

Derrimut Fields

Precinct Structure Plan

Pitching Summary Report

May 2026

Acknowledgement of Traditional Custodians

The Victorian Planning Authority (VPA) proudly acknowledges First Peoples Communities throughout Victoria and their rich and enduring culture. We pay our respects to their Elders past and present.

We acknowledge Aboriginal people as Australia's First Peoples and as the Traditional Owners and Custodians of the lands and waters and their inherent rights to Country. We respect this enduring connection.

We recognise and value the ongoing contribution of First Peoples Communities to Victorian life and how this enriches our connection to Victoria.

We embrace the Government's commitment to self-determination and seek to embed this in our work.

We acknowledge the Bunurong people as the Traditional Owners of the land to which the Precinct Structure plan applies.

We acknowledge the Bunurong People as the Aboriginal Traditional Owners of their unceded Country. We acknowledge their ongoing connection to this land, and we pay our respects to their Elders past and present.

Victorian Planning Authority's commitment

The Victorian Planning Authority commits to continuing to improve our practices, to better protect and acknowledge Aboriginal values and heritage in our plans, precinct structure plans and strategic documents.

The protection of tangible and intangible Aboriginal cultural heritage is an important part of continuing cultural practice, understanding history and recognition of the Traditional Owners of Victoria. Commonwealth and State Acts and Regulations provide protection of places and areas of Aboriginal cultural heritage significance.

The ultimate custodians of Aboriginal cultural heritage are Traditional Owners, including groups formally recognised as Registered Aboriginal Parties (RAPs) which are appointed by the Victorian Aboriginal Heritage Council under the Aboriginal Heritage Act 2006. In 2024 there were 12 RAPs with decision-making responsibilities for approximately 77.5 per cent of Victoria. Traditional Owner Groups without formal recognition also have a vital role to play as key partners and stakeholders.

Strategic planning for Aboriginal cultural heritage involves a range of different stakeholders including State Government agencies, local government, developers, landowners, and community groups.

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Introduction

What is Pitching?

The purpose of pitching is to capture as many opportunities, issues and constraints as possible for consideration throughout the PSP planning process. It provides stakeholders with an opportunity to discuss opportunities, challenges, and aspirations for a precinct. For government agencies, pitching activities are an opportunity to present relevant background information and policy that will need to be considered when preparing the PSP. While not all matters related to planning for the Derrimut Fields PSP can be foreseen, the early identification and recording of key issues supports the ongoing investigation and resolution of stakeholders' critical concerns.

For Derrimut Fields PSP, we conducted pitching activities through individual (hybrid-format) meetings with key stakeholders.

We heard that it was important for participants to see their contributions clearly reflected in the pitching report, rather than summarised only at a high level. In response, we have made every effort to capture all feedback and present it thematically in alignment with the PSP guidelines and hallmarks. The VPA would like to thank all stakeholders who attended and participated in the Derrimut Fields PSP pitching sessions held in January-February 2026.

The purpose of the pitching activities is to:

- Work with project stakeholders towards fostering a collaborative working group	- Encourage discussion of innovative ideas and alternative processes - Foster a collaborative two-way feedback environment
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The pitching activities will inform the Derrimut Fields PSP vision and purpose and development of the future precinct plan.

WHAT:	HOW:
- Understand core precinct issues early in the planning process - Identify key opportunities to improve both processes and outcomes	- Invite stakeholders to present their ideas and concerns - Provide a clear, transparent, and inclusive consultation program

Purpose of this document

This document is a summary of the information captured during the pitching activities. It includes an outline of the key issues and opportunities raised during all pitching activities in both a written and spatial format, providing attendees with further information on what to expect as part of upcoming Visioning & Purpose activities anticipated later this year.

The information gathered in the pitching activities helped identify the primary known issues, challenges, opportunities, and innovations for Derrimut Fields PSP. This document provides a summary of key matters raised during the pitching activities and is not a comprehensive list of all site-specific matters that will be investigated as part of the PSP preparation process.



FIGURE 1 PITCHING PROCESS

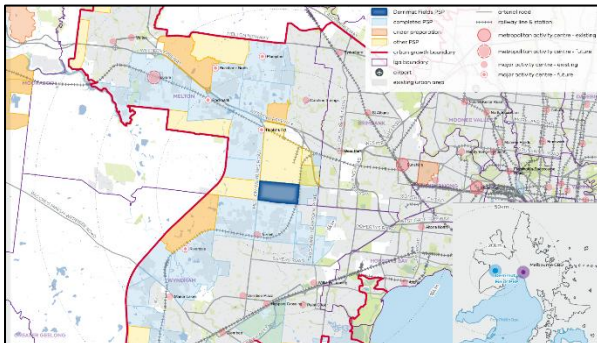


FIGURE 2 REGIONAL CONTEXT PLAN

Who attended the sessions?

We conducted pitching activities with representatives from state agencies, local government, landowners, key project stakeholders, and infrastructure providers. We invited all precinct landowners to participate. We held a total of 10 pitching sessions, which included a mix of online and in-person sessions at the discretion of the participants.

Attendees included:

Government departments and agencies

- Department of Transport and Planning – Transport Services
- Department of Energy, Environment and Climate Action (Melbourne Strategic Assessment)
- Melbourne Water
- Greater Western Water

Council

- Melton City Council

Other interested parties

- All five of the precinct's landowners/ developers

Background

Derrimut Fields PSP is a significant project for the Victorian Planning Authority. It presents an opportunity to lead the delivery of a new, large-scale, employment precinct located close to extensive transport infrastructure, both existing and proposed.

Derrimut Fields PSP was identified as a 'Horizon 2' project in the 2025/26 VPA Business Plan requiring commencement of the project between 2025/26 and 2028/29 with completion by 2033. The VPA added Derrimut Fields PSP to its 2025–26 Business Plan as a Horizon 2 project, scheduled to commence in late 2025. Pre-commencement of the project started in November 2025, and public consultation of the project is targeted for the first half of 2027.

If submissions received during public consultation can be adequately resolved and a Standing Advisory Committee process can be avoided, the project has the potential to be finalised prior to the end of 2027.

Why Derrimut Fields PSP?

Derrimut Fields PSP is situated close to existing and proposed major transport infrastructure, including the Western Freeway, the proposed Outer Metropolitan Ring Road link (OMR), and the proposed Western Intermodal Freight Terminal (WIFT). This connectivity to key freight, road, and rail networks enhances the precinct's desirability as a future employment hub.

The *West Growth Corridor Plan 2012 (WGCP)* identifies Derrimut Fields PSP as suitable for employment uses. The WGCP designates the precinct for industrial land use in appreciation of its locational advantages and potential to support long-term economic growth. The Melbourne Industrial and Commercial Land Use Plan (MICLUP) further reinforces the strategic importance of Derrimut Fields PSP by identifying it as a Future State Significant Industrial Area. The Victorian Government's 10-year plan for

Industrial Land identifies Derrimut Fields PSP as under preparation or commencing in 2025-26, and having capacity for 7,100 new jobs. Derrimut Fields PSP is adjacent to the future Western Intermodal Freight Terminal and supports the continued growth of freight and logistics in the west.

Together, these strategic plans and policies confirm the importance of Derrimut Fields PSP in meeting long-term employment land needs.

Landowners are ready to commence planning and development within the precinct. Access to capital is significant and landowners have experience delivering manufacturing, warehousing, logistics, data centres and large format industrial estates. Landowners bring a range of development approaches to the precinct, including long term ownership of assets with investment funds. The Derrimut Fields PSP will unlock permit ready land quickly so development can provide for jobs close to where people live in the Western Growth corridor.

Precinct features

Derrimut Fields PSP is located within the Melton City Council Local Government Area (LGA) and is bounded to the south by the Wyndham City Council LGA. It is approximately 517ha and has three key features:

1. Landholdings and precinct extent

The precinct contains 11 parcels owned by a total of 5 private landowners, and its borders are formed by:

- A railway line to the east;
- Middle Road to the north;
- Hopkins Road to the west; and
- Boundary Road to the south

The Clarke Road reservation bisects the precinct.

2. Natural features

The precinct contains the following natural features:

- Relatively flat topography that slopes slightly downward from the north west towards the railway line and Boundary Road;
- Skeleton Creek (Significant Landscape Overlay applied early 2026);
- Scattered trees;
- The precinct is within the Melbourne Strategic Assessment (MSA) area.

3. Planning context

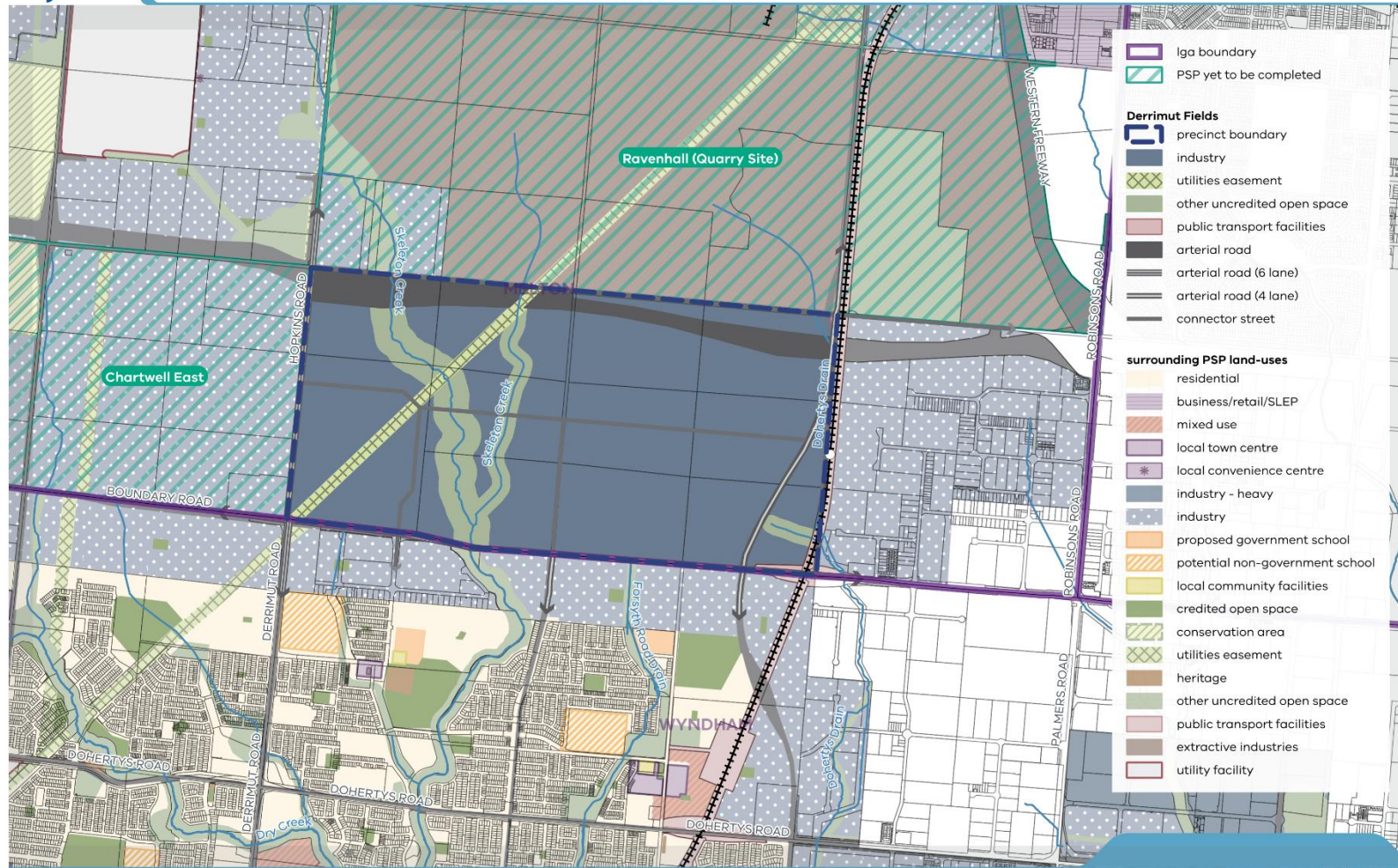
The following points are noted with respect to the planning context of the precinct:

- Existing land uses are characterised as agricultural;
- Public Acquisition Overlays (PAOs) associated with the OMR east-west link are located in the northern half of the precinct.
- High-pressure gas pipelines run east-west near Middle Road, and north-south along Hopkins Road.

- The Derrimut Fields PSP shares an LGA boundary between Melton City Council and Wyndham City Council.
- The precinct features many dry stone walls, including the Heritage Overlay.

The wider surrounding area is characterised by the following:

- **Robinsons Road Employment Area South**, located to the east opposite the railway line (completed).
- **Truganina PSP**, located to the south (completed), which provides for industrial development along Boundary Road where it interfaces with the Derrimut Fields PSP and includes data centres, logistics and warehousing.
- **Chartwell East PSP** to the West, identified as a Horizon 3 PSP in the *10-year Plan for Melbourne's Greenfields*. The Western Intermodal Freight Terminal (WIFT) is planned within this precinct and will provide freight and logistic terminal services.
- **Ravenhall PSP**, located to the north, which currently accommodates the Boral Quarry and Cleanaway Landfill and is identified in the *10-year Plan for Melbourne's Greenfields* as 'to be programmed 2034-35'.
- Additional land uses as shown in Figure 3.



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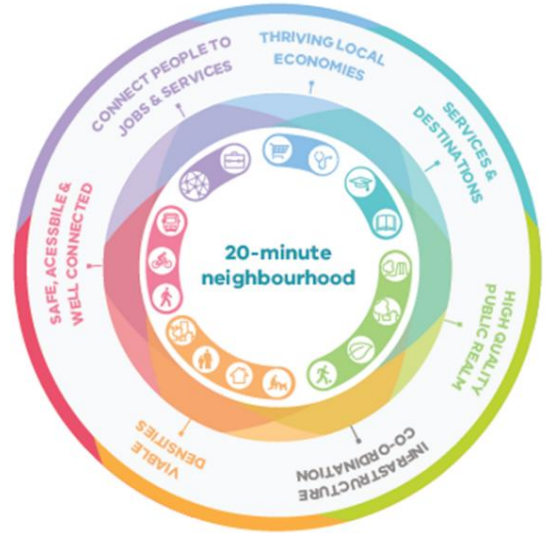
FIGURE 3 SURROUNDING LAND USE PLAN

Emerging themes

We have analysed and sorted the information gathered during pitching activities into five emerging themes consistent with the PSP Guidelines and hallmarks of the 20-minute neighbourhood.

The emerging themes will shape the development of the vision and objectives for the precinct. They connect to the eventual land use plan as part of the modified co-design process.

Table 6 outlines how each emerging theme relates to the PSP Guidelines and the 20-minute neighbourhood hallmarks.

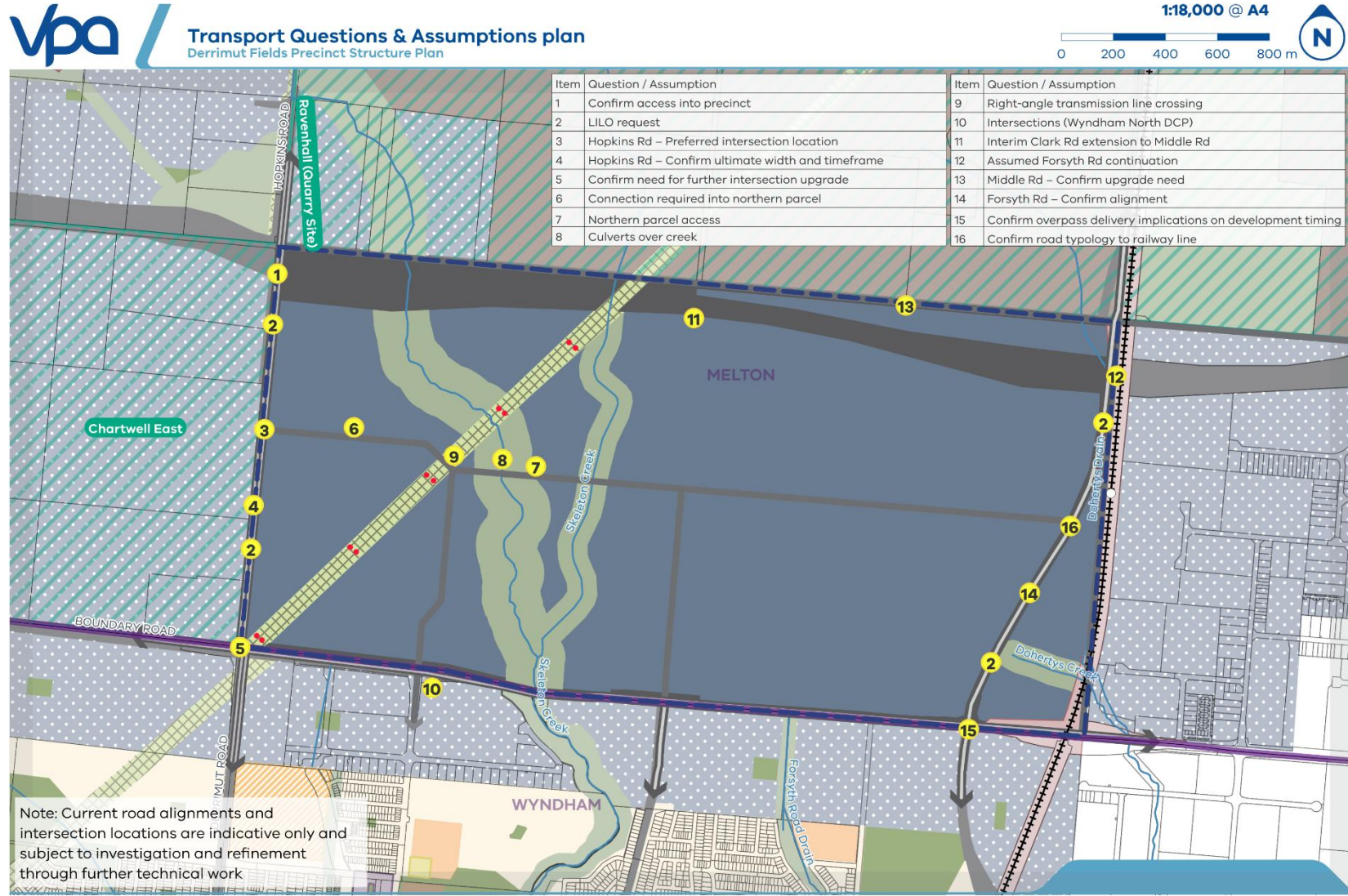


How the emerging themes relate to the PSP Guidelines and the 20-minute neighbourhood

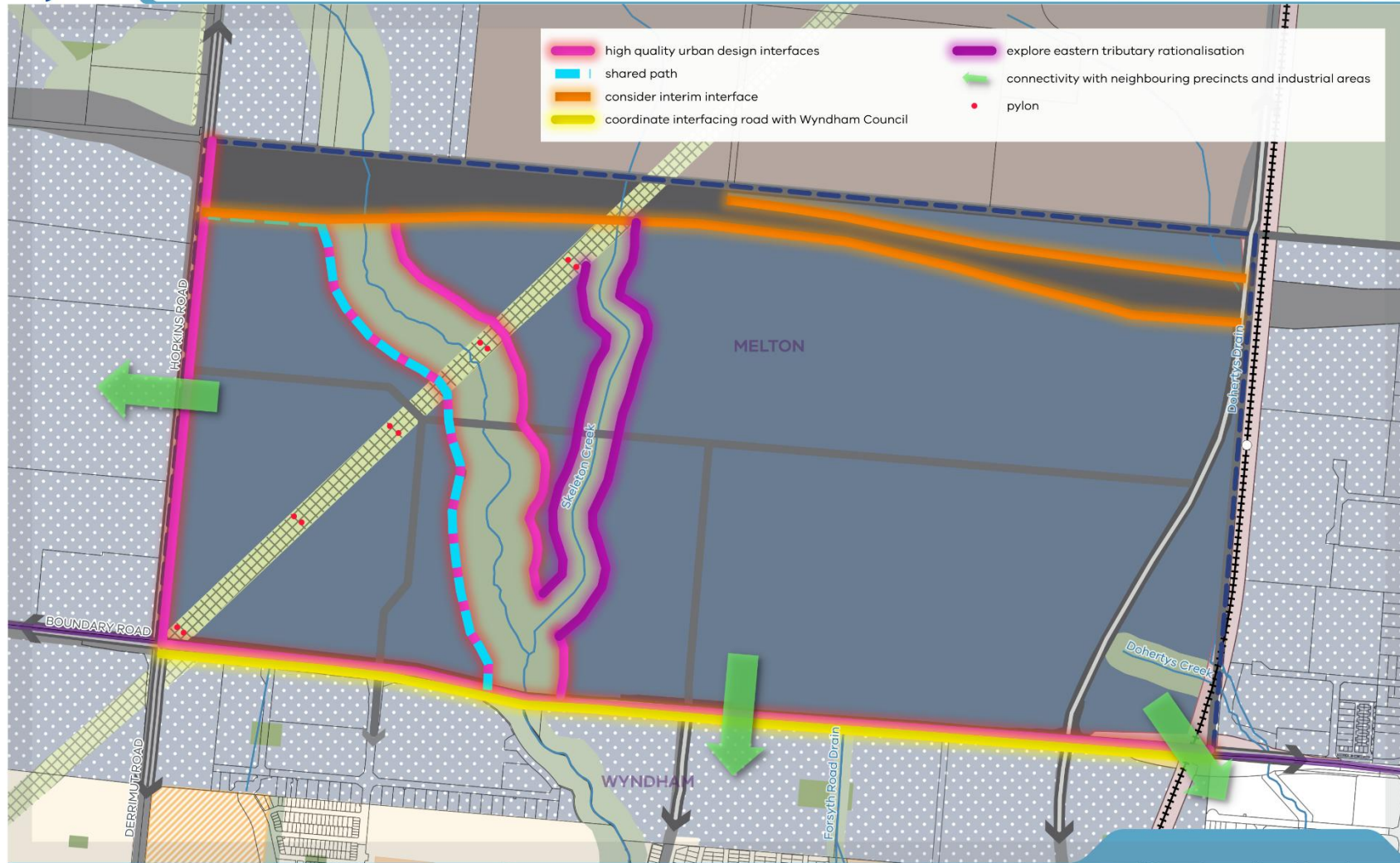
Emerging Themes	PSP Guidelines and the 20 min neighbourhood hallmarks
<p>EMERGING THEME 1 – Advance the creation of an employment precinct that attracts diverse industries, and generates job opportunities for the region.</p>	<div style="display: flex; flex-wrap: wrap; gap: 10px;"> <div style="background-color: #c09cf2; padding: 5px; border-radius: 5px; width: 150px;">Connect People to Jobs and Services</div> <div style="background-color: #5dade2; padding: 5px; border-radius: 5px; width: 150px;">Thriving Local Economies</div> <div style="background-color: #5dade2; padding: 5px; border-radius: 5px; width: 150px;">Services and Destinations</div> </div>
<p>EMERGING THEME 2 – Encourage high-quality architecture and place-making to create an attractive, safe, and well-designed industrial precinct.</p>	<div style="background-color: #7ed321; padding: 5px; border-radius: 5px; width: 150px; margin: 0 auto;">High Quality Public Realm</div>
<p>EMERGING THEME 3 – Create a transport network that connects people to jobs and services efficiently.</p>	<div style="display: flex; flex-wrap: wrap; gap: 10px;"> <div style="background-color: #e91e63; padding: 5px; border-radius: 5px; width: 150px;">Safe, Accessible and Well Connected</div> <div style="background-color: #7f7f7f; padding: 5px; border-radius: 5px; width: 150px;">Infrastructure Co-ordination</div> </div>
<p>EMERGING THEME 4 – Implement drainage solutions that maximise development potential while safeguarding environmental values and natural systems.</p>	<div style="display: flex; flex-wrap: wrap; gap: 10px;"> <div style="background-color: #7ed321; padding: 5px; border-radius: 5px; width: 150px;">High Quality Public Realm</div> <div style="background-color: #7f7f7f; padding: 5px; border-radius: 5px; width: 150px;">Infrastructure Co-ordination</div> </div>
<p>EMERGING THEME 5 – Plan and coordinate development staging to support orderly, timely, and well sequenced delivery of infrastructure and growth.</p>	<div style="display: flex; flex-wrap: wrap; gap: 10px;"> <div style="background-color: #5dade2; padding: 5px; border-radius: 5px; width: 150px;">Thriving Local Economies</div> <div style="background-color: #7f7f7f; padding: 5px; border-radius: 5px; width: 150px;">Infrastructure Co-ordination</div> </div>

TABLE 5 EMERGING THEMES

Plan 1: Transport Questions and Assumptions Plan



Plan 2: Key Opportunities and Considerations Plan



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EMERGING THEME 1 – Advance the creation of an employment precinct that attracts diverse industries and generates job opportunities for the region.

Multiple strategic documents identify Derrimut Fields PSP as a future employment precinct.

Derrimut Fields PSP is intended to meet employment land needs and boost related economic development opportunities. Derrimut Fields PSP will unlock zoned land for employment uses, which respond to the current demand for employment land in the West Growth Corridor.

Ideas and opportunities shared:

- Industrial land supply is at an all-time low.
- A precinct that unlocks significant industrial land supply providing local job opportunities to support surrounding residential areas and facilitate local living.
 - While there is some employment land in the area, demand exceeds supply resulting in few employment land use opportunities.
 - A large majority of Melton City Council residents leave Melton to go to work, which is why local employment opportunities are important.
- Enable all industrial land uses, with the following specific ideas shared:
 - Employment land should deliver a wide range of employment needs, such as freight and logistics, local advanced manufacturing, and data centres.
 - Employment-generating land uses in the Industrial 1 Zone would be preferred.
 - Homogenous application of Industrial 1 Zone is preferred, particularly given the precinct's lack of sensitive interfaces.
 - Avoiding encroachment of uses that can be accommodated elsewhere such as childcare centres and gymnasiums.
 - Derrimut Fields PSP will complement the future Western

Intermodal Freight Terminal in the adjoining Chartwell East PSP.

- The development of Derrimut Fields PSP is the logical extension of the established industrial areas to the east and southeast.
- The PSP will not be procuring an economic assessment as the demand for industrial land is well established, and zone guidance is dictated by existing policy such as the Melbourne Industrial and Commercial Land Use Plan.
- Flexibility will ensure long term viability of the precinct to respond to demand and changes over time.

EMERGING THEME 2 – Encourage high-quality architecture and place-making to create an attractive, safe, and well-designed industrial precinct.

Derrimut Fields PSP has an opportunity to ‘lift the bar’ with respect to architecture and urban design for new employment areas. Landowners expressed an interest in retaining ownership of employment land to attract ongoing tenants. High-quality design and incorporation of place-making elements will make Derrimut Fields PSP a desirable place to work and travel through.

Ideas and opportunities shared:

- Engagement with local artists traditional owners in the creation of industrial estate place-making elements, such as public art and sculptures.
- Incorporation of sustainable design / sustainability initiatives into subdivision and building design.
- Ensure development along waterways is visually interesting and provides a safe environment.
- Shared path along Skeleton Creek to connect to the Truganina PSP (via Boundary Road) and Hopkins Road.
- Seaview, Ferris Road mentioned as a good example of industrial design shared by Council with respect to design treatments to public areas.
- Greenlink Estate in Cranbourne West was mentioned by ESR as a quality industrial estate that included place-making elements.
- Promotion of quality design in high-traffic areas, such as Hopkins Road.
- Ensuring design of emerging uses such as data centres are given locational and appropriate design guidance in the PSP to minimise blank facades with no passive surveillance or visual interest.
- Consider the likely long-term delivery timeframe for the OMR link when delivering development that interfaces with the PAO land.
- The PSP and planning scheme amendment will consider the buffers associated with the quarry and landfill and guide appropriate development in affected areas. Examples can be drawn from the nearby Mt Atkinson PSP where work on quarry buffers has been undertaken.
- There is a desire for the development of the PSP to be an engaged process with landowners and Council to come to a shared understanding of key matters and limit the number of disputes at the planning permit stage.
- ‘Court bowl’ / Cul-De-Sac subdivisions are discouraged.

Other considerations:

The employment version of the Compact Template PSP is currently in development, and it is likely that the earliest version of the Derrimut Fields PSP will utilise the template and be one of the first PSPs testing its content.

While there is a desire to keep the PSP as short and compact as possible, it will be important to look to recent examples of constructed industrial development in employment PSPs to ensure the PSP provides the appropriate amount of guidance on urban design to deliver quality outcomes at the interface between public and private areas.

EMERGING THEME 3 – Plan a future transport network that connects people to jobs and services and delivers goods efficiently.

Derrimut Fields PSP is strategically located close to a range of existing and planned state significant transport assets, including Hopkins Road, the future Christies Road / Forsyth Road, the OMR link, and the WIFT. Proximity to this transport infrastructure provides opportunities to connect Derrimut Fields PSP to the wider Principal Freight Network.

There is an identified need to provide enhanced access between the precinct and the wider West Growth Corridor. Forsyth Road / Christies Road is a planned arterial road within Derrimut Fields PSP and will provide an alternative north-south connection to Hopkins Road, which is experiencing capacity issues. Additionally, planned upgrades to Boundary Road, an east-west arterial that forms the southern boundary of the precinct, seek to deliver a high level of accessibility to the precinct and support freight connections to the inner west and CBD. Whilst Derrimut Fields PSP is an employment precinct, it will need to ensure it delivers important walking and cycling connections for the broader area and delivers its role in supporting the west's future bus network.

Opportunities shared:

- The PSP will assist in supporting connections more generally and improve traffic outcomes across the network by providing additional east-west and north-south connections.
- The PSP will need to deliver missing walking and strategic cycling links between surrounding precincts.
- Landowners expressed observations that the road network is in the process of being upgraded through development of adjoining land and indicates suitable capacity for the development of the PSP.

- Removal of the level crossing at Hopkins Road should not hold up planning/delivery of the precinct.

Road network design considerations:

- The PSP will need to set aside the appropriate amount of land for Hopkins Road, which has delivery challenges including the presence of a high-pressure gas pipeline.
- Build the internal road network based on connections planned for in the Truganina PSP.
- Include an east-west connector street through the approximate centre of the precinct with signalised intersections to Hopkins Road and Forsyth Road.
- Consider the location where Forsyth Road meets the eastern property boundaries of the precinct to minimise the creation of parcels that would face development challenges.
- At least two culverts may be required within the precinct (crossing the transmission line and eastern Skeleton Creek tributary) to ensure appropriate connectivity and network resilience.
- Test the assumption that the OMR connection will be a flyover allowing Forsyth and Christies Roads to continue underneath.
- Test the extent of the PAO as it is irregularly shaped in some areas of the precinct and more efficient alignments may unlock developable land and reduce infrastructure costs.
- Consider the function of the transport network prior to OMR delivery, including the potential for interim connections to Middle Road to maximise short-term transport network efficiencies.
- Planning should have regard to the likely long-term delivery of the OMR after the PSP has substantially developed through consideration of the interim road network.
- Determine the function and/or need for Middle Road and its potential upgrade given its separation from the PSP area via the PAO.

- Protection of freight access to the future Western Intermodal Freight Terminal will need to be considered in the planning of the road network.
- Road network must cross the transmission line and Skeleton Creek, and these constraints require identification of inter-parcel connections on the Transport and Movement Network Plan in the PSP and coordination with AusNet.
- Various access arrangements for sites will need to be explored including signalised intersections, left-in-left-out configurations and road alignments.
- Access easements at 952-1002 Christies Road, Truganina and 1004-1054 Christies Road, Truganina are requested to be shown in the PSP to support access prior to development.
- Understand the final length and alignment of any future extensions to Clarke Road, including whether there will be access from Clarke Road to the OMR link.

Other considerations:

The VPA will work closely with DTP-T to determine the interface of the OMR link with key arterial roads that are within and around the precinct. Collaboration with DTP-T will also determine how the proposed transport network will best integrate with existing and proposed surrounding infrastructure. An Integrated Transport Assessment and Strategic Transport Modelling will be undertaken to inform this work.

Consideration will also be given to Boundary Road's interface with Wyndham City Council, and the need to coordinate infrastructure between two local municipalities. Relevant landowners have expressed general comfort with the road projects and intersections contained in the Wyndham North DCP as they relate to Derrimut Fields PSP.

EMERGING THEME 4 – Implement drainage solutions that maximise development potential while safeguarding environmental values.

Some areas of Derrimut Fields PSP are low-lying and prone to flooding, particularly in the vicinity of Skeleton Creek and a depression in the south-east corner of the precinct. Skeleton Creek is already framed by an Urban Floodway Zone. There are currently 3 Development Services Schemes in the precinct.

Development of Derrimut Fields PSP will require high-quality drainage infrastructure to manage stormwater, improve water quality, and reduce flood risk.

The recent application of the Significant Landscape Overlay to Skeleton Creek suggests that biodiversity, native vegetation, and ecological values may be present within Derrimut Fields PSP, and will be considered and managed appropriately in accordance with relevant policy and legislation.

Ideas and opportunities shared:

- The existing Development Services Schemes (DSS) are based on outdated information, will not correctly service the development of the Derrimut Fields PSP, and require a series of updates. Melbourne Water is currently undertaking this work.
- Updates to DSS should have regard to the precinct's fixed constraints and road network to avoid the creation of undevelopable pockets of land and seek to rationalise assets (including wetlands) to create efficiencies (e.g. eastern waterway).
- Landowners have prepared initial drainage concepts and are eager to collaborate with Melbourne Water early in the process to identify opportunities for refinement.

- Existing stormwater outlet and sewer connection on VicTrack land will guide the delivery of the retarding basin in the southeast of the PSP area.
- Consideration should be given to the inclusion of IWM measures in development, e.g. rainwater harvesting and passive irrigation to support urban cooling
- Drainage planning should consider the sub-region holistically to ensure maximum efficiency, particularly regarding:
 - Maximising use of existing inundation areas to avoid use of otherwise developable land for drainage.
 - The impacts of the quarry and landfill on drainage to the north of the Derrimut Fields PSP.
 - Climate change concerns.
- There is opportunity to review the Rural Conservation Zone extent.
- Many landowners have progressed Cultural Heritage Management Plans which is information that can be utilised to sensitively locate retarding basins and other assets to avoid artifact scatters.

Key risks identified:

- Flood modelling of Skeleton Creek and associated land-take.
- Consideration of existing flows across Hopkins Road, and the need for drainage infrastructure upgrades that consider the constraints associated with Hopkins Road (e.g. high-pressure gas pipelines and OMR land-take).
- There is potential for sodic soils in the area, which may have implications for waterway setback requirements.

EMERGING THEME 5 – Plan and coordinate development staging to support orderly, timely, and well-sequenced delivery of infrastructure and growth.

To support the development of the precinct and maximise Net Developable Area (NDA), service infrastructure (i.e., water, sewerage, gas, and power), must be delivered as the precinct develops and consolidates along key network corridors.

Greater Western Water are investigating plans for the creation of recycled water infrastructure to service data centres which are anticipated in the area, providing a more sustainable source of water for use by industries in Derrimut Fields PSP.

Separately, there is an identified need to carefully stage development in the precinct to limit the precinct's burden on the surrounding transport network. Many roads and intersections are currently at capacity. Some key infrastructure is already in the process of being delivered, but more upgrades are expected to be required to service the entirety of demand generated by the precinct and surrounding development.

Opportunities shared:

- Recognition of the key locational attributes such as the Western Freeway, future WIFT and proximity to existing industrial areas that make planning for Derrimut Fields PSP a priority.
- Provide support as needed by Greater Western Water to enable provision of recycled water to the Derrimut Fields PSP area.
- The existence of servicing infrastructure from the Truganina PSP development front should enable prompt development of land fronting Boundary Road.
- Deliver infrastructure early to encourage PSP implementation.
- The road widening of Boundary Road has already commenced.
- Investigate whether the UGZ will apply to land within the PAO regarding triggering GAIC liability.
- There will be shared infrastructure items across Derrimut Fields ICP (future) and the Wyndham North DCP (existing). It will be important to ensure equity having regard to moneys already collected under the Wyndham North DCP.
- Desire to reduce ICP levies where ICP projects allow to lower the cost of infrastructure delivery within the precinct and explore opportunities for reimbursable items under the ICP where infrastructure serves broader connections.
- Leverage the positive relationship and collaboration of landowners to support the early delivery of infrastructure.

Key risks identified:

- Existing congestion seen on key arterial roads, such as Hopkins Road, are warning signs that staging controls may be required in Derrimut Fields PSP to avoid worsened conditions on the transport network.
- The PSP must not rely on the Western freeway upgrades or uncommitted infrastructure to mitigate its traffic impacts.
- Precinct development and infrastructure delivery should be coordinated through careful staging.

Other considerations:

The VPA will undertake a Utility Servicing Assessment involving consultation with various utility providers and relevant stakeholders to understand existing services in the precinct and the types of servicing required. Discussions with landowners suggest that the precinct is located

close to existing service infrastructure which will assist with the early development of the precinct.

Next steps

Vision and Purpose activities

The next step in the Derrimut Fields PSP process is Visioning. Early discussions with landowners and agencies suggest there is general alignment on what planning for Derrimut Fields PSP will need to consider and respond to. To continue the streamlined preparation of the PSP, a traditional 'vision and purpose' workshop is not proposed as the value of such a process is questionable in the context of Derrimut Fields PSP. The desired vision and purpose process will be discussed with landowners and Melton City Council, with the preferred option being the drafting of a vision based on pitching conversations with written feedback for consideration and finalisation, or discussion meetings if requested by stakeholders.

Co-Design activities

The co-design process will be modified from the standard PSP 2.0 process and is intended to take the form of an iterative process that occurs throughout the year at monthly meetings with the landowner group and Melton City Council. The place-based plan will continuously evolve as more information is learned about the precinct through technical studies and agency input (e.g. updated DSSs). Once the initial draft DSS is received, a final 'co-design' discussion on the place based plan will occur, and a co-design summary report will summarise the cumulative feedback on the plan. This version of the place based plan will then be used to conduct the agency validation process ahead of public consultation.

Technical Studies

Various technical studies will be commissioned for Derrimut Fields PSP. These include:

- Aboriginal Cultural Heritage Impact Assessment (ACHIA) – Identify further areas of Aboriginal Cultural Heritage sensitivity.
- Cultural Values Assessment (CVA) – identifies features in the precinct that have Aboriginal Cultural Values.
- Land Capability Assessment – assesses capability of land for urban development, including potential for contamination of existing parcels based on historic land uses, and adverse amenity impacts.
- Arboriculture Assessment – assesses vegetation in the precinct to determine high-value native vegetation that is worthy of retention, and other vegetation that can be cleared without requiring a planning permit.
- Bushfire Risk Assessment – assesses vegetation within and external to the precinct that may warrant implementation of bushfire protection measures.
- Post Contact Heritage Assessment – reviews post-contact heritage significance within the precinct and provides recommendations on preservation.
- Integrated Transport Assessment and Strategic Transport Modelling – models the transport network within the precinct and surrounds and recommends features of the road network.
- Utility Servicing Assessment – identifies the capacity of development in the precinct with respect to utilities infrastructure.
- Safety Management Strategy – assesses the risks associated with high pressure gas pipelines in the vicinity of the precinct and recommends measures to mitigate risks as part of future development.
- Victorian Grassland Earless Dragon (VGED) Habitat Surveys – being undertaken for all relevant PSP areas, including Derrimut Fields, funded separately under the MSA.

Procurement of studies has commenced and continues to steadily progress.

PSP 2.0

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