

Melton City Council

# Consultation Report

## Hopkins Road Business Precinct Urban Design Framework

August 2022

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# 1 Introduction

## 1.1 Purpose of the Document

The Consultation Report outlines the Council-led community consultation strategy and consultation outcomes following the release of the Hopkins Road Business Precinct (HRBP) Urban Design Framework Draft in April 2022.

## 1.2 Project Context

Melton City Council in consultation with the landowner, Mount Atkinson Holdings (MAH), has developed the draft Urban Design Framework (UDF) over a two year period from early 2020.

The HRBP UDF is required under the Mt Atkinson and Tarneit Plains Precinct Structure Plan (amended January 2020) and Schedule 9 to Clause 37.07 Urban Growth Zone to provide further guidance to the design of the employment precinct, giving particular consideration to the buffer requirements in place,

including the quarry blast buffer, the quarry sensitive use buffer and the high pressure gas transmission pipeline measurement length.

## 1.3 Consultation History

Strategic stakeholder consultation has occurred throughout the process through letters, online platforms, newspaper advertisements, stakeholder workshops and targeted meetings.

The first phase of consultation occurred in March 2021 where the draft Background Report and Technical Reports were publicly released for comment for a one month period. During that period letters went out to major landowners, State agencies and relevant authorities seeking feedback on the draft Background and technical reports.

The second round of consultation occurred between late March and April 2022 and is the focus of this report.

## 2 Consultation Strategy for the Draft UDF

### 2.1 Key Stakeholders

The key project stakeholders are identified as:

- Landowners who own land within the UDF area, or directly adjoining
- Nearby residents of Mt Atkinson
- State government agencies
- Relevant authorities
- Residents of the City of Melton
- Melton City Council (Executive team, key internal departments, Project Working Group)

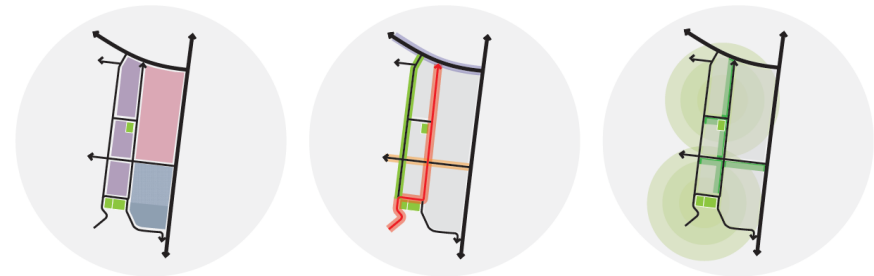
- Letters sent to landowners within approximately 300m of the subject land.
- Newspaper Ad put in the *Melton Moorabool Star Weekly* and the *Brimbank Star Weekly* on Tuesday 5 April.

During the consultation period, fifteen (15) submissions were received from a broad range of stakeholders including members of the local community and State agencies and authorities.

### 2.2 Consultation and communications summary

Council consulted on the draft UDF in the following ways during the 4 week consultation period:

- The draft HRBP UDF was released to the public on Council's engagement website *Melton Conversations* on 28 March 2022.
- Letters sent to major stakeholders, including State government agencies and relevant authorities.



### 3. Submissions summary and responses

This chapter presents a summary of feedback received from the consultation responses. The submission feedback has been grouped into themes for ease of reference. The table below summarises the submissions and outlines Council’s response to the submissions received.

Roads and Traffic		
Submitter Number	Submission Summary	Current Council Response
1, 6	Concern around traffic congestion on Hopkins Road.  Request for widening of Hopkins Road.	Council are aware of the ongoing congestion issues on Hopkins Road and are actively advocating for it to be upgraded as a matter of priority with the Department of Transport (DOT). Council is currently running a community campaign called ‘Fix our Roads’ which asks the State and Federal governments to upgrade major roads within the City of Melton and Hopkins Road is identified. Hopkins Road is planned to ultimately become a 6 lane arterial road as per the Mt Atkinson and Tarneit Plains PSP, with the timing of when the upgrade will occur to be determined by DOT.
8	Query as to what sort of activity the proposed Western Interstate Freight Terminal (WIFT) will generate in the area and what traffic management plan is in place as a response.	The Western Interstate Freight Precinct (WIFP) will be located further south, outside the UDF area, therefore the activities which will occur in the WIFT are not determined through this UDF. Hopkins Road is planned to carry much of the industrial traffic and ultimately become a 6 lane arterial and is part of the Principal Freight Network (PFN) as designated by Department of Transport.
12	The proposed left in left out along Hopkins Road as shown in Figure 8 is not to be connected to the precinct’s internal road network i.e. it is only for access to developments facing Hopkins Road.	It is not intended that the potential left in left out intersections on Hopkins Road would be connected to the internal road network.
12	Request for confirmation that Conondale Avenue will not directly access Hopkins Road.	Conondale Avenue will not directly access Hopkins Road.

14	The note on Figure 8, Page 18 that states “ <i>access from Hopkins Road subject to approval by the responsible authority</i> ” should be removed or amended to clarify that it refers to a service lane.	The Department of Transport has agreed to the wording in the UDF, and have agreed to consider the potential for two left in/left out turns off Hopkins Road, subject to further detailed investigation and approval.
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Hopkins Road Interface/Managing Impacts of the Quarry		
Submitter Number	Submission Summary	Current Council Response
5, 14	<p>Figure 13 (of the draft UDF) indicates the use of “side airlocks” as opposed to front airlocks, but these side airlocks effectively front Hopkins Road, functioning as a main gateway into the building from the Hopkins Road frontage which will have the exact same risk as an airlock which directly faced to the quarry.</p> <p>The UDF requires more justification regarding why the use of side airlocks is an appropriate solution before pictures can be included.</p> <p>The use of side airlocks as shown is not considered to be a suitable “alternative design approach” which adequately responds to the potential adverse amenity from the Deer Park Quarry.</p>	<p>As stated in the UGZ9: <i>Prior to approving an urban design framework for the ‘Hopkins Road Business Precinct’, the responsible authority and the Victorian Planning Authority must seek the views of the owner and operator of the Boral Ravenhall Quarry and the Secretary to the Department of Economic Development, Jobs, Transport and Resources in relation to how the urban design framework responds to the potential impacts of the quarry.</i></p> <p>Due to submission responses from the above mentioned technical experts, Council have amended the UDF to remove the images to ‘side’ and ‘front’ airlocks, and have updated the UDF to include the following requirement: <i>R37-12 – the location of building entries must front away from Hopkins Road.</i></p> <p>The updated UDF also suggests potential building entries shown on Figure 17 – Built Form and Massing.</p>
9	The UDF should have regard to Objective (1(i) of the Mineral Resources (Sustainable Development) Act 1990 (MRSDA), which states <i>‘risks posed to the environment, to members of the public, or to land, property or infrastructure by work being done under a licence or extractive industry work authority are identified and are eliminated or minimised as far as reasonably practicable.’</i>	The UDF has regard to the requirements outlined in the PSP and UGZ9, as they relate to the quarry requirements. Requirements relating to land use as well as built form and urban design have been outlined in the UDF, to ensure that risks posed from quarrying is eliminated or minimised as far as practicable.

	The UDF should take into consideration EPA guidelines, particularly the concept of “agent of change.”	
14	Provide clarity on the Hopkins Road interface and decide whether or not it will be an active interface, explaining how this will be achieved with respect to the blast buffer.	The role of Hopkins Road has been further clarified through the updated UDF. Strathbogie Drive will be a ‘High Amenity Interface’, with specific design principles, whilst Hopkins Road interface must still ensure an active frontage, providing visual interest whilst still having regard to the requirements of the quarry blast buffer.
8	The UDF should incorporate a requirement for future development in the precinct to consider any potential adverse environmental effect, nuisance or exposure to hazards arising from the future use of the quarry for waste and recovery purposes.	The UDF has regard to the requirements outlined in the PSP and UGZ9, as they relate to the quarry requirements. Requirements relating to land use as well as built form and urban design have been outlined in the UDF, to ensure that risks posed from quarrying is eliminated or minimised as far as practicable.
8	R4 should provide for future industrial uses and should be amended to include the words ‘and future’.	The wording ‘proposed’ is implicit that it is referring to future uses that are being considered.
8	The prohibition of industrial uses at G2 within the large format retail or Commercial 2 land is inconsistent with the CZ2 and UGZ9.	This has been amended.
8	The UDF should clarify the location for the 10m wide linear open space that runs parallel to Hopkins Road. Active uses (market gardens etc) within the blast buffer should be prohibited.	The linear open space (OS35) has been relocated out of the blast buffer and is located adjacent to OS25 to ensure a usable space.
8	R32 should be revised to expressly exclude buildings from being erected within the blast buffer zone.	This has been amended.

Land Use		
Submitter Number	Submission Summary	Current Council Response
14	Clarify the restrictions within the blast buffer.	All requirements relating to the buffers are outlined in UGZ9, and therefore apply. However, the 2.4.1 Sub Precincts section outlines that

	Request to include a land use requirement that addresses the blast buffer.	buildings are prohibited in the Quarry Blast Buffer and R5 outlines the restrictions of the buffer.
14	Clarification is needed on the type of land use and built form of each of the three character areas. The requirements and guidelines need to be more specific and specialised to each area.	The character areas have been removed and replaced with sub precincts, which now specify both the land use expectations of each sub precinct, as well as the built form requirements.
14	<p>The UDF needs to elaborate on why the interface land between the residential interface and Strathbogie Drive is denoted as “commercial” land use, what built form is envisaged there and how amenity impacts will be mitigated?</p> <p>It does not seem appropriate that Character Areas 1 and 2 have stringent design requirements whilst Character Area 3 does not, despite it comprising of a sensitive residential interface.</p>	<p>In addition to the Built Form and Massing requirements and guideline in Section 2.7.3 of the UDF, the following requirements are included to describe the built form with the Commercial Area – highlighting height, articulation and building mass:</p> <ul style="list-style-type: none"> <li>• R50 - Provide active frontages along McKinley Drive with finer grain articulation and increased transparency within the primary façade to create a distinct edge which is congruent to the residential interface.</li> <li>• R51 - Building Height must not exceed 7.0m to the front of the lot at the end of the 5.0m landscaped setback, this can increase to a maximum of 9.0m at a further setback of 5.0m along McKinley Drive.</li> </ul>
14	The UDF requires more information regarding provisions for car parking.	Section 2.5.8 discusses carparking, and includes a number of requirements and guidelines outlining the provision of car parking in HRBP.
3	Request for more car parking.	The UDF area includes adequate car parking areas for the businesses that will be moving in to the new employment precinct.
2	Table 1 of Section 2.4 HRBP UDF needs updating as it does not reflect the mandatory requirement of the Quarry Sensitive Use Buffer. The use of land for Accommodation, Child care centre, Education centre (other than Business College, Employment training centre of Tertiary institution) and Hotel on land shown within the Quarry Sensitive Use Buffer is prohibited.	The Education Centre has been removed, and Employment Training Centre has been included, which is allowed under UGZ9. Residential Hotel is still listed, however there is also a stipulation that all uses must be in accordance with UGZ9, and therefore a Hotel could be permitted in the area outside of the Quarry Sensitive Use Buffer.



14	Should Section 2.6.1 be listed as encumbered open space?	<p>Open Space #35 in the PSP is listed as unencumbered open space, and therefore needs to be located on unencumbered land. Council agree that in its previous location, it was encumbered by both the overland flow path and partially by the transmission easement. It was also proposed to run canopy trees along the transmission easement, which would have been located in a private carpark, and therefore difficult to maintain and difficult for the community to enjoy.</p> <p>OS35 has now been relocated to a new location above the retarding basin, adjoining Open Space #25 (which has also been squared up in shape). This provide a number of benefits, including a large rectangle shaped open space, close to residential community. Also, it provides rectangular block sizes for the commercial uses above, and a road layout which is reflective of the intention of the PSP. The trees in the carpark will no longer be required as the canopy trees can now be planted in OS35.</p>
8	Amend Fig 4 so that the distinction between Commercial/Business Employment land Large Format Retail aligns with the Quarry Sensitive Use Buffer.	The boundaries between the Business area and the Large Format Retail have been set by the PSP and the UDF cannot amend them, as it needs to be in accordance with the PSP. The UDF, as well as the UGZ9 outline what uses are allowed and prohibited in the Quarry Sensitive Use Buffer.
10	Request for sex shop not to be allowed in precinct.	An Adult sex product shop would require a planning permit for it to operate in the employment area. It also must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or land used for a hospital, primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school.
10	Question around timing for the precinct to be developed.	The timing around the development of the area is controlled primarily by the developer, however once the Urban Design Framework document is adopted by Council, the developer can start to apply for planning permits to commence development in the precinct.

Built form		
Submitter Number	Submission Summary	Current Council Response
14	<p>The built form section lacks information about proposed height, built form typology or density – (jobs per sqm).</p> <p>Inclusion of built form benchmarking would be helpful.</p> <p>Are there any additional measures to ensure built form creates a positive and high quality human experience?</p> <p>Suggestion to consider articulation of built form massing to ensure buildings relate to the local streets and spaces.</p>	<p>The City of Melton Industrial Design Guidelines will apply to all areas in the UDF area, as such must be read in conjunction with this UDF.</p> <p>While there may be an unavoidably large scale associated with the industrial / restricted retail designation, architectural measures should be employed to minimise perceptions of building bulk and mass.</p> <p>The built form in these precincts will include substantial glazing, clear building entrances, and carefully integrated signage. The buildings will be free from blank facades, and provide a palette of colours and finishes.</p> <p>Along Strathbogie and McKinley Drive the focus will be on lifting the appearance of these buildings with appropriate site design, landscaping and architectural detailing.</p> <p>The built form of these uses will be a high quality mix of buildings, heights and scales. While long term uses in this precinct are somewhat undefined at this stage, the principles of good design remain. Building massing will be considered along with building height to ensure a design response that considers the impact of development on the surrounding environment. In this precinct it is important that facades create variety and interest while contributing to the continuity of the streetscape.</p> <p>Buildings situated on key intersections should turn corners and address both streets. Building materials will further contribute the character of the area.</p> <p>A requirement has also been added in regarding building height.</p>

14	The overall requirements R38- R46 are repeated with no distinction in built form specified for different character areas.	This has been updated in the document, where most of the requirements are for all areas, however there are some specific requirements for the various sub precincts.
14	Requirements and guidelines regarding building height are noticeably lacking throughout the document.	New requirements and guidelines have been drafted to address building height and other built form aspects, including R51 - Building Height must not exceed 7.0m to the front of the lot at the end of the 5.0m landscaped setback, this can increase to a maximum of 9.0m at a further setback of 5.0m along McKinley Drive.

Design Response		
Submitter Number	Submission Summary	Current Council Response
14	Suggestion to consider urban design principles of creating an active, safe, vibrant and high quality public realm that promotes the health and wellbeing of the workers.	The Public realm and landscape urban design principle has been updated to include this suggestion.
9	Key urban design elements such as the location of windows, built form and appearance including the location of storage spaces and service areas (that are in proximity to existing extractive industry operations) should be emphasised strongly through appropriate performance standards and objectives	Section 2.7.3 Built Form Massing Requirements and Guidelines outlines these aspects. In addition to this, the City of Melton Industrial Design Guidelines apply to all areas within the UDF, and also outline a large amount of requirements, guidelines and principles relating to urban design elements.
9	The design of commercial or other buildings should limit access to the blank side of the building (interface with Hopkins Road) and discourage large congregations within any proposed storage space or other vehicle space. Consider minimising windows, gaps between buildings and any areas of congregation at the rear of buildings or where there may be a risk to human life with respect to quarry operations.	As per the requirements of the PSP, the UDF reiterates that the location of building entries must front away from Hopkins Road. To further comply with this requirement, the UDF shows potential building entrances shown on Figure 17, which are suggested to be located on the north and south faces of the building.

9	Blank untextured or un-interesting walls along the Hopkins Road interface should be avoided.	Built Form and Massing Requirements R37-1, R37-6, R37-7 and R44 all contribute to ensuring that blank and un-interesting walls will not be supported anywhere in the UDF, including Hopkins Road interface.
14	The role of Hopkins Road needs clarification considering that having development turn its back on to Hopkins Road and creating a high amenity interface along Strathbogie Drive instead is more sensible as Hopkins Road is already constrained.	The role of Hopkins Road has been further clarified through the updated UDF. Strathbogie Drive will be a 'High Amenity Interface', with specific design principles, whilst Hopkins Road interface must still ensure a visually interesting frontage, whilst still having regard to the requirements of the quarry blast buffer.
14	Having buildings front Hopkins Road is not supported as it may draw buildings further away from the Strathbogie Drive frontage which is designated in the UDF as a high amenity street. It is unnecessary to include two frontage options.	Both images on page 19 have been removed. Image on page 29 (Strathbogie Drive frontage) has been kept and modified to show indicative building entries on frontages other than Hopkins Road frontage. There has also been a requirement added into the UDF which states: <i>'The location of building entries must front away from Hopkins Road'</i> .
14	Suggestion to explain what is proposed to be achieved regarding road and car park buffer zones before the benchmarking.  Communicate opportunities to create a high quality public realm other than just the screening of car parks.	Pages 20 and 21 of the updated UDF document address road and carparking, with benchmarking images provided to show what is considered acceptable throughout the UDF area.
14	Benchmarking of linear park designs would be beneficial.	With the relocation of OS35, there is no longer a linear park proposed in the UDF area, therefore benchmarking is not required.
14	Based on the cross sections, there appears to be no intention to create a pedestrian place, activation engagement with streetscape etc.	Cross sections are in accordance to what was approved in the PSP. This includes the McKinley Drive cross sections which includes a 7.3m wide green link to ensure an attractive streetscape for the residential community.
14	Query as to whether there is any specific measure to protect solar access to the local park.	The local park at OS19 has been relocated slightly south so that it is located on the corner of two roads to its north and east boundaries. This will assist in protecting solar access to the park, as it won't be located immediately behind tall industrial buildings.
14	The UDF should provide further detail on open spaces to support the open spaces that have been shown in figures.	The UDF has been updated to expand on details of the open spaces in the precinct.

14	The proponent needs to make more reasoning within the 'Interfaces' section.	The Interface section has been expanded upon.
14	The residential interface section needs to include consideration for more factors and be more specific.	This section has been updated with text included specifically relating to the residential interface, and there are also a number of requirements and guidelines which guide development along the residential interface.
14	Add information on the High Amenity Interface under the 'Interfaces' section and provide a clear definition.	This section was missing and has now been included.
3	Request for a mixture of tree varieties to be planted.	Tree species selection for the precinct must be in accordance with Council's Landscape Strategy. Council has identified a list of trees that support the environmental, sustainable and aesthetic qualities of Melton. This will be reflected in Council's Street Tree Strategy which is due for completion at the end of 2022.

Movement and Transport		
Submitter Number	Submission Summary	Current Council Response
3	Request for walking and cycling paths.	As per the UDF, there will be walking and cycling paths in and around the new precinct.
14	Query as to whether the urban design principles will have any considerations to future-proof the precinct to adapt to changes in public transport and micro mobility services as they evolve.	Movement and Access Urban Design Principles have been updated to reflect this.
14	The road hierarchy and functionality of the road network at the southern end of the UDF and surrounding PSP area requires clarification. In particular, there is a slight change compared to the PSP in Figure 8 which shows the streets to be bus capable (i.e. connector streets) but does not provide the bicycle facilities continuously on all links as required for connector streets.	Transport plans have been updated and separated into two plans which show road hierarchy on one and Public Transport options on another. There are bicycle facilities provided continuously through the development which link Hopkins Road with the retarding basin and Conondale Avenue in the south of the precinct.

14	Request for further detail regarding the proposed management of vehicle speed across the UDF area as this is considered to be a key element in providing a safe and amenable environment of pedestrians and cyclists.	Movement and Access Urban Design Principles have been updated to reflect this. Roundabouts etc would be designed and approved as part of the planning permits.
14	Request for further detail regarding the management of freight movements within the UDF and surrounds with the key issue being separation of freight movement away from residential areas.	The road hierarchy is shown in Section 2.5.6, with freight movements expected on Hopkins Road as the primary arterial, and Conondale and Kirkpatrick as the connectors. McKinley Ave is designated as a key local access with a green link, and will discourage freight movements along this street which interfaces with residential.

Compliance with PSP Requirements and Guidelines		
Submitter Number	Submission Summary	Current Council Response
5, 14	On page 29 of the UDF, buildings appear to be shown directly fronting Hopkins Road which is not in accordance with Requirement 36 of the PSP.	Council agree that the proposed design response with the 'side airlocks' shown in the draft UDF do not comply with the requirement ' <i>the location of buildings must front away from Hopkins Road unless an alternative design approach responds to the potential adverse amenity from the Deer Park Quarry</i> ' – R36 of the PSP. The document has been updated to remove the airlock images and reiterates the PSP requirement as stated above. It also provides guidance on where entrances to buildings should be located to comply with R36.
14	The UDF is considered to be generally in accordance with Figure 5 - Employment and Town Centres of the PSP, and the City of Melton Industrial Guidelines as per Requirement 28.	Noted. No change required.
14	The set back and landscaping of buildings and car parking or other areas along Hopkins Road, Riding Boundary Road and Mt Atkinson Road are considered to meet Requirement 32.	Noted. No change required.
14	The UDF is considered generally in accordance with Plan 6 (Employment and Town Centres) of the PSP as per Requirement 35.	Noted. No change required.

14	Melton's Industrial Design Guidelines and Car Parking guidelines have been referenced in the requirements of the UDF as required.	Noted. No change required.
14	The land use plan element of Requirement 36 of the PSP has not been met and further detail is required in plans to ensure that all relevant information is clearly conveyed.	The land use plan has been updated, as have all plans in the document to provide further detail to ensure all relevant information is clearly conveyed.
14	The UDF demonstrates an appropriate landscaping response in relation to the high pressure gas transmission pipeline.	Noted. No change required.
14	The UDF appropriately demonstrates bus capable roads. Bus stop locations can be considered during subsequent planning permit applications subject to the requirements of the responsible authority.	Noted. No change required.
14	The UDF demonstrates an appropriate diversity of built form outcomes, and therefore commercial tenancies, can be achieved.	Noted. No change required.
14	The UDF addresses staging and indicative development timing under Section 3.	Noted. No change required.
14	The UDF demonstrates that service areas will be appropriately managed.	Noted. No change required.
14	The UDF addresses signage and references the <i>City of Melton Advertising Signage Design Guidelines 2017</i> .	Noted. No change required.
14	The UDF addresses visual interest at the pedestrian scale, providing appropriate façade treatments.	Noted. No change required.
14	The UDF includes a number of requirements to achieve a variety of building materials and form.	Noted. No change required.
8	For consistency with UGZ9, Table 1 of the UDF should be amended to delete a Residential Hotel, Food and Drink Premises and Education Centre as 'preferred uses'.	Residential Hotel is still listed, as is Food and drink premises, as it reflects that these uses would be supported outside of the Quarry Sensitive Use Buffer. Education Centre has been removed and employment training centre added, in accordance with UGZ9.

Housekeeping		
Submitter Number	Submission Summary	Current Council Response
14	The UDF should provide further clarification on the role and definition of the vision, principles, and requirements and guidelines.	The document has been updated to provide further clarification around the roles of the vision, principles, and requirements and guidelines.
14	The Vision needs to be strengthened.	The Vision has now been strengthened and provides insights into the aspirations and expectations for the Precinct.
14	The language used for the urban design principles need to be consistent.	The Urban Design Principles have been updated to ensure consistent language.
14	Query as to what the strategies are for climate resilience for current and future climatic conditions?	<p>The UDF contains a number of requirements and guidelines which will assist in providing a climate resilient precinct. These include:</p> <p><b>Sustainability and Environment</b></p> <ul style="list-style-type: none"> <li>• Encourage sustainability through energy efficient building design, water sensitive urban design strategies including passive irrigation to street trees, cooling surface temperatures through tree canopies, and facilitate waste and recycling through design of waste storage areas.</li> <li>• Ensure and emphasis on sustainable modes of transportation throughout ongoing development of the HRBP.</li> <li>• Create a healthy place that reduces environmental impact through efficient use of water, energy, materials and waste.</li> <li>• Create a naturally cooler environment by considering solar access, minimizing impervious surfaces, considering micro-climate and utilizing lighter pigments or white roof coatings with high albedo.</li> </ul> <p><b>Urban Structure</b></p> <ul style="list-style-type: none"> <li>• Create a well connected, permeable place by ensuring access via motor vehicle, cyclists, and pedestrians.</li> </ul>



		<ul style="list-style-type: none"> <li>Flexibility will ensure that the needs of today can be met, while not ruling out the needs of the future.</li> </ul> <p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>Encourage uses that support local employment.</li> </ul> <p><b>Movement and Access</b></p> <ul style="list-style-type: none"> <li>Facilitate a high quality and efficient road network of pedestrian paths, cycle paths and local bus network to ensure highly accessible and well- connected precincts that adapt well to future changes in public transport with micro mobility services in mind as they evolve.</li> </ul>
14	The 'Urban Structure' requires review as content is repeated in the built form and landscape sections. Further work is required on the description of the urban structure and 'the plan' as to set the scene to improve understanding of the main gestures of the plan.	The Urban Structure section has been updated to remove repetition with the built form and landscape sections of the document, and focusses more on the overall structure, connectivity and functionality of the precinct.
14	Figure 4 should include key elements broken down in the following sections i.e car parking, key intersections, green streetscapes, indicative building footprints/anchor uses etc.	Figure 4 has been updated, as have many of the diagrams through the UDF document. Many of the elements mentioned have been included in various plans throughout the document, including Movement and Access, Public Realm and Landscape, and Built Form, Massing and Interface.
14	Clarify the intent and the language used in the Requirements and Guidelines.	Language in requirements and guidelines has been updated to ensure consistency.
14	There is a lot of repetition and some inconsistency in the structuring of sub-sections under 2.0 Urban Design Framework.	These sections have been updated to remove inconsistency and repetition.
2	The key in Section 2.4 of the UDF needs to be updated to be consistent with land use terms used in Section 1.4 and in Plan 1 to Schedule 9 to Clause 37.07 (Urban Growth Zone).	The land use terms have been updated to be consistent with what is written in the Mt Atkinson PSP.
14	An additional guideline for development for the rest of the UDF should be provided as follows: "Development should demonstrate compliance with the 'Crime Prevention Through	R45 states 'Development proposals in industrial and commercial areas must take into account the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines'.

	Environmental Design' (CPTED) principles which are incorporated in the Urban Design Guidelines for Victoria."	
12	Request for further information detailing the reason for the realignment of the UDF boundary as shown in Figure 3.	The UDF boundary was realigned at the request of the developer so that the key local access internal loop road could be included in the south east corner of the precinct.
14	It is preferable to use the map/option on page 29 as the map/option on both pages 19 and 29 rather than having two maps/options on each page.	The second map/option has been removed from the document, with the only option now being where Strathbogie Drive is the High Amenity Interface. Hopkins Road is too constrained by the various buffer requirements to be considered a high amenity interface.
14	Figure 9 (Public Realm and Landscape Plan) should also show the view to Mt Atkinson from the south east of the precinct (along Hopkins Road).	Considering the relatively shallow topography of the site in the south east, it's not considered that there is a view to Mt Atkinson along Hopkins Road.
14	More information should be provided in Section 4.1 (Review), particularly regarding review timeframes.	It is unclear what additional information can be provided with regards to review timeframes, apart from stating that the document may be reviewed every 5 years to ensure the information is relevant.
8	The UDF should refer to the area shaded purple consistently as "Business", in accordance with the provision of Clause 37.07 (Schedule 9) of the Melton Planning Scheme. Reference to Business/Large Format Retail should be improved with distinct headings for the Business Employment and the Large Format Retail area.	This update has been made.

Broader PSP related submissions		
Submitter Number	Submission Summary	Current Council Response
3	Request for a train station at Mt Atkinson Town Centre and conversion to the metropolitan train network.	The timing of when the train station will be delivered is unknown at this stage, however Council is advocating to Department of Transport for it to be designed and constructed as soon as possible.
3	Request for better bus connection from Mt Atkinson estate to the train line and community centre.	This UDF area is located outside of the Mt Atkinson residential area, and therefore does not cater for better bus connection from the estate to the

		train line, however the PSP outlines which roads are 'bus capable' and Council continue to advocate for better bus connections in all new estates.
4	Query as to the timeframe for the Mt Atkinson Town Centre and whether there will be a school as part of the Mt Atkinson Town Centre?	The Mt Atkinson Town Centre is a separate UDF that is in the process of being prepared. Council anticipates to have a draft UDF available for public comment towards the end of the year. As shown in the Mt Atkinson and Tarneit Plains PSP, there are plans for two government primary schools, as well as one non government primary school and one non government secondary school. These are not located in the Town Centre itself, but spread within the residential area in Mt Atkinson.

#### 4. Conclusions and Next Steps

Overall, there was a high degree of concern raised by various stakeholders on a broad range of aspects in the draft UDF.

Council officers have summarised the issues raised and adjusted the UDF document accordingly to resolve the submissions.

The revision of the UDF is currently being undertaken at the time of writing this document. The UDF will be made available once it is considered by Council at a future Ordinary meeting of Council and the Victorian Planning Authority (VPA) Board. Endorsement by the VPA Board is required under Schedule 9 to Clause 37.07 Urban Growth Zone.

