



NEXT STEPS

Over the coming months, the MPA will draft Precinct Structure Plan documents (PSPs) for Mt Atkinson and Tarneit Plains. The PSPs will include the Future Urban Structure plan and will provide further detail in a number of areas. A landowner budget will itemise each property and required land uses; street sections and a town centre concept plan will be developed; traffic modelling and detailed intersection designs completed; and other guidance for development will be detailed.

A Development Contributions Plan (DCP) will specify the costs and type of infrastructure required to support development in Mt Atkinson and Tarneit Plains PSP areas.

The Precinct Structure Plan and Development Contributions Plan will be placed on public exhibition once they are developed, and submissions can be made by landowners or other interested parties at that time.

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The Metropolitan Planning Authority is always interested in your views about our programs and initiatives, and the issues covered in this newsletter. If you would like to receive regular email updates on the work of the MPA, please register via our website www.mpa.vic.gov.au



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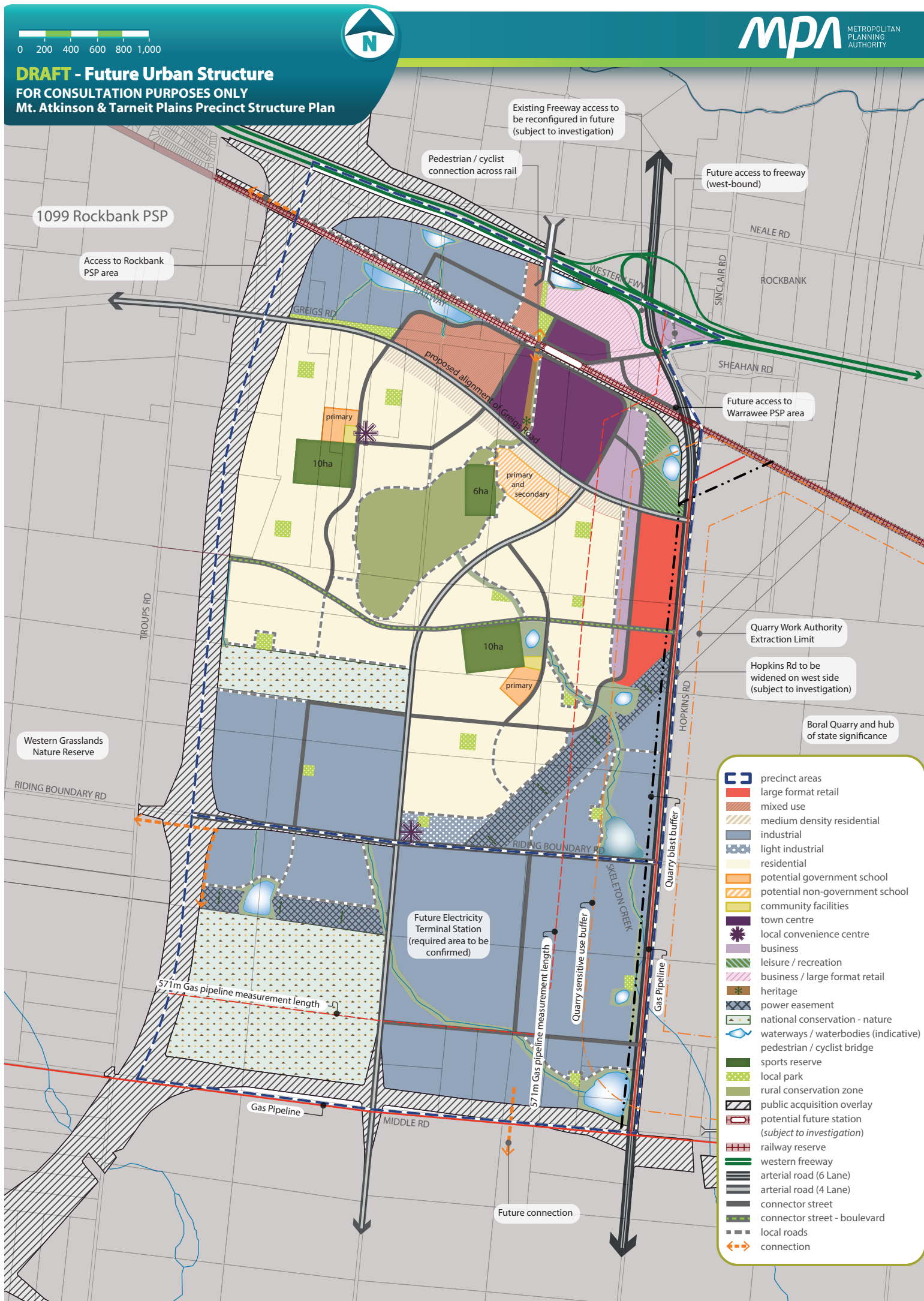
THE DRAFT FUTURE URBAN STRUCTURE PLAN

The Metropolitan Planning Authority (MPA), in consultation with relevant government agencies, has developed a draft Future Urban Structure plan for the Mt Atkinson and Tarneit Plains growth areas (shown overleaf).

This draft plan shows how the land should be developed within Mt Atkinson PSP area (1050 hectares) and Tarneit Plains PSP area (485 hectares). It illustrates the location and amount of land required for housing, employment and retail uses, transport networks, open space, recreation, conservation,

waterways, community infrastructure and for protection of heritage areas.

The plan reflects the community services and infrastructure necessary to support approximately 7,200 new homes (around 20,000 new residents) and up to 13,000 workers over the next 20 to 30 years. It builds on the 'concept plan' that was provided to landowners in October 2014, and will be used as the basis of the full Precinct Structure Plan document for public exhibition later this year.



MT. ATKINSON & TARNEIT PLAINS LANDOWNER NEWSLETTER – DRAFT FUTURE URBAN STRUCTURE

THE VISION

The Mt Atkinson and Tarneit Plains precincts will provide a wide range of new jobs and housing in the Melton growth corridor, around 25km from Melbourne's Central Business District. The precincts offer opportunities to integrate a mix of higher density residential and employment uses with connections to the existing transport network along Hopkins Road and the Western Freeway.

Mt Atkinson Town Centre will be a destination for the broader area, with future connections via planned bus services and a possible future train station and the Outer Metropolitan Ring road. Office parks, research and development, and industrial uses will be encouraged in the precinct.

Attractive and safe bicycle and footpaths will connect to schools, local jobs and community facilities, as well as to grasslands reserves and the hilltop, with views to Melbourne CBD and the Macedon Ranges.

The draft Future Urban Structure Plan for Mt Atkinson and Tarneit Plains retains a buffer to the existing Boral quarry, to make sure that appropriate uses are located in areas closer to this facility.

ACCESS TO SHOPS, SERVICES, JOBS AND GREAT PUBLIC SPACES

The Town Centre will be the heart of the Mt Atkinson precinct and offer shopping, services and facilities to people living and working locally and beyond. The heritage homestead and historic tree-lined avenue will encourage some of the character of the Mt Atkinson area to be retained in the design of the Town Centre. A potential future train station site is identified in the draft plan, next to the Town Centre to make the most of the future connections to Melbourne CBD to the east and Melton to the west.

A significant amount of industrial land is located in the Tarneit Plains PSP, and in the southern parts of Mt Atkinson PSP. It is strategically located close to the Western Industrial Node and the future Western Interstate Freight Terminal south of Middle Road. A smaller quantity of industrial land is identified in the north-west of the Mt Atkinson precinct, to provide for more local industrial needs and jobs.

Land for office development and a mix of employment uses that complement the Town Centre are proposed in areas south and north of the potential future train station. Offices and a business park area will connect the Town Centre to a 'large-format' (or bulky goods) retail area along Hopkins Rd, which will be widened to six lanes in future. The draft plan identifies land to support business uses and up to 13,000 jobs over the next 20 - 30 years.

SPORTS RESERVES AND LOCAL PARKS

Three sports reserves, ranging between 6ha and 10ha, are identified in the Mt Atkinson plan. These reserves will suit rectangular pitches and ovals and will be located close to government and non-government schools to allow for shared use in the future. Local parks will be provided within five minutes' walk (400m) of most residents in Mt Atkinson, and a number of parks will also be provided for workers in the industrial areas of Mt Atkinson and Tarneit Plains.

CONVENIENCE RETAIL, SCHOOLS AND COMMUNITY FACILITIES

Two small centres will provide local shops and services conveniently located next to council community facilities. Council facilities may include maternal and child health services, kindergartens and meeting rooms. The plan identifies sites for two government primary schools; one non-government primary school and one non-government secondary school.

CONSERVATION AND HERITAGE

Two grassland reserves are identified in plans for Mt Atkinson and Tarneit Plains. These reserves, which are protected under Commonwealth environment legislation, will include paths and picnic facilities to increase understanding of these rare grasslands. The Mt Atkinson hilltop, a former volcano, will continue to be protected and its use as open space encouraged. This site is also identified as a site with Aboriginal cultural heritage significance.

A heritage homestead and historic tree-lined avenue in the north of Mt Atkinson precinct will continue to have heritage protection. A number of dry stone walls have also been identified as having historic significance.

TRANSPORT

Planning for the Mt Atkinson precinct encourages short trips to be made on foot and by bicycle where possible. This will be achieved by setting out new streets to provide attractive, healthy, safe and direct routes to local shops, parks and services.

New arterials and smaller 'connector' streets are planned at regular spacing to allow for future bus services and connections to the possible future train station. In addition, a pedestrian and bicycle bridge over the Western Freeway and the future widened Hopkins Road bridge will help link Mt Atkinson to the existing and planned residential communities and employment areas of Kororoit and Plumpton to the north.

SERVICING

Plans to service development of the two precincts with gas, water, electricity and telecommunications are being developed by relevant utilities in consultation with the MPA and Melton City Council. The need for a temporary water tank, to supply the area, has been identified. The preferred location will need to make use of the height of Mt Atkinson, while minimising the impact of view lines from surrounding areas towards the volcanic cone.

CHANGES SINCE THE CONCEPT PLAN

The MPA has completed further background work with Council and government agencies since the Concept Plan was released in October 2014. Key findings are outlined below.

- Further investigation of the slope of the land helped identify the best sites for sporting reserves, together with ensuring they were within 1km of most future residents.
- More detailed drainage planning by Melbourne Water has highlighted areas where retarding basins or wider waterways/channels are needed.
- A study of industrial, retail and office demand has clarified the land required for these uses.
- The proposed removal of the freight rail spur line Public Acquisition Overlay, together with further analysis, has rendered additional land adjacent to the OMR as more suitable for residential purposes.
- Town centre planning has guided the location of the possible future train station.