

**Appendix 3 – State and Local Planning Controls and Assessment under the Mt Atkinson and Tarneit Plains Precinct Structure Plan****Planning Policy Framework**

The following table is a summary of the clauses of the Planning Policy and Local Planning Framework relevant to this planning application:

<b>Clause 10 - Planning Policy Framework</b>	
<b>Clause</b>	<b>Provision</b>
<b>Clause 11</b>	<b>Settlement</b>
Cl. 11.03-2S	Growth Areas
<b>Clause 15</b>	<b>Built Environment and Heritage</b>
Cl. 15.01-1S	Urban Design
Cl. 15.01-1R	Urban Design - Metropolitan Melbourne
Cl. 15.01-3S	Subdivision Design
Cl. 15.02-1S	Energy Resource and Efficiency
<b>Clause 17</b>	<b>Economic Development</b>
Cl. 17.01-1R	Diversified Economy – Metropolitan Melbourne
Cl.17.01-2S	Innovation and Research
Cl.17.02-1S	Business
Cl. 17.03-1S	Industrial Land Supply
Cl. 17.03-2S	Sustainable Industry
<b>Clause 18</b>	<b>Transport</b>
Cl. 18.01-1S	Land Use and Transport Planning
Cl. 18.02-1S	Sustainable Personal Transport
Cl. 18.02-1R	Sustainable Personal Transport – Metropolitan Melbourne
Cl. 18.02-3S	Road System
<b>Clause 19</b>	<b>Infrastructure</b>
Cl. 19.03-2S	Infrastructure Design and Provision
Cl. 19.03-3S	Integrated Water Management
Cl. 19.03-4R	Telecommunications – Metropolitan Melbourne
<b>Clause 20 – Local Planning Framework</b>	
<b>Clause</b>	<b>Provision</b>
<b>Clause 21</b>	<b>Melton Municipal Strategic Statement (MSS)</b>

<b>Clause 21.02</b>	<b>Settlement</b>
Cl. 21.02-1	Urban Growth Areas
<b>Clause 21.04</b>	<b>Environmental Risks</b>
Cl. 21.04-1	Climate Change
Cl. 21.04-3	Bushfire
<b>Clause 21.06</b>	<b>Activity Centres and Retail Provision</b>
Cl. 21.06-1	Activity Centre Network
Cl. 21.06-2	Activity Centre Design
<b>Clause 21.07</b>	<b>Built Environment and Heritage</b>
Cl. 21.07-1	Local Character and Sense of Place
Cl. 21.07-2	Environmentally Sustainable Design
<b>Clause 21.09</b>	<b>Economic Development</b>
Cl. 21.09-1	Economic Growth
Cl. 21.09-3	Industry
<b>Clause 21.10</b>	<b>Transport</b>
Cl. 21.10-1	Integrated Transport
<b>Clause 21.11</b>	<b>Infrastructure</b>
Cl. 21.11-1	Provision of Infrastructure
<b>Clause 22</b>	<b>Local Planning Policies</b>
Cl. 22.15	Industrial Design Guidelines

The preparation of Precinct Structure Planning within Metropolitan Melbourne's growth areas is informed by and reflects relevant State and Local Planning Policy Frameworks as set out in corresponding Planning Schemes. The preparation of the MATP PSP, through negotiations between the Victorian Planning Authority and Melton City Council, has encompassed the wider planning visions and strategies for the City by incorporating them at a more localised, precinct based level. Applying this approach collectively across other Precinct Structure Plan areas, it is expected that the principles of these strategies can be delivered more widely and consistently across the City.

The State and Local Planning provisions outlined in the table above identify the need to create communities that are provided and well integrated with a broad range of employment opportunities in precincts that are well designed and accessible by a variety of transport nodes.

Both the State and Local Policy Frameworks share consistent strategic objectives with regards to the planning and delivery of employment land in growth areas, namely with regards to:

- The creation of resilient settlements and communities and the implementation of ESD and WSUD principles in response to climate change and the increased threat of bushfire, drought, flood, storm events and urban heat island effect.
- The designating and planning for a network of vibrant and dynamic activity centres that increase the community's access to a broad range of retail, entertainment, community, leisure facilities and suitably integrated housing in a manner that promotes and encourages social connectedness.
- The planning of industrial land in suitable locations to support employment and investment opportunities.
- Facilitating investment opportunities in Melbourne's outer areas to increase local access to employment.
- Recognising the importance for the City of Melton to foster a strong and diverse local economy that will result in business growth and encourage new investment opportunities that can leverage on the City's locational attributes and distinct population characteristics.
- The need to improve vital infrastructure and services to support and sustain economic growth within the City into the future.
- Identify industrial land opportunities in growth areas where good access for employees, freight and road transport is available while also ensuring that appropriate buffer areas can be established between industrial land and nearby sensitive uses.
- Avoiding the encroachment of non-industrial/commercial uses on employment land that would compromise the viability of the area for industrial and commercial uses.
- The encouragement of commercial and employment land that is well designed to attract investment and business opportunities while also minimising any adverse impacts on more sensitive land uses nearby.
- The provision of industrial and commercial lots that are of an adequate size and shape to allow for access, landscaping and quality built form outcomes.
- The timely, coordinated and cost effective delivery of key utilities such as sewerage, potable water, gas, electricity and telecommunications infrastructure.

#### **Mt Atkinson & Tarneit Plains Precinct Structure Plan (MATP PSP)**

##### **Overview**

The MATP PSP will help deliver a variety of housing and employment / commercial opportunities, strategically located at the heart of the West Growth Corridor and within the State significant Western Industrial Node.

The Mt Atkinson volcanic cone will become the central focus of the MATP PSP, transforming this geographic feature into a popular recreational, natural and cultural destination for the City and the wider region.

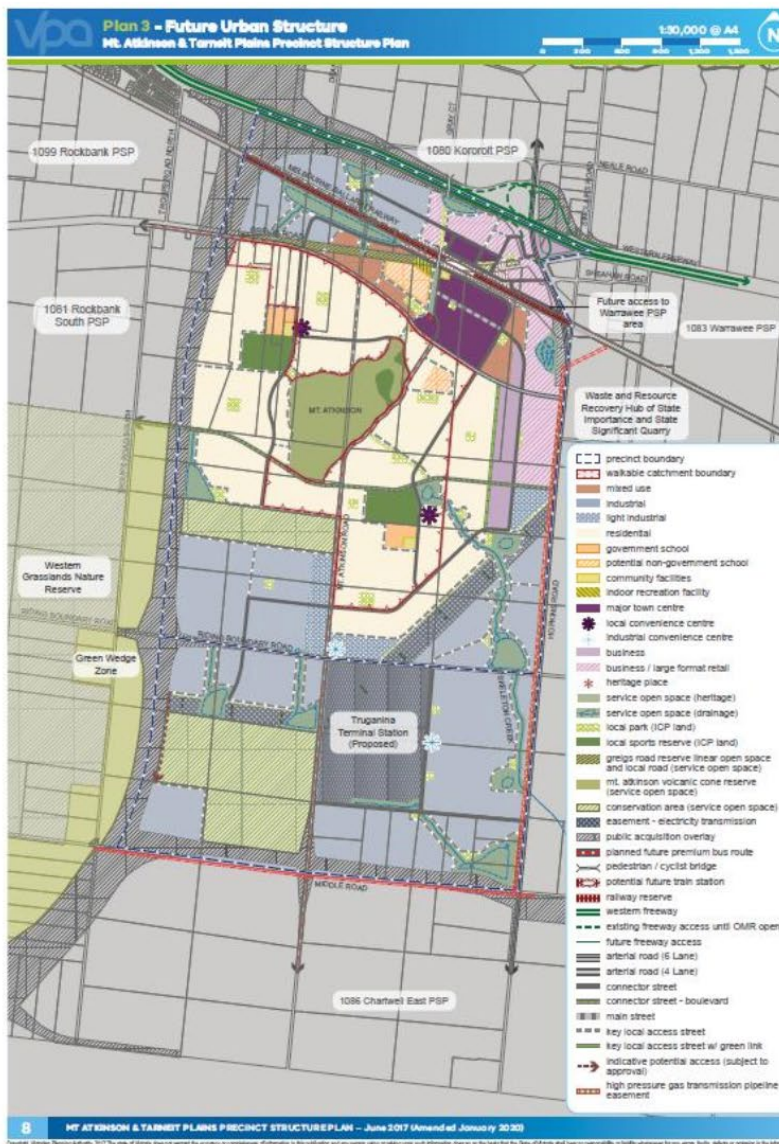
The PSP area will leverage off excellent local and state significant transport connections – both existing and proposed – which in turn will assist in drawing workers from the wider catchment making local employment options particularly appealing. This workforce catchment will provide a significant opportunity for co-locating industry within the precinct stimulating a wider regional and economic benefit for business and the community.

The MATP PSP area will also offer diverse housing choices that meet the housing density requirements of the PSP while also integrating positively with the designated commercial and employment areas. Higher and medium density housing will be encouraged within

and surrounding the Mt Atkinson Major Town Centre, the potential future train station and in close proximity to the planned future premium bus routes, community hubs and local convenience centres.

The Mt Atkinson Major Town Centre will form the heart of the Hopkins Road Business Precinct while being of an appropriate scale, design and location to service the future residential community within both the Mount Atkinson and Kororoit Precincts.

Two grassland conservation areas, one local environmental reserve sporting reserves, the Mt Atkinson Homestead, linear green links and landscaped easements and local parks will provide a variety of open space and biodiversity opportunities for the community while also facilitating a vital connection with the proposed Kororoit Regional Park and Kororoit Creek north of the Western Freeway.



**MATP PSP Assessment**

As previously outlined, the MATP PSP is a document incorporated into the Melton Planning Scheme which describes how the land is expected to be developed and how and where the future services and facilities are proposed to be located.

The PSP states that for each element of relevance to the application, the objectives must be met while the planning and design guidelines set out elements that **must** and **should** be met. The following table sets out an assessment of the proposal against the relevant elements as set out in Section 3.0 of the MATPPSP.

<b>MOUNT ATKINSON AND TARNEIT PLAINS PRECINCT STRUCTURE PLAN – IMPLEMENTATION</b>	
<b>3.1 - Image, Character, Heritage and Housing</b>	
<b>3.1.1 – Image and Character</b>	
<b>Requirement</b>	<b>Response</b>
<b>R1</b> All public landscape areas must be planted and designed to the satisfaction of the Responsible Authority.	<b>Complies</b> Conditions will need to be included on a permit that issues, including those requiring detailed landscape plans, to ensure this is met.
<b>R2</b> Street trees must be planted on both sides for all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, in accordance with relevant Council landscaping policy unless otherwise agreed by the responsible authority.	<b>Complies</b> Conditions will need to be included on a permit that issues, including those requiring detailed landscape plans, to ensure this is met.
<b>R3</b> Street tree planting on declared arterial roads must be established in accordance with the clear zone guidelines to the satisfaction of the coordinating road authority.	<b>Complies</b> Conditions will need to be included on a permit that issues, including those requiring detailed landscape plans, to ensure this is met.
<b>R4</b> Trees in parks and streets must be: <ul style="list-style-type: none"> <li>• Suitable for local conditions</li> <li>• Planted in modified and improved soil to support tree establishment and longevity; and</li> <li>• Consistent with any guidance provided on the relevant cross section within this PSP</li> </ul>	<b>Complies</b> Conditions will need to be included on a permit requiring a landscape plan that will select and manage plant species selection, location and planting method as suitable.



	unless otherwise approved by the responsible authority	
<b>R5</b>	Boundary fences forward of the building line must not exceed 1.2 metres in height.	<b>Not applicable</b>
<b>Guideline</b>		<b>Response</b>
<b>G1</b>	Buildings and structures should be designed to protect view-lines to and from the volcanic cone of Mt Atkinson, utilise natural materials consistent with the surrounding environment and be screened by vegetation, where required.	<b>Not applicable.</b>
<b>G2</b>	Streets should be provided directly abutting waterways reserves, open spaces and utilities easements to ensure houses generally face these public spaces	<b>Not applicable.</b>
<b>G3</b>	In locations where the responsible authority is satisfied it is not feasible to locate a street adjacent to the open space network (including waterway reserve, open space or utilities easement), then houses should face the path within the open space network path and be 'rear-loaded'.	<b>Not Applicable</b>
<b>G4</b>	High quality landscape treatments should be provided throughout the precinct, most particularly at interfaces between commercial/industrial and residential areas, in streetscapes and along creek and drainage waterway corridors.	<b>Complies</b> Conditions will need to be included on a permit requiring a landscape plan to select and manage plant species selection, location and planting method as suitable.
<b>G5</b>	Street networks within subdivisions should be designed to maximise the number of connections and direct views to the open space network and town centres and/or the closest community hub.	<b>Partly Complies</b> The subdivision layout has been designed in part to provide direct connectivity to the proposed Major Activity Centre and public transport nodes to the north of the site. The subdivision, however, does not provide for internal connector streets identified in the PSP that will delivery these road connections up front..
<b>G6</b>	Subdivision design should incorporate natural and built design elements which respond to local heritage and topography to assist in place	<b>Complies</b>

	making and the achievement of a sense of place.	
<b>G7</b>	To reinforce neighbourhood character and the role of the street or public place, a consistent suite of lighting, furniture and plant species should be used across neighbourhoods to the satisfaction of the responsible authority.	<p><b>Complies</b></p> <p>Subject to the construction of the central section of the connector street.</p> <p>A Landscape Masterplan and lighting plan will be required to identify the proposed landscape works and street lighting associated with the subdivision.</p> <p>Conditions on a permit will ensure this is met.</p>
<b>G8</b>	Wherever possible, salvaged rocks should be incorporated in the design of waterways, retaining structures, fences and other landscape features.	<p><b>Complies</b></p> <p>To be addressed at detailed landscaping stage as relevant.</p>
<b>G9</b>	Built form on corner lots should provide a positive address to both frontages. This can be achieved through appropriate use of glazing, and other architectural treatments.	<p><b>Complies</b></p> <p>This requirement may be controlled via a condition requiring Design Guidelines for future industrial developments south of Grand Boulevard in accordance with the yet to be approved Hopkins Road Business Park Urban Design Framework.. The portion of the site north of Grand Boulevard will require a separate Urban Design Framework to be prepared and implemented to facilitate the delivery of the Mt Atkinson Major Activity Centre.</p>
<b>G10</b>	Built form should add to the precinct character by providing an attractive street address that encourages passive surveillance and visual interest.	<p><b>Complies</b></p> <p>This requirement may be controlled via a condition requiring Design Guidelines as outlined above.</p>
<b>G11</b>	Sites in prominent locations, such as Mt Atkinson Major Town Centre and major intersections, should be developed to respond to their strategic location and preferably have greater height, density, and architectural quality subject to limitation imposed by utilities or external land uses (refer Appendix B – Mt Atkinson Major Town Centre Design Principles).	<p><b>Complies</b></p> <p>This requirement may be controlled via a condition requiring Design Guidelines as outlined above.</p>

<b>3.1.2 – Heritage</b>	
<b>Not Applicable</b>	
<b>3.1.3 Housing</b>	
<b>Not Applicable</b>	
<b>3.2 – Employment and Town Centre</b>	
<b>3.2.1 – Mt Atkinson Major Town Centre</b>	
<b>Requirement</b>	<b>Response</b>
<p><b>R21</b> Except with consent of the responsible authority, shop with combined leasable floor area within Mt Atkinson Major Town Centre must not exceed:</p> <ul style="list-style-type: none"> <li>• 23,500m<sup>2</sup> without a planning permit (Major Town Centre area south of Melton rail corridor).</li> <li>• 2,500m<sup>2</sup> without a planning permit (Major Town Centre area north of Melton rail corridor).</li> </ul>	<b>Not Applicable</b>
<p><b>R22</b> An Urban Design Framework (UDF) must be approved by the responsible authority for the Mt Atkinson Major Town Centre area within the UDF area as illustrated in <i>Plan 6 – Employment and Town Centres</i>.</p> <p>The UDF must address the following:</p> <ul style="list-style-type: none"> <li>• A response to Figure 3 – Mt Atkinson Major Town Centre Concept Plan;</li> <li>• A response to Plan 6 – Employment and Town Centres and Appendix B: Mt Atkinson Major Town Centre Design Principles;</li> <li>• A response to Figure 4 – Mt Atkinson Major Town Centre Organising Elements;</li> <li>• Other relevant design guidelines prepared by the Victorian government and Melton City Council;</li> <li>• A land use plan that identifies the appropriate location for all supported land uses and considered the relationship between these uses, including the</li> </ul>	<p><b>Not Applicable</b></p> <p>The requirements of item R22 are acknowledged.</p> <p>However, sub-clause 2.6 of Schedule 9 of the Urban Growth Zone states that with the consent of the responsible authority and the Victorian Planning Authority (VPA), a permit may be granted to use or subdivide land, or construct a building or carry out works on land identified within the <i>Mt Atkinson Major Town Centre Urban Design Framework Extent</i> or the <i>Hopkins Road Business Precinct Commercial Areas Urban Design Framework Extent</i> (amongst others) on Plan 6 of the MATP PSP, prior to an urban design framework for the area having been prepared to the satisfaction of both the responsible authority and the VPA.</p>



<p>integration of community facilities and services;</p> <ul style="list-style-type: none"> <li>• A fine-grained street network that identifies direct connectivity within, to and from the town centre, including measures to slow down speeds along main streets;</li> <li>• Measures to prioritise pedestrians along and across the main streets, and prioritise a continuous path of travel for pedestrians and cyclists to key destinations;</li> <li>• Locations of public transport services, including bus stops;</li> <li>• A diversity of sizes and types of commercial tenancies;</li> <li>• Higher density housing within and surrounding the town centre, and its design;</li> <li>• Staging and indicative development timing of the town centre;</li> <li>• Set out provisions for car parking including the location and design of parking areas, car parking rates and a demonstration of how off-street parking has been minimised through efficiencies in the shared use of off-street facilities;</li> <li>• Provision of service areas for deliveries and waste disposal including access for larger vehicles, including measures to minimise negative impacts on the amenity of the town centre and adjoining neighbourhoods;</li> <li>• Design of the interface with the Hopkins Road Business Precinct, the Western Freeway Commercial Precinct, the historic Greigs Road, the Melbourne-Ballarat railway line, mixed use area, the Mt Atkinson Homestead (HO112) and surrounding residential uses;</li> <li>• Key view to Mt Atkinson volcanic cone and the surrounding area and open space and the creation of views through the town centre to create interest in the streetscape and provide opportunities for fine grained urban design outcomes;</li> <li>• A public space plan that identifies a hierarchy of public spaces including local parks, pedestrian and cycling links, urban spaces and landscape nodes, showing links to the broader open space network;</li> <li>• Location and design of active uses, signage and treatment of ground floor windows (e.g. frosting and advertising should not cover windows, to ensure</li> </ul>	<p>Sub-clause 2.6 also states that a permit may be granted to subdivide land or to construct a building or construct or carry out works prior to the approval of an urban design framework, if in the opinion of the responsible authority, the permit is consistent with the requirements for the urban design framework and the permit implements the relevant objectives in the MATP PSP.</p> <p>Written consent has been granted by the VPA for the application to be assessed and considered by the responsible authority prior to the preparation of the UDFs for both the Mount Atkinson Major Town Centre or the Hopkins Road Precinct Commercial Areas.</p> <p>The subdivision of the land to the north of Grand Boulevard will not prejudice the future delivery of the Mt Atkinson Major Activity Centre UDF. The application proposes the realignment of the boundaries of the existing two allotments so that they are more regular in shape. The subdivision will not prejudice and will facilitate the delivery of a future UDF for the site and the wider area encompassing the Mt Atkinson Major Activity Centre.</p> <p>Council has received a UDF for the Hopkins Road Precinct Commercial Areas which is currently being reviewed but has yet to be approved by Council.</p> <p>The current subdivision layout is generally consistent with the UDF prepared to date but will require the following modifications to align with the UDF and PSP requirements:</p> <ul style="list-style-type: none"> <li>• The provision of the north south connector street between Kirkpatrick Boulevard and Grand Boulevard to provide vehicular and pedestrian access to the three central allotments and facilitate the further development of these allotments.</li> <li>• The delivery of the connector street south of Kirkpatrick</li> </ul>
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	<p>views in/out of ground floor tenancies are maintained);</p> <ul style="list-style-type: none"> <li>• Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments;</li> <li>• Place-making elements, character precincts and destinations within the town centre including a hierarchy of public spaces that provide opportunities for social interaction and local events;</li> <li>• Requirements for a variety of building materials and form; and</li> <li>• A response to the potential future train station that considers the relationship between the town centre land uses and the train station.</li> </ul> <p>The UDF should be a concise document that expands on the material already contained within the PSP. It must set out clear and specific guidelines for the future development of the area, responding to the PSP, which can be readily used as an assessment tool for future development applications within the centre.</p>	<p>Boulevard as well as the revised Connodale Avenue alignment.</p> <ul style="list-style-type: none"> <li>• Provision of the reconfigured open space reserve for OS25.</li> </ul> <p>The latter two items will need to be shown on the endorsed plan but could be delivered as part of the further subdivision or development of the proposed Lot 4 and managed by way of a section 173 Agreement.</p>
<b>3.2.2 – Local and Industrial Convenience Centres</b>		
<b>Not Applicable</b>		
<b>3.2.3 – Employment Areas</b>		
	<b>Requirement</b>	<b>Response</b>
<b>R27</b>	Location of land uses, building design and interface treatment in industrial, business or business/large format retail areas (including the electricity transmission easement) shown on <i>Plan 3 – Future Urban Structure</i> must minimise negative impacts on the amenity of nearby residential areas.	<b>Not Applicable</b> The subdivision will see the creation of super lots that will be subject to separate applications for further subdivision or development that will need to accord with this requirement as well as the requirements of the yet to be approved Hopkins Road Business Precinct UDF.
<b>R28</b>	Development proposals in industrial areas (including the electricity transmission easement) adjacent to residential areas must respond to <i>Figure 5 – Southern Industrial Concept Plan</i> , and the City of Melton Industrial Guidelines.	<b>Not Applicable</b>

<b>R29</b>	Buildings must be located at the front of any site to present an attractive address to the street, other than where the quarry blast buffer applies.	<b>Not Applicable</b>
<b>R30</b>	Allocation of land uses, building design and interface treatments must minimise negative impacts on the amenity of adjacent residential areas.	<b>Not Applicable</b>
<b>R31</b>	Development proposals in industrial and commercial areas must take into account the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines.	<b>Not Applicable</b>
<b>R32</b>	Buildings and car parking or other areas along Hopkins Road, Riding Boundary Road and Mt Atkinson Road must be set back a minimum of 5 metres and landscaped to provide an attractive interface to surrounding areas.	<b>Not Applicable</b>
<b>R33</b>	Key locations including arterial and connector/arterial intersections, and areas adjacent to local parks, landscaped easements and waterways must incorporate features of interest into the built form and surrounding landscape, including: <ul style="list-style-type: none"> <li>Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies and roof elements);</li> <li>Articulation of building facades; and</li> <li>Feature colours and materials.</li> </ul>	<b>Not Applicable</b>
<b>R34</b>	Vehicular access to properties fronting primary arterial roads must be from service roads, internal loop roads and/or rear laneways. Service roads and internal loop roads must provide indented parking unless carriageway widths can cater for on road parking without indented bays.	<b>Not Applicable</b>
<b>R35</b>	A separate Urban Design Framework Plan (UDF) must be approved by the responsible authority for each of the Hopkins Road Business Precinct and the Western Freeway Commercial Area within the UDF areas illustrated on Plan 6 – Employment and Town Centres.	<b>Not Applicable</b> As previously outlined, sub-clause 2.6 of Schedule 9 of the UGZ states that a permit may be granted to subdivide land or to construct a building or construct or carry out works prior to the approval of an urban design framework, if in the opinion of the responsible authority, the

		<p>permit is consistent with the requirements for the urban design framework and the permit implements the relevant objectives in the MATP PSP.</p> <p>Both Council and the VPA are satisfied that the proposed subdivision will be generally consistent with the requirements for the UDF delivery and will not prejudice the delivery of the UDF currently being reviewed by Council.</p>
<p><b>R36</b></p>	<p>Each UDF must address the following:</p> <ul style="list-style-type: none"> <li>• Relevant design guidelines prepared by the Victorian Government and Melton City Council;</li> <li>• A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses;</li> <li>• A street network that identifies direct connectivity within, to and from the commercial area, including measures to slow down speed;</li> <li>• Landscaping of the Hopkins Road frontage, to present an attractive frontage while responding to the quarry buffer requirements (Hopkins Road Business Precinct Only);</li> <li>• Landscape planting within 3 metres of the high pressure gas transmission pipeline should be minimised and should not obscure sight-lines between markers. Where vegetation is proposed to be planted within 3 metres of the pipeline alignment, it must be shallow rooted and must not exceed 1.5 metres in height once mature;</li> <li>• The location of building entries must front away from Hopkins Road (Hopkins Road Business Precinct only), unless an alternative design approach responds to the potential adverse amenity from the Deer Park Quarry;</li> <li>• Buildings located at the front (i.e. street side) of any site to present an attractive address to the street;</li> <li>• Measures to priorities pedestrians along and across the main streets, and provide a continuous path of travel for pedestrians and cyclists to key</li> </ul>	<p><b>Not Applicable</b></p>

	<p>destinations including the potential future MT Atkinson train station;</p> <ul style="list-style-type: none"> <li>• Locations of public transport services, including bus stops;</li> <li>• A diversity of sizes and types of commercial tenancies;</li> <li>• Staging and indicative development timing;</li> <li>• Set out provisions for car parking including the location and design of parking areas, car parking rates and a demonstration of how off-street car parking has been minimised through efficiencies in the shared use of off-street facilities;</li> <li>• Provision of service areas for deliveries and waste disposal including access for larger vehicles, including measures to minimise negative impacts on the amenity of neighbouring residential and/or town centre areas;</li> <li>• Design of the interface between large format retail and office uses, the Hopkins Road interface, and surrounding residential and/or town centre uses;</li> <li>• Key views to Mt Atkinson volcanic cone;</li> <li>• A public space plan that identifies a hierarchy of public spaces including links to the broader open space network;</li> <li>• Location and design of active uses, signage and treatment of ground floor windows (e.g. frosting and advertising should not cover windows where active uses are encouraged, to ensure views in/out of ground floor tenancies are maintained);</li> <li>• Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments in key locations; and</li> <li>• Requirements for a variety of building materials and form;</li> </ul> <p>The UDF should be a concise document that expands on the material already contained within the PSP. It must set out clear and specific guidelines for the future development of the UDF area, responding to the PSP, which can be readily used as an assessment tool for</p>	
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	future development applications within each UDF area.	
<b>R37</b>	The interface between employment and residential land opposite must provide a high level of visual amenity, address to the local access road or arterial road, consistent landscaping, and setbacks consistent with the building line in the adjoining residential development.	<b>Not Applicable</b>
<b>Guideline</b>		<b>Response</b>
<b>G26</b>	Subdivision should provide for the creation of a range of lot sizes to cater for a diversity of commercial and industrial uses.	<b>Complies</b> The subdivision proposed will create several 'super lots' which will be subject to further subdivision and/or development proposals. The lots are of a substantial size and will be able to cater for the delivery of a range of lot sizes over the entire site.
<b>G27</b>	Ancillary offices should; <ul style="list-style-type: none"> <li>• Be located at the front of buildings;</li> <li>• Include a façade addressing the street frontage of the lot; and</li> <li>• Provide for improved pedestrian access and engagement with the public domain.</li> </ul>	<b>Not Applicable</b>
<b>G28</b>	Buildings should be located at the front of any site apart from when any visitor car parking and access areas in the front setback are provided so to present an attractive address to the street. Any visitor car parking and access areas in the front setback area should be setback a minimum of 3 metres from the street frontage to enable provision of sufficient landscape strips at the street frontage. All vehicles should be able to enter/exit the site in a forward direction.	<b>Not Applicable</b>
<b>G29</b>	Large expanses of continuous wall visible to the street should have appropriate articulation, landscaping and other elements to provide relief and visual interest.	<b>Not Applicable</b>



<b>G30</b>	A consistent landscaping theme should be developed along streets and access ways. Variations in street tree species should be used to create visual cues in appropriate locations such as the termination of view lines, key intersections and in parks.	<b>Not Applicable</b>
<b>G31</b>	Streets should be aligned to create views and direct connections to the local park, waterways and open space.	<b>Not Applicable</b>
<b>G32</b>	Large areas of car parking, water tanks, service infrastructure and other structures (including plant and equipment) that are not part of the building should be located to the rear of buildings of the site, but behind the building line. Where this is not possible, they should be located behind constructed screening using durable and attractive materials.	<b>Not Applicable</b>
<b>3.3 – Community Facilities and Education</b>		
<b>3.3.1 – Community Facilities and Education</b>		
<b>Not Applicable</b>		
<b>3.4 – Open Space</b>		
<b>3.4.1 – Open Space and Natural Systems</b>		
<b>Requirement</b>		<b>Response</b>
<b>R41</b>	<p>All parks must be located, designed and developed to the satisfaction of the responsible authority generally in accordance with <i>Plan 7 – Open Space</i> and <i>Table 7 – Open Space Delivery Guide</i> of this PSP.</p> <p>An alternative provision of land for a local park is considered 'generally in accordance' provided:</p> <ul style="list-style-type: none"> <li>The location does not reduce the walkable access to local parks demonstrated on <i>Plan 7 – Open Space</i>;</li> <li>The design does not diminish the quality or usability of the space for passive recreation;</li> <li>The land area is equal to or more than the local park provision outlined in <i>Table 7 – Open Space Delivery Guide</i>, or:</li> </ul>	<p><b>Partly Complies</b></p> <p>The subdivision will propose a series of 'super lots' which will be subject to further and separate subdivision and development.</p> <p>The MATP PSP requires the delivery of a 0.4 hectare open space area identified as OS-19. As outlined previously, the UDF for the Hopkins Road Business Precinct will require the open space identified as OS-25 to be reconfigured and relocated partially within the proposed Lot 4.</p> <p>With respect to OS-19, it is considered that the location and delivery of this open space area would be best evaluated and</p>

	<ul style="list-style-type: none"> <li>○ Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation; and</li> <li>○ Subject to the approval of the responsible authority, where a proposed park is smaller than outlined in <i>Table 7 – Open Space Delivery Guide</i>, the land must be added to another park and the responsible authority must be assured that this will be delivered.</li> </ul>	<p>determined as part of a future planning application for the subdivision and/or development of the subsequent allotments and in accordance with the directives of the UDF for the Hopkins Road Business Precinct once this is approved.</p> <p>The delivery of OS-25 could also be deferred however, it is recommended that that as part of any permit that issues that the reconfigured and relocated open space reserve be secured and delivered by way of a section 173 Agreement as described previously.</p>
<b>R42</b>	All open space and public landscaped areas must contain extensive planting of robust large-canopy trees appropriate to the local climate and soil conditions that are suitable to the urban environment, to the satisfaction of the responsible authority.	<b>Not Applicable</b>
<b>R43</b>	Where fencing of open space is required, it must be low scale and/or visually permeable to facilitate public safety and surveillance.	<b>Not Applicable</b>
<b>R44</b>	Land designated for local parks must be finished and maintained to a suitable standard, prior to the transfer of land, to the satisfaction of the responsible authority	<b>Not Applicable</b>
<b>R45</b>	Design of service open space including waterway corridors, utilities easements and any other encumbered open space must maximise the amenity value of that open space and provide for flexible recreational opportunities, particularly when such land also abuts unencumbered open space.	<b>Not Applicable</b>
<b>R46</b>	Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and along the cycling network to the satisfaction of the responsible authority.	<b>Not Applicable</b>
<b>R47</b>	Development of land in a subdivision which includes the powerlines easement must include landscaping for a width of at least 10 metres along the residential or conservation	<b>Not Applicable</b>

	area interface, to the satisfaction of the responsible authority and AusNet Services.	
<b>R48</b>	Development of land in and adjacent to the Mt Atkinson Volcanic Cone Reserve must respond to <i>Figure 1 – Mt Atkinson Volcanic Cone Reserve Concept Plan</i> , to the satisfaction of the responsible authority.	<b>Not applicable</b>
<b>R49</b>	Where local parks and recreation areas occur adjacent BCS conservation areas, they must be designed and managed to complement the outcomes required by the BCS conservation area.	<b>Not Applicable</b>
<b>Guideline</b>		<b>Response</b>
<b>G39</b>	Local parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities, as well as supporting biodiversity.	<b>Not Applicable</b>
<b>G40</b>	Any existing vegetation, including grassland, that can be viably maintained, should be protected and enhanced through open space networks which facilitate habitat and movement corridors for species found within the region.	<b>Not Applicable</b>
<b>G41</b>	The design, planting and any infrastructure (such as shared path, seating and lighting) within the Mt Atkinson Homestead Heritage Reserve adjacent the Mt Atkinson Town Centre should not undermine the long term health and viability of retained vegetation.	<b>Not Applicable</b>
<b>G42</b>	Design of local parks and sporting reserves must demonstrate integration with the values of adjoining open space including Aboriginal and post-contact heritage and waterways.	<b>Not Applicable</b>
<b>G43</b>	CPTED principles, and in particular the provision of positive address and good passive surveillance from adjoining development, should guide the design of open spaces and associated infrastructure.	<b>Not Applicable</b>

<b>G44</b>	Path networks associated with open space located inside and outside the Precinct should include way-finding signage which clearly identifies key destinations.	<b>Not Applicable</b>
<b>G45</b>	Land in the electricity transmission easement should be utilised for open space, recreation, industrial and commercial activities including those outlined in <i>Table 6 – Powerlines Easement Possible Use and Development</i> , to the satisfaction of Ausnet Services.	<b>Not Applicable</b>
<b>G46</b>	Where landscaping in the electricity transmission easement is required as part of subdivision, treatment should include provision of a shared path and extensive planting of indigenous grasses and shrubs to the satisfaction of the responsible authority and in accordance with <i>Figure 6 – Powerline Easement Concept</i> , <i>Table 6 – Powerline Easement Possible Use and Development</i> , <i>Appendix H – Service Placement Guidelines</i> and <i>SP Ausnet – A Guide to Living with Transmission Easements</i> , to the satisfaction of Ausnet Services.	<b>Not Applicable</b>
<b>3.5 – Biodiversity and Threatened Species</b>		
<b>Not Applicable</b>		
<b>3.6 – Transport and Movement</b>		
<b>3.6.1 – Street Network</b>		
<b>Requirement</b>		<b>Response</b>
<b>R56</b>	Subdivision layouts must provide: <ul style="list-style-type: none"> <li>• A permeable and safe street network for walking and cycling</li> <li>• A safe and low speed street network that encourages walking and cycling</li> <li>• Convenient access to local points of interest and destinations for the effective integration with neighbouring properties, parkland and sports reserves.</li> </ul>	<b>Partly Complies</b> The subdivision layout does not propose the delivery of any roads. This is despite the fact that the MATP PSP requires a north-south aligned Connector Street. While it is considered that the entire length of the connector road is not necessary as part of this application, the central section – where the largest concentration of allotments is proposed – should be provided with this road.

		<p>The provision of this road up front will ensure equitable access the road for all three allotments. Currently, this section of the road is located entirely within Proposed Lot 1 meaning that the future owner of this property will be wholly responsible for delivering a section of road that other allotments will also benefit from.</p> <p>The up-front delivery of this connector street will also provide safe and convenient access to these central allotments which would otherwise be prevented direct access onto Hopkins Road and will have constrained access onto both Grand and Kirkpatrick Boulevard as a result of central medians. The delivery of the connector road will also provide a level of segregation of commercial and industrial traffic from residential streets to the west of the site – and in particular McKinley Drive.</p> <p>The delivery of this section of the connector road will also provide certainty for the further subdivision and development of these allotments while also facilitating and enhancing economic development opportunities for the subdivision.</p>
<b>R57</b>	Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots and canopy tree planting in accordance with <i>Appendix C – Road Cross Sections</i> .	<b>Not Applicable</b>
<b>R58</b>	Vehicle access to lots fronting arterial roads must be provided from a local internal loop road, rear lane, or service road to the satisfaction of the road authority.	<b>Complies</b>  Subject to the construction of the central section of the connector street as outlined above.
<b>R59</b>	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the PSP by any date or stage of development required or approved by the responsible authority.	<b>Not Applicable</b>



R60	Where a lot that is 7.5 metres or less in width, vehicle access must be via rear laneway, unless otherwise approved by the responsible authority.	<b>Not Applicable</b>
R61	Development must positively address all waterways through the use of frontage roads or lots with a direct frontage and rear access to the satisfaction of Melbourne Water and the responsible authority.	<b>Not Applicable</b>
R62	Greigs Road must be retained for public use with arterial road and local street functions as per <i>Plan 9 – Road Network</i> , with a continuous off-road shared path and local park located as per <i>Figure 2 – Greigs Road Concept Plan</i> .	<b>Not Applicable</b>
R63	Roundabouts, where determined to be required at cross road intersections, must be designed to reduce slow vehicle and ensure safe crossings for pedestrians and cyclists and continuity of shared paths and bicycle paths.	<b>Complies</b>  Subject to the construction of the central section of the connector street as outlined above.  The southern section of the connector road will need to be designed to provide suitable splays to accommodate a round about equipped to handle commercial and industrial vehicles.
R64	Where a connector street crosses a waterway as illustrated on <i>Plan 9 – Road Network</i> and is not listed in <i>Table 9 – Precinct Infrastructure</i> , the development proponent must construct a connector street waterway crossing prior to the issue of statement of compliance for the initial stage of subdivision on the opposite side of the waterway, whether or not that residential subdivision directly abuts the waterway.	<b>Not Applicable</b>
R65	Where a local access street is determined to be required to cross a waterway (service open space drainage), the proponent must construct a local access street culvert to the satisfaction of the responsible authority	<b>Not Applicable</b>
R66	Road networks and street types must be designed and developed in accordance with the street cross sections in <i>Appendix C – Road Cross Sections</i> unless otherwise agreed by the responsible authority.	<b>Complies</b>  Subject to the construction of the central section of the connector street as outlined above.
R67	Any changes required to the design of roads and intersections in the PSP at the time of development must be accommodated within	<b>Not Applicable</b>



	the land take identified in <i>Plan 4 – Land Use Budget</i> and <i>Appendix A – Property Specific Land Use Budget</i> .	
<b>R68</b>	<p>Where agreed to be used by the responsible authority, alternative street cross sections such as illustrated in <i>Appendix D – Alternative Road Cross Section Examples</i> must ensure that:</p> <ul style="list-style-type: none"> <li>• Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets;</li> <li>• The performance characteristics of standard street cross sections as they relate to pedestrian and cycling use are maintained;</li> <li>• Relevant minimum road reserve widths for the type of street are maintained as illustrated in <i>Appendix D – Alternative Road Cross Section Examples</i>; and</li> <li>• Industrial subdivision layouts must minimise industrial traffic through residential areas.</li> </ul>	<p><b>Complies</b></p> <p>Subject to the construction of the central section of the connector street as outlined above.</p> <p>Subject to detailed engineering plans as a condition on permit, and as appropriate and where required.</p>
<b>Guideline</b>		<b>Response</b>
<b>G51</b>	<p>Approximately 30% of streets (including connector streets) within a subdivision should apply an alternative cross section to the standard street cross sections outlined in <i>Appendix D – Alternative road Cross Section Examples</i>, to the satisfaction of the responsible authority. Other non-standard variations are encouraged regarding, but not limited to:</p> <ul style="list-style-type: none"> <li>• Varied street tree placement</li> <li>• Varied footpath or carriageway placement</li> <li>• Varied carriageway or parking bay pavement material</li> <li>• Introduction of elements to create a boulevard effect; and</li> <li>• Differing tree outstand treatments.</li> </ul> <p>For the purposes of this guideline, variation to tree species between or within streets does not constitute a standard street cross section variation.</p>	<p><b>Complies</b></p> <p>Subject to the construction of the central section of the connector street as outlined above.</p> <p>Subject to detailed engineering plans as a condition on permit, where appropriate and required.</p>
<b>G52</b>	<p>Street layouts should provide multiple convenient routes to key destinations, such as schools, community facilities, Mt Atkinson Volcanic Cone Reserve, sports reserves, Mt Atkinson Major Centre and local and industrial convenience centres.</p>	<p><b>Complies</b></p> <p>Subject to the construction of the central section of the connector street as outlined above.</p> <p>The north-south connector street will provide a direct and convenient access</p>

		and linkage between the future Mt Atkinson Major Activity Centre, the Hopkins Road Business Precinct and the residential areas of Mt Atkinson.
<b>G53</b>	Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.	<b>Partly Complies</b>  Subject to the construction of the central section of the connector street as outlined above.  While the initial block length for this section of the connector street will have a length of 703m, the proposed allotments will be subject to further future subdivisions and developments which will likely require the delivery of a finer grain road network connecting with this connector street..
<b>G54</b>	Cul-de-sac should not detract from convenient pedestrian, cycle and vehicular connections.	<b>Not Applicable</b>
<b>G55</b>	The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) should be minimised through the use of a combination of:  <ul style="list-style-type: none"> <li>• Rear loaded lots with laneway access</li> <li>• Vehicular access from the side of a lot</li> <li>• Combined or grouped crossovers; and</li> <li>• Increased lot widths.</li> </ul>	<b>Not Applicable</b>
<b>G56</b>	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any intersection between connector streets and arterial roads where they are necessitated by unusually high traffic volumes and to the satisfaction of the coordinating road authority.	<b>Not Applicable</b>
<b>G57</b>	Alignment of future primary arterial roads may be altered so long as the intended performance and function of the roads are maintained to the satisfaction of the coordinating road authority and the responsible authority, and in consultation with affected landowners.	<b>Not Applicable</b>
<b>G58</b>	Streets should be the primary interface between development and waterways, with open space and lots with a direct frontage allowed only as a minor component of the waterway interface.	<b>Not Applicable</b>
<b>G59</b>	Where lots with direct frontage are provided, they should be set back five metres from the waterway corridor to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the responsible authority.	<b>Not Applicable</b>

<b>G60</b>	All signalised intersections should be designed in accordance with the VicRoads' <i>Growth Area Road Network Planning Guidance &amp; Policy Principles (2015)</i> .	<b>Not Applicable</b>
<b>G61</b>	Any road networks running adjacent to or crossing the APA Group VTS pipeline assets should cross at 90 degrees and be engineered to protect the integrity of the asset to the satisfaction of the responsible authority and gas pipeline owner.	<b>Not Applicable</b>
<b>3.6.2 – Public Transport</b>		
<b>Requirement</b>		<b>Response</b>
<b>R69</b>	The street network must be designed to ensure 95% of all households are located within 400 metres of public transport services or bus capable roads, and all households are able to directly and conveniently walk to public transport services.	<b>Not Applicable</b>
<b>R70</b>	Subdivision design must enable passive surveillance to the public transport network by designing buildings which front on to streets on the public transport network.	<b>Complies</b> Subject to the construction of the central section of the connector street as outlined above.
<b>R71</b>	Bus stops must be provided which enable convenient access to activity-generating land uses such as schools, community facilities, Mt Atkinson Volcanic Cone Reserve, sports reserves, Mt Atkinson Major Town Centre and Local and Industrial Convenience Centres and key employment locations.	<b>Complies</b> Subject to the construction of the central section of the connector street as outlined above.
<b>R72</b>	All roads, intersections and roundabouts shown as 'bus capable' on <i>Plan 10 – Public Transport and Path Network</i> , should be constructed to accommodate ultra-low-floor buses to the satisfaction of Public Transport Victoria and the responsible authority.	<b>Complies</b> Subject to the construction of the central section of the connector street as outlined above.
<b>R73</b>	Visually transparent fencing along the boundary abutting the rail reserve must be provided in accordance with the V/Line standards for fencing and to the satisfaction of PTV and VicTrack.	<b>Not Applicable</b>
<b>3.6.3 – Walking and Cycling</b>		
<b>Requirement</b>		<b>Response</b>

R74	<p>Design all subdivisions, street and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> <li>• Footpaths of at least 1.5 metres in width on both sides of all streets and roads unless otherwise specified by the PSP;</li> <li>• Shared paths or bicycle paths of 3.0 metres in width where shown on <i>Plan 10 – Public Transport and Path Network</i> or as shown on the relevant cross sections illustrated at <i>Appendix C or D</i> or as specified in another requirement in the PSP;</li> <li>• Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines;</li> <li>• Off-road bicycle path along the Hopkins Road high pressure gas transmission pipeline easement, as per relevant cross section at <i>Appendix F – Easement Cross Sections</i>;</li> <li>• Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines;</li> <li>• Pedestrian and cyclist priority crossings on all slip lanes; and</li> <li>• Safe and convenient transition between on-and off-road bicycle networks.</li> </ul> <p>All to the satisfaction of the coordinating road authority and the responsible authority.</p>	<p><b>Complies</b></p> <p>Subject to the construction of the central section of the connector street as outlined above.</p>
R75	<p>Shared and pedestrian paths along waterways must be constructed to a standard that satisfies the requirements of Melbourne Water and the responsible authority, and must be:</p> <ul style="list-style-type: none"> <li>• Delivered by development proponents consistent with the network illustrated on <i>Plan 10 – Public Transport and Path Network</i>;</li> <li>• Positioned above 1:10 year flood levels with a crossing of the waterway designed above 1:100 year flood level to maintain hydraulic function of the waterway; and</li> <li>• Positioned above 1:100 year flood level where direct access is provided to the dwelling from the waterway.</li> </ul>	<p><b>Not Applicable</b></p>
R76	<p>Bicycle priority at intersections of minor streets and connector streets with dedicated off-road bicycle paths must be achieved through strong</p>	<p><b>Complies</b></p>

	and consistent visual clues and supportive directional and associated road signs.	Subject to the construction of the central section of the connector street as outlined above.
R77	Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity.	<b>Complies</b> Subject to the construction of the central section of the connector street as outlined above.
R78	Alignment of the off-road bicycle path must be designed for cyclists to travel up to 30km/h to the satisfaction of the responsible authority.	<b>Complies</b> Subject to the construction of the central section of the connector street as outlined above.
R79	Bicycle parking facilities including bicycle hoops and way-finding signage must be provided by development proponents in, and to, key destinations such as schools, community facilities, Mt Atkinson Volcanic Cone Reserve, sports reserves, Mt Atkinson Major Town Centre, local and industrial convenience centres and key employment locations.	<b>Not Applicable.</b>
R80	Subdivision designs must demonstrate how any proposed dedicated cycle paths, pedestrian paths and shared paths will integrate and connect in a safe and convenient manner.	<b>Complies</b> Subject to the construction of the central section of the connector street as outlined above.
R81	Pedestrian and cycle connections (bridges or underpass as indicated) must be provided in accordance with <i>Plan 10 – Public Transport and Path Network</i> , to provide pedestrian connectivity across the Melbourne-Ballarat rail corridor and the Western Freeway.	<b>Not Applicable</b>
<b>Guidelines</b>		<b>Response</b>
G62	Lighting should be installed along shared pedestrian and cycle paths linking to key destinations, unless otherwise agreed by the responsible authority.	<b>Complies</b> Subject to the construction of the central section of the connector street as outlined above.  Subject to detailed engineering and landscape plan requirements as conditioned on any permit that issues.
<b>3.6.4 – Town Centre Transport, access and connectivity</b>		
<b>Requirements / Guidelines</b>		<b>Response</b>
<b>Not Applicable – Mt Atkinson Major Town Centre UDF Has Not Been Prepared.</b>		



<b>3.7 – Integrated Water Management and Utilities</b>		
<b>3.7.1 – Integrated Water Management</b>		
<b>Requirement</b>	<b>Response</b>	
<b>R86</b>	<p>Stormwater runoff from the development must meet or exceed the performance objectives of the <i>CSIRO Best Practice Environmental Management Guidelines</i> for Urban Stormwater prior to discharge to receiving waterways and as outlined on <i>Plan 12 – Integrated Water Management</i>, unless otherwise approved by Melbourne Water and the responsible authority.</p>	<p><b>Complies</b></p> <p>A Stormwater Management Strategy will be required to be submitted as part of any planning permit that issues to the satisfaction and approval of both Council and Melbourne Water.</p> <p>Implementation of the Stormwater Management Strategy recommendations will be subject to detailed engineering plans as a condition on permit.</p>
<b>R87</b>	<p>Final design and boundary of constructed wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of both the responsible authority and Melbourne Water.</p>	<p><b>Complies</b></p> <p>The design details of any retarding basins will be subject to detailed engineering as a condition on permit.</p> <p>The approved engineering plans will provide the measures to ensure that any ecosystems in the surrounding area are protected from any adverse impact caused by any excess stormwater runoff, sedimentation or other pollutants.</p>
<b>R88</b>	<p>Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme and <i>Plan 12 – Integrated Water Management</i> to the satisfaction of Melbourne Water and the responsible authority.</p>	<p><b>Complies</b></p> <p>A condition will be placed on a permit requiring the submission of an Integrated Water Management Plan which when approved will inform the preparation, assessment and approval of any Functional Layout Plans and detailed engineering plans required as a condition on a permit.</p>
<b>R89</b>	<p>Applications must demonstrate how:</p> <ul style="list-style-type: none"> <li>• Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes;</li> <li>• Overland flow paths and piping within road reserves will be connected and</li> </ul>	<p><b>Complies</b></p> <p>These requirements will be satisfied by way of detailed engineering plans, an Integrated Water Management Plan and a Landscape Master Plan, as conditioned on any permit that issues.</p>



	<p>integrated across property/parcel boundaries;</p> <ul style="list-style-type: none"> <li>Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves; and</li> <li>Relevant Integrated Water Management Plan (IWM) requirements of this PSP will be achieved to the satisfaction of the water retail authority, including the supply of recycled water where required by the relevant water authority.</li> </ul> <p>Melbourne Water drainage assets must be to the satisfaction of Melbourne Water and the responsible authority.</p>	
<b>R90</b>	Development staging must provide for delivery of ultimate waterway and drainage infrastructure including stormwater quality treatment. Where this is not possible, development must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of the responsible authority	<p><b>Complies</b></p> <p>Subject to detailed engineering plans as a condition on permit.</p>
<b>Guideline</b>		<b>Response</b>
<b>G68</b>	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and Greater Western Water including any approved Integrated Water Management Plan.	<p><b>Complies</b></p> <p>Conditions on permit will ensure this is met.</p>
<b>G69</b>	<p>Where practical, integrated water management systems should be designed to:</p> <ul style="list-style-type: none"> <li>Maximise habitat values for local flora and fauna species</li> <li>Enable future harvesting and/or treatment and re-use of stormwater, including those options or opportunities outlined on <i>Plan 12 – Integrated Water Management</i>.</li> </ul>	<p><b>Complies</b></p> <p>Subject to detailed engineering plans, as a condition on permit, and Melbourne Water requirements.</p>
<b>G70</b>	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths, Water Sensitive Urban Design initiatives, such as street swales, rain gardens and/or locally treated stormwater for irrigation to contribute to a sustainable and green urban environment.	<p><b>Complies</b></p> <p>Subject to the construction of the central section of the connector street as outlined above.</p> <p>This requirement will be satisfied by way of detailed engineering plans as a condition on permit.</p>

<b>G71</b>	Development should reduce reliance on potable water by increasing the utilisation of fit-for-purpose alternative water sources such as storm water, rain water and recycled water (where required by the relevant authority).	<b>Complies</b> Subject to detailed engineering plans as a condition on permit and Melbourne Water and Western Water conditional requirements.
<b>G72</b>	Any drainage infrastructure running adjacent to or crossing the APA Group VTS pipeline assets should cross at 90 degrees and be engineered to protect the integrity of the asset to the satisfaction of the responsible authority and gas pipeline owner.	<b>Not Applicable</b>
<b>3.7.2 – Utilities</b>		
<b>Requirement</b>		<b>Response</b>
<b>R91</b>	Trunk services are to be placed along the general alignments shown on <i>Plan 13 - Utilities</i> subject to any refinements as advised by the relevant servicing authorities.	<b>Complies</b> Subject to detailed engineering plans as a condition on permit.
<b>R92</b>	<p>Before development commences on a property, functional layout plans of the road network must be submitted that illustrate the location of all:</p> <ul style="list-style-type: none"> <li>• Underground services;</li> <li>• Driveways and crossovers;</li> <li>• Intersection devices;</li> <li>• Shared, pedestrian and bicycle paths;</li> <li>• Street lights; and</li> <li>• Street trees.</li> </ul> <p>A typical cross section of each street is also to be submitted showing above- and below-ground placement of services, street lights and trees.</p> <p>The plans and cross sections must demonstrate how services, driveways and street lights will be placed to achieve the required road reserve width (consistent with the road cross sections outlined in <i>Appendix C – Road Cross Sections</i> and <i>Appendix D – Alternative Road Cross Section Examples</i>) and accommodate at least the minimum street tree planting requirements.</p> <p>The plans and street cross sections must be generally in accordance the PSP and are to be approved by the responsible authority and all relevant service authorities before development commences.</p>	<b>Complies</b> Subject to detailed engineering plans and a Servicing Layout Plan as a condition on permit.
<b>R93</b>	All new electricity supply infrastructure (excluding substations and cables with voltage	<b>Complies</b>

	66kv or greater) must be provided underground.	
<b>R94</b>	All existing above ground electricity cables (excluding substations and cables with voltage 66kv or greater) must be placed underground as part of the upgrade or subdivision of existing roads.	<b>Complies</b>
<b>R95</b>	Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate tree and other planting within road verges.	<b>Complies</b>  Subject to detailed engineering plans and conditional requirements of relevant determining authorities as a condition on permit.
<b>R96</b>	All lots must be provided with potable water, recycled water (where required by the relevant water authority), electricity, reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant authority.	<b>Complies</b>  Subject to detailed engineering plans and conditional requirements of relevant determining authorities as a condition on permit.
<b>R97</b>	Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts and be designed to the satisfaction of the responsible authority.  Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contribution to public open space requirements specified and will be additional to the areas designated in <i>Table 7 – Open Space Delivery Guide</i> .	<b>Complies</b>  Subject to detailed engineering plans as a condition on permit.
<b>R98</b>	Utilities must be placed on the outer edge of waterway corridors to avoid disturbance to existing waterway values, native vegetation, significant landform features and heritage sites, to the satisfaction of Melbourne Water and the responsible authority.	<b>Not Applicable</b>
<b>R99</b>	Utilities must be placed outside of BCS conservation areas, natural waterway corridors or on the outer edges of these corridors in the first instance. Where services cannot avoid crossing or being located within a conservation area or natural waterway corridor they must be located to avoid disturbance to existing waterway values, native vegetation, significant landform features and heritage sites, to the satisfaction of the Department of Environment, Land, Water and Planning, Melbourne Water and the responsible authority.	<b>Not Applicable</b>

<b>R100</b>	All temporary infrastructure must be removed once permanent infrastructure is connected and operating	<b>Complies</b>  A condition will be placed on any permit that issues requiring the removal and reinstatement of any areas earmarked to accommodate temporary infrastructure, as necessary.
<b>Guideline</b>		<b>Response</b>
<b>G73</b>	Above-ground utilities, including temporary utilities, should be located outside of key view lines and screened with vegetation, as appropriate	<b>Not applicable</b>
<b>G74</b>	Street and other public lighting should utilise cut-off fittings to minimise light spill beyond the required illuminated area.	<b>Complies</b>  Subject to the construction of the central section of the connector street as outlined above.  This matter will be addressed via conditions on any permit that may issue.
<b>G75</b>	Design and location of underground services should be guided by <i>Appendix G – Service Placement Guidelines</i> .	<b>Complies</b>  Subject to detailed engineering plans as a condition on permit.
<b>G76</b>	Subject to the land footprint area not being credited as an open space contribution, substations may be included in local parks to the satisfaction of the responsible authority and their location and design should be integrated with park design.	<b>Not Applicable</b>
<b>G77</b>	Any utility infrastructure running adjacent to or crossing the APA Group VTS pipeline assets should cross at 90 degrees and be engineered to protect the integrity of the asset to the satisfaction of the responsible authority and gas pipeline owner.	<b>Not Applicable</b>
<b>3.8 – Infrastructure Delivery and Staging</b>		
<b>3.8.1 – Subdivision Works By Developers</b>		
<b>Requirement</b>		<b>Response</b>
<b>R101</b>	Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:  <ul style="list-style-type: none"> <li>Connector streets and local streets (including internal loop and service roads that abut arterial roads);</li> </ul>	<b>Complies</b>  The proposed subdivision layout proposed demonstrate that these infrastructure items can be satisfactorily

	<ul style="list-style-type: none"> <li>• Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria);</li> <li>• Landscaping of all existing and future roads and local streets, including canopy tree planting;</li> <li>• Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in <i>Table 9 – Precinct Infrastructure</i>);</li> <li>• Local shared, pedestrian and bicycle paths along local roads including those within internal loop and service roads that abut arterial roads), connector streets, utilities easements, local streets, waterways and within local parks including bridges, intersections and barrier crossing points (except those included in the <i>Table 9 – Precinct Infrastructure</i>);</li> <li>• Council-approved fencing and landscaping along arterial roads, where required and where not otherwise included in <i>Table 9 – Precinct Infrastructure</i>;</li> <li>• Bicycle parking;</li> <li>• Appropriately scaled lighting along all roads and major shared and pedestrian paths, and traversing the open space network;</li> <li>• Basic improvements to local parks and open space – refer to R102 below;</li> <li>• Local drainage system;</li> <li>• Connector and local street or pedestrian/cycle path crossings of waterways, unless outlined as the responsibility of an agency in <i>Table 9 – Precinct Infrastructure</i>;</li> <li>• Infrastructure as required by utility services providers, including water, sewerage, drainage (except where the item is funded through a DSS), electricity, gas and telecommunications; and</li> <li>• Remediation and/or reconstruction of dry stone walls, where required.</li> </ul>	<p>delivered in accordance with the MATP PSP requirements.</p>
<p><b>R102</b></p>	<p>All public open space including town squares and urban plazas (where not otherwise included in <i>Table 9 – Precinct Infrastructure</i>) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to:</p>	<p><b>Not Applicable</b></p>



	<ul style="list-style-type: none"> <li>• Removal of all existing disused structures, foundations, contaminated soil, pipelines and stockpiles;</li> <li>• Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass;</li> <li>• Provision of water tapping connection points for potable and recycled water (where a recycled water supply is required by the relevant water authority);</li> <li>• Sewer, gas and electricity connection points to land identified as sports reserves and community facilities;</li> <li>• Trees and other plantings;</li> <li>• Vehicle exclusion devices (fence, bollards or other suitable methods) and maintenance access points;</li> <li>• Construction of pedestrian paths to a minimum 1.5 metres in width around the perimeter of the reserve (3m wide where required by <i>Plan 10 – Public Transport and Path Network Plan</i> and connecting to the surrounding path network);</li> <li>• Installation of park furniture, including barbecues, shelters, furniture, rubbish bins, local-scale play areas, and appropriate paving to support these facilities, consistent with the type of open space listed in <i>Table 7 – Open Space Delivery Guide</i>.</li> </ul>	
<b>R103</b>	<p>Local sports reserves identified in Table 9 – Precinct Infrastructure must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> <li>• Free from surface and/or protruding rocks and structures;</li> <li>• Reasonably graded and/or topsoiled to create a safe and regular surface with a maximum 1:6 gradient; and</li> <li>• Seeded and top-dressed with drought-resistant grass in bare, patchy and newly-graded areas.</li> </ul>	<b>Not Applicable</b>
<b>R104</b>	<p>Any heritage site / reserve or conservation area to be vested in the relevant authority must be done in a standard that satisfies the requirements of that authority. Works required prior to the transfer include, but may not be limited to:</p> <ul style="list-style-type: none"> <li>• Clearing of rubbish, weeds and contaminated soils;</li> <li>• Essential repairs to and stabilisation of any structures; and</li> </ul>	<b>Not Applicable</b>

	<ul style="list-style-type: none"> <li>Any fencing required to ensure the safety of the public.</li> </ul> <p>Any works carried out must be consistent with any relevant Cultural Heritage Management Plan and Conservation Management Plan.</p>	
<b>R105</b>	Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate.	<b>Not Applicable</b>
<b>R106</b>	Where a street has already been constructed or approved for construction to a property boundary, subsequent development must connect with that street to adopt a consistent cross-section until a suitable transition can be made.	<b>Not Applicable</b>
<b>R107</b>	Construction of the urban upgrade to the existing Hopkins Road level crossing must be undertaken as part of the initial stage of development of the Mt Atkinson Major Town Centre.	<b>Not Applicable</b>
<b>3.8.2 – Development Staging</b>		
<b>Requirement</b>		<b>Response</b>
<b>R108</b>	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> <li>Arterial road reservations;</li> <li>Connector streets;</li> <li>Street links between properties, constructed to the property boundary; and</li> <li>Connection of the on- and off-road pedestrian and bicycle network.</li> </ul>	<p><b>Partly Complies</b></p> <p>Subject to the construction of the central section of the connector street as outlined above.</p> <p>This delivery of the central section of the connector road as part of this subdivision will secure opportunities for the future subdivision and development of these allotments.</p>
<b>R109</b>	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in this PSP, by any date or stage of development required or approved by the responsible authority.	<b>Not Applicable</b>
<b>Guideline</b>		<b>Response</b>
<b>G78</b>	Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Development applications should demonstrate how the development will:	<p><b>Complies</b></p> <p>The proposed subdivision has been designed to link in with the approved road network and services being provided as part of the earlier permit phasing of the Mt Atkinson Residential</p>

	<ul style="list-style-type: none"> <li>• Integrate with adjoining developments, including the timely provision of road and path connections to a practical extent;</li> <li>• Integrate with other developments, including timely provision of road and path connections to the extent practicable, where proposed development does not adjoin an existing development front;</li> <li>• Provide sealed road access to each new allotment;</li> <li>• Provide open space and amenity to new residents in the early stages of the development, where relevant;</li> <li>• Deliver any necessary trunk services extensions, including confirmation of agreed approach and timing by the relevant authority; and</li> <li>• Avoid and minimise impacts to conservation areas through consolidating utilities into dedicated service corridors.</li> </ul>	<p>Estate. The subdivision layout will also facilitate the integration of future subdivision development on adjoining/nearby properties yet to be developed.</p>
<p><b>G79</b></p>	<p>The early delivery of community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages, to the satisfaction of the responsible authority.</p>	<p><b>Not Applicable</b></p>