of a broader PSP.

4.4.4 Regional Community, Health and Education Services and Facilities

Victoria University is the main provider of campus based post compulsory education in Melbourne's west. The University of Ballarat, Deakin University and Gordon TAFE also have a presence in the region, and there are also specialist research focused facilities, including the University of Melbourne's veterinary hospital and the RMIT flight school at Point Cook.

These facilities are spread across the region and are in reasonable proximity to the Growth Corridors. Whilst it is not anticipated that a new campus for post compulsory education will be required in the west in the foreseeable future, additional community based facilities will be needed over time.

Primary, secondary and tertiary health services, both hospital and community based, are provided by a combination of state and commonwealth government and private including not for

profit providers. Primary care services are mainly provided by general practitioners. Community health services provided by ISIS Community Health at Brimbank, and Wyndham and Djerriwarrh Health Service at Melton, Bacchus Marsh and Caroline Springs, deliver a range of primary health care services.

Western Health is the major public provider of acute and sub acute health services for western metropolitan Melbourne. It provides a range of health services from three hospital campuses in Footscray, Sunshine and Williamstown. Djerriwarrh Health Service provides a local hospital in Bacchus Marsh and a superclinic at Melton. Ballan District Health and Care provides services including a GP Super Clinic.

The Werribee Mercy Hospital serves the Wyndham corridor, as well as neighbouring areas. Residents of this Growth Corridor also access Sunshine Hospital, Western Hospital and other inner metropolitan specialist hospitals for tertiary and state-wide health services. Tertiary mental health services are provided at a range of locations in the west and south west by Melbourne Health, the Royal Children's Hospital, Werribee Mercy Hospital and a

range of non government organisations. Significant growth is being delivered at the Sunshine Hospital site, and services at Werribee Mercy Hospital are also being expanded.

Additional residential aged care capacity will be required to provide for an expanding and ageing population in Melbourne's west.

Strategic planning will take account of interface communities on the metro-rural fringe, consider the need for health and medical precincts in major centres and include a focus on the potential for co-location of services.

More comprehensive and specialist education, health and community facilities would normally be located in the higher order town centres, including the existing Sydenham Town Centre such as Werribee Plaza, and centres identified at Toolern, Tarneit and Manor Lakes



4.5 EMPLOYMENT

Melbourne's west does not generate sufficient employment to provide for the job needs of its rapidly growing population. As a result, Melbourne's west has a strong reliance on the CBD and inner west for jobs and services.

Over time, the West Growth Corridor will achieve greater local job self containment. In total this Corridor has the capacity to accommodate between 164,000 and 202,000 new jobs across a range of employment sectors and locations.

This will be achieved in a variety of ways, including new investment and job creation including in existing and planned town centres, business precincts, and industrial areas.

4.5.1 Town Centres

A wide range of businesses and job opportunities will emerge over time in the Principal Town Centres at Werribee, Toolern, Sunshine and Sydenham.

The Toolern Town Centre will be the primary centre for the north western portion of the West Growth Corridor, as well as the regional hinterland, including Bacchus Marsh. It is well connected to the Growth Corridor, and to regional areas by the Western Freeway and Western rail line and the PPTN along Ferris road.

The Major Town Centres across the northern (Melton) part of the corridor are well connected to Toolern, Sunshine and Sydenham via the main rail line and the PPTN.

Werribee Town Centre will be the primary centre for the southern (Wyndham) half of the corridor. Together with the Werribee Employment Precinct, this centre will be a focus for a wide range of jobs and services for the Growth Corridor and the broader region. The established Werribee Plaza also performs an important sub-regional retail role.

The Wyndham Vale, Sayers Road and Tarneit town centres will be designed to integrate with the Regional Rail Link stations. Tarneit Town Centre in particular will play an important strategic role because it is central to the southern part of the corridor and is located with the intersection of Leakes and Derrimut/Hopkins roads and the proposed Tarneit Station.

4.5.2 Employment Precincts

The West Growth Corridor Plan makes provision for:

- > 3,960 gross hectares of industrial land;
- > 1,410 gross hectares of business land; and
- > Around 100 gross hectares of additional land could also be provided for a range of local industrial and commercial activities across residential PSPs. These will be identified as required through the PSP process.



The Western Industrial Node

The Growth Corridor Plan identifies a 1,510 (gross) hectare extension to the Western Industrial Node, which would be accessible by a new freeway link between the Western Ring road and the OMR. The precinct will have ready access to rail freight, and could accommodate a major new freight terminal, to enable the transfer of interstate freight between

road and rail from the Ports of Melbourne and Geelong to other parts of Australia.

The land that forms part of this precinct south of Boundary Road has a depth of 400m. This precinct should provide a suitable land use buffer between the terminal and residential uses further south and could consist of light industrial and service industry type uses.

Werribee Employment Precinct

The 730 (gross) hectare Werribee Employment Precinct is currently home to a number of research and development organisations including CSIRO Food and Nutritional Sciences, Victoria University, Melbourne University Veterinary Clinic, the Dairy Innovation Centre and Agrifood Technology.

The Precinct has the potential to create a major higher skilled “white collar” employment hub for the west, linking to the existing Werribee City Centre. Residential development can also be accommodated.

West

Employment Concept Plan

Central Activity Area



Principal Town Centre



Major Town Centre



Train Station



Future Station



Opportunity for future Rail station



Urban Growth Boundary



Existing Urban Area



Area Outside UGB



Constrained Land



Industrial



Existing Industrial



Business



Business with Residential



Western Industrial Node



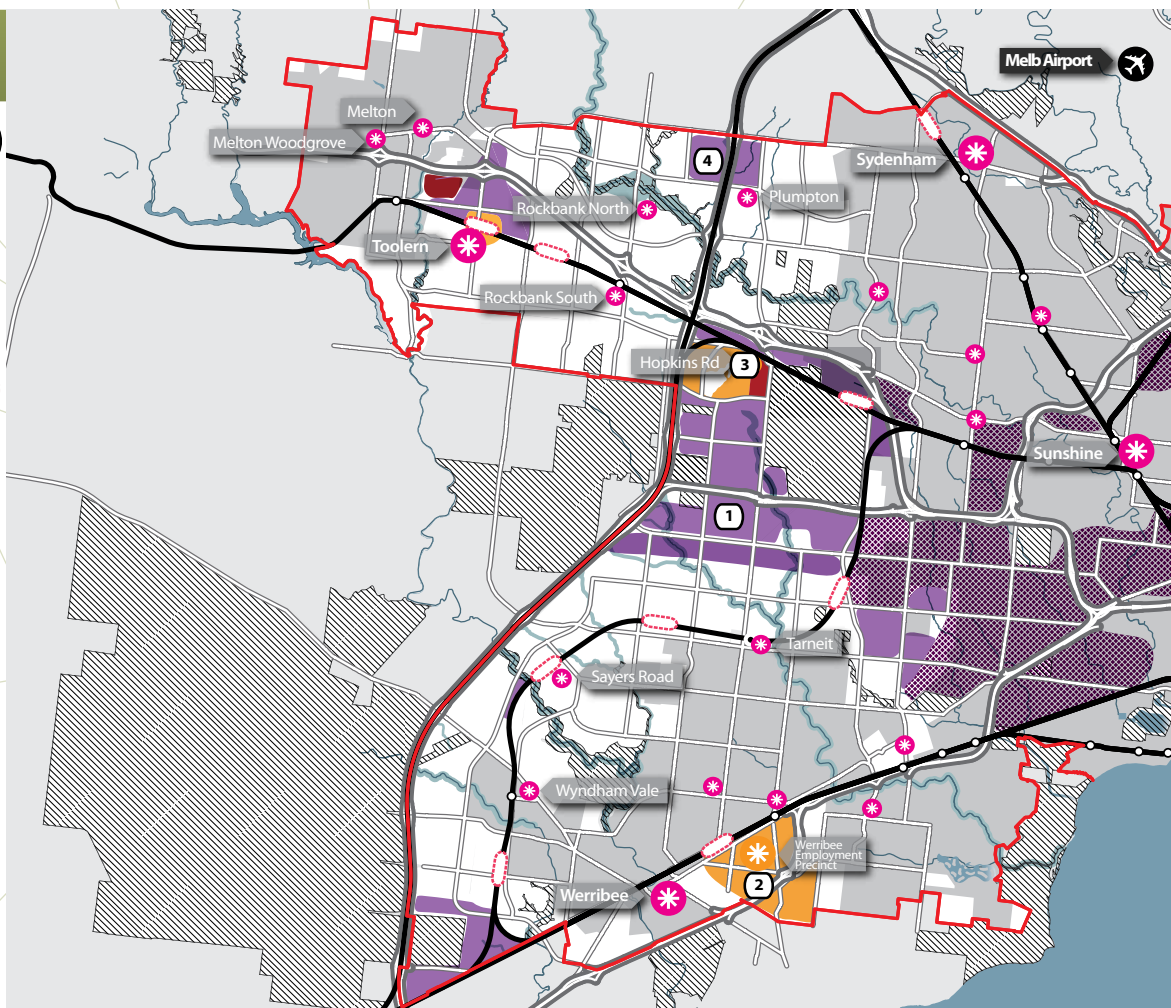
Werribee Employment Precinct



Hopkins Road Commercial Precinct



Melton Highway Industrial Precinct



Hopkins Road Business Precinct

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 Precinct is 590ha in total area (from the Melton highway to the conservation reserve south of Mt Atkinson) and it provides opportunities to integrate a mix of higher density residential and employment uses which have potential to directly connect to the arterial road system, the future OMR/Western Highway interchange and the designated PPTN. The Precinct will

also benefit from the local amenity provided by Mt Atkinson and the local conservation reserve. The Hopkins Road Precinct will accommodate a 400 (gross) hectare business precinct comprising a mix of business uses (such as office parks, research and development) together with conventional, medium and higher density residential uses. It will also comprise a 120 (gross) hectare industrial precinct between the Western highway and the Melton rail line and a 65 (gross) hectare commercial precinct along Hopkins road.

The layout of these uses will need to respond to the interface with the existing Quarry, the railway line, OMR, freight spur line and the Western Highway, to ensure non sensitive uses are located away from these facilities. In particular, the planned rail freight spur line between the OMR corridor and Melton rail line will be protected from sensitive uses by including a buffer of non-residential uses.

A small Specialised Town Centre will be located in the Precinct to support the business activities and provide amenity for residents and workers. The ability for this precinct to succeed as a higher order employment location will depend on, amongst other factors, its accessibility which will require careful planning at the PSP stage. A future PSP will also need to ensure that any residential community within this location is of sufficient size to operate as a self-contained neighbourhood, supported by transport, open space and community infrastructure. Careful planning and analysis of catchments for services will, therefore, be required.

Although there are no plans to provide a station in this location during the timeframe of the Corridor Plan, there is potential for a Hopkins Road rail station in the longer term which could

be explored, and opportunities for its potential future provision preserved.

Toolern Employment Precinct

This Precinct has direct access to the Western Freeway and Melton rail line. It will be serviced by a high amenity mixed use precinct and Principal Town Centre at Toolern and will be readily accessible to the PPTN by a new rail station and a north-south public transport connection.

Around 470 (gross) hectares of industrial land is located within the Precinct, as well as 120 (gross) hectares of mixed use employment activities, located around the Melton harness racing facility.

Melton Highway Industrial Precincts

A new 325 (gross) hectare industrial precinct is identified along the northern part of the OMR. With two interchanges onto the OMR (at the Melton Highway and Taylors road), the Precinct will have direct freight access to the metropolitan area, the Port of Melbourne and regional Victoria.

The Precinct will be serviced by the PPTN along Hume Drive, and will be close to two identified Major Town Centres at Plumpton and Leakes Road (Rockbank).

South West Quarries Industrial Node

This Precinct has direct access to the Princes Freeway via the OMR. This area consists of approx 350 (gross) hectares of industrial land and will require careful planning to ensure uses do not impact adversely on the future operations of the quarry and also the surrounding residential area.



4.6 TRANSPORT

4.6.1 Public Transport

Urban development in Melbourne's west will be supported by three main rail spines:

- > Planning for rail services and station development along the Melton rail line, including multi modal integration, to support Principal and Major Town Centres, as well as strategically located park and ride facilities;

- > A reservation exists for the extension of the existing metropolitan rail line from Werribee to Wyndham Vale; and
- > Construction of the RRL, with new stations in the short term at Wyndham Vale and Tarneit, and planning for stations at Truganina, Davis Road, Sayers Road and Wyndham Vale South in the longer term.

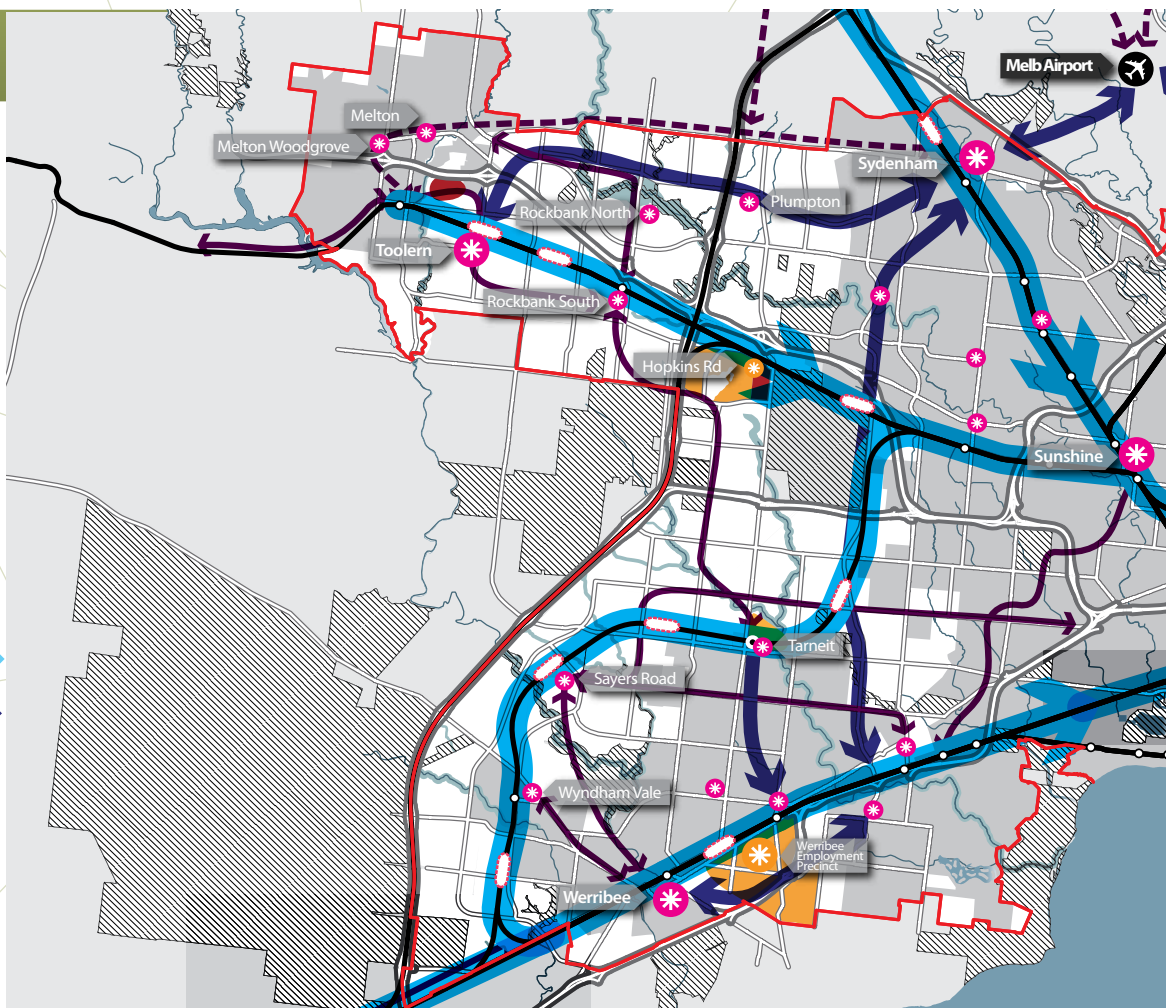
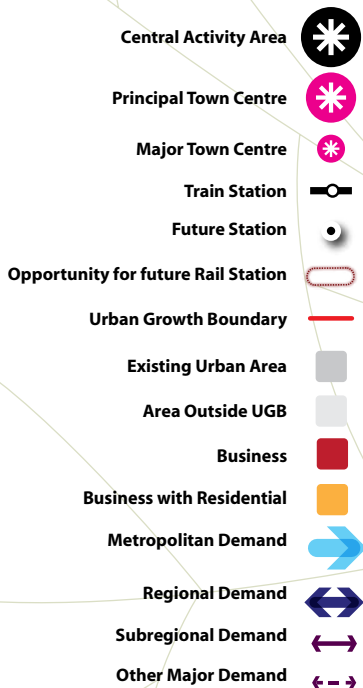
The development of new rail lines to Melbourne and Avalon Airports are currently under investigation.

The Growth Corridor Plan focuses

higher density and mixed use development opportunities along these rail lines.

These three rail spines are supported by public transport networks identified in the Corridor Plan to link the two parts of the Growth Corridor through the western industrial node. The northern part of the Corridor is served by an identified PPTN that links districts north and south of the Melton Rail line to stations and town centres.

West Public Transport Concept Plan



Planning for higher capacity public transport, initially in the form of SmartBus type services, but with the potential to be upgraded to a higher capacity transport mode, will be undertaken.

A network of potential local bus routes will be planned as part of preparation of PSPs.

4.6.2 Arterial Road Networks

The Growth Corridor Plan proposes the development, over time, of a new grid of north-south and east-west arterial roads, crossing the OMR and the Western rail/freeway corridor. These roads will provide critical linkages between communities, and to housing, jobs and services.

The following parts of the arterial road network require further planning over time:

- > The east-west arterial road network across the OMR, north of the Western Freeway, including a possible new interchange and a potential crossing to service the PPTN; and
- > The future arterial road network and its relationship with the Princes Freeway and the RRL.



4.6.3 Planning for Freight networks

The rail freight network in the west comprises rail corridors of significance, including:

- > Tottenham-Newport-Altona-Geelong corridor (including Melbourne-Adelaide-Perth mainline);
- > Tottenham-Sunshine-Melton-Ballarat corridor;
- > Sunshine-Sydenham-Bendigo corridor;
- > Sunshine-Brooklyn-Newport corridor including the Sunshine grain terminal and Hanson's quarry terminal.











Future rail proposals include the Western Interstate Freight Terminal-Deer Park-Sunshine-Jacana rail line and the Outer Metropolitan Transport Ring Corridor.

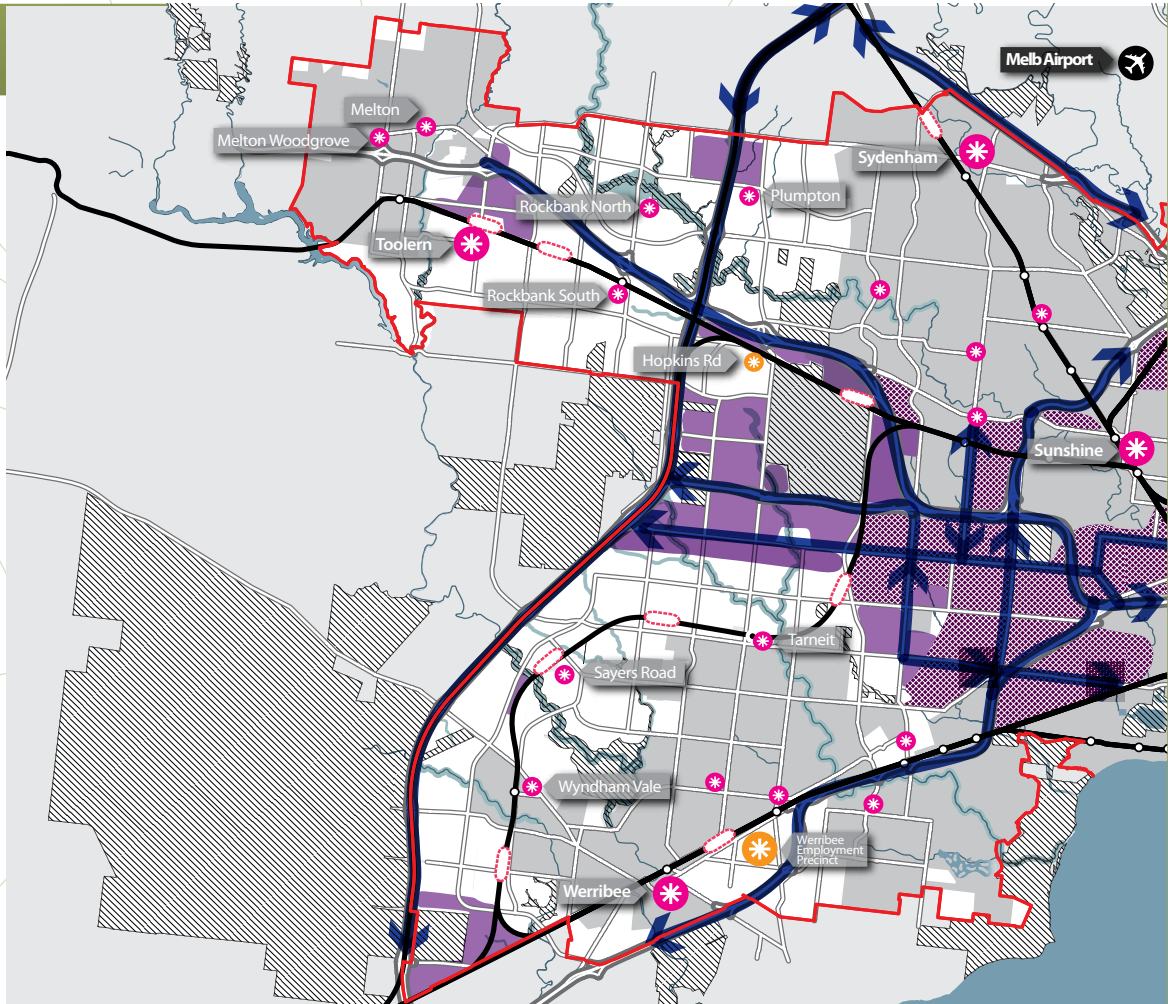
The rail freight network is supported by terminals, rail yards and maintenance facilities, including: the Altona intermodal terminal; Spotswood intermodal terminal; Altona North intermodal terminal; Spotswood Locomotive Maintenance Centre; and the Tottenham rail yards.

Parts of the arterial road and rail network in Melbourne's west will be planned to carry freight as a key function. Critical parts of the road freight network include:

- > Western Freeway
- > Princes Freeway
- > The Outer Metropolitan Ring Transport Corridor
- > Boundary Road
- > East-West Link
- > Palmers Road

West Freight Concept Plan

- Central Activity Area 
- Principal Town Centre 
- Major Town Centre 
- Train Station 
- Future Station 
- Opportunity for future Rail Station 
- Urban Growth Boundary 
- Existing Urban Area 
- Area Outside UGB 
- Constrained Land 
- Industrial 
- Existing Industrial 
- Freight Demand 



The West Growth Corridor Plan also makes provision for a Western Interstate Freight Terminal within the Western Industrial Node. The precinct between Boundary and Middle Roads has been identified as a preferred location for this facility.

Major distribution centres are expected to locate within and adjacent to the terminal area.

There is also the potential for a new Port Shuttle terminal in this location.

4.7 OTHER INFRASTRUCTURE

The West Growth Corridor Plan recognises and protects a range of existing and prospective infrastructure facilities including a site identified for a future electricity terminal station at Mount Cottrell, between Boral's Deer Park quarry and the OMR and a number of transmission easements.

It ensures that approved and operational quarries are protected from encroachment by sensitive land uses and identifies industrial or commercial development activities adjacent to existing Holcim and Boral quarry sites within/adjacent to the UGB. On that basis, these precincts could be rezoned from Farming Zone to Urban Growth Zone. Any buildings proposed within 200m of the title boundary of these quarries will be subject to a risk assessment to be undertaken at PSP stage, to ensure that the impact of rock blasting is acceptable.

The Growth Corridor Plan ensures that approved and operational landfills referred to in The Metropolitan Waste and Resource Recovery Strategic Plan and potential organic waste treatment/recovery are protected from encroachment by sensitive uses. Any development within 500m of the putrescible landfill sites at Werribee and Deer Park will be subject to an environmental audit to ensure that any potential landfill gas migration is mitigated.

