

Mount Cottrell Terminal Station

Prepared for
Powercor Australia Ltd

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Mecone acknowledges the Traditional Custodians of the land on where this project is undertaken and across the Mecone offices that this report is prepared, paying respect to the Elders past and present. We recognise the ongoing connection of Aboriginal and Torres Strait Islander peoples to land, waters, and culture.

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* This document is for discussion purposes only unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

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1 Introduction

1.1 Background

In Victoria, transmission licences are part of the regulatory framework that governs how electricity is transported from generators to consumers and large industrial users via high-voltage distribution networks. Transmission licences are issued under the *Electricity Industry Act 2000 (Vic)*.

Terminal stations form key nodes within those high-voltage transmission networks, serving as bulk supply points where electricity is transferred from transmission lines to distribution networks.

On 18 September 2024, Powercor Australia Ltd (Powercor) was issued their transmission licence, and now propose to construct the Mount Cottrell Terminal Station (MCTS).

Powercor continues to prioritise the delivery of a safe, reliable, and resilient electricity network across Victoria. The development of the MCTS represents a significant infrastructure investment, designed to meet the increasing electricity demand driven by rapid population and economic growth in Melbourne's western suburbs. The MCTS will play a vital role in strengthening network capacity, improving supply reliability, and supporting future energy needs in one of the state's fastest-growing regions.

A pre-application meeting in relation to the MCTS was held between Powercor, Mecone, and the Department of Transport and Planning (DTP) on the 13 October 2025. Subsequent meetings were held fortnightly in preparation for final submission of the application.

1.2 Purpose

This report has been prepared by Mecone on behalf of Powercor to support a Ministerial planning permit application for the use and development of a utility installation (terminal station) at 1005 Boundary Road, Tarneit.

Pursuant to Clause 73.03 of the Wyndham Planning Scheme, the proposed terminal station is classified as a utility installation. In accordance with Clause 72.01-1, the Minister for Planning is the Responsible Authority for applications involving utility installations used for the transmission and distribution of electricity.

The application seeks approval for the use and development of the terminal station pursuant to the provisions of the Special Use Zone – Schedule 7 (SUZ7) and the Urban Growth Zone – Schedule 13 (UGZ13) of the Scheme.

This report provides:

- A description of the site and surrounding area;
- A description of the proposal;
- A description of the concurrent approvals;
- An outline of the relevant statutory planning framework.
- An outline of the relevant strategic planning policies; and
- An assessment of the proposal against the relevant provisions of the Wyndham Planning Scheme.

This report is accompanied by, and should be read in conjunction with, the following documents:

- Appendix A – Current Certificate of Title;
- Appendix B – Construction Plans, prepared by Powercor;



- Appendix C – Traffic Impact Assessment, prepared by Salt3;
- Appendix D – Traffic Management Report, prepared by Salt3;
- Appendix E – Ecology Assessment, prepared by EcoAerial;
- Appendix F – Acoustic Assessment, prepared by Watson Moss Growcott Acoustics;
- Appendix G – Hydrology Assessment, prepared by WSP;
- Appendix H – Landscape and Visual Impact Assessment, prepared by Tract Consultants; and
- Appendix I – Landscape Plan, prepared by Tract Consultants.

1.3 Project Synopsis

A summary of the key details of the proposal is provided in Table 1 below.

Table 1: Project synopsis

Project synopsis	
Land Description	Part of 1005 Boundary Road, Tarneit
Parcel	Plan of Consolidation 381607U
SPI	PC\381607U
Area	8.93 hectares
Proposal	Use and development of a Utility Installation (Terminal Station) and creation of access to a road in a Transport Zone 2
Planning Scheme	Wyndham Planning Scheme
Responsible Authority	Minister for Planning
Zones	Urban Growth Zone – Schedule 13 (UGZ13) Industrial 3 Zone (IN3Z) (Applied) Special Use Zone – Schedule 7 (SUZ7)
Overlays	Design and Development Overlay – Schedule 11 (DDO11) Development Contributions Plan Overlay – Schedule 13 (DCPO13)
Planning Permit Triggers	Clause 33.03-1 (IN3Z) – Use of land for a utility installation Clause 33.03-4 (IN3Z) – Buildings and works associated with a utility installation Clause 37.01-1 (SUZ7) – Use of land for a utility installation Clause 37.01-4 (SUZ7) – Buildings and works associated with a utility installation Clause 43.02-2 (DDO11) – to construct a building or construct or carry out works Clause 43.02-2 (DDO11) – to construct a fence Clause 52.29 - to create or alter access to a road in a Transport Zone 2 (applied)
Exemptions	Clause 52.17-7 – native vegetation that is to be removed, destroyed or lopped that has regenerated on land lawfully cleared of naturally established native vegetation and is less than 10 years old.
Melbourne Strategic Assessment Area	Yes – Refer to Section 5.4.
Aboriginal Cultural Heritage Sensitivity	Yes – part of the site is identified as having Aboriginal Cultural Heritage Sensitivity. A CHMP is being prepared concurrently. Refer to Section 5.3.
Bushfire Prone Area	The site is entirely within a Bushfire Prone Area.

1.4 Project Timelines

The following indicative timeframes apply:

- Receipt of CHMP – end of March 2026
- DTP decision date – mid April
- Commencement of works – early May
- Construction period – May 2026–December 2026



2 Site and Surrounds

2.1 Site Context

The site, within Tarneit, occupies a strategic position within Melbourne’s Western Growth Corridor – an area designated by the Victorian Planning Authority (VPA) for major infrastructure and industrial growth. With ongoing transformation across the corridor, including new residential estates, employment zones, and transport upgrades, the site’s large land area, proximity to transmission infrastructure, and surrounding industrial context make it a strong candidate for a terminal station. Such facilities require secure access, operational buffers, and seamless integration with the broader energy network, all of which are supported by the site’s characteristics.

The site’s location supports efficient integration into the regional energy grid and aligns with the Western Growth Corridor’s broader goals of enabling scalable, sustainable infrastructure development.

High-voltage transmission lines intersect the site, forming part of Victoria’s electricity transmission network. These existing assets provide a direct opportunity for grid connection and minimise the need for new corridor acquisition. While development within transmission corridors must comply with safety and regulatory standards, the co-location of a terminal station is both feasible and consistent with long-term infrastructure planning objectives. The site’s characteristics – including its size, access, and surrounding land use – support its role in delivering essential energy infrastructure within the Western Growth Corridor.

Figure 1 below shows the site in relation to its surrounding context.

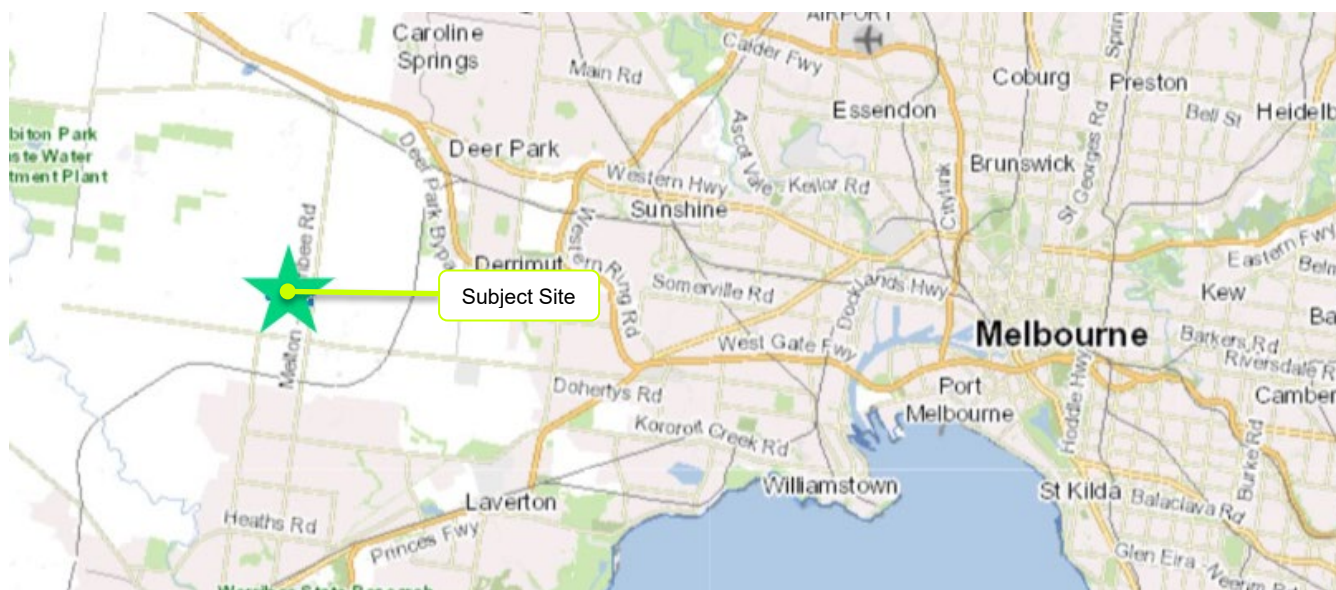


Figure 1: Subject site in relation to Melbourne (Source: Google Maps)



2.2 Subject Site

The site forms the north-eastern corner of 1005 Boundary Road, Tarneit and comprises approximately 8.93 hectares of relatively flat, industrial-zoned land on the northern border of Wyndham City Council.

It is located at the intersection of Boundary Road and Derrimut Road, two key arterial routes traversing Melbourne's western suburbs. The site has an approximate 194.22 metre frontage to Boundary Road, and approximate 98.7 metre frontage to Derrimut Road.

Access to the site is currently available via Tarneit Road, being the existing access to the broader parent lot. A second proposed access to Boundary Road is also approved under the corresponding subdivision permit and is expected to be formalised in due course. This Boundary Road access will service all new lots created under the subdivision, including the subject site, via an internal road network. Once established under the subdivision permit, the site will have access via Boundary Road and the connecting internal road R1 (Tiestone Court). Some Powercor vehicles are expected to be too large to utilise this internal arrangement, and as such an additional new access to Boundary Road is also proposed.

A notable feature of the site is the intersection of high-voltage transmission lines, which traverse the property in a northeast to southwest orientation as part of Victoria's electricity transmission network. These lines are supported by steel towers and lie within designated easements that provide access for maintenance and safety operations. The presence of these transmission corridors offers a direct opportunity for grid connection and supports the potential co-location of energy infrastructure, such as a terminal station.

The site is situated within the Tarneit Logistics Hub, an emerging industrial precinct adjacent to Truganina, and is well-connected to interstate freight corridors and the Port of Melbourne. To the north of the site lies the proposed Western Intermodal Freight Terminal (WIFT), a planned state-significant infrastructure project that will serve as a major rail freight interchange. The WIFT is expected to catalyse industrial and logistics development in the region, and the proximity of the site positions it as a potential interface for supporting infrastructure.

To the east and west of the site, land is set aside for office and light industrial uses, and land further south is also set aside for future residential land uses. In each of these directions, the land is currently vacant. South-east of the site, the Truganina Precinct Structure Plan (PSP) also identifies the potential for a non-government school. In this location, land is currently being used for the Al-Taqwa College Olive Branch Annexe.

The site is shown below in Figure 2, Figure 3, and Figure 4.

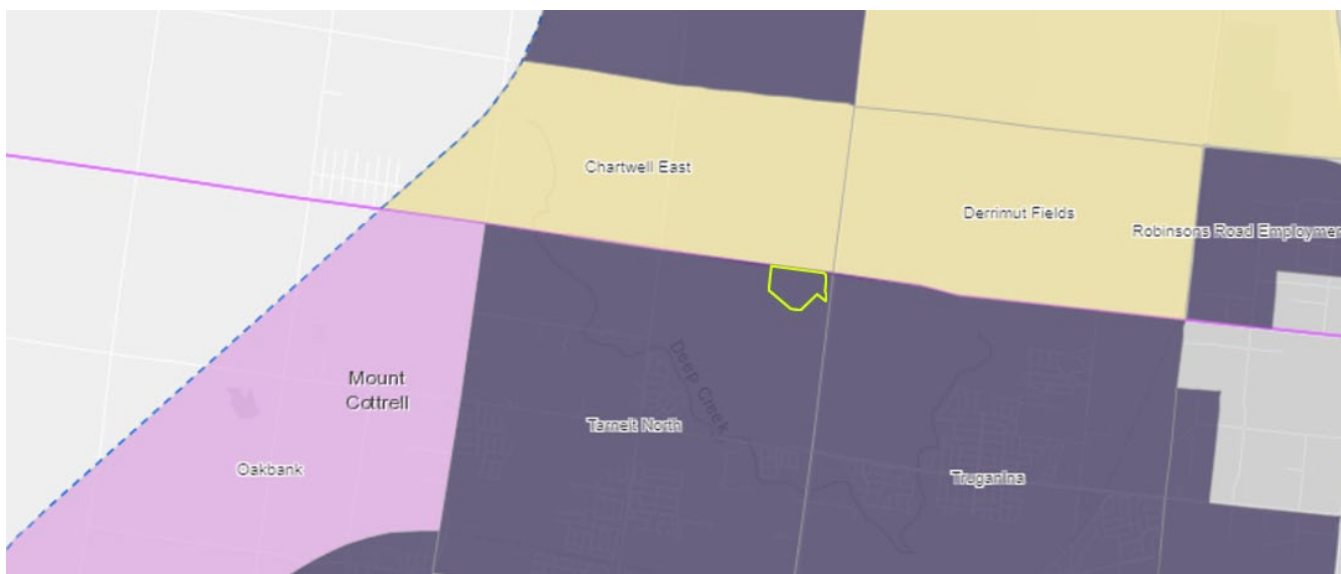


Figure 2: Subject site in relation to the respective PSPs, where dark purple is approved, and yellow is unprogrammed (Source: VPA, 2025)



Figure 3: Subject site in relation to the Terneil North Precinct Structure Plan (Source: MPA 2014)

2.3.1 Proposed Plan of Subdivision

The site is currently undergoing subdivision and is proposed as Lot A on Plan of Subdivision 933061B.

There are proposed to be four (4) easements located within the proposed activity area. Easement E-4 is an existing easement and intersects the site for the purpose of transmission of electricity in favour of State Electricity Commission of Victoria, measuring 64m in width.

Easement E5 is a proposed Right of Way, Easements E-7 and E-8 are both proposed easements containing existing Melbourne Water Corporation assets, and will be set aside for the purpose of Water Supply. They will measure 4.93m and 9.7m in width, respectively.

The site in relation to proposed plan of subdivision is shown in Figure 6 below.

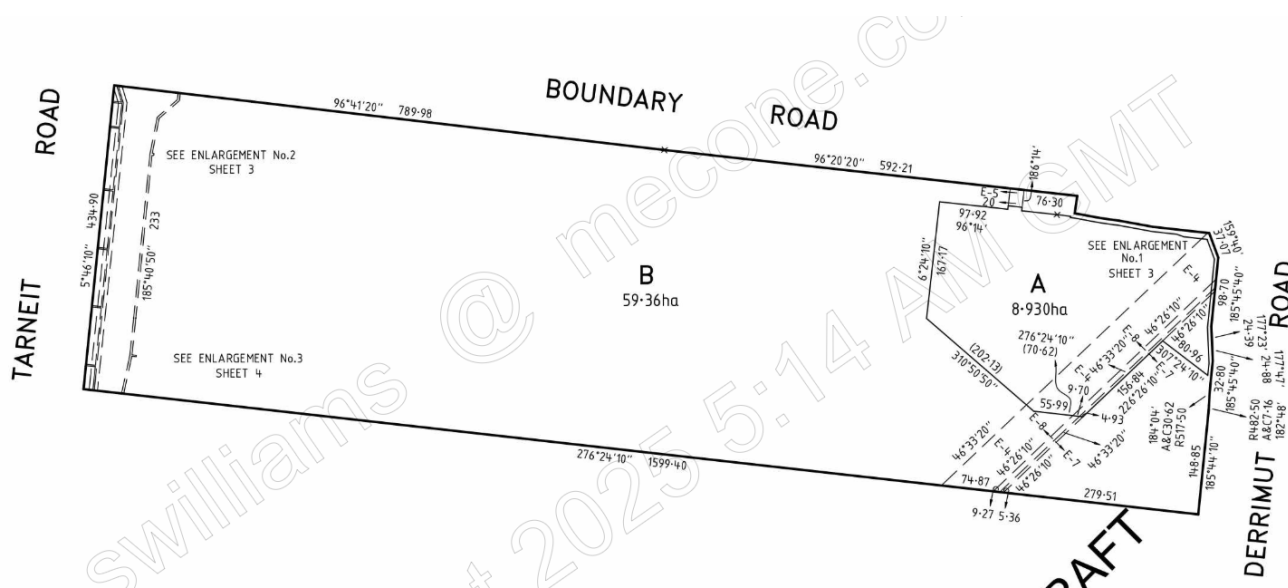


Figure 6: Excerpt of proposed Plan of Subdivision, where the Subject site is shown as Lot A (Source: Powercor, 2025)

2.3.2 Staging of Subdivision

The two lot subdivision (as shown above) relevant to this application is part of a broader staged subdivision of the site at 1005 Boundary Road, Tarneit.

The proposed subdivision allows for the creation of the Powercor title, with the delivery of roads and servicing to the broader subdivision to occur separately.

As a result of this, a right of way (easement) is included to Boundary Road for all access during construction. Once internal roads and infrastructure are delivered under the other subdivision permit, access to the terminal station will occur from the proposed internal road R1 (Tiestone Court), and the access to Boundary Road will be secured for use only in emergency circumstances.



3 Proposal

3.1 Site Layout

The proposed terminal station layout is organised around a central switchyard, which forms the operational core of the facility. The site is bounded by Boundary Road to the north and Derrimut Road to the east, with formalised vehicle access provided from both Boundary Road and the new internal road along the southern boundary.

The central switchyard accommodates the primary high-voltage infrastructure, including transformer bays and associated equipment, arranged in a series of parallel rows to support efficient operation and maintenance. A looped internal access road extends around the switchyard, ensuring full vehicular access to all equipment areas for operational and emergency purposes.

Dedicated feeder exit areas are located at the edges of the site, including 220 kV exits to the west and south, 132 kV exits to the east, and an 83 kV feeder exit area at the northeast corner. A separate AusNet compound is situated along the eastern boundary adjacent to Derrimut Road, providing for ancillary activities and supporting infrastructure.

The site is enclosed by a security fence consistent with AusNet standards, with transmission and drainage easements traversing the southern and eastern portions of the land. Service setbacks and internal separation distances have been incorporated to ensure safe operation and compatibility with the surrounding road network and easement requirements.

Overall, the layout has been designed to provide safe and efficient access, clear separation between voltage zones, and integration with the surrounding transport and utility networks.

An excerpt of the preliminary site layout is shown below in Figure 7. A copy of the construction drawings is also contained in Appendix B.

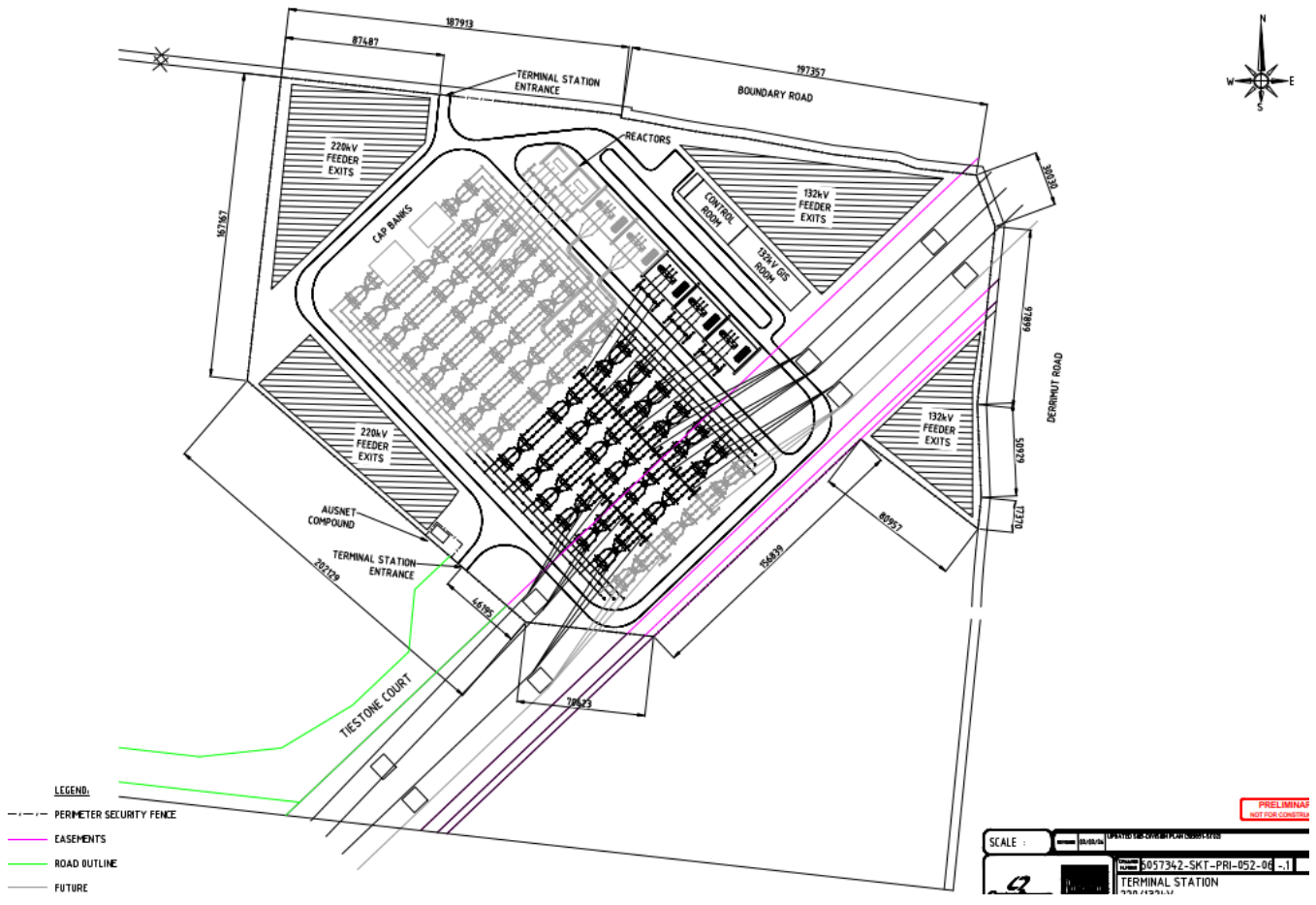


Figure 7: Site Layout (Source: Powercor, 2026)



3.2 Project Description

3.2.1 Terminal Station

The proposal involves the development of a new remotely operated terminal station designed to strengthen electricity transmission capacity within Melbourne's Western Growth Corridor. The facility will include five switchyard bays arranged in a breaker-and-a-half configuration, accommodating up to three circuit breakers per bay, as well as two 220/132 kV power transformers that provide the primary transformation function on site.

A main building will house a Gas Insulated Switchgear (GIS) room and a dedicated control room for station operations. In addition, a prefabricated building will accommodate AusNet's communications equipment, supported by two station service transformers that supply power to auxiliary systems and on-site apparatus.

The terminal station will operate as a fully remotely controlled facility, with a comprehensive communications link to Powercor's existing SCADA (Supervisory Control and Data Acquisition) systems. All protection and control equipment will be integrated with on-site logic control and supported by battery backup, enabling continuous monitoring, data capture, and remote operation of the station.

The site will be secured by perimeter fencing with locked access points, ensuring that entry is strictly controlled and limited to authorised personnel in accordance with operational and safety requirements.

3.2.2 Proposed Access

During construction, interim access will be created under the two (2) lot subdivision application, with an easement over the Parent title (right of way). All access to the site will be from Boundary Road in the interim, and during construction.

Once the infrastructure has been delivered under the subdivision permit, the ultimate access arrangement will reflect limited access from Boundary Road (emergency purposes only), and primary access from Tiestone Court.

Once the terminal station is operational, the site will be accessed approximately twice per month and will otherwise remain unmanned. In these instances, the site will be accessed via secure gates and the internal road network to the south of the site (Tiestone Court). Vehicles expected to attend the site under usual circumstances include light trucks and / or utility vehicles for the purpose of periodic operations and maintenance.

Notwithstanding this, the proposal incorporates a permanent, secondary access to Boundary Road on the northern boundary of the site. This access is proposed to transition from the construction access, to function as a new secondary access and will only be used in cases where the primary access is compromised or cannot be used, and for emergency response where required.

The access to Boundary Road is proposed to be approximately 87.49 metres east of the site's western boundary, and west of the existing Public Acquisition Overlay (PAO) which applies to the intersection of Boundary and Derrimut Roads.

The access is proposed to be 6.1 metres in width and is designed to accommodate key vehicles such as light trucks and utility vehicles. Considering the very low traffic volumes anticipated to be generated day-to-day and given the function of this access as a secondary / emergency access, the Traffic Impact Assessment prepared by Salt3 determined it was not necessary to provide turn treatments to the site access.



Figure 8 below shows an excerpt from the Traffic Impact Assessment prepared by Salt3, demonstrating the concept design outcome for the proposed access. A complete copy of the Traffic Impact Assessment is contained in Appendix C. A Traffic Management Plan is also included at Appendix D.

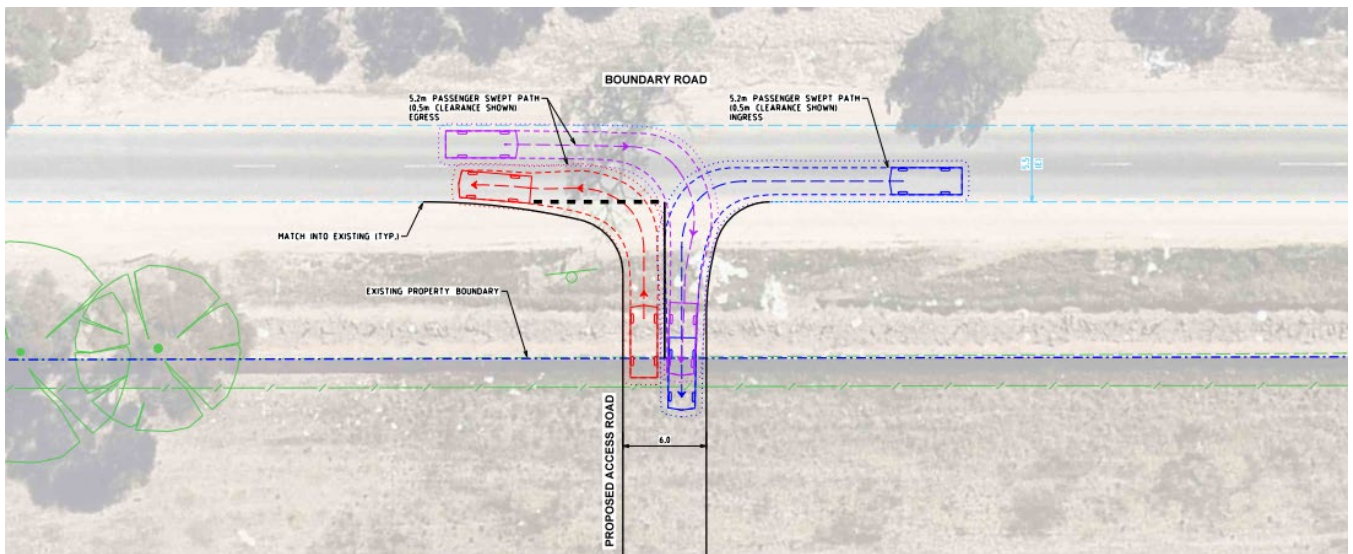


Figure 8: Proposed Access Concept Design (Traffic Impact Assessment prepared by Salt3, 2025)



4 Consultation

Consultation has been undertaken with key stakeholders in preparing and refining the concept design plans for the terminal station and proposed access to Boundary Road. Consultation was undertaken with:

- Fire Rescue Victoria
- Victorian Planning Authority / New Communities
- Wyndham City Council
- Department of Transport and Planning
- Australian Energy Market Operator / VicGrid
- Victorian Infrastructure Delivery Authority (VIDA) Roads
- Melbourne Water
- Bunurong Land Council Aboriginal Corporation



5 Concurrent Approvals

5.1 Subdivision Application

As previously mentioned, Charter Hall is currently progressing the subdivision of the broader site at 1005 Boundary Road, Tarneit. The subdivision is a staged subdivision and is currently going through the approval process.

Under the proposed subdivision, the lot relevant to the terminal station proposal will become Lot A on Plan of Subdivision 933061B (A\PS933061B).

5.2 Feeder Lines

Two feeder lines are proposed to connect to the terminal station and run east to an approved data centre development in the vicinity of Palmers Road, Truganina.

The feeder lines are defined as a minor utility installation and are therefore exempt from the requirements of the Scheme. Notwithstanding this, approval is required for the vegetation removal associated with the works, pursuant to the Environmental Significance Overlay and the Public Acquisition Overlay.

Planning approval is currently being sought from Melton City Council and the Department of Transport and Planning for works within the Public Conservation and Resource Zone, and for associated vegetation removal.

5.3 Cultural Heritage Management Plan

The site is partially located within a mapped area of Aboriginal Cultural Heritage Sensitivity.

Two previously registered Aboriginal heritage places are located within the site, comprising low density artefact components known as VAHR 7822-3873 and VAHR 7822-3735-1. These were identified as part of two separate Cultural Heritage Management Plans (CHMPs) undertaken for this same site. One artefact (to the north of the site along Boundary Road) was salvaged, and the other (south of the site within the transmission easement) was not able to be located.

A condition of the relevant CHMP states that the second artefact is not able to be harmed. Noting that the artefact could not be located, Powercor were, by default, unable to comply with the conditions of the existing CHMP.

On this basis, Powercor are proceeding with a new CHMP. The CHMP relevant to the proposed activity is currently being prepared in consultation with the Bunurong Land Council Aboriginal Corporation (BLCAC) as the relevant Registered Aboriginal Party (RAP).

A copy of the approved CHMP, once obtained, will be provided to the Minister.

Figure 8 below shows the site in relation to mapped areas of Aboriginal Cultural Heritage Sensitivity.



Figure 9: Mapped areas of Aboriginal Cultural Heritage Sensitivity (shown in green) (Source: VicPlan, 2025)



6 Planning Policy Framework

The Planning Policy Framework (PPF) provides integrated state, regional, and local planning policies to guide land use, development, and infrastructure delivery in a way that supports sustainable communities and protects environmental, economic and social values.

6.1 State and Local Planning Policy

The following planning policies contained within the Wyndham Planning Scheme are applicable to the proposal:

Clause 02 – Municipal Planning Strategy

Clause 02 sets out the Municipal Planning Strategy (MPS), which provides the strategic foundation for land use and development across the municipality. It includes several sub-clauses that outline Wyndham's planning context, vision, strategic directions, and framework for future growth, of which the following are relevant:

- **Clause 02.03-1 Settlement** – Encourages infrastructure planning that aligns with urban growth and land use patterns.
- **Clause 02.03-5 Infrastructure** – Supports the provision of essential infrastructure, including electricity transmission, to meet growing demand.
- **Clause 02.03-7 Economic Development** – Supports the coordinated delivery of essential infrastructure, including electricity transmission, to meet the needs of Wyndham's growing population.

Clause 11 – Settlement

Clause 11 sets out policies to facilitate the sustainable growth and development of Victoria through a network of settlements that offer access to housing, job, services, infrastructure, and community facilities. It promotes the efficient utilisation of land and infrastructure, and investment in the delivery of essential services. Relevant sub-clauses include:

- **Clause 11.01-1S Settlement** – Encourages planning that supports growth in existing urban areas and ensures infrastructure delivery aligns with land use.
- **Clause 11.01-1R Settlement – Metropolitan Melbourne** – Focuses on managing growth in Melbourne's metropolitan area, including growth corridors, and supports the provision of infrastructure that enables urban expansion, including electricity transmission and distribution.
- **Clause 11.01-1L Settlement** – Supports the delivery of infrastructure, including utility installations like terminal stations, to enable planned growth and development in Wyndham's new communities.
- **Clause 11.02-3S Sequencing of development** – Manages the sequence of development in areas of growth so that services are available from early in the life of new communities.

Clause 12 – Environmental and Landscape Values

Clause 12 seeks to protect, conserve, and enhance ecological systems, biodiversity, and significant environmental and landscape features through ecologically sustainable planning and development. Relevant sub-clauses include:

- **Clause 12.01-2S Native vegetation management** – Ensures there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.



Clause 13 – Environmental Risks and Amenity

Clause 13 encourages planning in strengthening the resilience and safety of communities by adopting best practice environmental management and risk management approach. Relevant sub-clauses include:

- **Clause 13.02-1S Bushfire planning** – aims to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.
- **Clause 13.04-1S Noise management** – seeks to assist the management of noise effects on sensitive land uses.

Clause 17 – Economic Development

Clause 17 seeks to provide for a strong and innovative economy, where all sectors are critical to economic prosperity. Relevant sub-clauses include:

- **Clause 17.03-5 Industrial land supply** – aims to ensure availability of land for industry.

Clause 19 – Infrastructure

Clause 19 supports the delivery of infrastructure efficiently, equitably, and in a timely manner. It focuses on minimising impacts on major infrastructure, incorporating environmental resilience, and considering development contributions to fund infrastructure. Relevant sub-clauses include:

- **Clause 19.01-1S Energy supply** – facilitates the appropriate development of energy supply infrastructure.
- **Clause 19.03-1S Development and infrastructure contributions plans** – facilitates the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure plans.
- **Clause 19.03-2S Infrastructure design and provision** – aims to provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.

6.2 Zone Provisions

Zones are the primary tool used to guide the use and development of land. They set expectations about what types of land use and development are appropriate in different areas and help ensure land is used in a fair, orderly, and strategic manner that is aligned with planning objectives.

The subject site is located within the following zones:

- Industrial 3 Zone (IN3Z) (applied)
- Special Use Zone – Schedule 7 (SUZ7)
- Urban Growth Zone – Schedule 13 (UGZ13)

Figure 9 below illustrates the subject site in relation to the zones.



Figure 10: Zones in relation to the Subject site (Source: VicPlan, 2025)

Clause 33.03 Industrial 3 Zone (Applied)

The purpose of the IN3Z is:

- *To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.*
- *To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.*
- *To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.*

Pursuant to Clause 33.03-1, a permit is required for the use of land for a utility installation (Section 2 use).

Pursuant to Clause 33.03-4, a planning permit is required to construct a building or construct or carry out works.

Clause 37.01 Special Use Zone

The purpose of the Special Use Zone (SUZ) is *'to recognise or provide for the use and development of land for specific purposes as identified in a schedule to this zone'*.

Schedule 7 relates to the *Truganina Precinct Structure Plan – Electricity Easement*. The purpose of the Schedule is:

- *To manage the transition of non-urban land into urban land in accordance with a precinct structure plan.*
- *To provide for a range of uses and the development of land generally in accordance with a precinct structure plan.*

Pursuant to Clause 37.01-1, a permit is required to use the land for a utility installation (Section 2 use).

Pursuant to Clause 37.01-4, a permit is required to construct a building or construct or carry out works.



Clause 37.07 Urban Growth Zone

The purpose of the Urban Growth Zone (UGZ) is:

- *'To manage the transition of non-urban land into urban land in accordance with a precinct structure plan.*
- *To provide for a range of uses and the development of land generally in accordance with a precinct structure plan.*
- *To contain urban use and development to areas identified for urban development in a precinct structure plan.*
- *To provide for the continued non-urban use of the land until urban development in accordance with a precinct structure plan occurs.*
- *To ensure that, before a precinct structure plan is applied, the use and development of land does not prejudice the future urban use and development of the land.'*

Schedule 13 relates to the *Tarneit North Precinct Structure Plan*. The use and development provisions specified in the schedule apply to land identified in Plan 1 to Schedule 13 to Clause 37.07 and shown as UGZ13 (refer Figure 1 below).

The subject site is identified in Figure 10 below as being land designated for office and light industrial uses. The IN3Z is the applied zone for office and light industrial land uses.

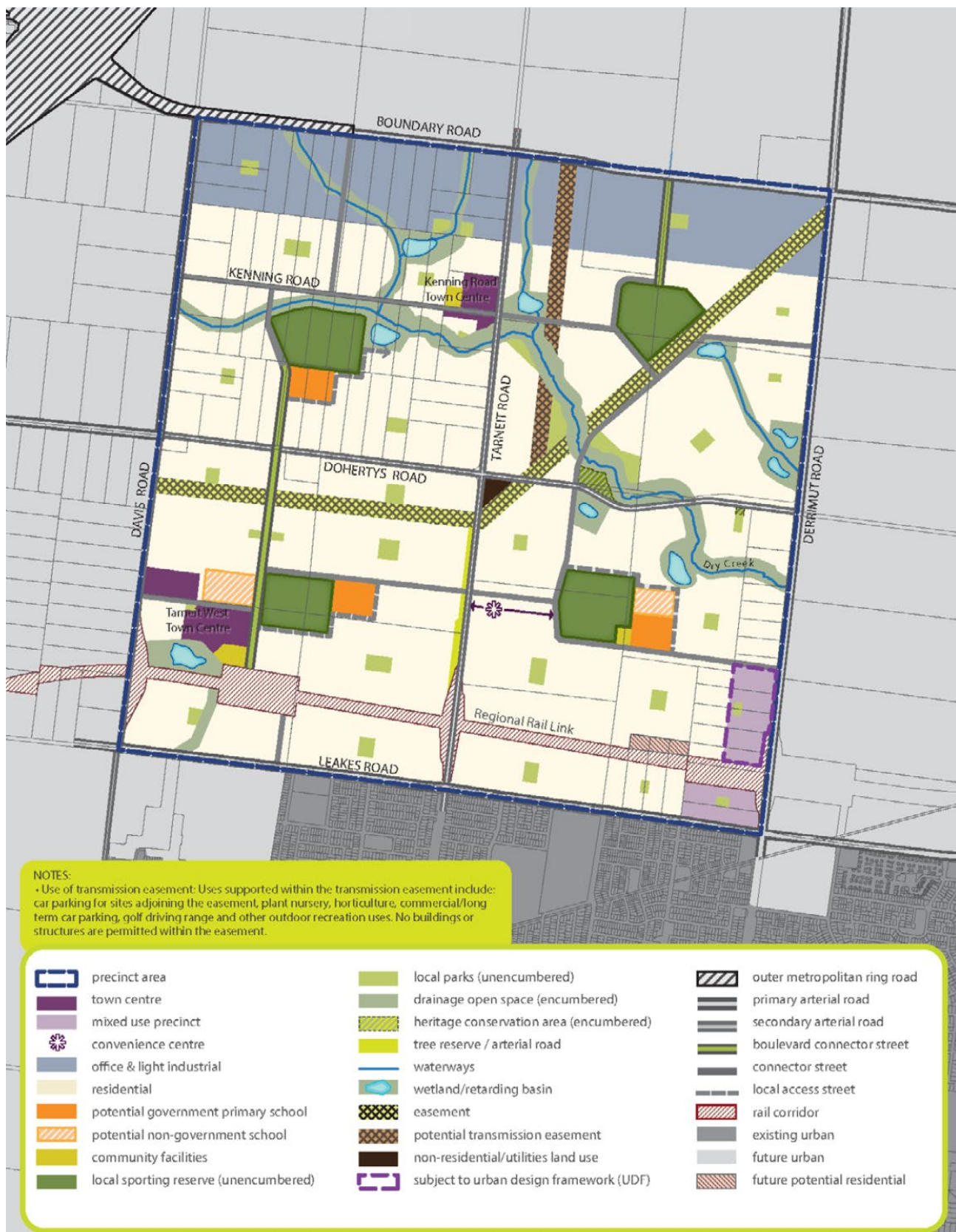


Figure 11: Tarnet North Precinct Structure Plan (Source: MPA, 2014)

6.3 Overlay Provisions

Overlays are used to identify land that has specific constraints, risks, or values that require additional planning controls beyond the remit of the relevant zone.

The subject site is affected by the following overlays:

- Design and Development Overlay – Schedule 11 (DDO11)
- Development Contributions Plan Overlay – Schedule 13 (DCPO13)

Figure 11 below illustrates the subject site in relation to the overlays.

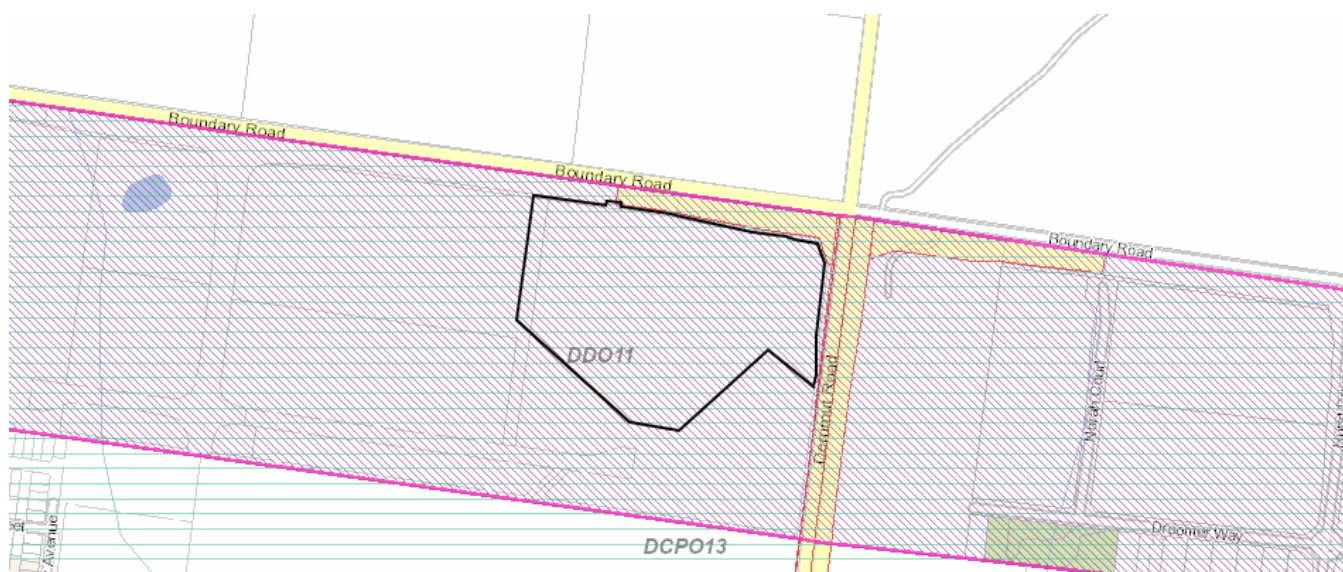


Figure 12: Overlays in relation to the subject site (Source: VicPlan, 2025)

Clause 43.02 Design and Development Overlay

The site is entirely affected by the Design and Development Overlay – Schedule 11 (DDO11).

Pursuant to Clause 43.02, the purpose of the DDO is *‘to identify areas which are affected by specific requirements relating to the design and built form of new development’*.

Schedule 11 to the overlay relates to the *Boundary Road Office and Industrial Precinct*, and sets out design objectives to be achieved, including:

- *‘To ensure that the Boundary Road Office and Industrial Precinct will be a high-quality precinct with industries that share a desire to conduct business in a community with high functionality and urban design standards.*
- *To enhance the visual and landscaping image of industrial and business areas, gateways and transport routes.*
- *To ensure that the visual impact of carparking and loading facilities is minimised on main roads, prominent corner sites and lots facing residential areas and creeks.*
- *To minimise land use conflicts and protect amenity between commercial and industrial land, and sensitive creek and residential interfaces.*
- *To respect residential interfaces and ensure that development has regard to the amenity of nearby residential areas.’*



While the Schedule relates largely to built form outcomes relevant to office and light industrial development and buildings, the following buildings and works requirements set out by Schedule 11 are considered applicable to the proposal:

- Recommended building height range (Boundary Road / major road frontages) of 12-18 metres.
- Recommended landscape setbacks (Boundary Road / major road frontages) of 6-10 metres at ground floor level.
- Fencing design guidance supporting semi-transparent and low scale fencing that is black poly coated.
- Recommended visual or acoustic screening within the property boundary to reduce visual and/or acoustic impacts on nearby residential areas.
- Guidance on lighting, requiring the avoidance of light spill onto neighbouring properties and landscapes.

Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works.

Pursuant to Clause 43.02-2, a permit is also required to construct a fence.

Clause 45.06 Development Contributions Plan Overlay

The site is entirely affected by the Development Contributions Plan Overlay – Schedule 13.

Pursuant to Clause 45.06, the purpose of the DCPO13 includes *‘to identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.’*

Schedule 13 to the overlay relates to the *Wyndham North Development Contributions Plan*.

Contributions (by way of levies) are required to be paid in accordance with the *Wyndham North Development Contributions Plan* to the collecting authority, the Wyndham City Council.

Levies payable will be dealt with as part of the subdivision of the land.

6.4 Particular Provisions

Particular Provisions apply statewide to specific types of use or development and ensure consistent regulation across all zones and overlays. They provide clear standards, permit requirements, and exemptions. In relation to the proposal, the relevant Particular Provisions are identified as:

- Clause 52.06 Car Parking
- Clause 52.17 Native Vegetation
- Clause 52.29 Land Adjacent to the Principal Road Network
- Clause 52.34 Bicycle Facilities
- Clause 53.22 Significant Economic Development

Clause 52.06 Car Parking

The purpose of Clause 52.06 includes:

- *‘To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*



- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.'*

Clause 52.06 applies to a new use, and requires that before that use commences, the number of car parking spaces required under the Scheme must first be provided on the land, and to the satisfaction of the Responsible Authority.

Clause 52.06-5 sets out the number of car parking spaces required for various land uses but does not include a car parking rate for a 'utility installation'.

Clause 52.06-6 states that where a land use is not specified in the table at Clause 52.06-5, car parking must be provided to the satisfaction of the responsible authority.

Clause 52.17 Native Vegetation

The purpose of Clause 52.17 includes:

- *'To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the guidelines):*
 1. *Avoid the removal, destruction or lopping of native vegetation.*
 2. *Minimise the impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.*
 3. *Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.*
- *To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.*

Pursuant to Clause 52.17-1, a permit is required to remove, destroy, or lop native vegetation, including dead native vegetation.

An ecological due diligence assessment was undertaken by EcoAerial in September 2025 to determine potential impacts to flora and fauna as a result of the proposal. A copy of this report is provided at Appendix C.

Pursuant to Clause 52.17-7, the requirement for a planning permit does not apply to native vegetation that is to be removed, destroyed or lopped, which has naturally established or regenerated on land lawfully cleared of naturally established native vegetation, and is less than 10 years old.

The ecological due diligence assessment determined that the existing native vegetation is classified as regrowth. Historical evidence of cultivation and cropping up to 2022, followed by scattered regrowth, confirms—via aerial imagery—that the vegetation is less than 10 years old.

As a result, this permit application **does not** seek a planning permit to remove, destroy, or lop native vegetation pursuant to 52.17-7.

Melbourne Strategic Assessment Levy

The *Melbourne Strategic Assessment (Environment Mitigation Levy) Act 2020* (MSA Act) establishes a legal framework for collecting levies from developments in Melbourne's growth corridors to fund



biodiversity protection. The levy is triggered by specific development actions and supports conservation outcomes under the Melbourne Strategic Assessment program.

The subject site is entirely located within the Melbourne Strategic Assessment (MSA) levy area.

Importantly, it is noted that the levy is only payable when a 'levy event' is triggered under the MSA Act, and when the levy has not already been paid for the relevant parcel of land.

In this instance, the levy has already been paid for the relevant parcel of land, and no further obligations apply under the MSA Act.

Clause 52.29 Land Adjacent to the Principal Road Network

The purpose of Clause 52.29 is:

- *'To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.'*
- *'To ensure appropriate subdivision of land adjacent to the Principal Road Network or land planned to form part of the Principal Road Network.'*

Clause 52.29 applies to land adjacent to a road in the Transport Zone 2 or land in a Public Acquisition Overlay if a transport manager (other than a municipal council) is the acquiring authority, and the purpose of the acquisition is a road.

Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2.

Boundary Road is nominated within the Tarneit North Precinct Structure Plan as a primary arterial road and therefore is an applied Transport Zone 2.

Clause 52.34 Bicycle Facilities

The purpose of Clause 52.34 is:

- *'To encourage cycling as a mode of transport.'*
- *'To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.'*

Clause 52.34 applies to a new use, and requires that before the use commences, the required bicycle facilities and associated signage must first be provided on the land.

Clause 52.34-5 sets out the required bicycle facilities for specified land uses, and states that bicycle facilities are required if the use is listed in column 1 of table 1 to Clause 52.34-5. Column 1 does not list 'utility installation' and therefore no bicycles are required to be provided on site.

Clause 53.22 Significant Economic Development

The purpose of Clause 53.22 is:

- *'To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.'*
- *'To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.'*



Utility installation is a use specified in Table 2 at Clause 53.22-1, and the proposal (a terminal station) meets the corresponding conditions of that use.

As such, the proposal qualifies as Category 1, pursuant to Clause 53.22-1.

The responsible authority therefore may waive or vary any building height or setback requirement. The application is also exempt from notice and review pursuant to Clause 53.22-4.

6.5 General Provisions

General Provisions set out standard rules that apply to applications, ensuring consistent treatment of common planning matters across Victoria.

Clause 66 Referral and Notice Provisions

Clause 66 sets out the referral and notice requirements for planning permit applications.

Table 2 below sets out the relevant referrals required under Clause 66.02, which relate specifically to use and development referrals.

Table 2: Referrals required under Clause 66.02 of the Scheme

Clause	Title	Application	Referral Authority	
52.29-4	Land Adjacent to the Principal Road Network	An application to create or alter access to, or to subdivide land adjacent to, a road declared as a freeway or an arterial road under the Road Management Act 2004, land owned by the Head, Transport for Victoria for the purpose of a road, or land in a Public Acquisition Overlay if the Head, Transport for Victoria is the acquiring authority and the acquisition is for the purpose of a road.	Head, Transport for Victoria	Determining Referral Authority
66.02-4	Major electricity line or easement	To construct a building or construct or carry out works on land within 60 metres of a major electricity transmission line (220 Kilovolts or more) or an electricity transmission easement.	The relevant electricity transmission authority	Determining referral authority

6.6 Operational Provisions

Operational Provisions outline how the Scheme functions to ensure consistent and transparent processes for assessing and managing planning applications across Victoria.

Clause 72.01 Responsible Authority for this Planning Scheme

Pursuant to Clause 72.01-1, the Minister for Planning is the Responsible Authority for the use and development of a:

- *Utility installation used to:*



- *Transmit or distribute electricity*
- *Store electricity if the installed capacity is 1 megawatt or greater*

Given the proposal seeks planning approval for a utility installation that transmits and distributes electricity, the Minister for Planning is the Responsible Authority for this application.

Clause 73.03 Land Use Terms

Pursuant to Clause 73.03 of the Scheme, a terminal station falls within the definition of utility installation, where:

- *A utility installation includes land used:*
 - *a) for telecommunications;*
 - *b) to transmit or distribute gas or oil;*
 - *c) to transmit, distribute or store power;*
 - *d) to collect, treat, transmit, store or distribute water; or*
 - *e) to collect, treat, or dispose of storm or flood water, sewerage, or sullage*



7 Strategic Planning Policy

7.1 Plan for Victoria (2025)

The Plan for Victoria (Department of Transport and Planning, 2025) was introduced via Planning Scheme Amendment VC283 and is a long-term strategy that sets out a vision for a more inclusive, liveable, sustainable, prosperous, and enriching state by 2050. It guides growth across Melbourne and regional areas through five key pillars: self-determination and caring for Country, housing for all, accessible jobs and services, great places, and sustainable environments. The plan integrates into the Planning Policy Framework to ensure all planning decisions align with its strategic goals, including housing targets, infrastructure planning, and environmental resilience.

The plan identifies the site as being within a State-significant industrial precinct, an employment precinct structure plan, and a key urban growth area. The site is also identified as being adjacent to the indicative location of a future intermodal freight terminal (known to be the proposed Western Interstate Freight Terminal, or WIFT).

All of the above land uses require reliable electricity supply, and the proposal will be fundamental in supporting the growth of the growth corridor.

7.2 West Growth Corridor Plan (2012)

The West Growth Corridor Plan (Victorian Planning Authority, 2012) sets out a long-term vision for urban growth and development in Melbourne's western suburbs, aiming to support over 377,000 residents and 164,000 jobs through well-planned communities. It focuses on integrating major transport infrastructure like new railway stations and freight terminals, expanding industrial and employment precincts, and creating vibrant town centres. The plan also prioritizes environmental conservation, protecting significant biodiversity areas and landscape features, while promoting open space networks and recreational trails.

The site is identified in the West Growth Corridor Plan as industrial land intersected by non-urban land / utilities (being the transmission lines). Land to the north, east and west is also earmarked for industrial land uses. Land to the south of the site is set aside for residential land uses. Boundary Road itself is also noted as being part of the Principal Freight Network.

The land uses identified within the West Growth Corridor Plan further support the need for upgraded electrical infrastructure in this area.

7.3 The Wyndham Plan (2023)

The Wyndham Plan (Wyndham City Council, 2023) is a strategic blueprint developed by Wyndham City Council to guide the transformation of the municipality as it grows toward a population of 500,000. Rooted in the Wyndham 2040 Community Vision, the plan aims to shift Wyndham from a collection of disconnected suburbs into a cohesive, liveable city with a central City Heart and well-connected 20-minute neighbourhoods. The plan focuses on better connecting people and places, encouraging development where infrastructure and services already exist, and improving access to jobs, services, and open space to enhance residents' quality of life.

The Wyndham Plan recognises there are deficits in existing infrastructure, and that the development of new infrastructure is critical in supporting the anticipated growth within the municipality. The proposal will support the overall strategic blueprint by supporting the provision of new, critical infrastructure.



7.4 Victorian Transmission Plan (2025)

The Victorian Transmission Plan (VicGrid, 2025) is a strategic roadmap for upgrading and expanding Victoria's electricity transmission network to support the state's transition to renewable energy. It outlines a coordinated approach to developing six Renewable Energy Zones (REZs) across Victoria, including a dedicated Gippsland Shoreline REZ for offshore wind infrastructure. The plan proposes transmission upgrades and four new projects to be delivered between 2025 and 2040, aiming to replace coal-fired power generation with clean energy while minimizing impacts on communities, landholders, agriculture, and the environment. Developed with extensive community and industry consultation, the plan introduces a new planning approach that prioritises early engagement, cultural heritage protection, and cost-effective infrastructure investment to ensure reliable, affordable power for all Victorians.

The proposal supports this plan by strengthening grid reliability and capacity, allowing new renewable projects in Renewable Energy Zones to connect to the network and replace aging coal infrastructure.

7.5 Tarneit North Precinct Structure Plan (2014)

The Tarneit North Precinct Structure Plan (Metropolitan Planning Authority, 2014), approved under planning scheme amendment C260wynd, provides a comprehensive framework for the development of a new urban community in Melbourne's western growth corridor. It outlines land use, infrastructure, transport, open space, and community facilities to support a diverse and sustainable neighbourhood. The plan integrates updates from the Melbourne Strategic Assessment to protect biodiversity and includes provisions for arterial boulevards, utilities, and public infrastructure. It aims to deliver housing, employment, and services in a coordinated way, ensuring liveability and connectivity as Tarneit North grows.

The PSP identifies the site as being for office and light industrial land uses and intersected by an easement (being the transmission lines), as shown in Figure 12 below. Office and light industrial land uses are also nominated east and west of the site, with office and light industrial uses immediately south of the site and residential land uses beyond.

The site is not identified within the PSP as having any native vegetation for removal or retention.

A shared user path is nominated to run beneath the transmission lines and follows the same general alignment through the extent of the site.

There are no dry-stone walls nominated for retention within the site.

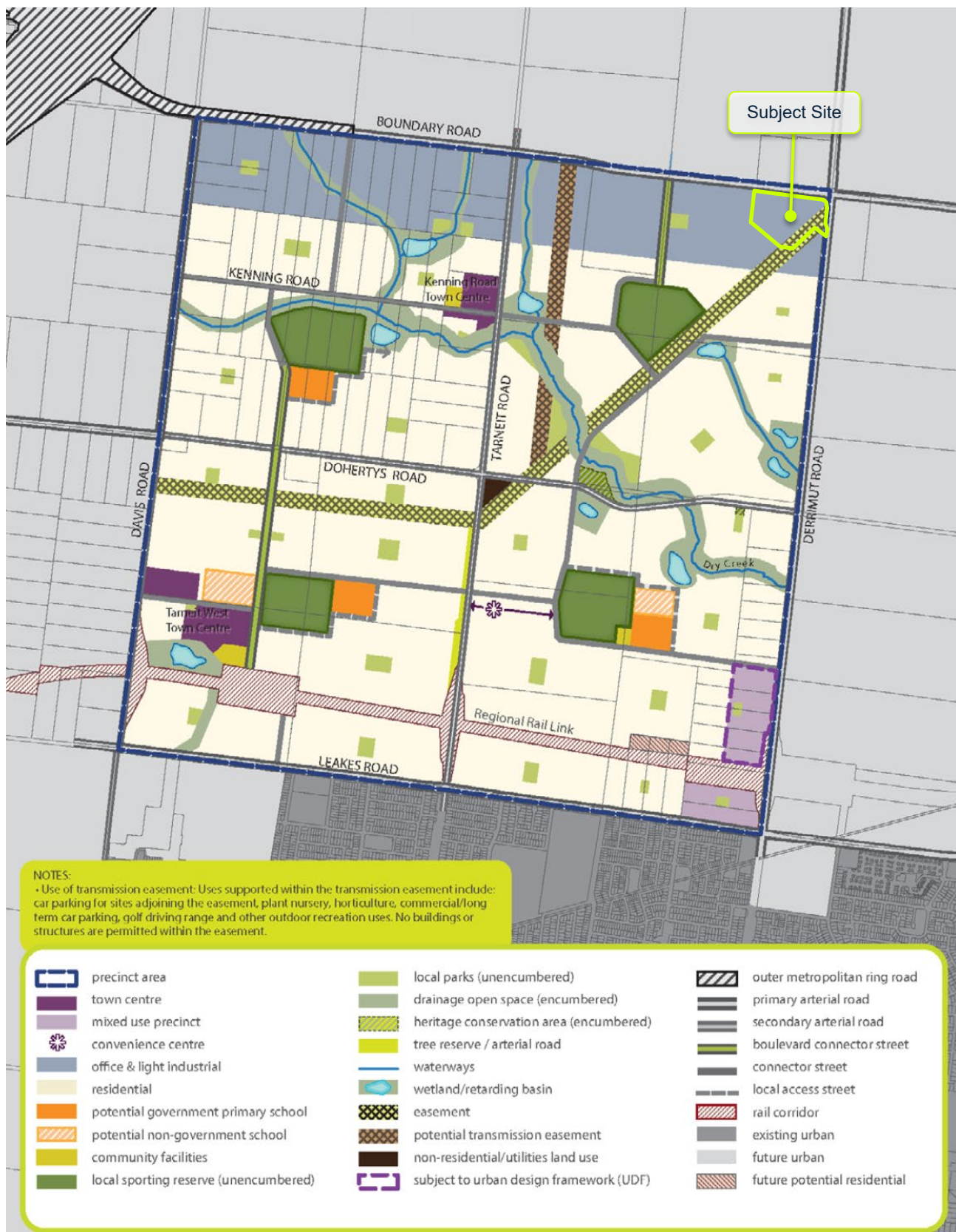


Figure 13: Tarnet North Precinct Structure Plan (Metropolitan Planning Authority, 2024)



7.6 Truganina Precinct Structure Plan (2014)

The Truganina Precinct Structure Plan (Metropolitan Planning Authority, 2014) outlines a comprehensive strategy for developing a mixed-use urban area in Melbourne's western growth corridor. It supports residential, commercial, and industrial expansion, with a strong emphasis on employment land for logistics and warehousing, leveraging proximity to major transport routes and future freight infrastructure. The plan integrates transport networks, schools, town centres, and green corridors—particularly along Skeleton Creek—to create a well-connected, functional, and sustainable community that contributes to the broader vision for growth in Melbourne's west.

The plan applies to land east of Derrimut Road, and east of the site. It nominates abutting land uses to the east as being office and light industrial, and to the southeast, a non-government school.

The site in relation to the Truganina Precinct Structure Plan is shown in Figure 13 below.

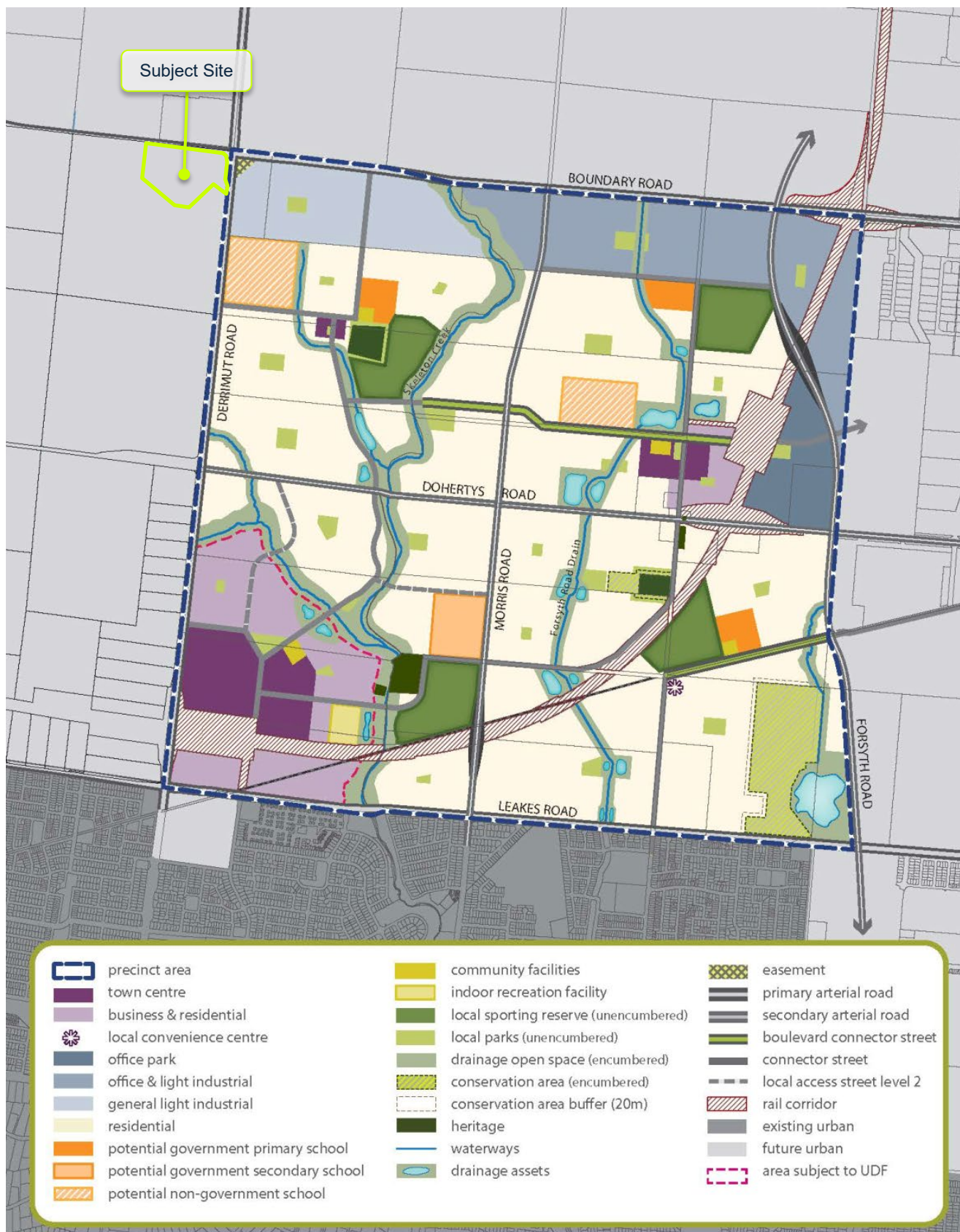


Figure 14: Truganina Precinct Structure Plan (Metropolitan Planning Authority, 2014)



8 Planning Assessment

8.1 State and Local Planning Policy

The proposed development of a terminal station at part of 1005 Boundary Road, Tarneit is broadly consistent with both state and local planning policy objectives. The site is located within Melbourne's Western Growth Corridor, a region identified for long-term infrastructure and industrial growth. State planning policy supports the delivery of essential energy infrastructure in strategically located areas that facilitate efficient network integration and minimise land use conflict.

At the local level, the Wyndham Planning Scheme encourages infrastructure development that supports employment precincts and industrial activity. The site's zoning, proximity to major transport routes, and intersection with existing transmission lines provide a strong basis for alignment with planning objectives related to energy security, infrastructure coordination, and land use efficiency. The proposal contributes to the broader strategic vision for the Western Growth Corridor by supporting the delivery of critical infrastructure in a rapidly developing area.

8.2 Strategic Planning Policy

The proposed terminal station demonstrates a strong alignment with strategic planning policies at both state and local levels. The site is identified in the Plan for Victoria as part of a State-significant industrial precinct and a key urban growth area, with proximity to the future WIFT. The proposal directly supports the Plan's infrastructure and sustainability pillars by enabling reliable electricity supply to underpin industrial, employment, and freight-related land uses. Similarly, the West Growth Corridor Plan designates the site and surrounding land for industrial development, reinforcing the strategic need for upgraded energy infrastructure in this location.

At a municipal level, the Wyndham Plan and the Tarneit North Precinct Structure Plan both emphasise the importance of infrastructure delivery to support population and employment growth. The proposal responds to identified infrastructure deficits and complements the planned land uses surrounding the site, including office, light industrial, and residential areas. Furthermore, the project aligns with the Victorian Transmission Plan by contributing to grid reliability and supporting the transition to renewable energy across the state.

Collectively, these policies confirm the strategic merit of the proposal and its role in facilitating coordinated, sustainable growth in Melbourne's Western Growth Corridor.

8.3 Land Use Compatibility

The proposed terminal station represents essential energy infrastructure that is required to be located proximate to existing transmission infrastructure to ensure operational efficiency and network integration. This locational requirement is driven by technical necessity rather than discretionary site selection, and as such, the proposal reflects a strategic infrastructure response rather than a conventional land use decision.

While the site is not within a zone typically designated for utility installations of this scale, the planning scheme provides flexibility to accommodate infrastructure that serves a broader public interest. The proposal forms a permissible land use which aligns with overarching strategic planning objectives, including the provision of reliable energy infrastructure, support for future growth, and enhancement of network resilience.



The presence of sensitive land uses in the surrounding area has been carefully considered. The proposal incorporates a range of mitigation measures — including appropriate setbacks, landscaping buffers, and acoustic treatments — to minimise potential impacts on amenity, safety, and environmental quality. Furthermore, the operational characteristics of the terminal station are low intensity, with minimal traffic generation and limited human activity, making it inherently less disruptive than other permissible uses within the zone.

In addition to the mitigation measures outlined above, it is noted that the site is separated from land designated for future residential development to the south by a portion of vacant land forming part of the broader balance lot. This intervening land is identified within the Tarneit North Precinct Structure Plan as being allocated for future industrial use, providing a deliberate and functional buffer between the proposed terminal station and more sensitive residential interfaces. This buffer will assist in managing potential amenity impacts and will facilitate a graduated transition in land use intensity. The proposal has also been informed by various technical assessments, and their recommendations have been incorporated in the design to ensure that the terminal station does not materially affect the amenity or environmental quality of future residential areas.

The potential impact of the terminal station on the proposed shared user path (SUP), located within the transmission easement and immediately abutting the site, has also been carefully considered. Given the low-intensity nature of the terminal station's operations — with minimal traffic, limited human activity, and no emissions — the proposal is not expected to adversely affect the safety or amenity of path users. Design treatments such as fencing and landscaping will ensure appropriate separation and visual screening, supporting safe coexistence of electrical infrastructure and the proposed active transport corridor, in line with the objectives of the Tarneit North PSP. Where required, acoustic treatments can also be incorporated into the design to ensure noise emissions from the terminal station do not adversely affect users of the proposed shared user path.

In this context, the proposal is considered to be a compatible land use within the Industrial 3 Zone, balancing the functional requirements of critical infrastructure with the need to protect surrounding land uses. It demonstrates a responsible and considered approach to site selection and design, ensuring that strategic infrastructure delivery can occur without compromising local planning outcomes or compromising the amenity of future local residents.

8.4 Built Form

The DDO11 refers to specific requirements for the design and built form outcomes for new developments, specifically within the *Boundary Road Office and Industrial Precinct*.

The proposal, by default, is not the type of development or built form that would typically be anticipated by the DDO11, given its nature and intended function as critical electrical infrastructure. As such, the relevance of the DDO11 to the proposal is limited.

Notwithstanding this, an assessment against the applicable requirements and recommendations of the DDO11 has been undertaken. While full compliance with all recommendations and requirements is not achievable due to the distinct nature and intended use of the proposal — which differs from the office and light industrial development types typically envisaged by the DDO11 — the design responds thoughtfully to the applicable elements, ensuring that key strategic outcomes for the precinct are still supported.

Table 3 below provides a response to each of the relevant requirements and recommendations listed under the DDO11.



Table 3: Assessment of the relevant requirements and recommendations under the DDO11

Requirement / Recommendation	Response
Recommended building height range (Boundary Road / major road frontages) of 12-18 metres.	<p>The proposed terminal station will exceed the building height range of 12-18 metres, set out by the DDO11.</p> <p>Gantries will form the highest structures within the terminal station and are steel supporting structures that hold electrical conductors arriving from transmission towers. The gantries for the Mount Cottrell Terminal Station are expected to be approximately 22-25 metres in height.</p> <p>It is acknowledged that the DDO11 requirements speak to ‘building’ heights rather than electrical infrastructure. A Landscape and Visual Impact Assessment has been prepared to understand and conceptualise what this height and form will look like within the site.</p>
Recommended landscape setbacks (Boundary Road / major road frontages) of 6-10 metres at ground floor level.	<p>The appropriate landscaping setbacks to Boundary Road and Derrimut Road have been accommodated as part of the subdivision permit process, and permanent landscaping buffers are in place.</p> <p>Notwithstanding this, a landscape plan has been prepared and accompanies the proposal. This landscape plan demonstrates additional measures used to enhance the effect of the landscape buffers in place, and to screen the built form of the terminal station.</p>
Fencing design guidance supporting semi-transparent and low scale fencing that is black poly coated.	<p>Perimeter fencing will be designed and provided in a way that ensures a balance of protective security, anti-climb, natural surveillance (Crime Prevention Through Environmental Design – CPTED) principles, and aesthetics for local amenity.</p> <p>Energy Networks Australia provide industry standards for fencing around energy infrastructure such as terminal stations, and Powercor also have internal guidelines relating to fencing treatments for their assets.</p> <p>The fencing design will meet and address all necessary standards and guidelines, while also providing security and natural surveillance, and an outcome that meets the requirements of the DDO11 where possible, such as through transparency and black poly coating.</p>
Recommended visual or acoustic screening within the property boundary to reduce visual and/or acoustic impacts on nearby residential areas.	<p>Localised acoustic screening will be provided to the transformers as recommended in the acoustic assessment prepared by WMG. This is anticipated to reduce any acoustic impacts on nearby residential areas.</p> <p>Visual impacts will be mitigated through strategic planting and landscape buffers along the site’s interfaces with Boundary Road and Derrimut Road.</p>
Requirements around the avoidance of light spill onto neighbouring properties and landscapes.	<p>All lighting will be confined within the Terminal Station boundary fencing, with no lighting directed outside of the site. Lighting will only be used while personnel are on site and will be switched off at all other times of the day.</p> <p>Lighting will be a minimum of 10 lux at 1 metre above ground.</p>

Table 4 below provides an assessment of the remaining requirements under the DDO11, and why they are deemed not applicable to the proposed terminal station development.



Table 4: Assessment of the remaining requirements of the DDO11 and why they are deemed not applicable to the proposal

Requirement / Recommendation	Response
<p>Recommended siting of proposed development and built form outcomes, including:</p> <ul style="list-style-type: none"> - Addressing front street boundary - Cohesive and defined streetscape presentation - Active interfaces with the creek corridor - Pedestrian entrances to buildings directly accessible from the street - Zero metre setback from Tarneit Road 	<p>No buildings are proposed as part of the terminal station.</p> <p>As such, the utility installation cannot address a front street boundary, cannot have a cohesive and defined streetscape presentation, and cannot provide pedestrian entrances to any buildings. The terminal station is secure electrical infrastructure and cannot be accessed by the public or have active interfaces with the creek corridor. Due to the nature of the proposal and the location of the transmission lines, the zero metre setback to Tarneit Road is also unable to be facilitated.</p>
<p>Recommended design outcomes, including:</p> <ul style="list-style-type: none"> - Contemporary expression, mix of materials and colours particularly within visible facades, articulation of buildings and visual interest to the street. - Buildings at key gateway sites to create a focal point and use high quality architecture and incorporate elements of the landscape where possible. - Design and layout to maximise access, safety and amenity for pedestrians on site and from public realm. 	<p>The recommended design outcomes listed within the DDO11 specifically relate to buildings.</p> <p>The terminal station proposal cannot meet or address any of these recommendations, as the proposal comprises standard terminal station infrastructure. Materials are set by the relevant building codes and industry standards to meet minimum requirements for structural integrity, fire safety, and accessibility.</p>
<p>Recommendations regarding on-site services, including:</p> <ul style="list-style-type: none"> - Area set aside for waste disposal / collection of bins - Waste collection / utilities / plant / infrastructure not being visible from public realm - Mechanical ventilation systems being located behind the building line and incorporated into the building. 	<p>The on-site services discussed in DDO11 align clearly with an industrial / office development and are not considered relevant to a proposed terminal station.</p> <p>There will be no waste generated by the terminal station, and as such, waste collection is not required. All attempts to screen the development from Boundary Road and Derrimut Road will be made through the use of landscaping and fencing.</p> <p>No mechanical ventilation systems are required.</p>
<p>Recommendations for car parking, vehicle access and loading, including:</p> <ul style="list-style-type: none"> - Car parking and loading facilities located at rear of buildings, with limited visitor parking in frontage - Shared parking for larger developments - Evenly spaced trees throughout carparks (1 tree, every 6 bays) - Pedestrian paths separated from main vehicle accessways - Minimal vehicle crossovers - Loading and servicing located away / out of view from street, residential interface, creek, public realm interface. 	<p>The car parking requirements included in the DDO11 cannot be facilitated, as they relate to the development of office and light industrial buildings and respective land uses.</p> <p>The proposed terminal station will provide minimal car parking, which cannot be screened by buildings. No loading facilities are proposed or required. No visitor car parking is proposed.</p>
<p>Best practice environmentally sustainable design, including:</p> <ul style="list-style-type: none"> - Passive solar design - Rainwater harvesting - On-site and / or precinct-wide energy generation systems - Water sensitive urban design components 	<p>Environmentally sustainable design requirements relate specifically to the development of buildings.</p> <p>These requirements are not relevant to proposed utility installation infrastructure.</p>



<p>Recommendations for signage, including:</p> <ul style="list-style-type: none">- Signage panels incorporated into building facades at design stage- Co-location of signage of multiple occupancies to reduce clutter- Signage should not be located on fences.	<p>The signage recommendations relate specifically to buildings and development of office / light industrial.</p> <p>The proposal cannot conform with this requirement, as no buildings are proposed. A small sign is proposed to identify the terminal station, but no larger signs or business identification signage is proposed. No signage triggers the need for a planning permit.</p>
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8.5 Proposed Access & Traffic Impacts

A Traffic Impact Assessment and Traffic Management Report have been prepared by Salt3 and are attached at Appendix C and Appendix D, respectively.

The technical assessments found that the proposed access is considered to have negligible impacts on the operation of the surrounding road network, particularly Boundary Road, given how few vehicles will be accessing the site, and given the low frequency in which they do.

The site is proposed to have a maximum of two (2) staff access the site at any one time, and it is anticipated that the site will be unmanned with the exception of two attendances per month for the purpose of operations and maintenance. The usual circumstances would only ever be exceeded if there was a significant fault which required attending to.

The assessments undertaken by Salt3 (2025) demonstrated that the proposed access is also located outside of the nearby PAO and will not impact intersection upgrades at the intersection of Boundary Road and Derrimut Road.

8.6 Car Parking

Car parking must be provided to the satisfaction of the responsible authority.

The proposal includes the provision of a car parking area capable of accommodating ten (10) car parking spaces.

The terminal station is expected to accommodate up to two (2) staff members on-site at any one time under most circumstances. A parking area is proposed adjacent to the control room, which was determined by the Traffic Impact Assessment (Salt3, 2025) to have more than sufficient capacity to accommodate the two (2) staff vehicles, as well as any servicing / maintenance vehicles.

In the rare circumstance that there is a significant fault, more staff may be required on-site. In this instance, there is sufficient space for up to 10 cars to be parked tandem adjacent to the control room, with further parking opportunities along the accessway in front of the control room if required.

It is anticipated that these spaces will be sufficient in accommodating occasional maintenance workers and particularly given the site will be largely unattended for most of the time.

8.7 Bicycle Facilities

Claus 52.34-5 stated bicycle facilities are only required where the relevant land use is included at Column 1 of Table 1 to Clause 52.34-5. Utility Installation is not listed in this table, and therefore bicycle facilities are not required to be provided.



Notwithstanding this, it is noted in the Traffic Impact Assessment (Salt3, 2025) that it is unlikely any staff would cycle to the site given the proposed land use and location of the site and having no cycling facilities within the direct vicinity.

It is therefore not considered necessary to provide on-site bicycle parking facilities.

8.8 Extremely Low Frequency (ELF) and Electric and Magnetic Fields (EMF)

The Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) regulate exposure to ELF and EMF in Australia through a combination of guidelines, standards, and public education.

ARPANSA notes that:

- There is no established evidence that exposure to magnetic fields from powerlines, substations, transformers or other electrical sources, regardless of the proximity, causes any health effects.
- For substations and transformers, the magnetic fields at distances of 5-10m away are generally indistinguishable from typical background levels in the home.

8.9 Technical Assessments

A number of technical assessments have been undertaken to inform and refine the proposed terminal station design. Each of these are outlined below.

8.9.1 Ecology

An ecological due diligence assessment was undertaken by EcoAerial in September 2025 to evaluate the potential impacts of the proposal on flora and fauna. The key findings are as follows:

- One (1) Ecological Vegetation Class (EVC) is modelled to occur within 1km of the site.
- There are historical records of twelve (12) FFG listed species, including four (4) EPBC listed species within 1.5km of the site.
- EPBC listed ecological communities or species have been addressed under the provisions of the MSA.
- Based on the site assessment, historical land management, and adjacent land management and development, habitat was not considered suitable for FFG listed ecological communities or species.
- The site is not an area modelled as high likelihood for Victorian Grassland Earless Dragon (VGED) habitat, and past land management would limit suitability for VGED.
- The site is within the MSA levy area, and the MSA levy has been paid. There are no further offset obligations.
- There are no ecological triggers for an Environmental Effects Statement (EES).
- There was evidence of cultivation and cropping from up to 2022, and subsequent scattered regrowth of native vegetation across the site since 2022.
- The native vegetation regrowth is less than 10 years old.

Noting the above, and in relation to Clause 52.17 (Native Vegetation), a planning permit is not required to remove the native vegetation identified on the site, as it constitutes regrowth less than 10 years old. Its removal is therefore exempt, pursuant to Clause 52.17-7 (Table of exemptions).

A copy of the ecological due diligence assessment is included at Appendix E.



8.9.2 Acoustic

An acoustic assessment was undertaken by Watson Moss Growcott Acoustics (WMG) to evaluate potential noise emissions associated with the proposed terminal station. The acoustic assessment was based on the ultimate configuration of the site; however, it is noted that a portion of this is not subject to this planning approval.

As part of this assessment, WMG conducted ambient background noise monitoring. The background levels established during this monitoring informed the determination of the applicable Noise Protocol limits for residential receptors in relation to the operation of the new terminal station.

The acoustic assessment determined:

- Noise emissions from the proposed terminal station have the potential to exceed relevant Noise Protocol limits at nearby sensitive receptors during the EPA night period.
- The inclusion of 8.0 m localised acoustic barriers around the transformer units achieves compliance with the applicable Noise Protocol limits and is therefore recommended by WMG.
- Assessment outcomes confirm that the terminal station does not present a potential risk of problematic low-frequency noise at nearby residential properties.

The recommended noise mitigation measures will be incorporated into the overall design of the terminal station, including localised acoustic barriers around the transformer units. This is in addition to acoustic measures incorporated by Charter Hall within the broader subdivision.

A copy of the acoustic assessment is included at Appendix F.

8.9.3 Hydrology

WSP were engaged to undertake a flood and stormwater assessment for the proposed development of the Mount Cottrell Terminal Station at 1005 Boundary Road, Tarneit, which is within both the Tarneit Logistics Hub and Melbourne Water's Truganina Drainage Services Scheme (DSS). Consistent with the approach taken for the acoustic assessment, this work was based on the ultimate development scenario for the site and therefore assumed a higher intensity of infrastructure than what is currently proposed under this application.

A hydrological analysis was completed, and based on the preliminary flood and stormwater assessment, the following key findings were identified:

- The revised Truganina DSS diverts all upstream catchment flows away from the site, removing historic overland flooding interactions.
- Under ultimate DSS conditions, modelling confirms no external flooding affects the site.
- The site will function as an internally drained development parcel connected to formal Melbourne Water infrastructure.
- Water quality treatment and detention are provided regionally, so no onsite stormwater infrastructure is required.
- The proposed development will not increase flood risk, and safe access is maintained in the 1% AEP event including climate change allowances.

The hydrology assessment ultimately determined that the proposed development of the terminal station is considered acceptable from a flooding and stormwater management perspective, and suitable for planning approval subject to detailed design.

Powercor continue to work together with Charter Hall and Melbourne Water in this regard.



A copy of the hydrology assessment is included at Appendix G.

8.9.4 Landscape & Visual Impact

Tract Consultants were engaged to prepare a Landscape and Visual Impact Assessment and Landscape Plan evaluating the landscape and visual effects associated with the proposed terminal station.

The assessment determined the site exhibits a low scenic quality and landscape sensitivity within the Western Plains Landscape.

The visual impacts assessment determined that the sensitivity of the identified visual receptors would be considered moderate, due to the status of the adjoining arterial roads, and the receptors travelling to and from these roadways. The overall visual impact rating was considered to be high, before implementing mitigation measures. However it aptly notes that the changes to view are not entirely uncharacteristic of the study area, due to the location of transmission infrastructure and surrounding industrial development.

The report recommended mitigation measures including those relating to:

- General siting and design;
- Architectural and structural treatments; and
- Vegetation and landscape planting.

It is considered that with these mitigation measures successfully implemented, the proposal will have a moderate visual impact rating from key viewpoints.

A copy of the Landscape and Visual Impact Assessment is included at Appendix H and a copy of the Landscape Plan is included at Appendix I.

8.9.5 Bushfire / Fire Safety

Early consultation was undertaken with Fire Rescue Victoria (FRV). A meeting was held between Powercor, Mecone and FRV on 17 November 2025. FRV confirmed there were no Regulation 129 matters within the Building Regulations that would require the report and consent of the Fire Rescue Commissioner.

Powercor engaged an independent Registered Building Surveyor who also confirmed this position.



9 Conclusion

Having considered the above assessment, we conclude that the proposal represents an appropriate use and development outcome for the site. In particular:

- The proposal is consistent with the relevant planning policies, zoning, overlays, and general provisions of the Wyndham Planning Scheme and provides necessary electrical infrastructure within the Wyndham region and the Western Growth Corridor.
- The proposal is appropriately located in relation to other electrical infrastructure, including transmission lines, which are essential to the function of a terminal station.
- This proposal provides for critical infrastructure required to support the rapid growth of the western suburbs of Melbourne, including significant residential, industrial and commercial developments.
- The proposed terminal station is a strategically necessary infrastructure project, located near existing transmission assets for operational efficiency and network integration, and designed to balance critical energy delivery with local planning objectives.
- Comprehensive mitigation measures, functional buffers, and low-intensity operations ensure compatibility with surrounding land uses, protection of amenity, and support safe coexistence with planned residential areas and the shared user path, reinforcing its suitability within the IN3Z.
- Although the proposal is not the typical form of development anticipated by the DDO11, it satisfies the key objectives and requirements outlined by Schedule 11.
- The proposal will not result in a significant increase in traffic to the area, as the site will only be accessed for periodic maintenance once constructed.
- The proposed utility installation does not have a prescribed car parking rate applied under Clause 52.06. The proposal provides enough car parking spaces to accommodate maintenance workers which is deemed sufficient.
- The proposed utility installation is not required to provide bicycle facilities.
- Some minor vegetation removal is required to be undertaken. All vegetation removal is regrowth within the last 10 years, and therefore this does not require a planning permit.
- The proposed access to Boundary Road is outside of the PAO and will not impact on intersection upgrade works or the current or future operation of the wider road network.
- Localised acoustic barriers will be constructed around the transformer units to ensure noise impacts on adjoining land uses are appropriately mitigated.
- Powercor are working with Charter Hall and Melbourne Water to ensure the proposed design is cognisant of flood impacts to adjoining properties and that potential flood impacts are managed appropriately.



Appendix A: Certificate of Title



Appendix B: Construction Plans



Appendix C: Traffic Impact Assessment



Appendix D: Traffic Management Report



Appendix E: Ecology Assessment



Appendix F: Acoustic Assessment



Appendix G: Hydrology Assessment



Appendix H: Landscape and Visual Impact Assessment



Appendix I: Landscape Plan