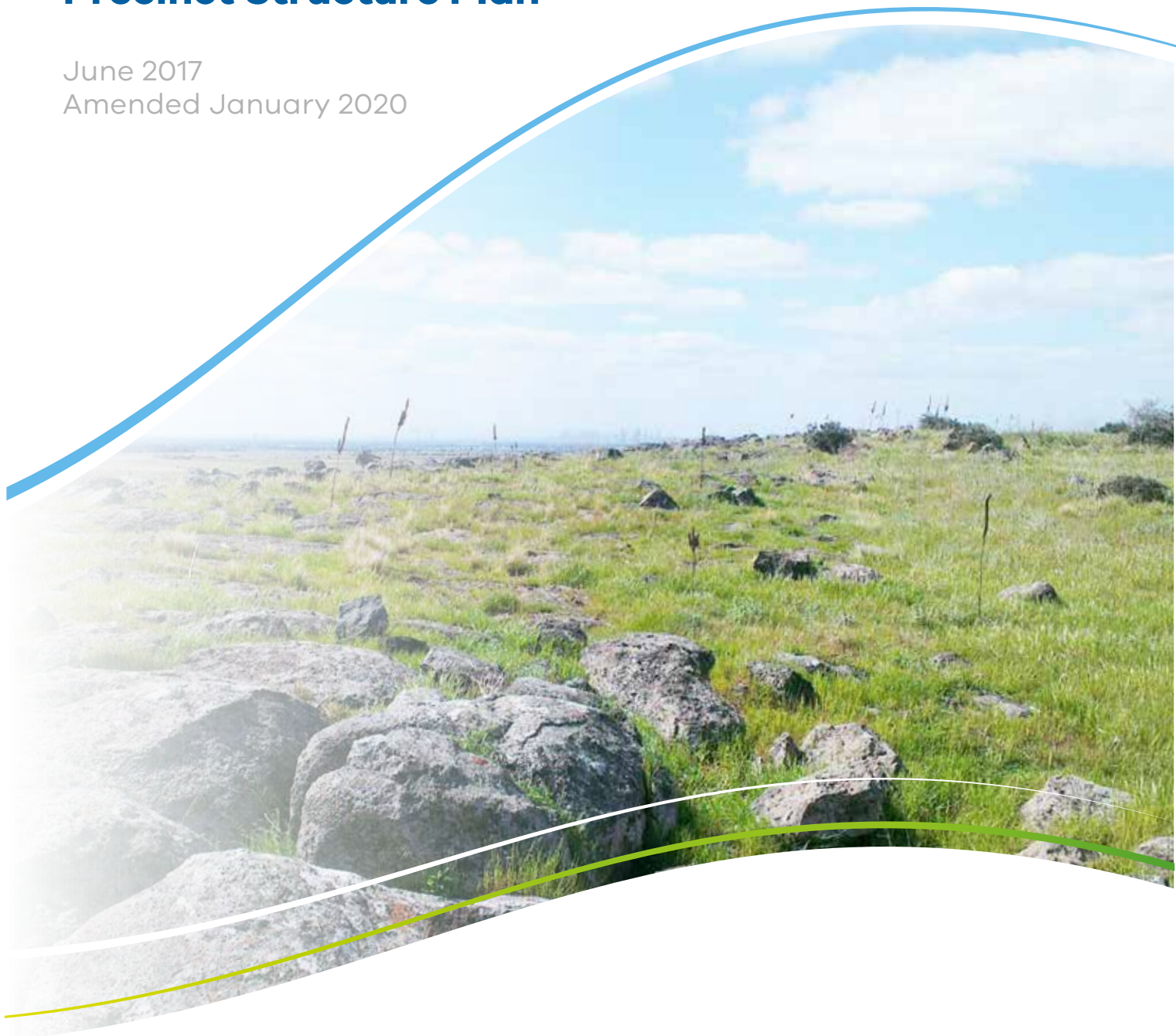


Mt Atkinson & Tarneit Plains

Precinct Structure Plan

June 2017

Amended January 2020



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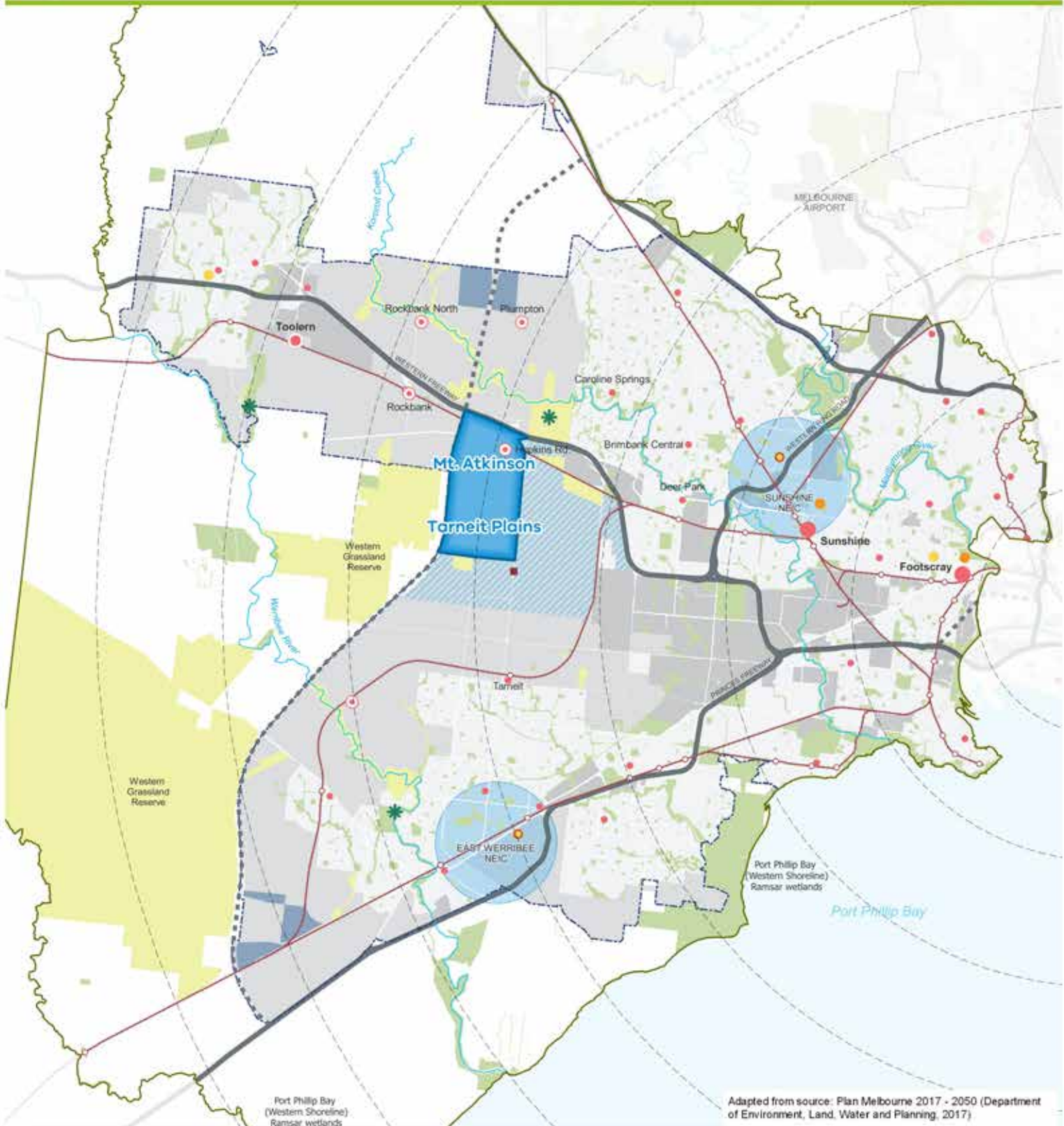
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Amended
by C217Melt

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Version	Date	Incorporated into the Planning scheme by amendment	Description of changes
1	June 2017	C162	N/A
2	January 2020	C217Melt	Table 9 and Appendix A updated to align with the Mt Atkinson & Tarneit Plains ICP



Adapted from source: Plan Melbourne 2017 - 2050 (Department of Environment, Land, Water and Planning, 2017)



1.0 INTRODUCTION

The Mt Atkinson and Tarneit Plains Precinct Structure Plan (PSP) has been prepared by the Victorian Planning Authority (VPA) in consultation with Melton City Council and with the assistance of Government agencies, service authorities and major stakeholders.

A PSP is a long-term plan for urban development. It describes how the land is expected to be developed, and how and where services are planned to support development.

The PSP guides proposed development within the Mt Atkinson and Tarneit Plains Precincts (the precinct).

Generally, the PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with relevant Victorian Government guidelines listed in this section;
- Enables the transition of non-urban to urban land;
- Sets the vision for how land should be developed and the outcomes achieved;
- Outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle;
- Sets out objectives, guidelines and requirements for land use and development;
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development; and
- Addresses the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999) in accordance with an endorsed program under Part 10.

The PSP is informed by:

- The State and Local Planning Policy Framework set out in the Melton Planning Scheme;
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2008);
- *Growth Corridor Plans: Managing Melbourne's Growth Areas* (Growth Areas Authority, 2012);
- *Biodiversity Conservation Strategy for Melbourne's Growth Corridors (BCS) and Sub Regional Species Strategies for Melbourne's Growth Corridors* (Department of Environment and Primary Industries, June 2013);
- *Plan Melbourne 2017–2050* (Victorian Government, 2017); and
- *Statewide Waste and Resource Recovery Infrastructure Plan 2015–44* (2015).

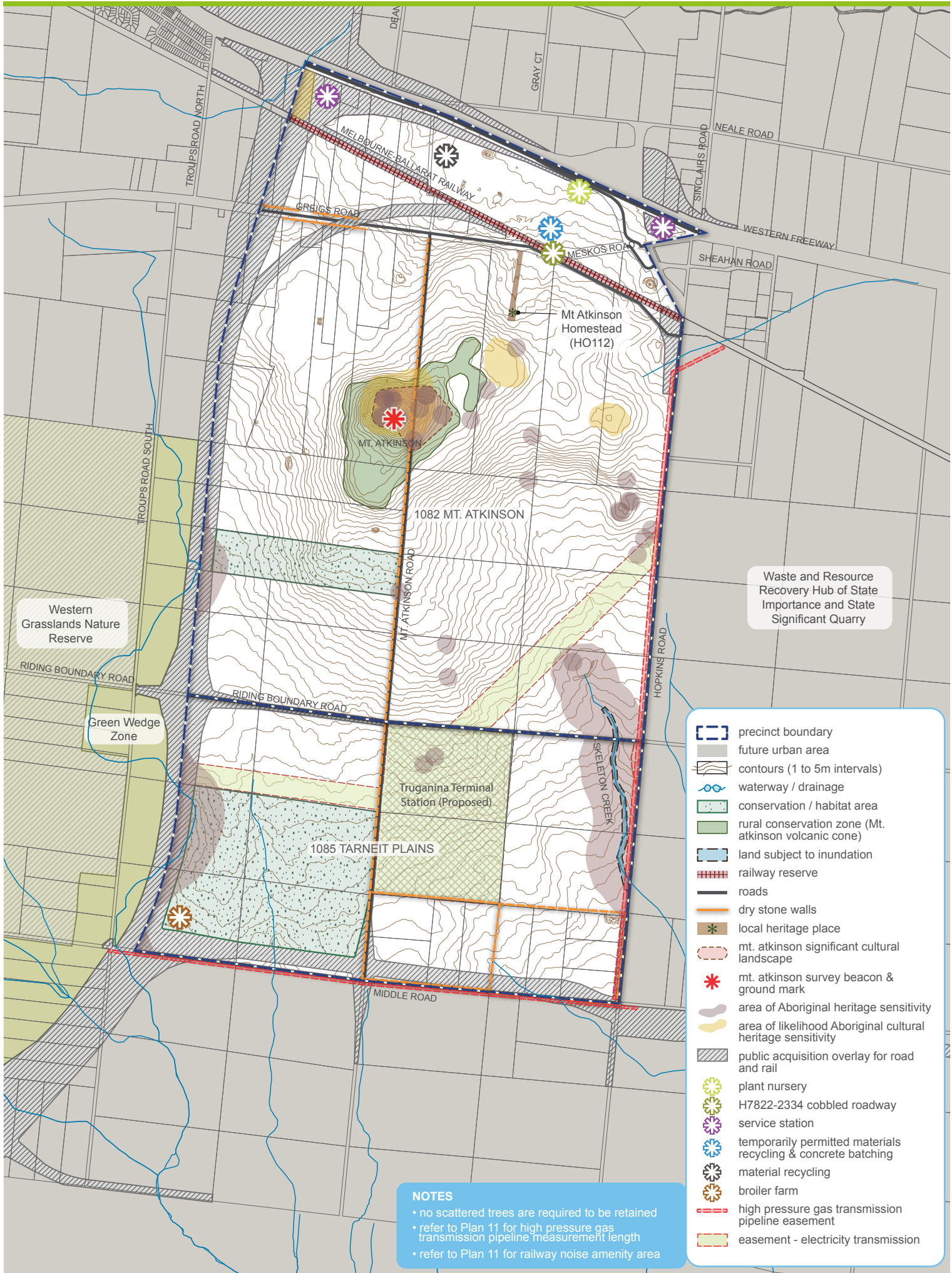
The following document has been developed in parallel with the PSP to inform and direct the future planning and development of the precinct:

- Mt Atkinson and Tarneit Plains Precincts Background Report (June 2017);
- Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan (July 2017).

¹ On 5 September 2013 an approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) was issued by the Commonwealth Minister for Environment, Heritage and Water. The approval applies to all actions associated with urban development in growth corridors in the expanded Melbourne 2010 Urban Growth Boundary as described on page 4 of the BCS. The Commonwealth approval has effect until 31 December 2060. The approval is subject to conditions specified at Annexure 1 of the approval.

This includes the payment of habitat compensation obligations to the Department of Environment, Land, Water and Planning (DELWP) and the restriction of urban development in conservation areas. The habitat compensation obligations for land parcels located within the Melbourne Strategic Assessment program area can be estimated using the DELWP Native Vegetation Information Management (NVIM) system, available at <https://nvim.delwp.vic.gov.au/BCS>. Requests to meet the habitat compensation obligations for a project/development are made by registering through the NVIM portal.

Provided the conditions of the EPBC Act approval are satisfied individual assessment and approval under the EPBC Act is not required.



Waste and Resource Recovery Hub of State Importance and State Significant Quarry

Western Grasslands Nature Reserve

Green Wedge Zone

- precinct boundary
- future urban area
- contours (1 to 5m intervals)
- waterway / drainage
- conservation / habitat area
- rural conservation zone (Mt. atkinson volcanic cone)
- land subject to inundation
- railway reserve
- roads
- dry stone walls
- local heritage place
- mt. atkinson significant cultural landscape
- mt. atkinson survey beacon & ground mark
- area of Aboriginal heritage sensitivity
- area of likelihood Aboriginal cultural heritage sensitivity
- public acquisition overlay for road and rail
- plant nursery
- H7822-2334 cobble roadway
- service station
- temporarily permitted materials recycling & concrete batching
- material recycling
- broiler farm
- high pressure gas transmission pipeline easement
- easement - electricity transmission

NOTES

- no scattered trees are required to be retained
- refer to Plan 11 for high pressure gas transmission pipeline measurement length
- refer to Plan 11 for railway noise amenity area

1.1 How to read this document

The PSP guides land use and development where a planning permit is required under the Urban Growth Zone (UGZ) or another zone where that zone references this PSP.

A planning application and planning permit must implement the outcomes of the PSP. The outcomes are expressed as the **vision and objectives**.

Each element of the PSP contains requirements and guidelines as relevant.

Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in this PSP. A requirement may include or reference a plan, table or figure in the PSP.

Guidelines express how discretion will be exercised by the responsible authority in certain matters that require a planning permit. If the responsible authority is satisfied that an application for an alternative to a guideline implements the outcomes the responsible authority may consider the alternative. A guideline may include or reference a plan, table or figure in the PSP.

Meeting these **Requirements** and **Guidelines** will implement the outcomes of the PSP.

Conditions that must be included in a planning permit are outlined in Schedule 9 to the Urban Growth Zone (UGZ9) in the Melton Planning Scheme.

Meeting these requirements, guidelines, and conditions will implement the vision of the PSP.

Development must also comply with other Acts and approvals where relevant, e.g. the *Environmental Protection and Biodiversity Act 1999* in the case of biodiversity or the *Aboriginal Heritage Act 2006* in the case of cultural heritage amongst others.

Not every aspect of the land's use and development is addressed in this PSP and a responsible authority may manage development and issue permits as relevant under its general discretion.

1.2 Land to which the PSP applies

The PSP area covers 1,531.68 hectares located approximately 25 kilometres to the west of the Melbourne CBD and applies to PSP1082 (Mt Atkinson) and PSP1085 (Tarneit Plains). There is no obvious logical boundary between the two precincts that would justify developing separate PSPs for each precinct, therefore they have been prepared as a single PSP. The precinct is bounded by the Western Freeway to the north, Hopkins Road to the east, Middle Road to the south and the Outer Metropolitan Ring (OMR) reservation to the west. The precinct is illustrated on *Plan 2 – Precinct Features*.

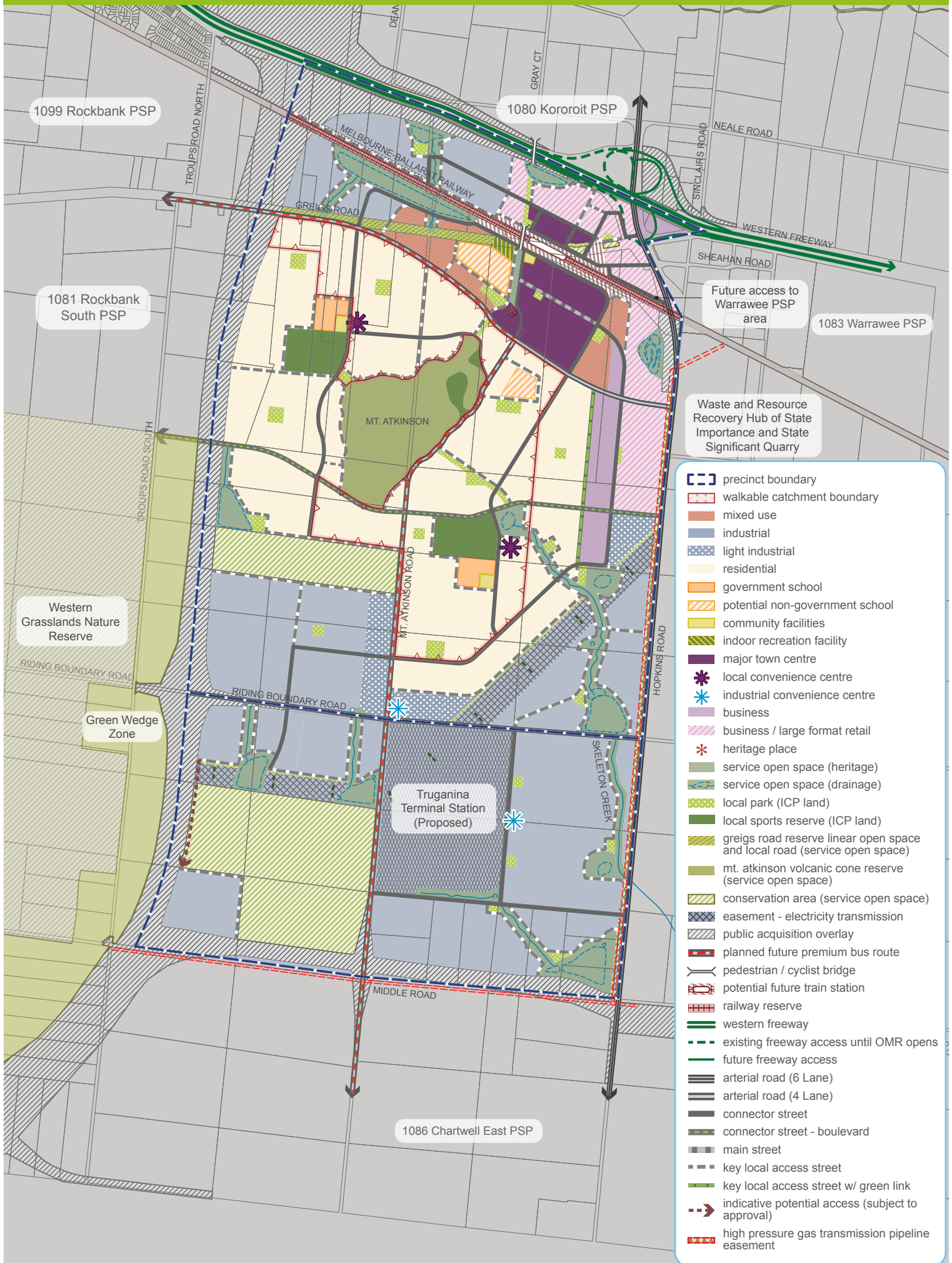
1.3 Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan (ICP)

The Mt Atkinson and Tarneit Plains ICP sets out the requirements for development proponents to contribute towards basic and essential infrastructure required to support development of the precinct. The ICP is a separate document incorporated into the Melton Planning Scheme and implemented through Schedule 1 to Clause 45.10 of the Melton Planning Scheme. The ICP applies to the same land as the PSP.

Table 9 – Precinct Infrastructure identifies which infrastructure projects are to be funded through the ICP.

1.4 Background information

Mt Atkinson and Tarneit Plains Precincts Background Report provides detailed background information relating to the precinct, including its local and metropolitan context, history, landform and topography, biodiversity, drainage, open space, transport infrastructure, employment and community facilities. The report also summarises various background technical studies that have informed the preparation of the PSP.



- precinct boundary
- walkable catchment boundary
- mixed use
- industrial
- light industrial
- residential
- government school
- potential non-government school
- community facilities
- indoor recreation facility
- major town centre
- local convenience centre
- industrial convenience centre
- business
- business / large format retail
- heritage place
- service open space (heritage)
- service open space (drainage)
- local park (ICP land)
- local sports reserve (ICP land)
- greigs road reserve linear open space and local road (service open space)
- mt. atkinson volcanic cone reserve (service open space)
- conservation area (service open space)
- easement - electricity transmission
- public acquisition overlay
- planned future premium bus route
- pedestrian / cyclist bridge
- potential future train station
- railway reserve
- western freeway
- existing freeway access until OMR opens
- future freeway access
- arterial road (6 Lane)
- arterial road (4 Lane)
- connector street
- connector street - boulevard
- main street
- key local access street
- key local access street w/ green link
- indicative potential access (subject to approval)
- high pressure gas transmission pipeline easement

2.0 OUTCOMES

2.1 Vision

The PSP outlines and manages the transition of the Mt Atkinson and Tarneit Plains area from an historic agricultural settlement, to a thriving part of Metropolitan Melbourne. The PSP recognises and enhances the local heritage, landscape and environmental values of the area while delivering a variety of housing and employment opportunities, and community facilities in the heart of the West Growth Corridor.

The Mt Atkinson volcanic cone is the central feature of the PSP area. Mt Atkinson is one of a number of volcanic cones which define the region, and the PSP will ensure it becomes a popular destination to enjoy views to the Macedon Ranges, the Melbourne CBD and Port Phillip Bay. The upper slopes of Mt Atkinson will feature grassland and retained rocky outcrops and will provide an understanding of its Aboriginal cultural significance, while playing fields and casual play areas will also be located within the reserve.

With its excellent transport connections, Mt Atkinson and Tarneit Plains will draw workers from a wide catchment from the west, north and south, and the convenience of a pedestrian and cyclist bridge to the Kororoit PSP area north of the Western Freeway will make local employment options particularly appealing. This workforce catchment will provide a significant opportunity for co-locating industry within the precinct which will have a wide regional economic benefit for business and the community.

The Mt Atkinson Precinct will contribute to an employment hub for the west, conveniently served by a potential future train station and feeder bus routes, as well as major arterial roads and freeways. Higher order services, research and development, and local service businesses will thrive in this well connected network, and will offer specialised services to industry located in Mt Atkinson and Tarneit Plains as well as to other parts of the state significant Western Industrial Node to the south east of the PSP area.

The Mt Atkinson Precinct will offer diverse housing choices. Along with traditional detached housing that meets the housing density requirements of the PSP, higher and medium density housing will be delivered within and surrounding the Mt Atkinson Major Town Centre and potential future train station, and in close proximity to the planned future premium bus route, community hubs and local convenience centres.

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 the Mt Atkinson and Kororoit Precincts.

The Hopkins Road Business Precinct is strategically located to contribute to the achievement of a greater diversity of employment opportunities in the West Growth Corridor. The Mt Atkinson Major Town Centre will play a key role in ensuring the success of this higher order employment location.

Jobs will be located close to where the new communities in Melton live, and an attractive interface between residential and employment areas will be provided. Tree-lined streets, fine-grained mixed use areas, well designed office buildings with an address to residential areas, and landscaped easements will enable a positive interaction between employment and residential uses.

Community hubs featuring schools, playing facilities and community services will be developed on three sides of the Mt Atkinson volcanic cone, reinforcing its role in the structure of the area, and providing a focus for the emerging residential areas. These will be linked via a strong open space network which converges at the open space of the volcanic cone. Two grassland conservation areas and one local environmental reserve, sporting reserves, the Mt Atkinson homestead, linear green links, landscaped easements and local parks will all form part of an open space and biodiversity network which in turn connects regionally to the proposed Kororoit Regional Park and Kororoit Creek north of the Western Freeway, and to the Western Grasslands Reserve to the west of the precinct.

The location of the Tarneit Plains Precinct within the state significant Western Industrial Node and adjacent to the future Western Interstate Freight Terminal makes it a vital employment hub within the West Growth Corridor. The location and capacity of the industrial land is anticipated to be attractive to a variety of businesses, manufacturing and advanced manufacturing, wholesale trade, transport, postal and warehouse activities.

The Future Urban Structure will ensure connectivity between the industrial land within the PSP area to the future Outer Metropolitan Ring (OMR), Western Intermodal Freight Terminal and Western Freeway. The precinct's frontage to Hopkins Road will provide immediate exposure allowing early development supported by the provision of reticulated services.

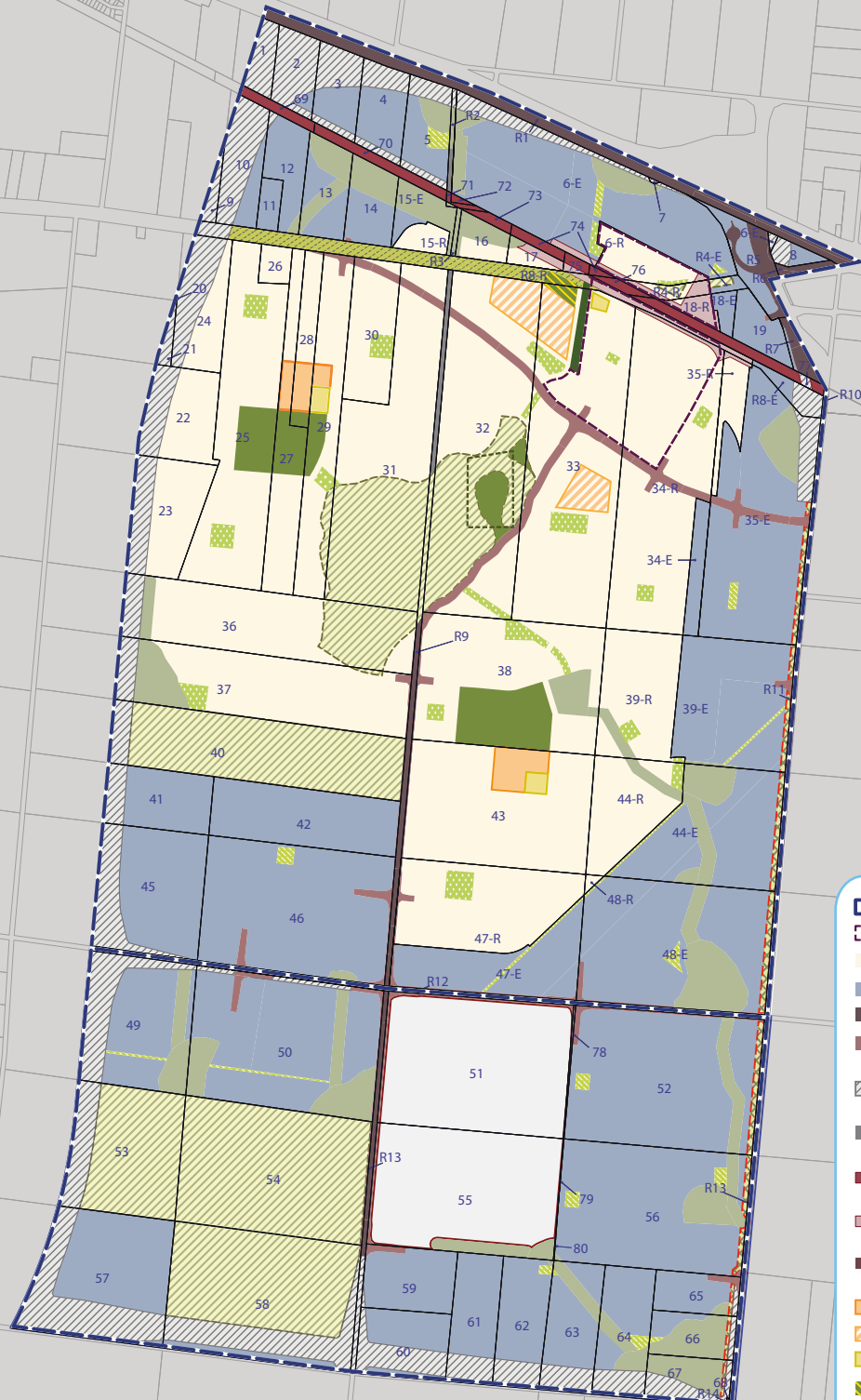
A range of environmental, economic and social benefits will be realised from achieving greater efficiencies in transport and access through the co-location of industries with the future residential community, transport infrastructure, retail, open space and educational opportunities.

2.2 Objectives

The development of the Mt Atkinson and Tarneit Plains PSP is guided by a set of key development objectives.

IMAGE, CHARACTER, HERITAGE & HOUSING	
O1	Deliver approximately 8,000 new homes across the precinct and promote increased housing choice and density within a walkable catchment of high amenity features and public transport.
O2	Recognise the volcanic cone of Mt Atkinson and associated survey beacon and ground marker as the central feature of the area, by protecting key view lines to the cone, and by enabling informal recreation, walking paths and sports fields within the Mt Atkinson Reserve.
O3	Encourage a strong sense of place through the protection, enhancement and interpretation of places of post-contact cultural heritage significance including Mt Atkinson Homestead (HO112), the Greigs Road former goldfields route and dry stone walls of significance.
O4	Identify, retain and celebrate Aboriginal cultural heritage places, including the Mt Atkinson volcanic cone.
O5	Investigate the opportunity for a cultural heritage interpretation trail within the Mt Atkinson Volcanic Cone Reserve which interprets places of Aboriginal cultural heritage.
O6	Deliver high quality interfaces between residential, employment land and utilities to minimise potential impacts of industrial and commercial uses on residential amenity, and to ensure the viability of industrial and commercial land uses.
O7	Deliver small-lot, fine-grained employment uses integrated with medium and higher density housing in mixed use areas near the Mt Atkinson Major Town Centre.
EMPLOYMENT & TOWN CENTRES	
O8	Deliver close to 19,000 jobs in a variety of sectors through industrial and commercial precincts that contribute to the state significant Western Industrial Node and the Hopkins Road Business Precinct.
O9	Deliver employment land with a range of lot sizes to attract a diversity of businesses and employers, with flexibility to respond to changing industrial uses in the future, and which deliver local and regional employment opportunities that capitalise on the potential future Mt Atkinson train station, the Western Freeway, the future widening of Hopkins Road and the future OMR.
O10	Develop the Mt Atkinson Major Town Centre and local convenience centres with a civic focus and an ability to adapt and evolve with the surrounding residential community and employment areas.
O11	Deliver the Mt Atkinson Major Town Centre with high amenity that prioritises access by walking, cycling, bus and rail, and which is clearly identified at gateway sites along connector and arterial roads.
O12	Deliver the Mt Atkinson Major Town Centre with the main retail core south of the rail corridor, and a smaller component of retail and commercial opportunities to the north of the rail corridor, to support commercial/ industrial employment in those areas.
O13	Encourage the provision of convenience retail in strategic locations without compromising the functions and roles of nearby town centres.
OPEN SPACE, COMMUNITY FACILITIES & EDUCATION	
O14	Develop a network of local parks, sports reserves and community hubs that provide access to education, recreation and health services across the Mt Atkinson Precinct that are highly accessible via walking, cycling and future public transport and ensures that no residents need cross arterial roads, railway lines or waterways to access a local park.
O15	Provide additional walking, cycling and recreation opportunities by developing an open space network along natural and constructed waterways, the Mt Atkinson volcanic cone, the historic Greigs Road reserve, easements, streets, parks and public spaces.
O16	Provide for government and non-government school sites to meet the strategically justified need for government and Catholic education in the area.
O17	Ensure that the health and wellbeing of residents is protected by delivering a built environment of facilities and amenities that promote healthy lifestyle practices, social interaction, civic engagement and access to services.

BUSHFIRE, BIODIVERSITY & THREATENED SPECIES	
O18	Contribute to the long term conservation of significant flora and fauna species through protection of habitat, particularly in the two Biodiversity Conservation Strategy reserves and the local environmental reserve.
O19	Deliver sensitive interfaces with conservation areas using tailored road interface cross sections.
O20	Ensure that bushfire hazards are identified and that protection measures are considered in the layout and design of the local street network, subdivisions and buildings and works.
TRANSPORT & MOVEMENT	
O21	Deliver the Mt Atkinson Major Town Centre as a transit oriented town centre through the provision of a potential future train station and an integrated bus, pedestrian and cycle network providing connections and services to local and regional destinations.
O22	Create a clear, legible and low speed street network with continuous tree canopies, that provides straightforward connections to the wider public transport and arterial road network and which retains key views to the Mt Atkinson volcanic cone.
O23	Maximise use of public transport by providing an efficient bus-capable road network that services key destinations throughout the precinct and surrounding areas, including the potential future Mt Atkinson train station.
O24	Provide an efficient road network to serve the state significant Western Industrial Node that ensures access is delivered to the strategic arterial road network to be delivered by VicRoads, and in particular to Hopkins Road.
INTEGRATED WATER MANAGEMENT & UTILITIES	
O25	Subject to investigation, deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, responds to local soil types, minimises flood risk, ensures waterway health, and contributes towards a sustainable and green urban environment.
O26	Ensure sensitive land uses are minimised within the measurement length of the high pressure gas transmission pipelines adjacent to Hopkins Road and Middle Road, and that construction is managed to minimise risk of any adverse impacts.
O27	Ensure that high quality interfaces between development, waterway and drainage assets maximise the communities use and enjoyment of these assets.
INFRASTRUCTURE DELIVERY & DEVELOPMENT TRAINING	
O28	Ensure that development staging is co-ordinated with the delivery of key local and state infrastructure.



- precinct boundary
- mt. atkinson major town centre
- residential land
- employment land
- arterial road - existing road reserve
- arterial road - new, widening & intersection flaring (ICP land)
- public acquisition overlay (PAO) for transport infrastructure
- non-arterial road - existing road reserve
- public transport facilities / reserve - existing
- public transport facilities / reserve - future potential land requirement
- public transport facilities - other (ICP land)
- government school
- potential non-government school
- local community facility (ICP land)
- local indoor recreation facility (ICP land)
- conservation reserve
- waterway and drainage reserve
- heritage reserve - post contact
- greigs road reserve & linear open space
- sports reserve boundary
- local sports reserve (ICP land)
- local park (ICP land) - within residential areas
- local park (ICP land) - within dedicated employment areas
- utilities sub-stations / facilities
- utilities easement (gas transmission)
- property boundary & PSP number

2.3 Summary land use budget

Table 1 – Summary Land Use Budget provides a summary of the land required for transport, community facilities, government education facilities, and open space and identifies the total amount of land available for development. Note that columns may not total exactly due to rounding.

The Net Developable Area (NDA) is established by deducting the land requirements for transport, community facilities, public and private education facilities, open space (sports reserves and local parks), drainage corridors, conservation areas and other encumbered land from the Gross Developable Area (GDA).

The GDA for Mt Atkinson and Tarneit Plains Precinct is 1,531.68 hectares. The NDA is 906.63 hectares, meaning approximately 59.19% of the land within the Mt Atkinson and Tarneit Plains PSP area is available for development.

The Net Developable Area for Residential development (NDAR) is 410.58 hectares, meaning approximately 26.81% of land is available for residential development. The NDAR includes residential development within the major town centre and mixed use land.

Based on the estimated residential development yield established in *Table 3 – Housing Delivery Guide*, Mt Atkinson and Tarneit Plains PSP will generate approximately 8,000 dwellings to accommodate approximately 22,400 new local residents

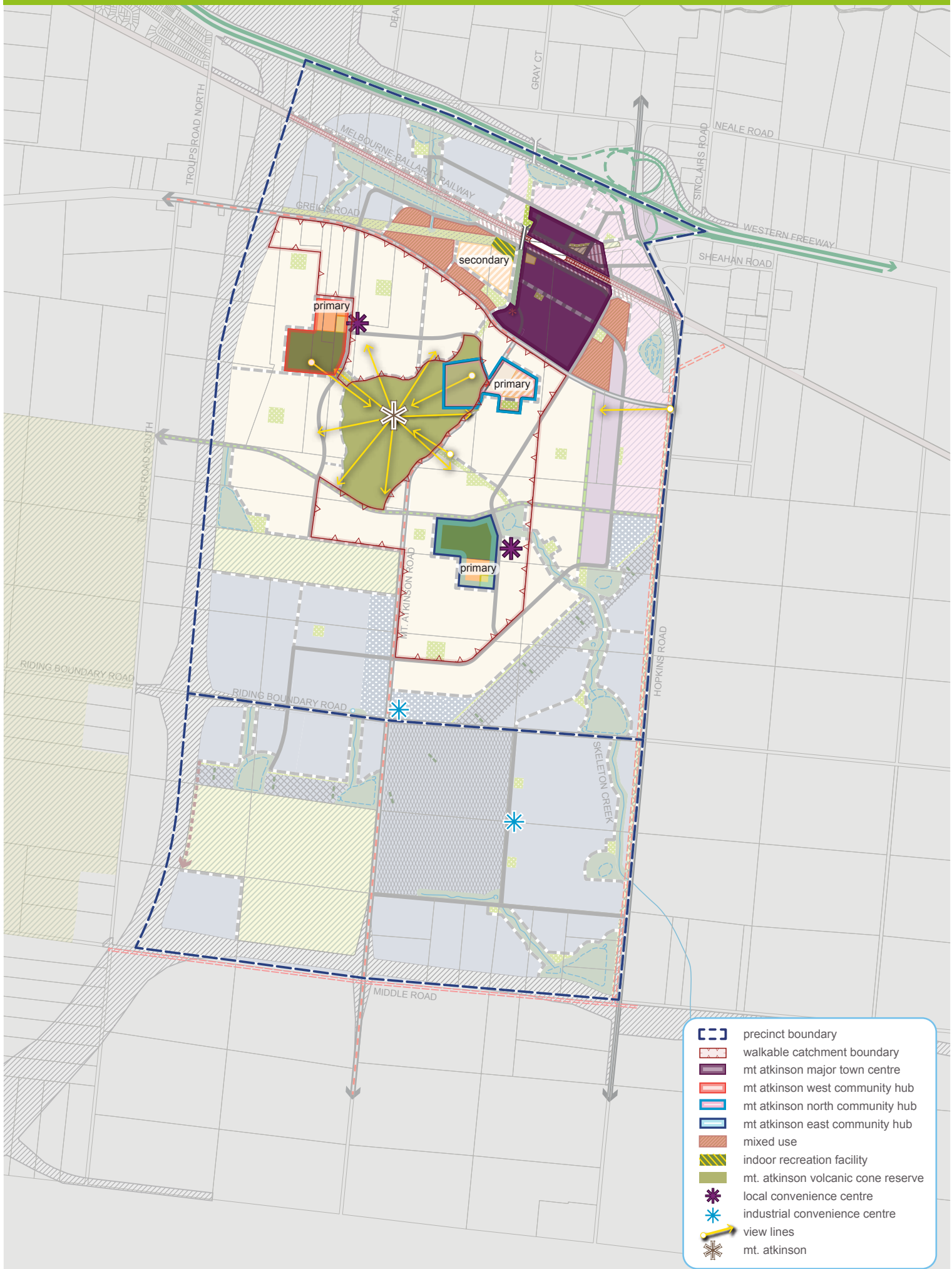
The Net Developable Area for Employment (NDAE) is 496.05 hectares, meaning approximately 32.39% of land is available for employment uses, creating almost 19,000 jobs. The employment land will facilitate investment in a state significant employment precinct.

Table 1 Summary land use budget

DESCRIPTION	MT ATKINSON-TARNEIT PLAINS PSP		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (HA)	1,531.68		
TRANSPORT			
Arterial Road: Existing Road Reserve	32.92	2.15%	3.63%
Arterial Road: Public Acquisition Overlay	120.23	7.85%	13.26%
Arterial Road: New / Widening / Intersection Flaring (ICP land)	24.27	1.58%	2.68%
Non-Arterial Road: Retained Existing Road Reserve	2.17	0.14%	0.24%
Public Transport Facilities / Reserve: Existing	11.32	0.74%	1.25%
Public Transport Facilities: Future Potential Land Requirement	7.68	0.50%	0.85%
Public Transport Facilities: Other (ICP Land)	0.13	0.01%	0.01%
Sub-total Transport	198.72	13.00%	21.92%
COMMUNITY & EDUCATION			
Government School	7.00	0.46%	0.77%
Potential Non-Government School	10.00	0.65%	1.10%
Local Community Facility (ICP land)	2.01	0.13%	0.22%
Local Indoor Recreation (ICP land)	0.67	0.04%	0.07%
Sub-total Community & Education	19.68	1.30%	2.20%
OPEN SPACE			
SERVICE OPEN SPACE			
Conservation Reserve	177.94	11.62%	19.63%
Waterway and Drainage Reserve	84.20	5.50%	9.29%
Heritage Reserve – Post Contact	1.15	0.08%	0.13%
Utilities Easements	7.58	0.49%	0.84%
Greigs Road Reserve and Linear Open Space	9.25	0.60%	1.02%
Sub-total Service Open Space	280.13	18.29%	30.90%
LOCAL OPEN SPACE (ICP LAND)			
Sports Reserve	23.31	1.50%	2.57%
Park	21.30	1.40%	2.35%
Sub-total Credited Open Space	44.62	2.90%	4.92%
Total All Open Space	324.74	21.20%	35.82%
OTHER			
Utilities Sub-stations / facilities (acquired by relevant authority)	81.90	5.35%	9.03%
Sub-total Other	81.90	5.35%	9.03%
TOTAL NET DEVELOPABLE AREA – (NDA) HA	906.63	59.19%	
NET DEVELOPABLE AREA – RESIDENTIAL (NDAR) HA	410.58	26.81%	
NET DEVELOPABLE AREA – EMPLOYMENT (NDAE) HA	496.05	32.39%	

RESIDENTIAL LOCAL OPEN SPACE (EXPRESSED AS % OF NDAR)	HECTARES	% OF NDAR
Sports Reserve	23.31	5.68%
Park	13.92	3.39%
Sub-total	37.23	9.07%

EMPLOYMENT LOCAL OPEN SPACE (EXPRESSED AS % OF NDAE)	HECTARES	% OF NDAE
Park	7.38	1.49%
Sub-total	7.38	1.49%
TOTAL OPEN SPACE	44.62	4.92%



- precinct boundary
- walkable catchment boundary
- mt atkinson major town centre
- mt atkinson west community hub
- mt atkinson north community hub
- mt atkinson east community hub
- mixed use
- indoor recreation facility
- mt. atkinson volcanic cone reserve
- local convenience centre
- industrial convenience centre
- view lines
- mt. atkinson

3.0 IMPLEMENTATION

3.1 Image, character, heritage and housing

3.1.1 Image and character

REQUIREMENTS	
R1	All public landscaped areas must be planted and designed to the satisfaction of the responsible authority.
R2	Street trees must be planted on both sides of all roads and streets (excluding laneways and road frontages to conservation reserves) at regular intervals appropriate to tree size at maturity, and in accordance with relevant Council landscaping policy unless otherwise agreed by the responsible authority.
R3	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.
R4	Trees in parks and streets must be: <ul style="list-style-type: none"> • Suitable for local conditions; • Planted in modified and improved soil to support tree establishment and longevity; and • Consistent with any guidance provided on the relevant cross section within this PSP unless otherwise approved by the responsible authority.
R5	Boundary fences forward of the building line in residential development must not exceed 1.2 metres in height.
GUIDELINES	
G1	Buildings and structures should be designed to protect viewlines to and from the volcanic cone of Mt Atkinson, utilise natural materials consistent with the surrounding environment and be screened by vegetation where required.
G2	Streets should be provided directly abutting waterway reserves, open spaces and utilities easements to ensure houses generally face these public spaces.
G3	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 functioning as open space), then houses should face the path within the open space network path and be 'rear-loaded'.
G4	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.
G5	Street networks within subdivisions should be designed to maximise the number of connections and direct views to the open space network, town centres and/or the closest community hub.
G6	Subdivision design should incorporate natural and built design elements which respond to local heritage and topography to assist in place making and the achievement of a "sense of place".
G7	To reinforce neighbourhood character and the role of the street or public place, a consistent and appropriate suite of lighting, furniture and plant species should be used across neighbourhoods to the satisfaction of the responsible authority.
G8	Wherever possible salvaged rocks should be incorporated in the design of waterways, retaining structures, fences and other landscape features.
G9	Built form on corner lots should provide a positive address to both frontages. This can be achieved through the appropriate use of glazing and other architectural treatments.
G10	Built form should add to the precinct character by providing an attractive street address that encourages passive surveillance and visual interest.
G11	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 limitations imposed by utilities or external land uses (refer <i>Appendix B – Mt Atkinson Major Town Centre Design Principles</i>).



- | | | |
|--|--|--|
| contours (0.5m intervals) | waterway | arterial road |
| mt atkinson survey beacon & ground mark | mt atkinson volcanic cone reserve | connector street |
| mt atkinson significant cultural landscape | RCZ reduction (no net change) | connector street - boulevard |
| area of Aboriginal heritage sensitivity | RCZ addition (no net change) | key local access street |
| town centre | play area | opportunities for local street access |
| community facilities | sports field & other facilities | shared path |
| government school | trees / shrub planting located outside of view corridors | other pedestrian path |
| potential non-government school | car park area | view corridor from mt atkinson with generally low planting |
| sports reserve | signalised intersection | views to mt atkinson |
| local park | pedestrian signal | |
| heritage | | |

NOTES
This concept plan provides an indicative example of how the Mt Atkinson Volcanic Cone Reserve could be developed.

3.1.2 Heritage

REQUIREMENTS	
R6	Any subdivision and/or development of land adjoining a heritage site identified under the Heritage Overlay in the Melton Planning Scheme and/or of post-contact cultural heritage significance must have regard to the heritage significance of the site and provide a sensitive interface.
R7	Prior to the commencement of development (other than that associated with the existing temporary planning permit) at 65–543 Greigs Road East Truganina (HO112), temporary fencing must be erected to protect the significant fabric of the heritage site.
R8	The cobbled roadway within Greigs Road reserve and Meskos Road reserve must be retained within a reserve in favour of the Council or the Crown if relevant.
R9	<p>Dry stone walls illustrated on <i>Plan 2 – Precinct Features</i> must be retained unless otherwise agreed by the responsible authority. Dry stone walls to be retained must:</p> <ul style="list-style-type: none"> • Be situated within public open space or road reserve to the satisfaction of the responsible authority; • Have a suitable landscape interface; • Be checked by a suitably qualified dry stone waller for any loose stones. Any loose stones are to be reinstated in the wall in secure positions; • Retain post and wire or post and rail fences situated within the walls, with any wire protruding beyond the vertical face of the wall reinstated to its original position or removed; • Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access); and • Be in a suitable, safe condition that ensures the safety of the public and preserves the significance of walls.
R10	Boundary fences forward of the building line in residential development must not exceed 1.2 metres in height.
R11	Installation of services across the alignment of retained dry stone walls must be undertaken by boring rather than open trenching. If open trenching or disturbance to the wall is unavoidable, a minimum section of wall may be temporarily removed and then reinstated to original condition under the supervision of a suitably qualified dry stone waller to the satisfaction of the responsible authority.
R12	<p>Reinstatement of walls must use stone from (in order of priority):</p> <ul style="list-style-type: none"> • The original wall in that location (including fallen stone adjacent to the wall); • A nearby section of the wall approved to be removed; • Any adjacent paddock containing wall parts which can be recovered; or • Walls approved to be removed in the nearby area (including any stone which has been stockpiled by Council).
R13	Housing and other development must where possible front the historic Greigs Road Reserve and minimise sideage unless otherwise agreed by the responsible authority.
R14	The existing eucalypt and peppercorn trees associated with 65–543 Greigs Road East Truganina (HO112), must be conserved and protected until such time as natural attrition removes them, and integrated with the Mt Atkinson Major Town Centre design and adjacent open space links. Any trees removed through natural attrition should be replaced by a suitable species to the satisfaction of the responsible authority.

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GUIDELINES

G12	<p>Development of land close to 65-543 Greigs Road East Truganina (HO112) should :</p> <ul style="list-style-type: none"> • Maintain a sense of open space east and west of the heritage place and to the skyline along the ridge to the south to retain its rural setting and associations with its pastoral and farming origins; • Be of an appropriate height, scale and setback that does not visually dominate and detract from the heritage place's significance, visual setting and streetscape character; and • Positively address the heritage place.
G13	<p>Land use or development within and in proximity to land identified on the Victorian Aboriginal Heritage Register, and/or with high Aboriginal cultural heritage values including those identified on <i>Plan 2 – Precinct Features</i>, should recognise and promote local culture and heritage by incorporating interpretive outcomes. This may include incorporating sites or artefacts of cultural heritage value into new developments, providing educational information relating to the cultural heritage values of the site such as interpretive signage and public art and engaging the Traditional Owners in the planning and interpretative process.</p>
G14	<p>Land uses abutting retained dry stone walls should enhance public visibility of the walls. Relevant uses include open space, conservation reserve, road verge or property boundary wall.</p>
G15	<p>A heritage interpretation trail comprising the Mt Atkinson significant cultural landscape as per <i>Figure 1 – Mt Atkinson Volcanic Cone Reserve</i> should be provided within the Mt Atkinson Volcanic Cone Reserve that tells a story of the area's local Aboriginal cultural history through appropriate interpretive installations in consultation with relevant stakeholders.</p>
G16	<p>Integrate signage and interpretation opportunities for HO112 to contribute to the knowledge and understanding of the local area's history.</p>
G17	<p>Identify opportunities for interpretation of the local history within the Greigs Road Reserve.</p>
G18	<p>Where it has been agreed with the responsible authority that an existing dry stone wall is to be removed, land owners should consult with Council to determine whether the material can be retained for use in repairing other walls within the PSP or landscape designs.</p>
G19	<p>Adaptive reuse of the Mount Atkinson Homestead (HO112) site may be appropriate if it is demonstrated that it will contribute to the long term conservation of the heritage place.</p>



NOTES
This concept plan provides an indicative example of how the Greigs Road mixed use area could be developed.

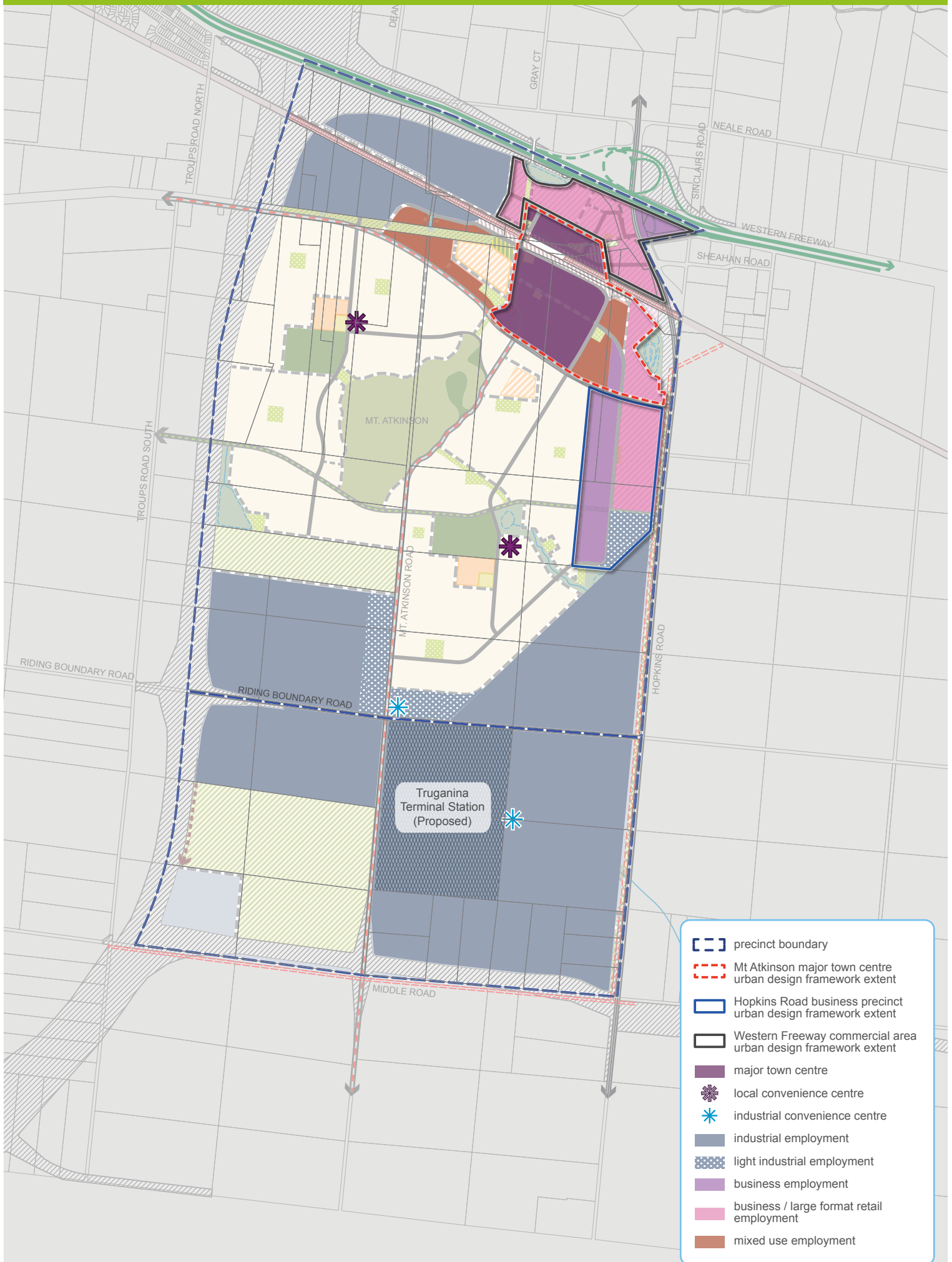
- mixed use
- residential
- indoor recreation facility
- potential non-government school (secondary)
- greigs road reserve linear open space
- waterway
- mt. atkinson homestead heritage reserve
- heritage place

- dry stone walls
- credited open space
- local park within greigs road reserve
- major town centre
- railway reserve
- industrial
- potential future railway station
- shared pedestrian / cycle bridge

- arterial road (4 lane)
- connector street
- main street
- key local access street
- laneway
- left in / left out
- priority crossing
- shared path

3.1.3 Housing

REQUIREMENTS	
R15	Subdivision of land must deliver an overall minimum average density of 16.5 dwellings per net developable hectare on residential land outside the walkable catchment. Where a subdivision proposal represents a single stage or limited number of stages, proponents should demonstrate how the subdivision will contribute to the eventual satisfaction of this guideline through further stages of development.
R16	Residential subdivision of land within the walkable catchment boundary shown on <i>Plan 3 – Future Urban Structure</i> , must create lots suitable for the delivery of medium or higher density housing as outlined in <i>Table 3 – Housing Delivery Guide</i> , and achieve a minimum average density of 20 dwellings per hectare. Applications for residential subdivision that can demonstrate how target densities can be achieved over time, to the satisfaction of the responsible authority, will be considered.
R17	Lots and dwellings where possible must front or side: <ul style="list-style-type: none"> • Drainage channels, waterways; • All open space and utilities reserves (including the historic Greigs Road Reserve); • Arterial roads and connector streets; and • Melbourne–Ballarat rail corridor. <p>The siding of lots to waterways, open space and primary street frontages must be kept to a minimum.</p>
R18	Residential subdivision applications must include layouts for any lots identified for future development of medium density, high density or integrated housing that suitably demonstrate: <ul style="list-style-type: none"> • Potential dwelling yield; • Active interfaces with adjacent street, open space and waterways; • Safe and effective internal vehicle and pedestrian circulation; • The delivery of dwelling diversity and lot sizes; • Servicing arrangements; and • Treatments for sensitive interfaces.
R19	Subdivisions which include land within 250m of the edge of the Mt Atkinson Volcanic Cone Reserve must respond to the shape of the rise and protect viewlines to and from the Reserve and the survey beacon and ground mark area in particular, as shown on <i>Figure 1 – Mt Atkinson Volcanic Cone Reserve Concept Plan</i> .
R20	Where housing is proposed adjacent to an acoustic wall, dwellings must front an internal road that runs directly parallel to the acoustic wall unless otherwise agreed by the responsible authority.
GUIDELINES	
G20	Residential subdivisions should provide a broad range of lot sizes capable of accommodating a variety of housing types as described in <i>Table 2 – Housing Type by Lot Size</i> .
G21	Specialised housing forms such as lifestyle communities, retirement living or aged care facilities should, subject to limitations imposed by utilities: <ul style="list-style-type: none"> • Be integrated into the wider urban structure; • Be located in close proximity to town centres and community hubs; • Be accessible by public transport; and • Not present a barrier to movement from adjoining development to key hubs and destinations or active and public transport routes.
G22	Subdivision should ensure ability to integrate small scale, diverse types of employment uses on a fine-grained lot layout which supports both employment and housing uses, as indicated in <i>Figure 2 – Greigs Road Concept Plan</i> , and should respond to this concept plan.



- precinct boundary
- Mt Atkinson major town centre urban design framework extent
- Hopkins Road business precinct urban design framework extent
- Western Freeway commercial area urban design framework extent
- major town centre
- local convenience centre
- industrial convenience centre
- industrial employment
- light industrial employment
- business employment
- business / large format retail employment
- mixed use employment

The following table provides an example of the typical housing types that might be provided on a range of lot sizes that support the housing diversity objectives.

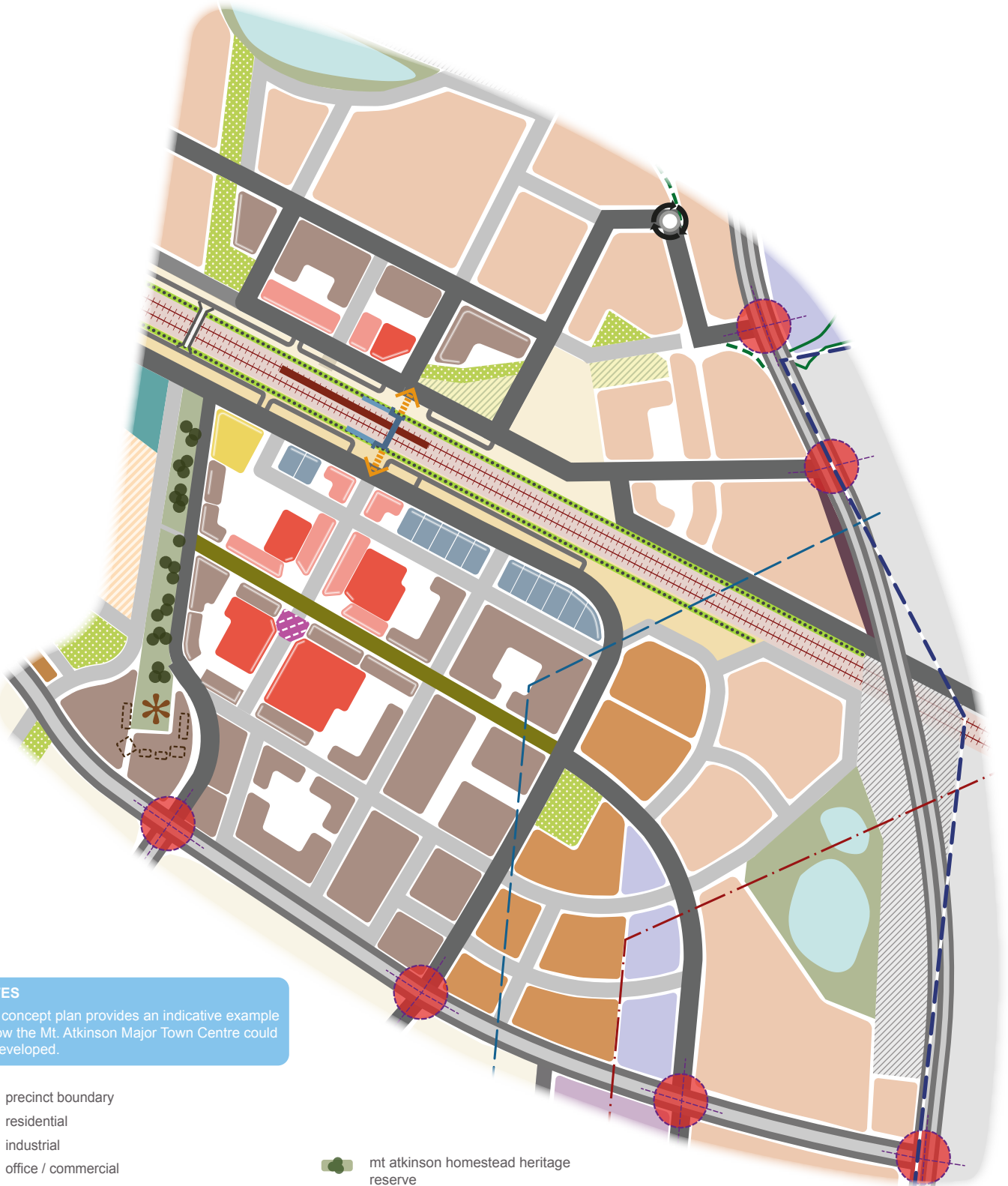
Table 2 Housing type by lot size

HOUSING TYPES THAT MAY BE SUPPORTED	LOT SIZE CATEGORY (m ²)		
	LESS THAN 300m ²	301–600m ²	MORE THAN 600m ²
Small lot housing (including townhouses and attached, semi-detached and detached houses)	✓		
Dual occupancies, including duplexes	✓	✓	✓
Detached housing		✓	✓
Multi-unit housing sites (including terraces, row houses and villas)		✓	✓
Stacked housing (including apartments and walk-up flats)			✓

The following table provides guidance on the anticipated lot yield for residential development on *Plan 5 – Image, Character, Housing and Community*, along with medium and higher density development in the mixed use land and within Mt Atkinson Major Town Centre.

Table 3 Housing delivery guide

CATCHMENT	AVERAGE MINIMUM DWELLINGS PER NET DEVELOPABLE HECTARE	LOT YIELD
Mt Atkinson Major Town Centre and Mixed Use	25.0	1,548
Residential within walkable catchment	20.0	3,725
Residential outside of walkable catchment	16.5	2,680
TOTAL NDAR	19.40	7,952



NOTES
 This concept plan provides an indicative example of how the Mt. Atkinson Major Town Centre could be developed.

- precinct boundary
- residential
- industrial
- office / commercial
- office / commercial / residential over
- mix of commercial uses / residential over
- mixed use
- retail / residential over
- business / large format retail
- supermarket / DDS / anchor retail
- neighbourhood house
- potential non-government school
- indoor recreation facility
- key active frontage
- local conservation reserve
- waterway

- mt atkinson homestead heritage reserve
- heritage place
- local park
- urban plaza
- education centre (existing temporary permit with heritage buildings)
- public acquisition overlay for road
- land for future level crossing removal
- railway reserve
- potential future train station area (includes parking & bus interchange)
- primary potential future pedestrian underpass / overpass
- pedestrian / cyclist bridge

- arterial road (6 lane)
- arterial road (4 lane)
- town centre main street
- connector street
- key local access street
- shared path and landscape buffer
- roundabout
- signalised intersection
- quarry sensitive use buffer
- high pressure gas transmission pipeline measurement length

3.2 Employment and town centres

3.2.1 Mt Atkinson Major Town Centre

The Mt Atkinson Major Town Centre will form the heart of the Mt Atkinson Precinct while being of an appropriate scale, design and location to service the future residential community within the precinct, and to complement centres proposed in the future Kororoit and Rockbank Precincts.

The Hopkins Road Business Precinct is strategically located to contribute to the achievement of a greater diversity of employment opportunities in the West Growth Corridor. The Mt Atkinson Major Town Centre will play a key role in ensuring the success of this higher order employment location.

The urban form is delineated by the existing Western Freeway and Hopkins Road to the north and east and is framed to the south by the Mt Atkinson volcanic cone. The relationship between the town centre and the Mt Atkinson volcanic cone will play an important place-making role for the precinct along with the integration of the Mt Atkinson Homestead into the town centre design.

The town centre will provide opportunities to integrate a mix of higher density residential and employment with mixed use, retail and restricted retail uses with supporting community, open space and recreational facilities. The town centre will have a main street focus and will provide a core retail area appropriately located to support major supermarket anchors and discount department stores, along with opportunities to provide fine grained small local enterprises and a mix of commercial uses.

The town centre will be transit oriented through the provision of a potential future train station and an integrated bus, pedestrian and cycle network providing services to local and regional destinations. The town centre and surrounding employment and mixed use areas have been designed to maximise connectivity between transport modes, create public plazas in the vicinity of the potential future train station and to provide a higher density mixed use catchment for the potential future train station.

The purpose of the 'soft cap' on shop uses within the Mt Atkinson Major Town Centre is to ensure the West Growth Corridor's activity centre hierarchy is retained and that the core retail offering is delivered south of the rail corridor. Any planning application for a shop use above the leasable floor area specified in the PSP and in Schedule 9 to the UGZ within the Mt Atkinson Major Town Centre that does not adversely impact on the Melton City Council Activity Centre hierarchy and the ability of the town centre to deliver a core retail offering south of the rail corridor may be considered.

The core retail offering will be delivered to the south of the rail corridor to ensure that the primary residential catchment located within the Mt Atkinson Precinct has convenient access by walking, cycling and car, to this core retail offering without crossing the rail corridor. This is reflected in its 'soft cap' for shop floor space within the Mt Atkinson Major Town Centre identified in the PSP and in Schedule 9 to the UGZ.

The town centre to the north of the rail corridor will, following the delivery of the potential future train station, provide a small scale retail/service offering and park and ride facilities for the potential future train station. This is reflected in its 'soft cap' for shop floor space within the Mt Atkinson Major Town Centre identified in the PSP and in Schedule 9 to the UGZ.

Figure 4a Urban Design Framework Extent

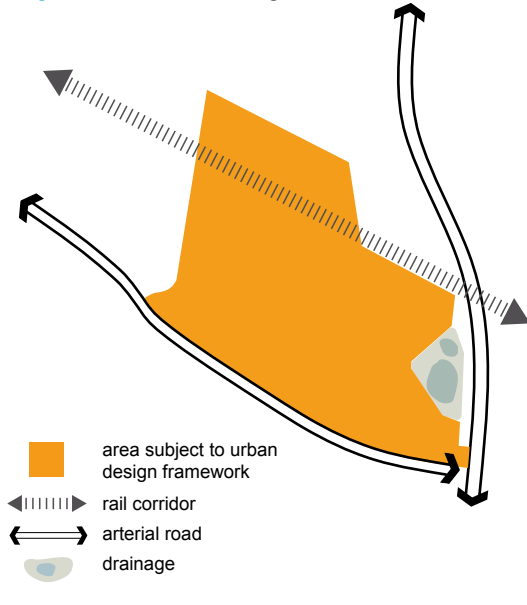
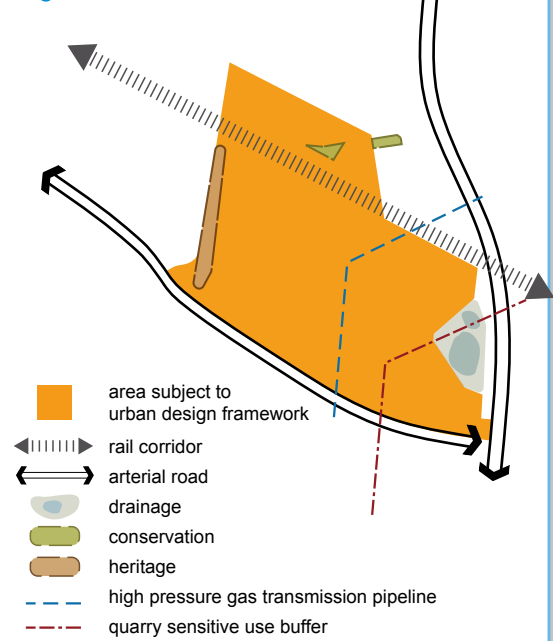
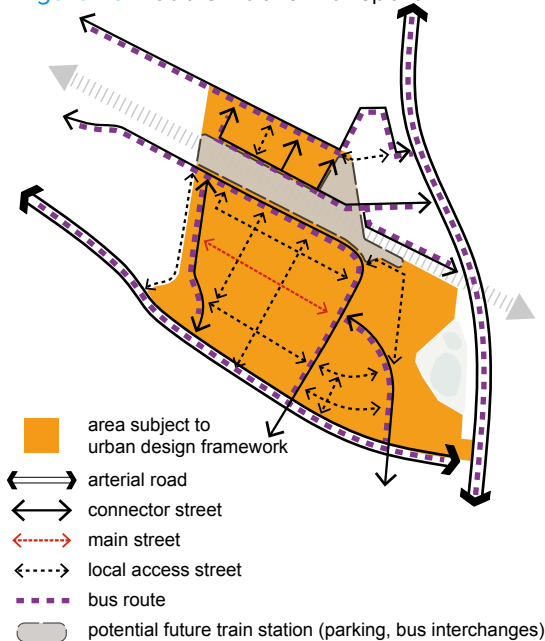


Figure 4b Constraints



The town centre and proposed mixed use and employment areas are bounded by Hopkins Road to the east and Greigs Road secondary arterial to the south. The town centre designs will integrate the existing heritage overlay (HO112) and the Meskos Road Conservation Reserve with the proposed town centre.

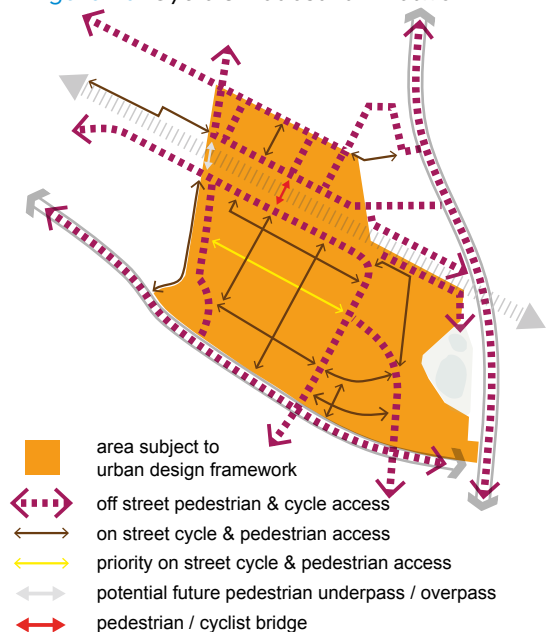
Figure 4c Road & Public Transport



The road and public transport network will:

- provide good access to the town centre and potential future train station without compromising the pedestrian and cycle network;
- maximise modal interchange at the proposed potential future train station;
- provide a 'main street' with a pedestrian focus; and
- remove heavy vehicles from the main street and pedestrian environment.

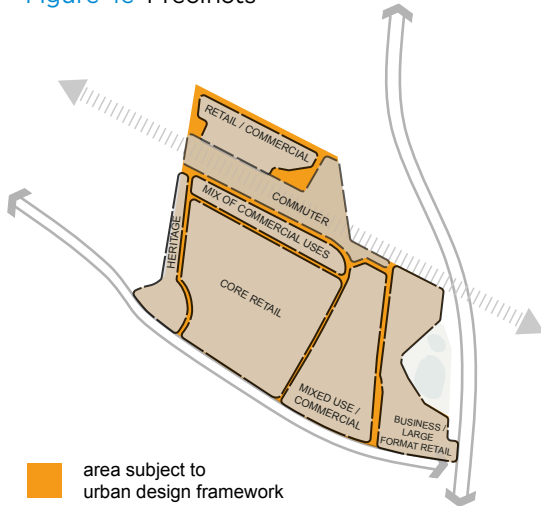
Figure 4d Cycle & Pedestrian Network



The cycle and pedestrian network will:

- establish a network of on and off road cycle routes that provide accessibility to the town centre and connectivity to local and regional destinations;
- create a walkable town centre;
- provide pedestrian and cycle connections along the railway interface that link into the town centre; and
- provide pedestrian and cycle networks that ensure sufficient street width to allow uses that activate the streets within the town centre without compromising pedestrian and cycle movements.

Figure 4e Precincts

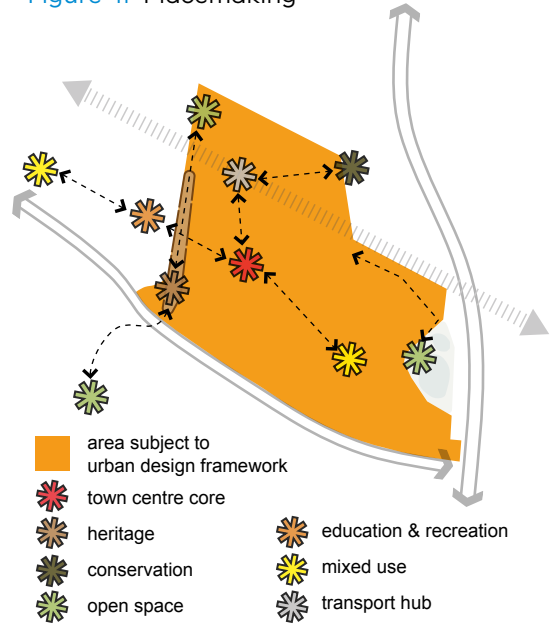


area subject to urban design framework

The precincts within the town centre will:

- create a diverse and vibrant town centre that accommodates a variety of uses;
- provide opportunities for retail anchors within a core retail area;
- ensure the interfaces with heritage areas are sensitively designed and integrated into the town centre; and
- integrate the potential future train station and bus interchange with the town centre.

Figure 4f Placemaking

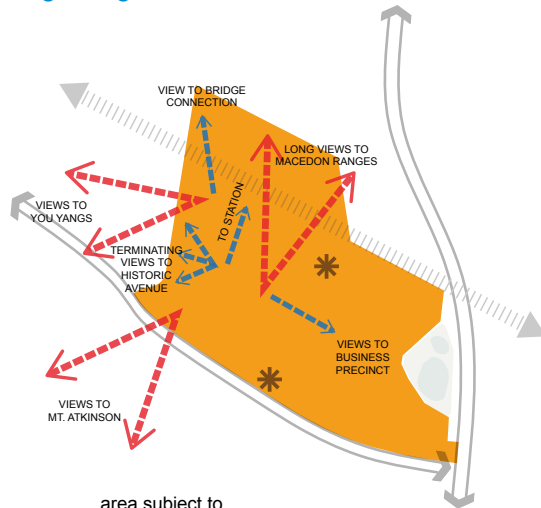


- area subject to urban design framework
- town centre core
- heritage
- conservation
- open space
- education & recreation
- mixed use
- transport hub

Placemaking in the town centre will:

- ensure the town centre design has a community focus that values the existing landscape and environment;
- utilise the existing and proposed features in and surrounding the town centre to create a sense of place; and
- provide points of difference between town centre precincts while ensuring they are well connected and part of an overall 'whole'.

Figure 4g Views



- area subject to urban design framework
- views to local features
- long views to surrounding landscape features
- opportunities for height

Note: These concept plans provides an indicative example of how the Mt Atkinson Major Town Centre could be developed.

REQUIREMENTS

R21

Except with consent of the responsible authority, shop with combined leasable floor area within Mt Atkinson Major Town Centre must not exceed:

- 23,500m² without a planning permit (Major Town Centre area south of Melton rail corridor);
- 2,500m² without a planning permit (Major Town Centre area north of Melton rail corridor).

R22

An Urban Design Framework (UDF) Plan must be approved by the responsible authority for the Mt Atkinson Major Town Centre area within the UDF area as illustrated in *Plan 6 – Employment and Town Centres*.

The UDF must address the following:

- A response to *Figure 3 – Mt Atkinson Major Town Centre Concept Plan*;
- A response to *Plan 6 – Employment and Town Centres* and *Appendix B: Mt Atkinson Major Town Centre Design Principles*;
- A response to *Figure 4 – Mt Atkinson Major Town Centre Organising Elements*;
- Other relevant design guidelines prepared by the Victorian Government and Melton City Council;
- A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses, including the integration of community facilities and services;
- 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;
- Measures to prioritise pedestrians along and across the main streets, and provide a continuous path of travel for pedestrians and cyclists to key destinations;
- Locations of public transport services, including bus stops;
- A diversity of sizes and types of commercial tenancies;
- Higher density housing within and surrounding the town centre, and its design;
- Staging and indicative development timing of the town centre;
- 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;
- 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;
- 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;
- Key views 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;
- 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;
- Location and design of active uses, signage and treatment of ground floor windows (e.g. frosting and advertising should not cover windows, to ensure views in/out of ground floor tenancies are maintained);
- Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments;
- 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;
- Requirements for a variety of building materials and form; and
- A response to the potential future train station that considers the relationship between the town centre land uses and the train station.

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.

Table 4 Town centre hierarchy

TOWN CENTRE	SHOP FLOOR SPACE	LOCATION & ANCILLARY USES
Mt Atkinson Major Town Centre	26,000m ² (comprising 23,500m ² south of rail corridor, 2,500m ² north of rail corridor)	Provides a full range of retail, commercial, mixed use and private community facilities including an education centre. High amenity food and beverage/entertainment area with higher density housing and attractive waterway/ wetlands connecting to the open space network.
Western Local Convenience Centre	1,500m ²	Located to service residents in the western portion of the Mt Atkinson Precinct. It will be co-located with community services, a government primary school and a sports reserve.
Eastern Local Convenience Centre	1,500m ²	Located to service residents in the eastern portion of the Mt Atkinson Precinct. It will be co-located with community services, a government primary school and a sports reserve.
Mt Atkinson South Industrial Convenience Centre	1,000m ² of convenience shop only	Located to provide services to workers on the industrial land in the south of the Mt Atkinson Precinct and in the Tarneit Plains Precinct.
Tarneit Plains Industrial Convenience Centre	500m ² of convenience shop only	Located to provide services to workers on the industrial land in the Tarneit Plains Precinct.

Table 5 Anticipated employment creation in the precinct

LAND USE	EMPLOYMENT MEASURE	JOBS PER EMPLOYMENT MEASURE	ANTICIPATED QUANTITY OF EACH LAND USE	ANTICIPATED QUANTITY OF JOBS
Community centre	Jobs per Centre	10	2	20
Government Primary School	Jobs per School	40	2	80
Non-government Primary School	Jobs per School	40	1	40
Non-government Secondary School	Jobs per School	90	1	90
Other community services (medical, NGO etc)	Jobs per 50m ² floor space	1/50	105,000m ²	2,100
Retail	Jobs per 30m ² floor space	1/30	40,000m ²	915
Restricted Retail	Jobs per 100m ² floor space	1/100	40,000 m ²	400
Commercial/mixed use	Jobs per 16m ² floor space	1/16	35,000m ²	2,190
Other jobs in commercial/mixed use	Jobs per 60m ² floor space	1/60	390,000 m ²	6,489
Industrial employment area	Jobs per ha	15	415ha	6,225
Home-based business	Jobs per dwelling	0.05	7,952 dwellings	398
TOTAL ESTIMATED				18,947

3.2.2 Local and industrial convenience centres

Local convenience centres will service local needs and provide opportunities for small businesses/services to develop. The Western and Eastern Local Convenience Centres will service a community hub in each location, as they are co-located with future Council sporting reserves and community facilities.

The Mt Atkinson South Industrial Convenience Centre and the Tarneit Plains Industrial Convenience Centre will also service local needs, and will provide will sell food, drink, and other convenience goods to workers in the industrial area of Mt Atkinson and Tarneit Plains.

REQUIREMENTS	
R23	Local and industrial convenience centres must be oriented towards the connector street (or arterial road as relevant) and consider the relationship and interface with surrounding uses.
R24	Shops with combined leasable floor area within each of the Western and Eastern Local Convenience Centres must not exceed 1,500m ² without a planning permit.
R25	Buildings as part of a local convenience centre must: <ul style="list-style-type: none"> • Provide primary access to tenancies from the connector street; • Provide active and articulated frontages to the adjoining street network; • Have active frontages and must be designed in a way which contributes to the public domain; and • Incorporate sensitively designed loading areas which do not impact the surrounding residential area nor detract from the design of the centre.
R26	Safe and convenient pedestrian access must be provided to the local or industrial convenience centre, including a safe pedestrian street crossing and proximity to bus stop locations.
GUIDELINES	
G23	A local or industrial convenience centre should be located as illustrated on <i>Plan 3 – Future Urban Structure</i> , unless otherwise agreed by the responsible authority, and should be consistent with the guidance provided in relation to the hierarchy of centres in <i>Table 4 – Town Centre Hierarchy</i> .
G24	Local and industrial convenience centres should consider inclusion of two-storey built form and ensure that all buildings are well articulated and of a high quality design.
G25	The design of the local convenience centre should: <ul style="list-style-type: none"> • Feature clear circulation and a high degree of permeability for pedestrians; • Provide for a mix of tenancies; • Incorporate a range of uses including retail, offices and medium and higher density residential; and • Locate any servicing infrastructure or car parking to the rear or centre of the allotment in a manner that protects the amenity of the surrounding neighbourhood.



NOTES
This concept plan provides an indicative example of how the Southern Industrial Land interface with residential could be developed.

- | | | |
|--|---|------------------------|
| lot outline (indicative only) | industrial within electricity transmission easement (uses as per Table 5 & Figure 6 of PSP) | local access street |
| buildings (indicative only) | conservation | connector street |
| residential | waterway (indicative) | arterial road (4 lane) |
| light industrial | local park | |
| industrial | landscaped interface | |
| industrial convenience centre | | |
| location of future power terminal stations (indicative only) | | |
| existing special use zone 3 | | |

3.2.3 Employment areas

The employment land within the precinct will be located close to where the new communities in Melton live, and an attractive interface between residential and employment areas will be provided. Tree-lined streets, fine-grained mixed use areas, well-designed office buildings with an address to residential areas, and landscaped easements will enable a positive interaction between employment and residential uses.

It is anticipated that that the PSP will create close to 19,000 jobs in the following sectors:

- Commercial/ mixed use (over 8,500 jobs)
- Industry (over 6,000 jobs)
- Community and education (over 2,300 jobs)
- Retail (over 1,300 jobs)
- Home based industries (approx. 400 jobs)

The Hopkins Road Business Precinct is strategically located to contribute to the achievement of a greater diversity of employment opportunities in the West Growth Corridor. Higher order services, research and development, and local service businesses will thrive in this well connected network, and will offer specialised services to industry located in Mt Atkinson and Tarneit Plains as well as to the state significant Western Industrial Node which stretches south and east from the PSP area.

The location of the Tarneit Plains Precinct within the state significant Western Industrial Node and adjacent to the future Western Interstate Freight Terminal makes it a vital employment hub within the West Growth Corridor. The location and capacity of the industrial land is anticipated to be attractive to a variety of businesses, manufacturing and advanced manufacturing, wholesale trade, transport, postal and warehouse activities. The delivery of the proposed Truganina Terminal Station in future will allow further development of large-scale refrigerated logistics industry, food processing plants and data facilities. The PSP has allowed flexibility for the development of the Terminal Station and for the balance of land currently within the Special Use Zone (Schedule 3) to transition to industrial land if not required to deliver the Terminal Station.

The Future Urban Structure will ensure connectivity between the industrial land within the PSP area to the future Outer Metropolitan Ring Road, Western Intermodal Freight Terminal and the Western Freeway. The industrial area's frontage to Hopkins Road will provide immediate exposure allowing early development supported by reticulated services.

The following requirements and guidelines apply to areas shown as industrial, light industrial, business or business/ large format retail on *Plan 3 – Future Urban Structure*.

REQUIREMENTS	
R27	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.
R28	Development proposals in industrial areas (including the electricity transmission easement) adjacent to residential areas must respond to <i>Figure 5 – Southern Industrial Land Concept Plan</i> , and the City of Melton Industrial Guidelines.
R29	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.
R30	Allocation of land uses, building design and interface treatments must minimise negative impacts on the amenity of adjacent residential areas.
R31	Development proposals in industrial and commercial areas must take into account the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines.
R32	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.
R33	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"> • Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements); • Articulation of building facades; and • Feature colours and materials.
R34	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.
R35	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 <i>Plan 6 – Employment and Town Centres</i> .

<p>R36</p>	<p>Each UDF must address the following:</p> <ul style="list-style-type: none"> • Relevant design guidelines prepared by the Victorian Government and Melton City Council; • A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses; • A street network that identifies direct connectivity within, to and from the commercial area, including measures to slow down speed; • Landscaping of the Hopkins Road frontage, to present an attractive frontage while responding to the quarry buffer requirements (Hopkins Road Business Precinct only); • 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; • 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; • Buildings located at the front (i.e. street-side) of any site to present an attractive address to the street; • Measures to prioritise pedestrians along and across the main streets, and provide a continuous path of travel for pedestrians and cyclists to key destinations including the potential future Mt Atkinson train station; • Locations of public transport services, including bus stops; • A diversity of sizes and types of commercial tenancies; • Staging and indicative development timing; • 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; • 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; • Design of the interface between large format retail and office uses, the Hopkins Road interface, and surrounding residential and/or town centre uses; • Key views to Mt Atkinson volcanic cone; • A public space plan that identifies a hierarchy of public spaces including links to the broader open space network; • 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); • Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments in key locations; and • Requirements for a variety of building materials and form; <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 future development applications within each UDF area.</p>
<p>R37</p>	<p>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.</p>

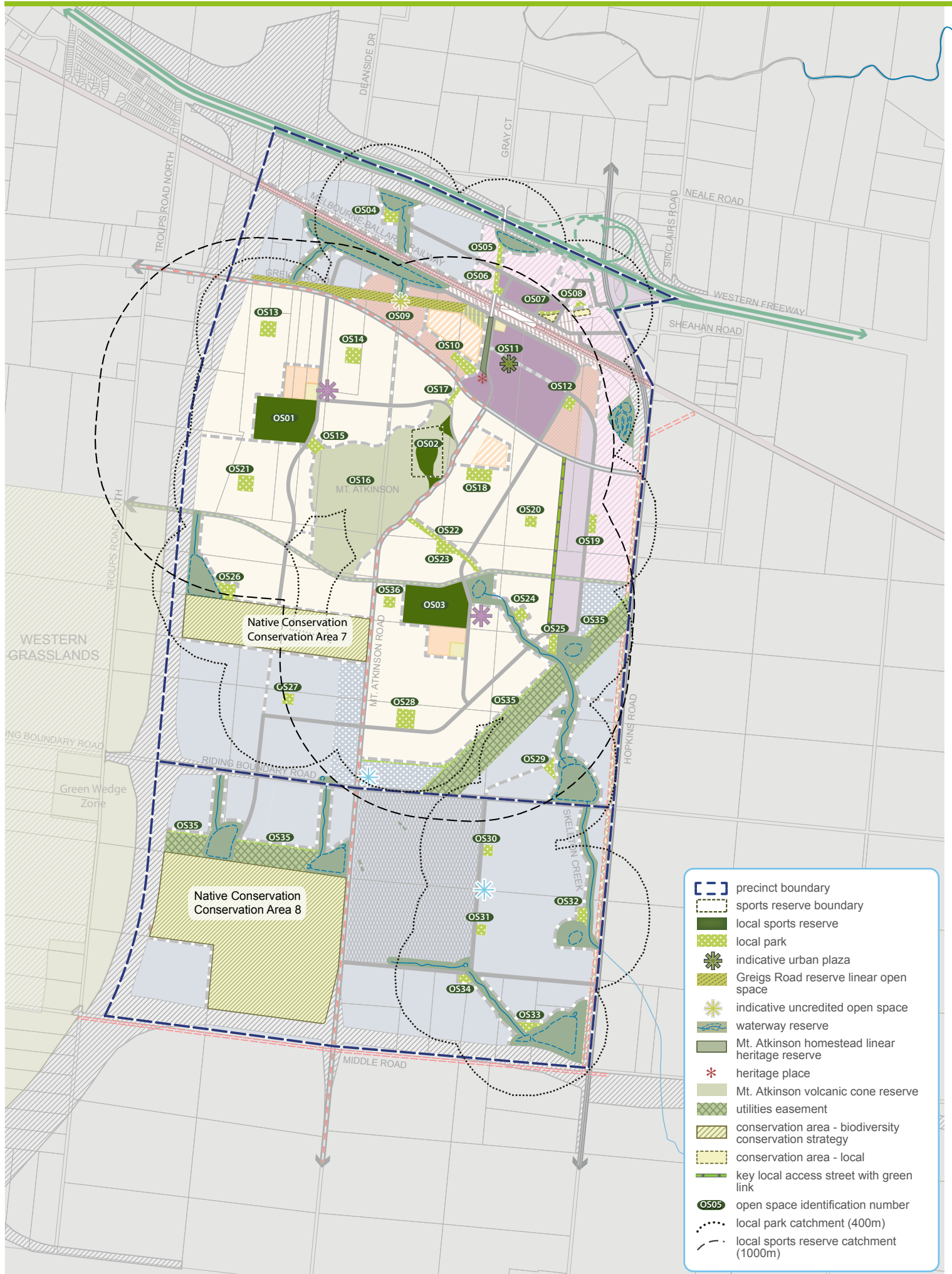
GUIDELINES

G26	Subdivision should provide for the creation of a range of lot sizes to cater for a diversity of commercial and industrial uses.
G27	Ancillary offices should: <ul style="list-style-type: none"> • Be located at the front of buildings; • Include a façade addressing the street frontage of the lot; and • Provide for improved pedestrian access and engagement with the public domain.
G28	Buildings should be located at the front of any site apart from when any visitor car parking and access areas in the front setbacks 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.
G29	Large expanses of continuous wall visible to the street should have appropriate articulation, landscaping and other elements to provide relief and visual interest.
G30	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 at the termination of view lines, key intersections and in parks.
G31	Streets should be aligned to create views and direct connections to the local park, waterways and open space.
G32	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 or the site, but behind the building line. Where this is not possible, they should be located behind constructed screening using durable and attractive materials.

3.3 Community facilities and education

3.3.1 Community facilities and education

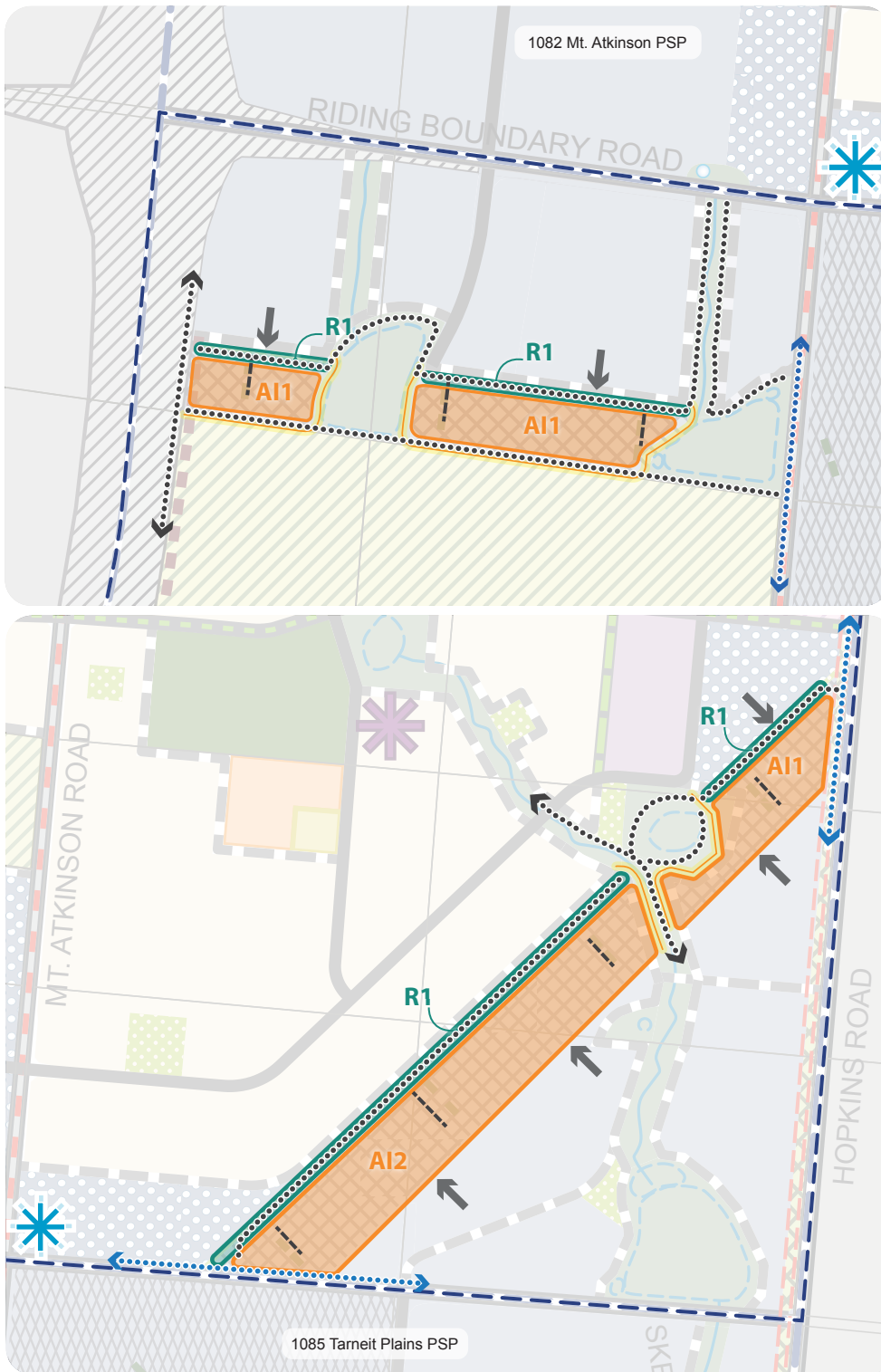
REQUIREMENTS	
R38	Schools and community facilities must be designed to front and be directly accessed from a public street, with car parks located away from the main entry.
R39	<p>Where the responsible authority is satisfied that land shown as a non-government school site is unlikely to be used for a non-government school, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone. In order to satisfy the responsible authority that a site is unlikely to be used for a non-government school, it is necessary to demonstrate that:</p> <ul style="list-style-type: none"> • The application for an alternative use is not premature having regard to the extent of development in the surrounding residential area; • The school site is no longer strategically justified having regard to the provision of schools in the locality, including land not within the PSP as appropriate; and • The landowner provides the responsible authority with evidence that: <ul style="list-style-type: none"> ◦ Genuine negotiations have been had with a range of education providers including the lead agency nominated in the PSP regarding the use of the site as a school and the sale of the site to the educational provider/s; and ◦ The educational provider/s including the lead agency nominated in the PSP, do not intend to purchase the site and use the site as a school.
R40	Connector or local access streets abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.
GUIDELINES	
G33	The design and layout of schools, community facilities and sports reserves should include extensive canopy tree planting, be integrated with fencing minimised, to enable community use of facilities out of hours to deliver continuous pedestrian paths of travel and to achieve efficiencies such as sharing and overall reduction of car parking spaces.
G34	Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of community uses.
G35	Any private childcare, medical, or similar facility is encouraged to locate in or near Mt Atkinson Major Town Centre or local convenience centres adjacent to community hubs.
G36	Community facilities, schools, and sports fields which are co located should be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure.
G37	The location of key entries to community facilities should allow for activation of the street and safe and convenient pedestrian and cyclist access for all ages and abilities.
G38	Schools should be provided with three street frontages where practical.



- precinct boundary
- sports reserve boundary
- local sports reserve
- local park
- indicative urban plaza
- Greigs Road reserve linear open space
- indicative uncredited open space
- waterway reserve
- Mt. Atkinson homestead linear heritage reserve
- heritage place
- Mt. Atkinson volcanic cone reserve
- utilities easement
- conservation area - biodiversity conservation strategy
- conservation area - local
- key local access street with green link
- open space identification number
- local park catchment (400m)
- local sports reserve catchment (1000m)

3.4 Open space and natural systems

REQUIREMENTS	
R41	<p>All parks must be located, designed and developed to the satisfaction of the responsible authority 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 to be ‘generally in accordance’ provided:</p> <ul style="list-style-type: none"> • The location does not reduce the walkable access to local parks demonstrated on <i>Plan 7 – Open Space</i>; • The design does not diminish the quality or usability of the space for passive recreation; • The land area is equal to or more than the local park provision outlined in <i>Table 7 – Open Space Delivery Guide</i>, or: <ul style="list-style-type: none"> ◦ 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 ◦ 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.
R42	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.
R43	Where fencing of open space is required, it must be low scale and/or visually permeable to facilitate public safety and surveillance.
R44	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.
R45	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.
R46	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.
R47	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 area interface, to the satisfaction of the responsible authority and Ausnet Services.
R48	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.
R49	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.
GUIDELINES	
G39	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.
G40	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.
G41	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.
G42	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.
G43	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.
G44	Path networks associated with open space located inside and outside the precinct should include appropriately located way-finding signage which clearly identifies key destinations.
G45	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.
G46	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.



NOTES

This concept plan provides an indicative example of how land within the high transmission powerline easement could be developed.

- | | | | |
|--|--|-----------|--|
| | precinct boundary | | interface treatment with adjacent open space |
| | industrial convenience centre | | power pole location |
| | potential local street vehicle access | AI | ancillary industry |
| | shared path | R | recreation |
| | off-road shared path (as part of road network) | | |

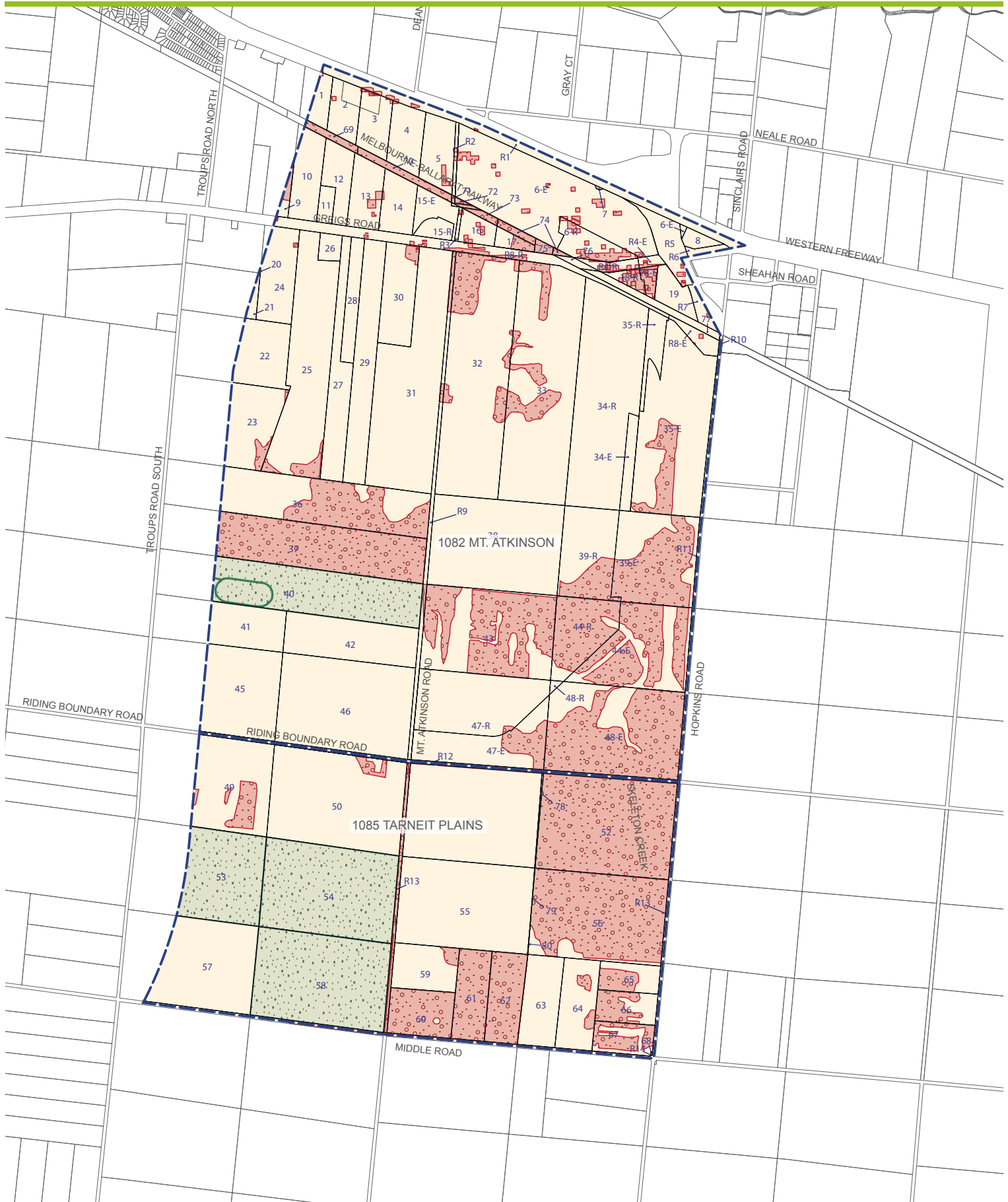
Table 6 Powerlines easement possible use and development

SUB-AREA (AS SHOWN ON FIGURE 6)	POSSIBLE USE & DEVELOPMENT			
	RECREATION OPPORTUNITIES	COMMERCIAL/ INDUSTRIAL OPPORTUNITIES	TRANSPORT OPPORTUNITIES	UTILITIES/ SERVICING OPPORTUNITIES
RECREATION (R1)	<p>Passive recreation such as hardstand or flat area for market/ community space, local open space, dog off-leash area, community gardens.</p> <p>Active recreation such as BMX or mountain bike tracks, fitness circuit.</p>	<p>Hardstand or flat area for market/community space.</p>	<p>Local roads.</p>	<p>Stormwater management.</p>
ANCILLARY RETAIL/ INDUSTRIAL (A11)	<p>Passive recreation such as hardstand or flat area for market/ community space, local open space, dog off-leash area, community gardens.</p> <p>Active recreation such as BMX or mountain bike tracks, fitness circuit.</p>	<p>Plant nursery (no buildings), commercial/ long-term car parking, ancillary Industrial 1 zone uses (no buildings).</p> <p>Hardstand or flat area for market/ community space.</p>	<p>Local roads; car parking for sites adjoining easement, 'park and ride' facility associated with future Hopkins Road bus services.</p> <p>Bus stops are discouraged within the powerlines easement.</p>	<p>Stormwater management.</p>
ANCILLARY INDUSTRIAL (A12)	<p>–</p>	<p>Commercial/ long-term car parking; ancillary Industrial 1 zone uses (no buildings).</p>	<p>Local roads; car parking for sites adjoining easement.</p>	<p>Stormwater management.</p>

Table 7 Open space delivery guide

OPEN SPACE ID	LOCATION (PROPERTY NUMBER)	TYPE	SUB-CATEGORY/ SCALE	AREA (HECTARES)			ATTRIBUTES	RESPONSIBILITY
				CREDITED	UNCREDITED	TOTAL		
OS01	25, 27, 28, 29	Local Sports Reserve	District	10.00	0.00	10.00	Sports reserves with associated infrastructure	Melton City Council
OS02	32, 33	Local Sports Reserve	District	3.31	2.69	6.00	Sports reserves with associated infrastructure	Melton City Council
OS03	38	Local Sports Reserve	District	10.01	0.00	10.01	Sports reserves with associated infrastructure	Melton City Council
OS04	5	Local Park	Neighbourhood	0.70	0.00	0.70	Local park abuts waterway / wetland	Melton City Council
OS05	6	Local Park	Neighbourhood	0.44	0.00	0.44	Linear reserve that links with pedestrian and cycle bridge over Western Freeway and local open space	Melton City Council
OS06	6	Local Park	Neighbourhood	0.54	0.00	0.54	Local park abutting southern extent of OS05	Melton City Council
OS07	6	Local Park	Pocket	0.24	0.00	0.24	Urban square/local park that abuts local conservation reserve.	Melton City Council
OS08	6	Local Park	Pocket	0.18	0.00	0.18	Standalone local park	Melton City Council
OS09	Greigs Road reserve – Crown Land	Local Park	Pocket	0.00	0.50	0.50	Local park within the Greigs Road redundant road reserve	Melton City Council
OS10	32, 33	Local Park	Neighbourhood	1.04	0.00	1.04	Local park abutting Mt Atkinson Homestead Heritage Reserve	Melton City Council
OS11	33	Local Park	Pocket	0.20	0.00	0.20	Town square / urban plaza	Melton City Council
OS12	34	Local Park	Neighbourhood	0.51	0.00	0.51	Standalone park	Melton City Council
OS13	25	Local Park	Neighbourhood	1.00	0.00	1.00	Standalone park	Melton City Council
OS14	30	Local Park	Neighbourhood	1.00	0.00	1.00	Standalone park	Melton City Council
OS15	29, 31	Local Park	Neighbourhood	0.60	0.00	0.60	Local park that connects between OS01 and Mt Atkinson Volcanic Cone Reserve	Melton City Council
OS16	29, 31, 32, 33, 36, 37, 38, R9	Conservation	Municipal	0.00	50.60	50.60	Balance of Mt Atkinson Volcanic Cone reserve not covered by uncredited portion of OS02. Overall delivers significant municipal scale reserve for low key, informal and nature based recreation, opportunities for interpreting significant cultural heritage.	Melton City Council
OS17	32, 33	Local Park	Neighbourhood	0.32	0.00	0.32	Linear park providing connection between Mt Atkinson Volcanic Cone Reserve and Mt Atkinson Major Town Centre	Melton City Council
OS18	33	Local Park	Community	1.30	0.00	1.30	Stand alone park that abuts the potential non-government primary school	Melton City Council
OS19	35	Local Park	Neighbourhood	0.40	0.00	0.40	Standalone park	Melton City Council

OPEN SPACE ID	LOCATION (PROPERTY NUMBER)	TYPE	SUB-CATEGORY/ SCALE	AREA (HECTARES)			ATTRIBUTES	RESPONSIBILITY
				CREDITED	UNCREDITED	TOTAL		
OS20	34	Local Park	Neighbourhood	0.50	0.00	0.50	Standalone park	Melton City Council
OS21	25	Local Park	Neighbourhood	1.00	0.00	1.00	Standalone park	Melton City Council
OS22	32, 33, 38	Local Park	Community	1.66	0.00	1.66	Linear park providing link from Mt Atkinson Volcanic Cone Reserve and OS03	Melton City Council
OS23	38	Local Park	Neighbourhood	0.50	0.00	0.50	Local park abutting linear park OS22	Melton City Council
OS24	39	Local Park	Neighbourhood	0.50	0.00	0.50	Stand alone park abutting drainage reserve	Melton City Council
OS25	39, 44	Local Park	Neighbourhood	0.67	0.00	0.67	Stand alone park abutting drainage reserve. Must abut western boundary of WI-12	Melton City Council
OS26	37	Local Park	Neighbourhood	0.96	0.00	0.96	Standalone park abutting drainage reserve	Melton City Council
OS27	46	Local Park	Neighbourhood	0.50	0.00	0.50	Standalone park	Melton City Council
OS28	47	Local Park	Community	1.40	0.00	1.40	Standalone park	Melton City Council
OS29	48	Local Park	Neighbourhood	0.43	0.00	0.43	Standalone park abutting drainage reserve	Melton City Council
OS30	52	Local Park	Neighbourhood	0.40	0.00	0.40	Standalone park	Melton City Council
OS31	56	Local Park	Neighbourhood	0.40	0.00	0.40	Standalone park	Melton City Council
OS32	56	Local Park	Neighbourhood	0.41	0.00	0.41	Standalone park abutting drainage reserve	Melton City Council
OS33	64, 66	Local Park	Neighbourhood	0.51	0.00	0.51	Standalone park abutting drainage reserve	Melton City Council
OS34	62, 63	Local Park	Neighbourhood	0.25	0.00	0.25	Standalone park abutting drainage reserve	Melton City Council
OS35	39, 44, 47, 48, 49, 50	Local Park	Community	2.23	0.00	2.23	Min 10m wide linear reserve to edge of powerline easement employment area that provides district level connectivity	Melton City Council
OS36	38	Local Park	Community	0.50	0.00	0.50	Standalone park	Melton City Council
-	40	Conservation	Conservation	0.00	31.77	31.77	Conservation area to protect high quality native grassland containing habitat for matters of national significance. Potential future public access to be targeted to defined areas following completion of field surveys	DELWP
-	53, 54, 58	Conservation	Conservation	0.00	94.86	94.86	Conservation area to protect high quality native grassland containing habitat for matters of national significance. Potential future public access to be targeted to defined areas following completion of field surveys.	DELWP
-	R4	Conservation	Conservation	0.00	0.71	0.71	Council managed reserve for heritage and conservation purposes	Melton City Council



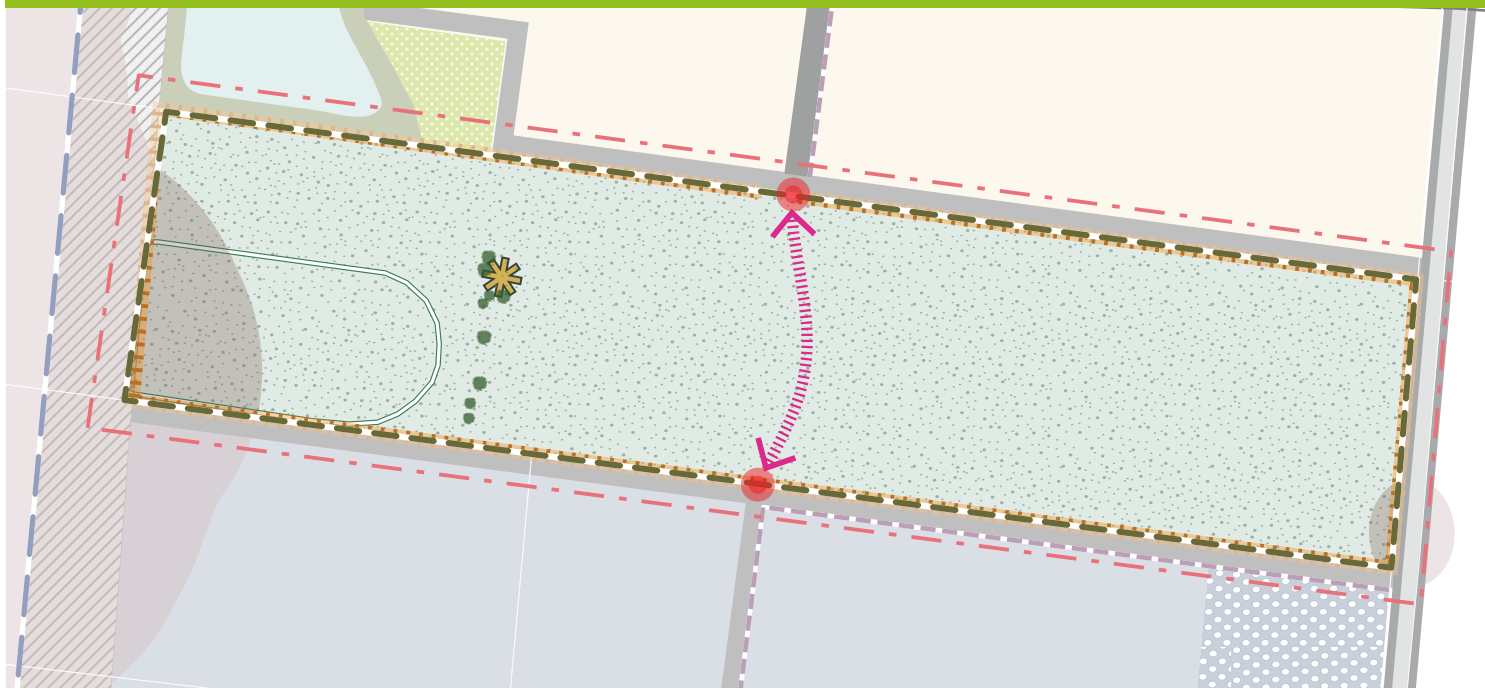
NOTES

- native vegetation requirements are specified at clause 52.17 and its schedule in the planning scheme
- this plan must be read in conjunction with those provisions

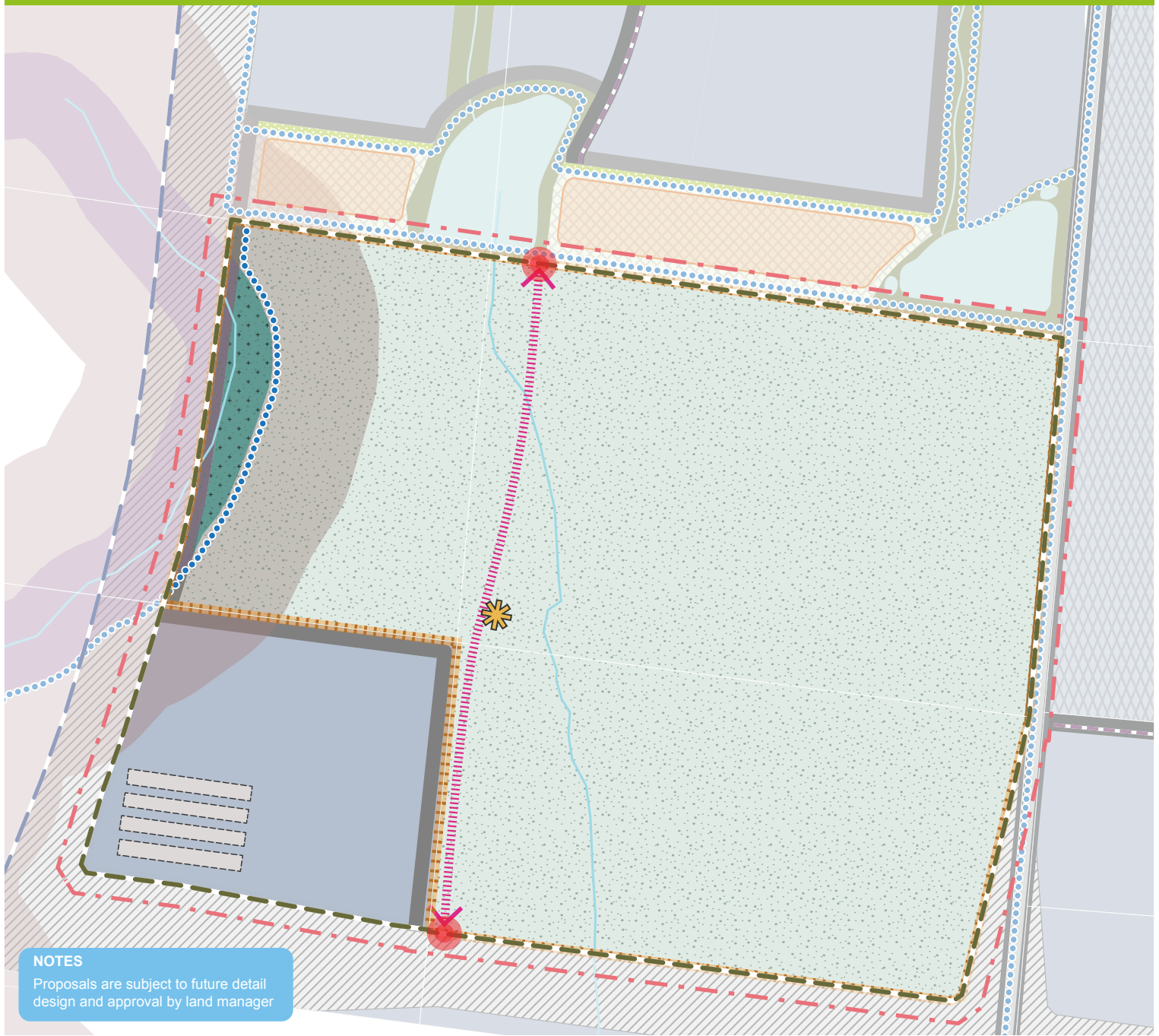
	precinct boundary
	native vegetation to be retained
	native vegetation that can be removed
	no native vegetation
	property boundary & number

3.5 Biodiversity and threatened species

REQUIREMENTS	
R50	Development within any Conservation Area (other than Conservation Area – Local) must be in accordance with the relevant Concept Plan in <i>Appendix C – Conservation Area Concept Plans</i> , and relevant Interface Cross Section in <i>Appendix D</i> to the satisfaction of the Department of Environment, Land, Water and Planning. Any proposed development or works within a BCS conservation area must obtain the approval of the Department of Environment, Land, Water and Planning.
R51	Development abutting a BCS conservation area must be in accordance with the corresponding relevant Interface Cross Section in <i>Appendix D</i> , to the satisfaction of the Department of Environment, Land, Water and Planning.
R52	Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to any Conservation Area (other than Conservation Area – Local), to the satisfaction of the Department of Environment, Land, Water and Planning.
R53	A 20m buffer zone must be provided around all edges of Conservation Areas 7 and 8. The buffer zone must exclude buildings but may include roads, paths, nature strips, public open space and drainage infrastructure. A frontage road must be provided between the conservation area and adjacent development (unless adjacent to a powerlines easement) in accordance with the relevant cross section in <i>Appendix D – Road Cross Sections</i> .
R54	Drainage from storm water treatment infrastructure must be designed to minimise impacts on biodiversity values, particularly matters of national environmental significance.
R55	Roads fronting Conservation Areas 7 and 8 and the Meskos Road Conservation Reserve must contain planting and street trees of indigenous species. Frontage roads must not include plant species that could behave as environmental weeds including non-indigenous tree and shrub species and vigorous rhizomatic grasses.
GUIDELINES	
G47	Planting in the open space network including conservation areas, waterways, streets, parks and utilities easements should make use of indigenous species to the satisfaction of the responsible authority (and Melbourne Water as relevant).
G48	The layout and design of waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) should integrate with biodiversity and natural systems to the satisfaction of the responsible authority and Melbourne Water as relevant.
G49	Where appropriate, parks should be located abutting conservation areas and waterways to provide a buffer.
G50	Where practical, natural or pre development hydrological patterns must be maintained in conservation areas.



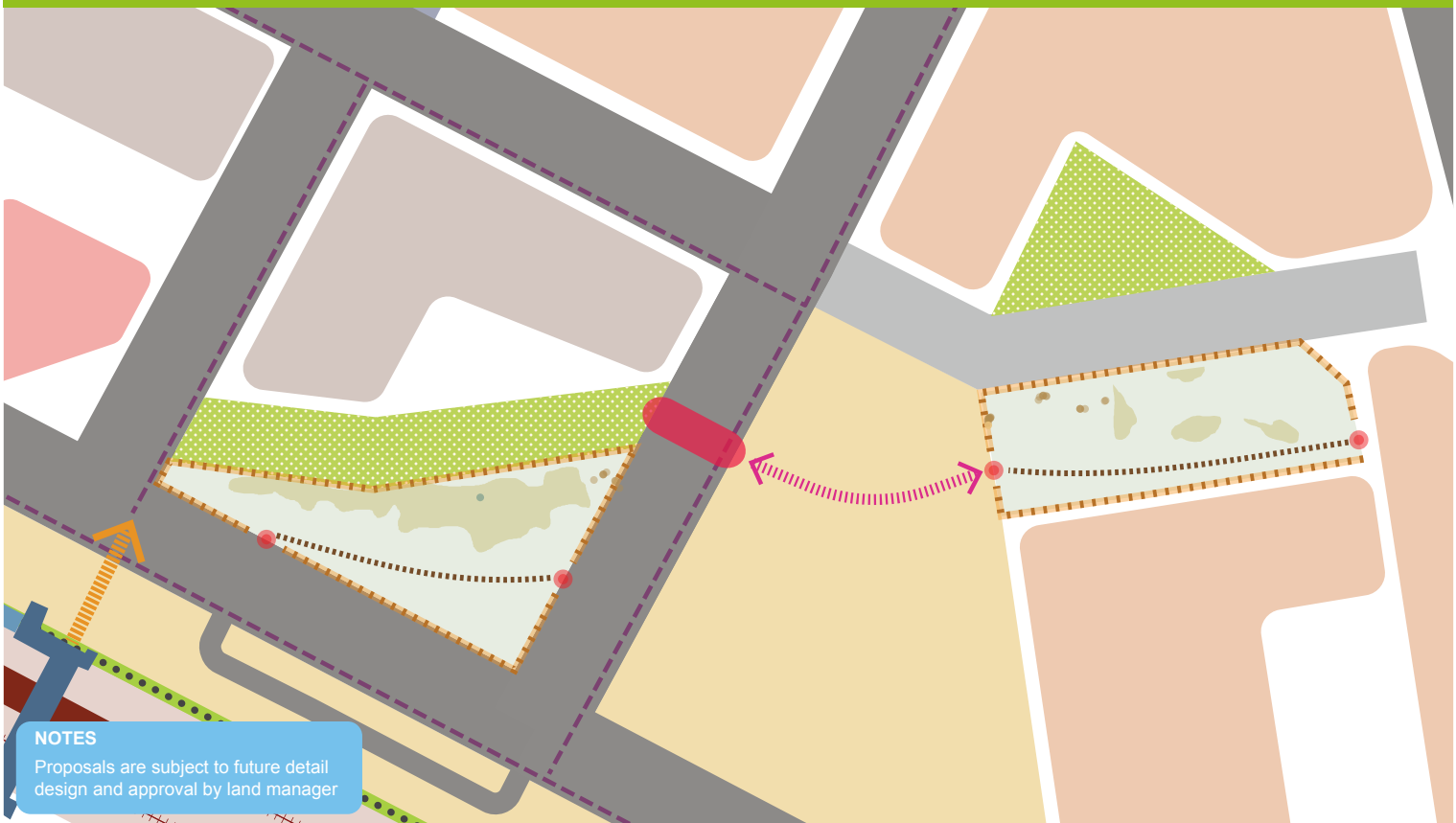
- | | | |
|---|----------------------------------|--|
| conservation area | public acquisition overlay | arterial road (contributes to fire buffer) |
| conservation interface zone | existing trees (indicative) | connector street with footpath on both sides |
| existing native vegetation | grassland interface planting | local access street with footpath on both sides (contributes to fire buffer) |
| area of Aboriginal cultural heritage sensitivity | potential viewing / seating area | two way bike path (as part of road reserve) |
| residential (adjacent house lots to front onto conservation area) | local park | potential low-impact connection through conservation area |
| industrial (adjacent lots to front onto conservation area) | waterway | |
| light industrial (adjacent lots to front onto conservation area) | entry point | |
| | low fencing | |



NOTES

Proposals are subject to future detail design and approval by land manager

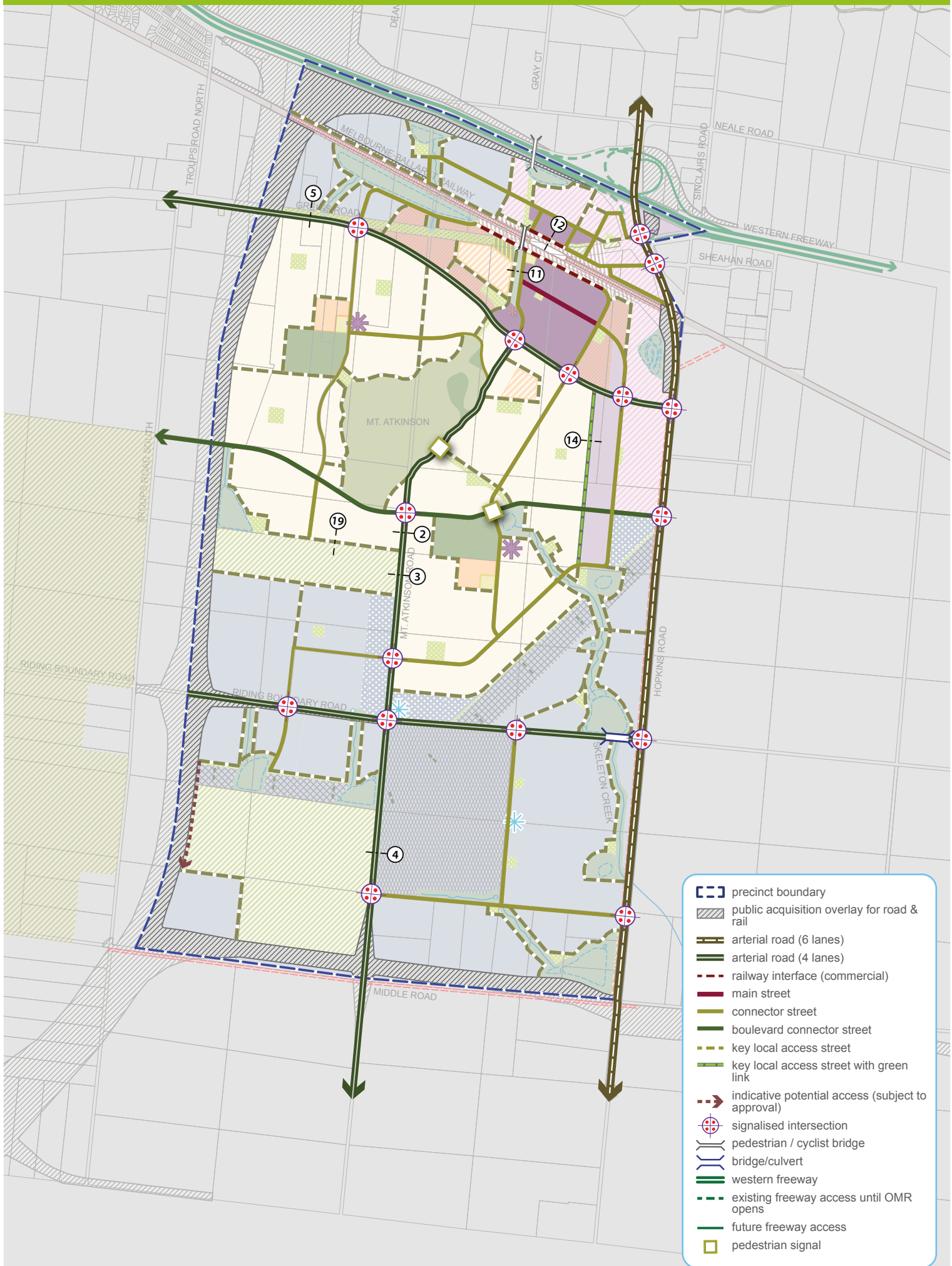
- | | | |
|--|---|--|
| precinct boundary | public acquisition overlay | arterial road (contributes to fire buffer) |
| conservation area | existing broiler farm structures | connector street with footpath on both sides |
| conservation interface zone | potential viewing / seating area (with low-impact shade structure on northern side) | local access street with footpath on both sides (contributes to fire buffer) |
| native vegetation | local park | shared path |
| area of Aboriginal cultural heritage sensitivity | waterway | two way bike path (as part of road reserve) |
| ESO 2 | existing waterway | potential low-impact connection through conservation area |
| industrial (adjacent lots to front onto conservation area) | opportunity for dry creek revegetation | |
| proposed electrical terminal station | entry point | |
| proposed ancillary industry uses [refer Table 6] (adjacent lots to front onto conservation area) | low fencing | |



NOTES
Proposals are subject to future detail design and approval by land manager

- | | | | | | |
|--|---|--|---|--|---|
| | conservation boundary & low fencing | | railway reserve | | pedestrian priority (e.g. pavement marking) |
| | area of forest sun-orchids | | potential future railway station area (including parking & bus interchange) | | priority crossing |
| | forest sun-orchid (individual records) | | primary potential future pedestrian underpass / overpass | | entry point |
| | slender onion-orchid cluster | | arterial road | | indicative low-impact footpath |
| | local park | | connector street | | shared path and landscape buffer |
| | mix of commercial uses / residential over | | key local access street | | two way bike path (as part of road reserve) |
| | large format retail | | | | |
| | supermarket / DDS / anchor retail | | | | |

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- precinct boundary
- public acquisition overlay for road & rail
- arterial road (6 lanes)
- arterial road (4 lanes)
- railway interface (commercial)
- main street
- connector street
- boulevard connector street
- key local access street
- key local access street with green link
- indicative potential access (subject to approval)
- signalised intersection
- pedestrian / cyclist bridge
- bridge/culvert
- western freeway
- existing freeway access until OMR opens
- future freeway access
- pedestrian signal

3.6 Transport and movement

3.6.1 Street network

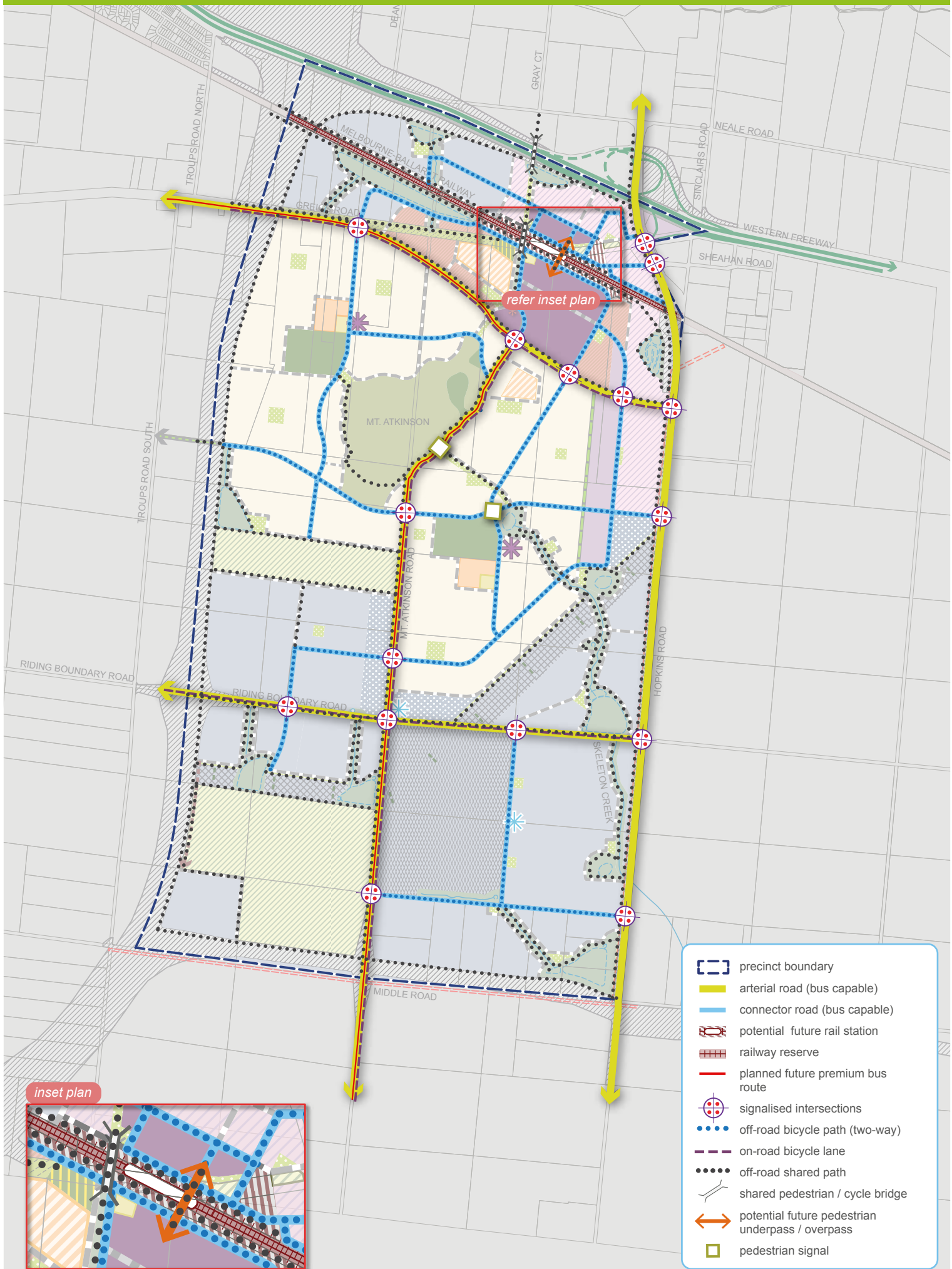
It should be noted that VicRoads will deliver the long-term widening of Hopkins Road adjacent to the PSP area when required by the strategic road network. One of the considerations for the timing of delivery will be the quarry operations, as land within the title boundary of the Deer Park Quarry may be required to facilitate the future road widening.

REQUIREMENTS	
	Subdivision layouts must provide:
R56	<ul style="list-style-type: none"> • a permeable, direct and safe street network for walking and cycling; • a safe and low speed street network that encourages walking and cycling; and • convenient access to local points of interest and destinations for effective integration with neighbouring properties, parkland and sports reserves.
R57	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> .
R58	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.
R59	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.
R60	Where a lot is 7.5 metres or less in width, vehicle access must be via rear laneway, unless otherwise approved by the responsible authority.
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.
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> .
R63	Roundabouts, where determined to be required at cross road intersections, must be designed to slow vehicles, and ensure safe crossings for pedestrians and cyclists and continuity of shared paths and bicycle paths.
R64	Where a connector street crosses a waterway on <i>Plan 9 – Road Network</i> and is not listed in <i>Table 9 – Precinct Infrastructure</i> , the developer 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.
R65	Where a local access street is determined to be required to cross a waterway (service open space drainage), the proponent must construct local access street culverts to the satisfaction of the responsible authority.
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.
R67	Any changes required to the design of roads and intersections in the PSP at the time of development must be accommodated within the land take identified in <i>Plan 4 – Land Use Budget</i> and <i>Appendix A – Property Specific Land Use Budget</i> .
R68	<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"> • 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; • The performance characteristics of standard street cross sections as they relate to pedestrian and cycling use are maintained; • 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 • Industrial subdivision layouts must minimise industrial traffic through residential areas.

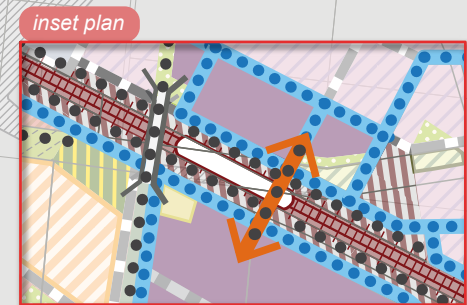
GUIDELINES

<p>G51</p>	<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"> • Varied street tree placement; • Varied footpath or carriageway placement; • Varied carriageway or parking bay pavement material; • Introduction of elements to create a boulevard effect; and • Differing tree outstand treatments. <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>G52</p>	<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 Town Centre and local and industrial convenience centres.</p>
<p>G53</p>	<p>Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.</p>
<p>G54</p>	<p>Culs-de-sac should not detract from convenient pedestrian, cycle and vehicular connections.</p>
<p>G55</p>	<p>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:</p> <ul style="list-style-type: none"> • Rear loaded lots with laneway access; • Vehicular access from the side of a lot; • Combined or grouped crossovers; and • Increased lot widths.
<p>G56</p>	<p>Slip lanes should be avoided in areas of high pedestrian activity and should only be provided at any intersection between connector streets and arterial roads where they are necessitated by unusually high traffic volumes to the satisfaction of the coordinating road authority.</p>
<p>G57</p>	<p>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.</p>
<p>G58</p>	<p>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.</p>
<p>G59</p>	<p>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.</p>
<p>G60</p>	<p>All signalised intersections should be designed in accordance with the VicRoads' <i>Growth Area Road Network Planning Guidance & Policy Principles</i> (2015).</p>
<p>G61</p>	<p>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.</p>

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- precinct boundary
- arterial road (bus capable)
- connector road (bus capable)
- potential future rail station
- railway reserve
- planned future premium bus route
- signalised intersections
- off-road bicycle path (two-way)
- on-road bicycle lane
- off-road shared path
- shared pedestrian / cycle bridge
- potential future pedestrian underpass / overpass
- pedestrian signal



3.6.2 Public transport

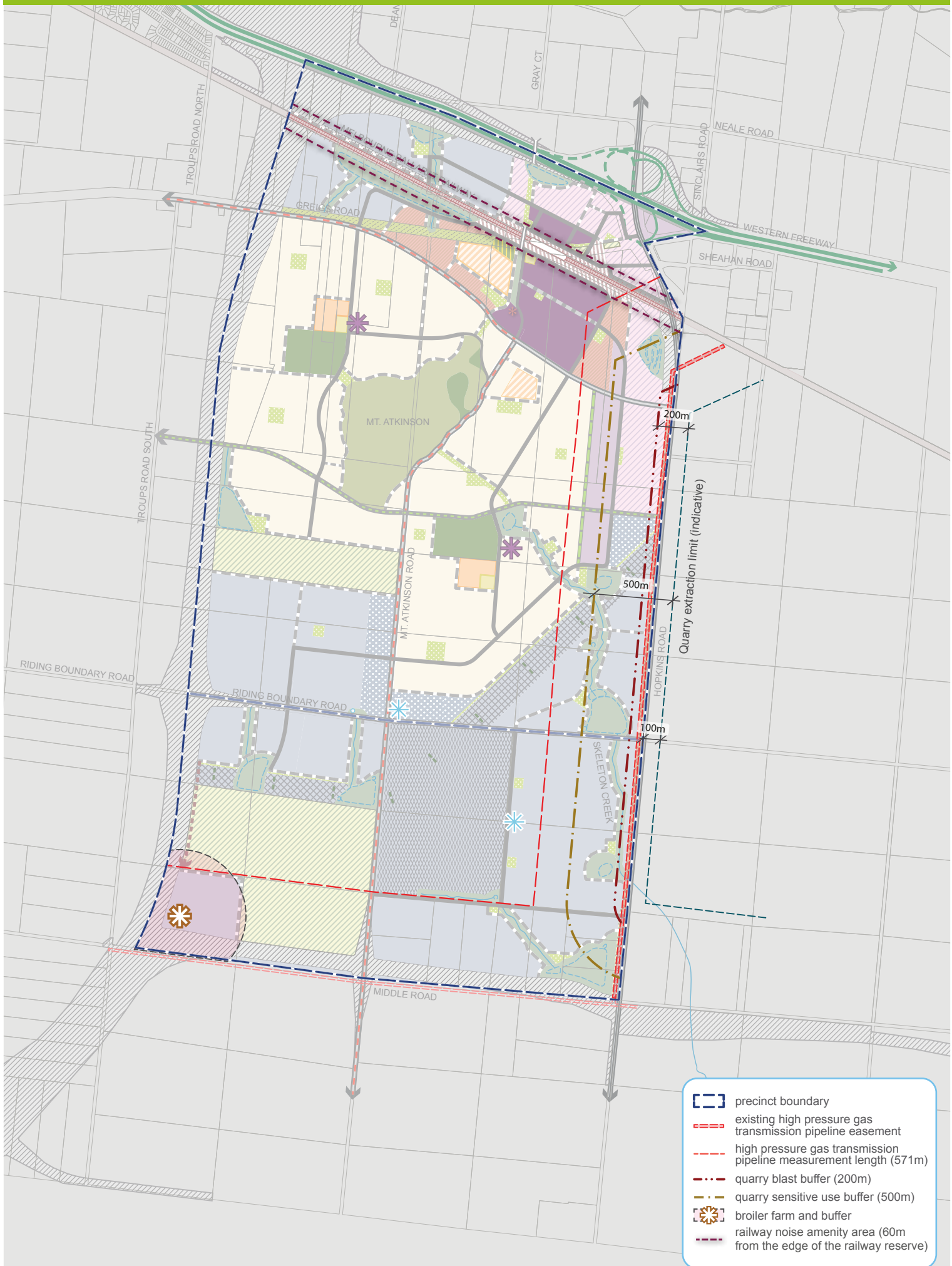
REQUIREMENTS	
R69	The street network must be designed to ensure 95% of all households are located within 400 metres of public transport services or bus capable roads, and all households are able to directly and conveniently walk to public transport services.
R70	Subdivision design must enable passive surveillance to the public transport network by designing buildings which front on to streets on the public transport network.
R71	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.
R72	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 (PTV) and the responsible authority.
R73	Visually transparent fencing along the boundary abutting the rail reserve must be provided in accordance with the V/Line standard for fencing and to the satisfaction of PTV and VicTrack.

3.6.3 Walking and cycling

REQUIREMENTS	
R74	<p>Design of all subdivisions, streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> • Footpaths of at least 1.5 metres in width on both sides of all streets and roads unless otherwise specified by the PSP; • 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; • 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>; • Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines; • Pedestrian and cyclist priority crossings on all slip lanes; and • Safe and convenient transition between on- and off-road bicycle networks. <p>All to the satisfaction of the coordinating road authority and the responsible authority.</p>
R75	<p>Shared and pedestrian paths along waterways must be constructed to the standard that satisfies the requirements of Melbourne Water and the responsible authority, and must be:</p> <ul style="list-style-type: none"> • Delivered by development proponents consistent with the network as illustrated on <i>Plan 10 – Public Transport and Path Network</i>; • 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 • Positioned above 1:100 year flood level where direct access is provided to the dwelling from the waterway.
R76	<p>Bicycle priority at intersections of minor streets and connector streets with dedicated off-road bicycle paths must be achieved through strong and consistent visual clues and supportive directional and associated road signs.</p>
R77	<p>Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity.</p>
R78	<p>Alignment of off-road bicycle paths must be designed for cyclists to travel up to 30km/h to the satisfaction of the responsible authority.</p>
R79	<p>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.</p>
R80	<p>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.</p>
R81	<p>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.</p>
GUIDELINES	
G62	<p>Lighting should be installed along shared, pedestrian and cycle paths linking to key destinations, unless otherwise agreed by the responsible authority.</p>

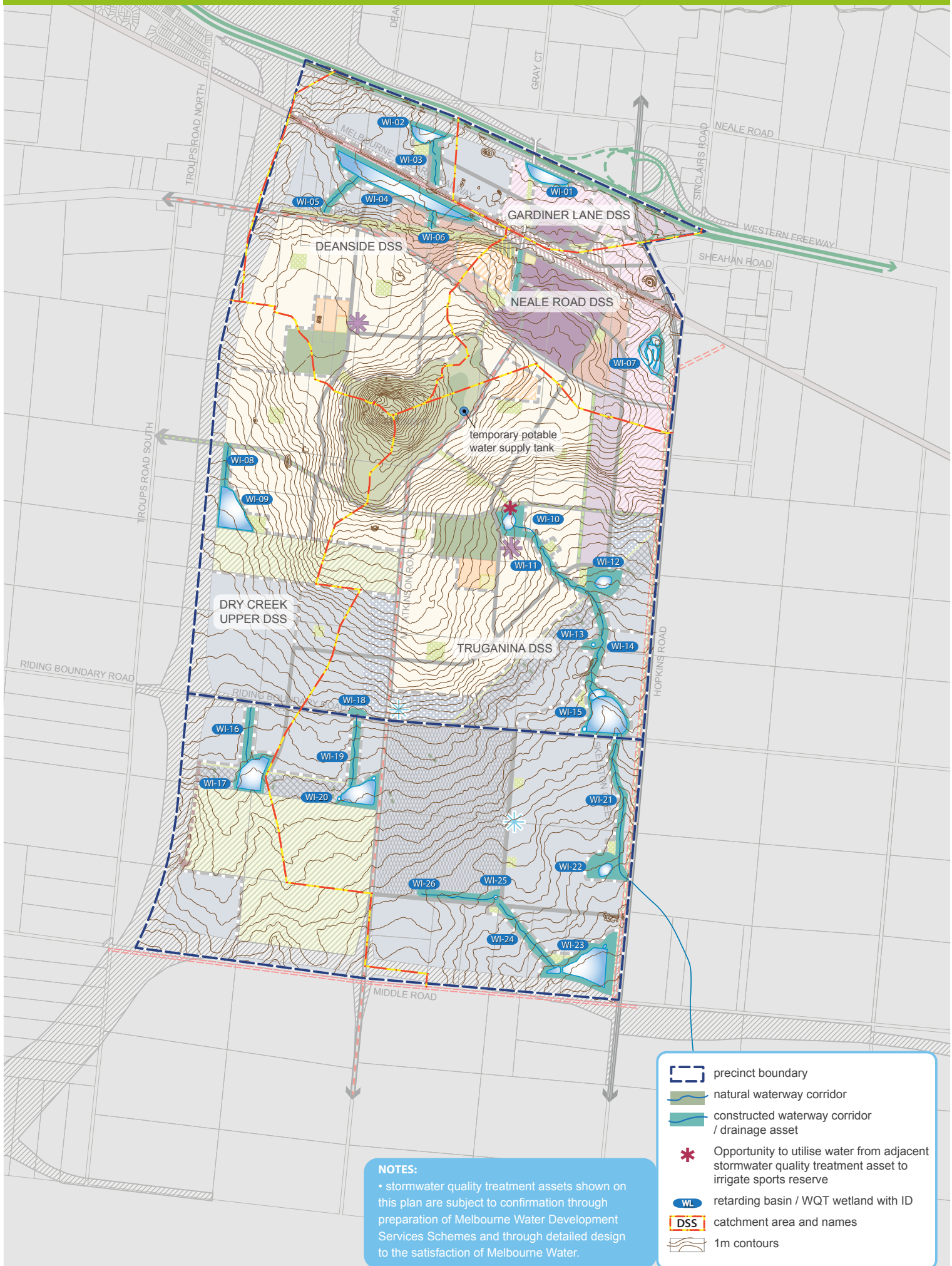
3.6.4 Town centre transport, access and connectivity

REQUIREMENTS	
R82	Heavy vehicle movements (loading and deliveries) must not utilise the main streets and should be located to the rear and/or side street and screened, or 'sleeved' by more active uses.
R83	Main streets must be designed for a low speed environment of 30km/h or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road.
R84	Increased permeability in the road network within and surrounding the town centre should be delivered via shorter block lengths and the avoidance of culs-de-sac.
R85	Safe and easy access for pedestrian and cycle trips must be provided to the town centre through the layout and design of the surrounding street network, including connections to the Mt Atkinson Homestead Heritage Reserve, Greigs Road and paths along waterways and the Melbourne–Ballarat rail corridor.
GUIDELINES	
G63	Pedestrian priority should be provided across all side roads along main streets and all car park entrances.
G64	Bicycle parking should be provided at entry points to the town centre and designed to include weather protection, passive surveillance and lighting to the satisfaction of the responsible authority.
G65	Car park entrances directly from main streets should be minimised and alternative access should be provided from other streets.
G66	Car parking should be provided efficiently through use of shared, consolidated parking areas.
G67	A safe, clearly identified and continuous path of pedestrian travel should be provided throughout all car parking areas.



- precinct boundary
- existing high pressure gas transmission pipeline easement
- high pressure gas transmission pipeline measurement length (571m)
- quarry blast buffer (200m)
- quarry sensitive use buffer (500m)
- broiler farm and buffer
- railway noise amenity area (60m from the edge of the railway reserve)

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NOTES:

- stormwater quality treatment assets shown on this plan are subject to confirmation through preparation of Melbourne Water Development Services Schemes and through detailed design to the satisfaction of Melbourne Water.

- precinct boundary
- natural waterway corridor
- constructed waterway corridor / drainage asset
- Opportunity to utilise water from adjacent stormwater quality treatment asset to irrigate sports reserve
- retarding basin / WQT wetland with ID
- DSS catchment area and names
- 1m contours

3.7 Integrated water management and utilities

3.7.1 Integrated water management

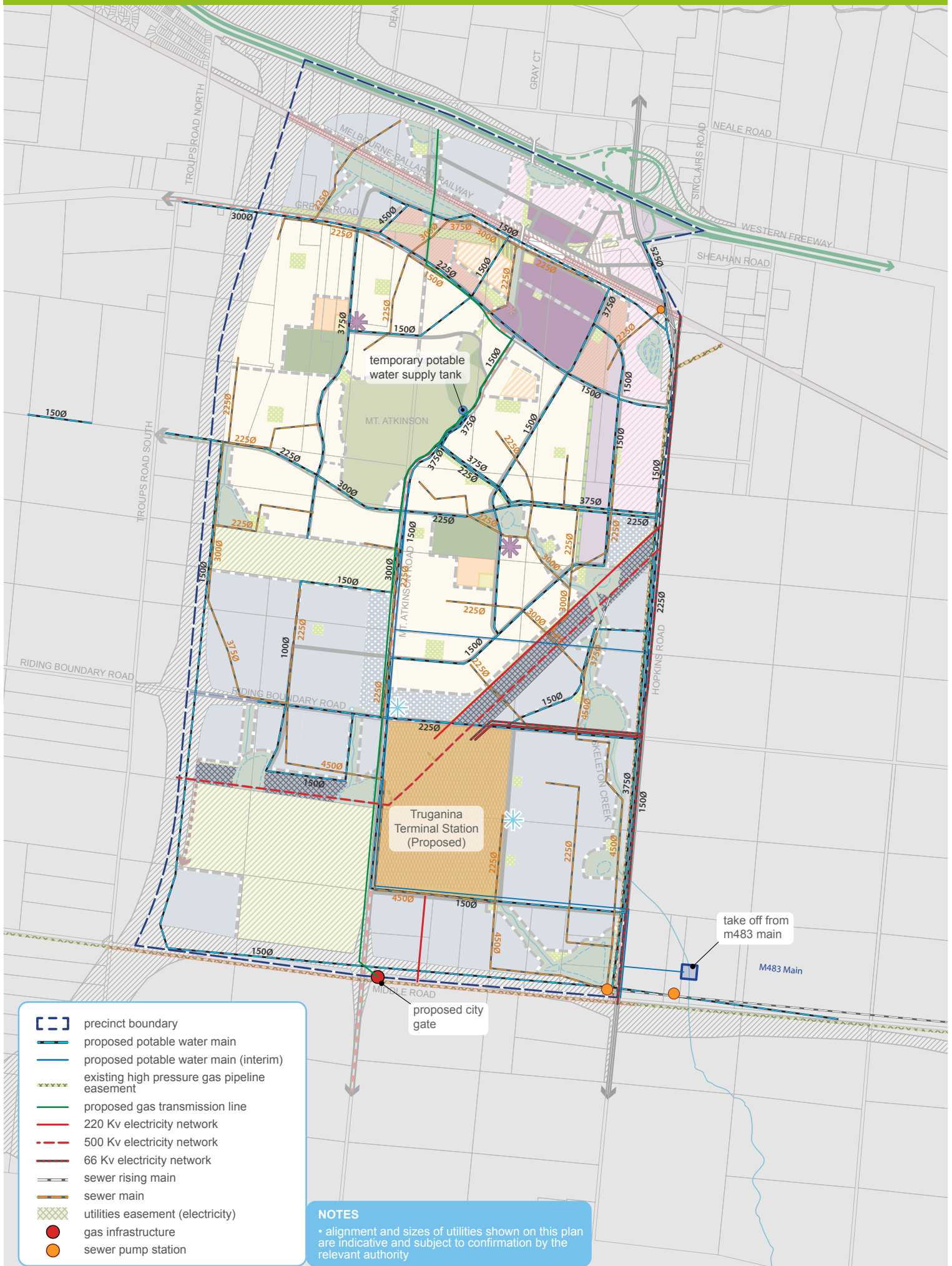
REQUIREMENTS	
R86	Stormwater runoff from the development must meet or exceed the performance objectives of the <i>CSIRO Best Practice Environmental Management Guidelines</i> for Urban Stormwater prior to discharge to receiving waterways and as outlined on <i>Plan 12 – Integrated Water Management</i> , unless otherwise approved by Melbourne Water and the responsible authority.
R87	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.
R88	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.
R89	<p>Applications must demonstrate how:</p> <ul style="list-style-type: none"> • Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes; • Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries; • Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves; and • Relevant Integrated Water Management (IWM) requirements of this PSP will be achieved to the satisfaction of the retail water authority, including the supply of recycled water where required by the relevant water authority. <p>Melbourne Water drainage assets must be to the satisfaction of Melbourne Water and the responsible authority.</p>
R90	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 responsible authority.
GUIDELINES	
G68	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water, Western Water and City West Water including any approved Integrated Water Management Plan.
G69	<p>Where practical, integrated water management systems should be designed to:</p> <ul style="list-style-type: none"> • Maximise habitat values for local flora and fauna species • 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>.
G70	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 storm water for irrigation to contribute to a sustainable and green urban environment.
G71	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).
G72	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.

Table 8 Water infrastructure

WATER INFRASTRUCTURE ID	TYPE	PROPERTY NUMBER	REQUIRED LAND AREA (HA)	ATTRIBUTES	RESPONSIBILITY
WI01	Wetland / drainage	6	2.32	Gardiner Lane Development Services Scheme	Melbourne Water
WI02	Wetland / drainage	5,6,71	2.32	Deanside Drive Development Services Scheme	Melbourne Water
WI03	Waterway	6, 71	1.41	Deanside Drive Development Services Scheme	Melbourne Water
WI04	Wetland / drainage	13, 14, 15, 16, 17, 72, R2	0.14	Deanside Drive Development Services Scheme	Melbourne Water
WI05	Waterway	12, 13	10.75	Deanside Drive Development Services Scheme	Melbourne Water
WI06	Waterway	15, 16	1.72	Deanside Drive Development Services Scheme	Melbourne Water
WI07	Waterway	R3	0.54	Neale Road Development Services	Melbourne Water
WI08	Wetland / drainage	36	3.52	Dry Creek Upper Development Services Scheme	Melbourne Water
WI09	Waterway	37	1.34	Dry Creek Upper Development Services Scheme	Melbourne Water
WI010	Wetland / drainage	38	4.49	Truganina Development Services Scheme	Melbourne Water
WI11	Wetland / drainage	38, 39, 44	2.75	Truganina Development Services Scheme	Melbourne Water
WI12	Waterway	39, 44	2.56	Truganina Development Services Scheme	Melbourne Water
WI13	Wetland / drainage	44, 48	3.36	Truganina Development Services Scheme	Melbourne Water
WI14	Waterway	44, 48	0.54	Truganina Development Services Scheme	Melbourne Water
WI15	Wetland / drainage	48	3.98	Truganina Development Services Scheme	Melbourne Water
WI16	Waterway	49	6.81	Dry Creek Upper Development Services Scheme	Melbourne Water
WI17	Wetland / drainage	49, 50	1.78	Dry Creek Upper Development Services Scheme	Melbourne Water
WI18	Waterway	46	4.52	Truganina Development Services Scheme	Melbourne Water
WI19	Wetland / drainage	50	0.42	Truganina Development Services Scheme	Melbourne Water
WI20	Waterway	50	2.06	Truganina Development Services Scheme	Melbourne Water
WI21	Wetland / drainage	52, 56	4.00	Truganina Development Services Scheme	Melbourne Water
WI22	Waterway	56	4.47	Truganina Development Services Scheme	Melbourne Water
WI23	Wetland / drainage	64, 65, 66, 67, 68	2.99	Truganina Development Services Scheme	Melbourne Water
WI24	Waterway	56, 62, 63, 64	9.63	Truganina Development Services Scheme	Melbourne Water
WI25	Wetland	55, 80	2.77	Truganina Development Services Scheme	Melbourne Water
WI26	Waterway	55	0.76	Truganina Development Services Scheme	Melbourne Water
TOTAL			84.03		

Note: The areas and corridor widths identified in this table are subject to refinement during detailed design to the satisfaction of Melbourne Water and the responsible authority.

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- precinct boundary
- proposed potable water main
- proposed potable water main (interim)
- existing high pressure gas pipeline easement
- proposed gas transmission line
- 220 Kv electricity network
- 500 Kv electricity network
- 66 Kv electricity network
- sewer rising main
- sewer main
- utilities easement (electricity)
- gas infrastructure
- sewer pump station

NOTES

- alignment and sizes of utilities shown on this plan are indicative and subject to confirmation by the relevant authority

3.7.2 Utilities

REQUIREMENTS	
R91	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.
R92	<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"> • Underground services; • Driveways and crossovers; • Intersection devices; • Shared, pedestrian and bicycle paths; • Street lights; and • Street trees. <p>A typical street 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 street cross sections must demonstrate how services, driveways and street lights will be placed to achieve the required road reserve width (consistent with the road street 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. The plans and street cross sections must be generally in accordance with the PSP and are to be approved by the responsible authority and all relevant service authorities before development commences.</p>
R93	All new electricity supply infrastructure (excluding substations and cables with voltage 66kv or greater) must be provided underground.
R94	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.
R95	Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate tree and other planting within road verges.
R96	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 servicing authority.
R97	<p>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 relevant authority.</p> <p>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>.</p>
R98	Utilities must be placed on the outer edges 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.
R99	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.
R100	All temporary infrastructure must be removed once permanent infrastructure is connected and operating.
GUIDELINES	
G73	All new above-ground utilities, including temporary utilities, should be located outside of key view lines and screened with vegetation, as appropriate.
G74	Street and other public lighting should utilise cut-off fittings to minimise light spill beyond the required illuminated area.
G75	Design and location of underground services should be guided by <i>Appendix G – Service Placement Guidelines</i> .
G76	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.
G77	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.

3.8 Infrastructure delivery and staging

3.8.1 Subdivision works by developers

REQUIREMENTS	
R101	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> • Connector streets and local streets (including internal loop and service roads that abut arterial roads); • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria); • Landscaping of all existing and future roads and local streets, including canopy tree planting; • Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in <i>Table 9 – Precinct Infrastructure</i>); • 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>); • Council approved fencing and landscaping along arterial roads, where required and where not otherwise included in <i>Table 9 – Precinct Infrastructure</i>; • Bicycle parking; • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing the open space network; • Basic improvements to local parks and open space – refer to R102 below; • Local drainage system; • 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>; • 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 • Remediation and/or reconstruction of dry stone walls, where required.
R102	<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> <ul style="list-style-type: none"> • Removal of all existing disused structures, foundations, contaminated soil, pipelines and stockpiles; • Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass; • Provision of water tapping connection points for potable and recycled water (where a recycled water supply is required by the relevant water authority); • Sewer, gas and electricity connection points to land identified as sports reserves and community facilities; • Trees and other plantings; • Vehicle exclusion devices (fence, bollards or other suitable methods) and maintenance access points; • 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); • 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>.
R103	<p>Local sports reserves identified in <i>Table 9 – Precinct Infrastructure</i> must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> • Free from surface and/or protruding rocks and structures and contaminated soil; • Reasonably graded and/or topsoiled to create a safe and regular surface with a maximum 1:6 gradient; and • Seeded and top-dressed with drought-resistant grass in bare, patchy and newly-graded areas.

R104	<p>Any heritage site / reserve or conservation area to be vested in the relevant authority must be done so 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"> • Clearing of rubbish, weeds and contaminated soils; • Essential repairs to and stabilisation of any structures; and • Any fencing required to ensure the safety of the public. <p>Any works carried out must be consistent with any relevant Cultural Heritage Management Plan and Conservation Management Plan.</p>
R105	<p>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.</p>
R106	<p>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.</p>
R107	<p>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.</p>

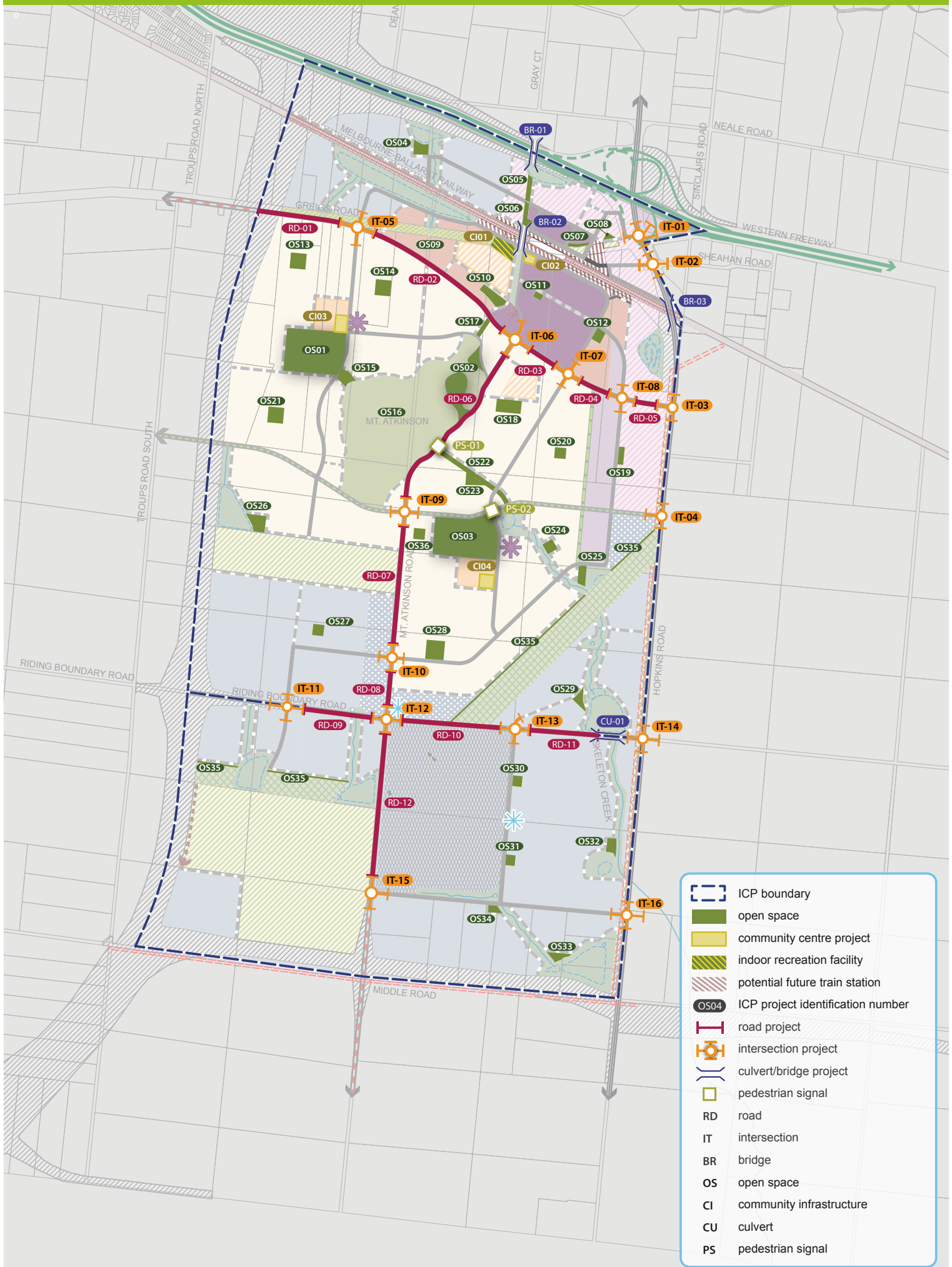
3.8.2 Development staging

REQUIREMENTS

R108	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> • Arterial road reservations; • Connector streets; • Street links between properties, constructed to the property boundary; and • Connection of the on- and off-road pedestrian and bicycle network.
R109	<p>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.</p>

GUIDELINES

G78	<p>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> <ul style="list-style-type: none"> • Integrate with adjoining developments, including the timely provision of road and path connections, to a practical extent; • 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; • Provide sealed road access to each new allotment; • Provide open space and amenity to new residents in the early stages of the development, where relevant; • Deliver any necessary trunk services extensions, including confirmation of agreed approach and timing by the relevant authority; and • Avoid and minimise impacts to conservation areas through consolidating utilities into dedicated service corridors.
G79	<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>



- ICP boundary
- open space
- community centre project
- indoor recreation facility
- potential future train station
- ICP project identification number
- road project
- intersection project
- culvert/bridge project
- pedestrian signal
- RD** road
- IT** intersection
- BR** bridge
- OS** open space
- CI** community infrastructure
- CU** culvert
- PS** pedestrian signal

3.8.3 Precinct infrastructure

Table 9 – Precinct infrastructure sets out the infrastructure and services required to meet the needs of proposed development within the Precinct. Indicative timing is designated as 'S' (short term); 'M' (medium term); and 'L' (long term). The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Agreement under Section 173 of the Act;
- Utility service provider requirements;
- The Mt Atkinson and Tarneit Plains ICP;
- Relevant development contributions from adjoining areas;
- Capital works projects by Council, State Government agencies and non-government organisations; and
- Works In Kind (WIK) projects undertaken by developers on behalf of Council or State Government agencies.

Amended by C217Melt Table 9 Precinct infrastructure

TYPE	TITLE	DESCRIPTION	LEAD AGENCY	ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION	TIMING	ICP REFERENCE
TRANSPORT								
ROAD PROJECTS								
Road	Greigs Road: Outer Metropolitan Ring Road (OMR) to north-south connector road (IT-05).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment) within the existing Greigs Road reserve	Melton City Council	No (construction within Greigs road reserve)	Yes	No	M	RD-01
Road	Greigs Road: North-south connector road (IT-05) to Mt Atkinson Road (IT-06).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	M	RD-02
Road	Greigs Road: Mt Atkinson Road (IT-06) to north-south connector road (IT-07).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	M	RD-03
Road	Greigs Road: North-south connector road (IT-07) to north-south connector road (IT-08).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	S	RD-04
Road	Greigs Road: North-south connector road (IT-08) to Hopkins Road (IT-03).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	S	RD-05
Road	Mt Atkinson Road: Greigs Road (IT-06) to east-west connector boulevard (IT-09).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	M	RD-06
Road	Mt Atkinson Road: East-west connector boulevard (IT-09) to east-west connector road (IT-10).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	L	RD-07
Road	Mt Atkinson Road: East-west connector road (IT-10) to Riding Boundary Road (IT-12).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	L	RD-08
Road	Riding Boundary Road: North-south connector road (IT-11) to Mt Atkinson Road (IT-12).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	L	RD-09
Road	Riding Boundary Road: Mt Atkinson Road (IT-12) north-south connector road (IT-13).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	L	RD-10
Road	Riding Boundary Road: North-south connector road (IT-13) to Hopkins Road (IT-14).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	M	RD-11
Road	Mt Atkinson Road: Riding Boundary Road (IT-12) to east-west connector (IT-15).	Construction of a secondary arterial road (4 lanes) comprising 2 lane carriageway, excluding intersections (interim treatment)	Melton City Council	Yes	Yes	No	L	RD-12

TYPE	TITLE	DESCRIPTION	LEAD AGENCY	ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION	TIMING	ICP REFERENCE
Road	Hopkins Road: Middle Road to the Western Freeway	Construction of interim 4 lane carriageway within the existing road reserve, excluding intersections.	VicRoads	No	No	No	M	-
Road	Hopkins Road: Middle Road to the Western Freeway	Purchase of land and construction of full 6-lane duplicate carriageway.	VicRoads	No	No	No	L	-
Road	Hopkins Road/Melton rail corridor grade separation	Purchase of land and construction of grade separation of Hopkins Road from the Melton rail corridor.	State	No	No	No	L	-
INTERSECTION PROJECTS								
Intersection	Signalised intersection: Hopkins Road / east-west connector road.	Construction of primary arterial to connector road 3-way signalised intersection and roundabout (interim treatment) within declared arterial road reserve.	VicRoads	No (construction within VicRoads declared arterial road reserve)	Yes	No	M	IT-01
Intersection	Signalised intersection: Hopkins Road / east-west connector road.	Construction of primary arterial to connector road 3-way signalised intersection (interim treatment).	VicRoads	Yes	Yes	No	S-M	IT-02
Intersection	Signalised intersection: Hopkins Road / Greigs Road.	Construction of primary arterial to secondary arterial 3-way signalised intersection (interim treatment).	VicRoads	Yes	Yes	No	S	IT-03
Intersection	"Signalised intersection: Hopkins Road / east-west boulevard connector road. C"	Construction of primary arterial to boulevard connector road 3-way signalised intersection (interim treatment). To include appropriate protection of high pressure gas transmission pipelines	VicRoads	Yes	Yes	No	M	IT-04
Intersection	Signalised intersection - Greigs Road / north-south connector road.	Construction of secondary arterial to connector road 4-way signalised intersection (interim treatment)	Melton City Council	Yes	Yes	No	M	IT-05
Intersection	Signalised intersection: Greigs Road / Mt Atkinson Road.	Construction of secondary arterial and connector road to secondary arterial 4-way signalised intersection (interim treatment)	Melton City Council	Yes	Yes	No	S-M	IT-06
Intersection	Signalised intersection: Greigs Road / north-south connector road.	Construction of a secondary arterial to connector road 4-way signalised intersection (interim treatment)	Melton City Council	Yes	Yes	No	S	IT-07
Intersection	Signalised intersection: Greigs Road / north-south connector road.	Construction of secondary arterial to connector road 4-way signalised intersection (interim treatment)	Melton City Council	Yes	Yes	No	S	IT-08
Intersection	Signalised intersection: Mt Atkinson Road / east-west connector boulevard.	Construction of secondary arterial to boulevard connector road 4-way signalised intersection (interim treatment)	Melton City Council	Yes	Yes	No	M	IT-09
Intersection	Signalised intersection: Mt Atkinson Road / east-west connector road.	Construction of secondary arterial to connector road 4-way signalised intersection (interim treatment)	Melton City Council	Yes	Yes	No	M	IT-10
Intersection	Signalised intersection: Riding Boundary Road / north-south connector road.	Construction of secondary arterial to connector road 3-way signalised intersection (interim treatment)	Melton City Council	Yes	Yes	No	L	IT-11

TYPE	TITLE	DESCRIPTION	LEAD AGENCY	ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION	TIMING	ICP REFERENCE
Intersection	Signalised intersection: Riding Boundary Road / Mt Atkinson Road.	Construction of a secondary arterial to secondary arterial 4-way signalised intersection (interim treatment)	Melton City Council	Yes	Yes	No	L	IT-12
Intersection	Signalised intersection: Riding Boundary Road / north-south connector road and local access road.	Construction of secondary arterial to connector road/local access road 4-way signalised intersection (interim treatment)	Melton City Council	Yes	Yes	No	M	IT-13
Intersection	Signalised intersection: Riding Boundary Road / Hopkins Road.	Construction of primary arterial to secondary arterial 3-way signalised intersection (interim treatment). To include appropriate protection of high pressure gas transmission pipelines	VicRoads	Yes	Yes	No	M	IT-14
Intersection	Signalised intersection: Mt Atkinson Road / east west connector road.	Construction of secondary arterial to connector road 3-way signalised intersection (interim treatment)	Melton City Council	Yes	Yes	No	L	IT-15
Intersection	Signalised intersection: east west connector road / Hopkins Road.	Construction of primary arterial to connector road 3-way signalised intersection (interim treatment). To include appropriate protection of high pressure gas transmission pipelines	VicRoads	Yes	Yes	No	S	IT-16
BRIDGE & CULVERT PROJECTS								
Bridge	Pedestrian and cyclist bridge.	"Construction of pedestrian and cycle bridge across the Western Freeway to the future Kororoit Precinct. It is an essential level crossing upgrade which forms part of the council arterial road network."	Melton City Council	No (construction with Western Freeway reserve)	No	Yes (50%)	L	BR-01
Bridge	Pedestrian and cyclist bridge.	Construction of pedestrian and cycle bridge (ultimate treatment) across the Melbourne-Ballarat rail corridor	Melton City Council	Yes	No	Yes	L	BR-02
Pedestrian accessway	Hopkins Road level crossing upgrade.	Construction of a pedestrian accessway to the level crossing at the intersection Hopkins Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossing	Melton City Council	No (construction within VicRoads declared arterial road reserve/ Melbourne-Ballarat Rail Corridor reserve)	No	Yes	M	BR-03
Culvert	Major culvert across Riding Boundary Road.	"Construction of a culvert to cater for a new drainage infrastructure associated with the Truganina Drainage Services Scheme. It has an internal cross section of at least 1.75 square metres."	Melton City Council	N/A	Yes	No	S	CU-01

TYPE	TITLE	DESCRIPTION	LEAD AGENCY	ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION	TIMING	ICP REFERENCE
PEDESTRIAN CROSSING PROJECTS								
Signals	Pedestrian signals.	Construction of pedestrian signals on Mt Atkinson Road opposite the Mt Atkinson Conservation Reserve	Melton City Council	N/A	Yes	No	M	PS-01
Signals	Pedestrian signals.	Construction of pedestrian signals on north-south boulevard connector road north of Mt Atkinson East Community Hub	Melton City Council	N/A	Yes	No	M	PS-02
PUBLIC TRANSPORT PROJECTS								
Public Transport	Potential future Mt Atkinson Train Station	Land for and construction of the potential future Mt Atkinson Train Station	Public Transport Victoria	No	No	No	L	-
COMMUNITY & RECREATION								
COMMUNITY FACILITY PROJECTS								
Community	Indoor Recreation Facility (Mt Atkinson Town Centre)	Purchase of land for indoor recreation facility adjacent to the Mt Atkinson Major Town Centre	Melton City Council	Yes	N/A	No	M	CI-01 (L)
Community	Neighbourhood House (Mt Atkinson Town Centre).	Construction of a Neighbourhood House (Level 2) in the Mt Major Town Centre, including youth space, additional classroom space and specialist facilities Land purchase of a Neighbourhood House (Level 2) in the Mt Atkinson Major Town Centre, including youth space, additional classroom space and specialist facilities	Melton City Council	Yes	N/A	Yes	M	CI-02 (C)
Community	Mt Atkinson West Community Centre (Mt Atkinson West Community Hub).	Construction of a multi-purpose community centre (Level 1) at Mt Atkinson West Community Hub, including community rooms and additional facilities to cater for childcare and maternal child health Land purchase for a multi-purpose community centre (Level 1) at Mt Atkinson West Community Hub, including community rooms and additional facilities to cater for childcare and maternal child health.	Melton City Council	Yes	N/A	Yes	M	CI-03 (C)
Community	Mt Atkinson East Community Centre (Mt Atkinson East Community Hub).	Construction of a multi-purpose community centre (Level 1) at Mt Atkinson East Community Hub, including community rooms and additional facilities to cater for childcare and maternal child health Land purchase for a multi-purpose community centre (Level 1) at Mt Atkinson East Community Hub, including community rooms and additional facilities to cater for childcare and maternal child health	Melton City Council	Yes	N/A	Yes	S-M	CI-04 (C)

TYPE	TITLE	DESCRIPTION	LEAD AGENCY	ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION	TIMING	ICP REFERENCE
EDUCATION PROJECTS								
School	Government primary school	Land and construction of potential government primary school in the Mt Atkinson West Community Hub.	Department of Education and Training	No	No	No	M	-
School	Government primary school	Land and construction of potential government primary school in the Mt Atkinson East Community Hub.	Department of Education and Training	No	No	No	S-M	-
School	Non-Government primary school	Land and construction of potential non-government primary school in the Mt Atkinson North Community Hub.	Catholic Education Melbourne	No	No	No	S-M	-
School	Non-Government secondary school	Land and construction of potential non-government secondary school adjacent to the Mt Atkinson Major Town Centre.	Catholic Education Melbourne	No	No	No	S-M	-
OPEN SPACE & LOCAL PARK PROJECTS								
Open space	Mt Atkinson West Sports Reserve.	Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Mt Atkinson West sports reserve, including all building works, landscaping and related infrastructure	Melton City Council	Yes	N/A	Yes	M	OS-01
Open space	Mt Atkinson North Sports reserve.	Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Mt Atkinson North sports reserve, including all building works, landscaping and related infrastructure	Melton City Council	Yes	N/A	Yes	M	OS-02
Open space	Mt Atkinson East Sports reserve.	Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Mt Atkinson East sports reserve, including all building works, landscaping and related infrastructure	Melton City Council	Yes	N/A	Yes	M	OS-03
Open space	Local park	Local park (property 5) Land purchase	Melton City Council	Yes	No	No	L	OS-04
Open space	Local park	Local park (property 6) Land purchase	Melton City Council	Yes	No	No	M	OS-05
Open space	Local park	Local park (property 6) Land purchase	Melton City Council	Yes	No	No	M	OS-06

TYPE	TITLE	DESCRIPTION	LEAD AGENCY	ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION	TIMING	ICP REFERENCE
Open space	Local park	Pocket park / town square (property 6) in the Mt Atkinson Major Town Centre (north) Land purchase	Melton City Council	Yes	No	No	M	OS-07
Open space	Local park	Local park (property 6) Land purchase	Melton City Council	Yes	No	No	M	OS-08
Open space	Local park	Local park (Greigs Road reserve)	Melton City Council	No	No	No	M	OS-09
Open space	Local park	Local park (property 32,33) Land purchase	Melton City Council	Yes	No	No	M	OS-10
Open space	Local park	Land purchase (property 33) for town square in the Mt Atkinson Major Town Centre (north)	Melton City Council	Yes	No	No	M	OS-11
Open space	Local park	Linear Local park (property 34) Land purchase	Melton City Council	Yes	No	No	M	OS-12
Open space	Local park	Local park (property 25) Land purchase	Melton City Council	Yes	No	No	M	OS-13
Open space	Local park	Local park (property 30) Land purchase	Melton City Council	Yes	No	No	M	OS-14
Open space	Local park	Linear Local park (property 29,31) Land purchase	Melton City Council	Yes	No	No	M	OS-15
Open space	Mt Atkinson Volcanic Cone Reserve	Mt Atkinson Volcanic Cone Reserve land and embellishment	Melton City Council	No	No	No	M	OS-16
Open space	Local park	Linear Local park (property 32,33) Land purchase	Melton City Council	Yes	No	No	M	OS-17
Open space	Local park	Local park (property 33) Land purchase	Melton City Council	Yes	No	No	S-M	OS-18
Open space	Local park	Local park (property 35) Land purchase	Melton City Council	Yes	No	No	S	OS-19
Open space	Local park	Local park (property 34) Land purchase	Melton City Council	Yes	No	No	S-M	OS-20
Open space	Local park	Local park (property 25) Land purchase	Melton City Council	Yes	No	No	M	OS-21
Open space	Local park	Linear Local park (property 32, 33, 38) Land purchase	Melton City Council	Yes	No	No	M	OS-22
Open space	Local park	Local park (property 38) Land purchase	Melton City Council	Yes	No	No	M	OS-23
Open space	Local park	Local park (property 39) Land purchase	Melton City Council	Yes	No	No	M	OS-24

TYPE	TITLE	DESCRIPTION	LEAD AGENCY	ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION	TIMING	ICP REFERENCE
Open space	Local park	Local park (property 39, 44) Land purchase	Melton City Council	Yes	No	No	M	OS-25
Open space	Local park	Local park (property 37) Land purchase	Melton City Council	Yes	No	No	M	OS-26
Open space	Local park	Local park (property 46) Land purchase	Melton City Council	Yes	No	No	L	OS-27
Open space	Local park	Local park (property 47) Land purchase	Melton City Council	Yes	No	No	M	OS-28
Open space	Local park	Local park (property 48) Land purchase	Melton City Council	Yes	No	No	L	OS-29
Open space	Local park	Local park (property 52) Land purchase	Melton City Council	Yes	No	No	L	OS-30
Open space	Local park	Local park (property 56) Land purchase	Melton City Council	Yes	No	No	M	OS-31
Open space	Local park	Local park (property 56) Land purchase	Melton City Council	Yes	No	No	M	OS-32
Open space	Local park	Local park (property 64, 66) Land purchase	Melton City Council	Yes	No	No	M	OS-33
Open space	Local park	Local park (property 62, 63) Land purchase	Melton City Council	Yes	No	No	L	OS-34
Open space	Local park	Linear local park (property 39, 44, 47, 48, 49, 50) Land purchase	Melton City Council	Yes	No	No	L	OS-35
Open space	Local park	Local park (property 38) Land purchase	Melton City Council	Yes	No	No	M	OS-36
CONSERVATION PROJECTS								
Conservation	Conservation Area 7	Nature conservation area	DELWP	No	No	No	L	-
Conservation	Conservation Area 8	Nature conservation area	DELWP	No	No	No	L	-
Conservation	Local conservation area	Nature conservation area	Melton City Council	No	No	No	M	-

* Project to be delivered in consultation with relevant road authority

** Project to be delivered in consultation with relevant rail authority

*** Project to be delivered in consultation with relevant rail and road authority

4.0 APPENDICES

APPENDIX A Property-specific land use budget

PSP PROPERTY ID	TOTAL AREA (HECTARES)							TRANSPORT				COMMUNITY & EDUCATION				OPEN SPACE						OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
	ARTERIAL ROAD			OTHER TRANSPORT				GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITIES (ICP LAND)	LOCAL INDOOR RECREATION (ICP LAND)	SERVICE OPEN SPACE			LOCAL OPEN SPACE			UTILITIES SUBSTATIONS/ FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)						
	ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES - OTHER (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES/RESERVE - EXISTING	PUBLIC TRANSPORT FACILITIES - FUTURE POTENTIAL LAND REQUIREMENT					CONSERVATION RESERVE	WATERWAY & DRAINAGE RESERVE	HERITAGE RESERVE - POST CONTACT	UTILITIES EASEMENTS	GREIGS ROAD RESERVE & LINEAR OPEN SPACE	SPORTS RESERVE		PARK					
1	3.20	-	3.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
2	6.07	-	5.60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.47	7.68%
3	6.87	-	3.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.07	44.66%
4	7.75	-	2.68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.07	65.42%
5	8.17	-	2.17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.70	3.85	47.15%
6-E	45.27	-	3.89	-	0.01	-	0.56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.16	35.24	77.86%
6-R	6.43	-	-	-	0.06	-	0.44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.24	5.69	88.47%
7	0.06	-	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
8	1.73	-	0.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.92	53.54%
9	1.27	-	1.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
10	9.00	-	6.64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.36	26.23%
11	2.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.02	100.00%
12	6.67	-	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.22	93.34%
13	7.90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.13	52.25%
14	6.96	-	-	0.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.12	59.16%
15-E	4.28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.96	22.37%
15-R	2.34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.34	100.00%
16	3.60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.52	42.18%
17	2.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.05	52.68%
18-E	1.47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.47	100.00%

PSP PROPERTY ID	TOTAL AREA (HECTARES)							TRANSPORT				COMMUNITY & EDUCATION				OPEN SPACE						OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY				
								ARTERIAL ROAD		OTHER TRANSPORT							SERVICE OPEN SPACE			LOCAL OPEN SPACE								
								ARTERIAL ROAD – EXISTING ROAD RESERVE	ARTERIAL ROAD – PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD – NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES – OTHER (ICP LAND)	NON-ARTERIAL ROAD – RETAINED EXISTING ROAD RESERVE					PUBLIC TRANSPORT FACILITIES/RESERVE – EXISTING	PUBLIC TRANSPORT FACILITIES – FUTURE POTENTIAL LAND REQUIREMENT	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITIES (ICP LAND)				LOCAL INDOOR RECREATION (ICP LAND)	CONSERVATION RESERVE	WATERWAY & DRAINAGE RESERVE	HERITAGE RESERVE – POST CONTACT
18-R	1.84	-	-	-	-	-	-	-	-	-	1.75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.09	4.93%
19	4.56	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.52	99.00%
20	0.02	-	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
21	1.08	-	1.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
22	12.05	-	3.90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.15	67.61%
23	14.41	-	4.25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.15	70.48%
24	11.54	-	5.98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.55	48.13%
25	37.56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31.07	82.72%
26	2.13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.13	100.00%
27	13.94	-	-	-	-	-	-	-	-	-	-	-	1.12	-	-	-	-	-	-	-	-	-	-	-	-	-	9.62	69.01%
28	6.00	-	-	0.06	-	-	-	-	-	-	-	1.64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.76	62.64%
29	19.58	-	-	0.48	-	-	-	-	-	-	-	0.74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14.09	71.97%
30	12.16	-	-	0.73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.42	85.74%
31	46.80	-	-	0.76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24.58	52.53%
32	55.55	-	-	3.42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26.85	48.33%
33	57.77	-	-	3.73	-	-	-	-	-	-	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42.43	73.45%
34-E	3.68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.68	100.00%
34-R	47.81	-	-	1.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44.18	92.42%
35-E	42.77	-	2.93	2.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32.80	76.69%
35-R	4.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.05	94.69%
36	33.94	-	2.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21.65	63.80%
37	34.06	-	2.20	0.25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.96	76.23%
38	42.64	-	-	0.94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26.78	62.80%
39-E	26.47	-	-	0.33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24.53	92.66%

PSP PROPERTY ID	TOTAL AREA (HECTARES)							TRANSPORT				COMMUNITY & EDUCATION				OPEN SPACE						OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	
	ARTERIAL ROAD			OTHER TRANSPORT				GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITIES (ICP LAND)	LOCAL INDOOR RECREATION (ICP LAND)	SERVICE OPEN SPACE			LOCAL OPEN SPACE										
	ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES - OTHER (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES/RESERVE - EXISTING	PUBLIC TRANSPORT FACILITIES - FUTURE POTENTIAL LAND REQUIREMENT					CONSERVATION RESERVE	WATERWAY & DRAINAGE RESERVE	HERITAGE RESERVE - POST CONTACT	UTILITIES EASEMENTS	GREIGS ROAD RESERVE & LINEAR OPEN SPACE	SPORTS RESERVE	PARK	UTILITIES SUBSTATIONS/ FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)						
39-R	17.88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.15	90.31%
40	33.99	-	2.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
41	11.53	-	2.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.37	81.28%
42	19.63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19.63	100.00%
43	40.06	-	-	0.49	-	-	-	-	-	-	3.50	-	-	-	-	-	-	-	-	-	-	-	-	35.26	88.04%
44-E	27.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19.36	71.56%
44-R	14.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12.59	87.41%
45	24.27	-	6.19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18.07	74.48%
46	43.71	-	-	1.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41.57	95.09%
47-E	17.77	-	-	0.95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.23	91.33%
47-R	25.55	-	-	0.64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23.51	92.00%
48-E	42.87	-	-	0.73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31.91	74.43%
48-R	0.34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.34	100.00%
49	25.43	-	7.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.69	53.83%
50	44.92	-	0.98	1.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34.06	75.84%
51	45.06	-	-	1.42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
52	46.50	-	-	1.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40.72	87.56%
53	25.53	-	4.98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
54	42.87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
55	41.59	-	-	0.79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
56	41.88	-	-	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35.42	84.57%
57	30.00	-	12.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17.95	59.82%
58	43.10	-	9.62	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.04	4.73%
59	10.49	-	0.11	0.53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.85	93.90%

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		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES - OTHER (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES/RESERVE - EXISTING					PUBLIC TRANSPORT FACILITIES - FUTURE POTENTIAL LAND REQUIREMENT	CONSERVATION RESERVE	WATERWAY & DRAINAGE RESERVE	HERITAGE RESERVE - POST CONTACT	UTILITIES EASEMENTS	GREIGS ROAD RESERVE & LINEAR OPEN SPACE				SPORTS RESERVE	PARK	UTILITIES SUBSTATIONS/ FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)		
60	10.65	-	4.51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.14	57.67%	
61	10.80	-	2.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.73	80.88%
62	11.28	-	2.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.96	79.47%
63	12.14	-	2.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.39	69.10%
64	12.03	-	2.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.09	58.96%
65	6.20	-	0.27	0.46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.95	79.71%
66	6.82	-	0.45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.52	22.30%
67	6.67	-	2.75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
68	0.02	-	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
69	1.45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
70	2.63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
71	0.34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
72	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
73	0.73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
74	1.34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
75	0.71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
76	0.76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
77	3.59	-	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
78	0.34	-	-	0.10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
79	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
80	0.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03	69.27%
SUB-TOTAL	1470.88	0.00	115.46	24.27	0.07	0.00	11.32	4.61	7.00	10.00	2.01	0.67	175.87	83.28	1.15	7.58	0.00	23.31	21.30	81.90	901.07	61.26%			

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		ARTERIAL ROAD – EXISTING ROAD RESERVE	ARTERIAL ROAD – PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD – NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES – OTHER (ICP LAND)	NON-ARTERIAL ROAD – RETAINED EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES/RESERVE – EXISTING					PUBLIC TRANSPORT FACILITIES – FUTURE POTENTIAL LAND REQUIREMENT	CONSERVATION RESERVE	WATERWAY & DRAINAGE RESERVE	HERITAGE RESERVE – POST CONTACT	UTILITIES EASEMENTS	GREIGS ROAD RESERVE & LINEAR OPEN SPACE					SPORTS RESERVE	PARK	UTILITIES SUBSTATIONS/ FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)		
ROAD RESERVE																										
R1	12.55	12.55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R2	0.88	-	0.16	-	-	0.37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R3	0.48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R4-E	0.90	-	-	-	-	-	-	-	-	-	-	0.34	-	-	-	-	-	-	-	-	-	-	-	-	0.56	61.86%
R4-R	1.94	-	-	-	-	-	-	-	-	0.99	-	0.37	-	-	-	-	-	-	-	-	-	-	-	-	0.59	30.22%
R5	6.31	3.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.24	51.37%
R6	0.93	0.93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R7	1.71	1.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	12.41%
R8-E	2.46	-	1.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.96	39.08%
R8-R	12.26	-	0.87	-	0.06	-	2.08	-	-	-	-	-	-	-	-	9.25	-	-	-	-	-	-	-	-	0.00	0.00%
R9	6.75	3.59	-	-	-	1.80	-	-	-	-	-	1.36	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R10	0.08	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R11	4.40	4.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R12	5.83	4.50	1.23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R13	3.31	2.31	1.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R14	0.01	-	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
SUB-TOTAL	60.79	32.92	4.77	0.00	0.06	2.17	0.00	3.07	0.00	0.00	0.00	2.07	0.92	0.00	0.00	9.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.56	9.14%
TOTALS PSP	1531.68	32.92	120.23	24.27	0.13	2.17	11.32	7.68	7.00	10.00	2.01	177.94	84.20	1.15	7.58	9.25	23.31	21.30	81.90	906.63	59.19%					

APPENDIX B Mt Atkinson Major Town Centre design principles

ATTRACTING INVESTMENT & SUPPORTING THE COMMUNITY	
<p>Principle 1 Create a concentration of a diverse range of uses within the town centre that are fully integrated and connected.</p>	<ul style="list-style-type: none"> • Include a mix of retail services such as supermarkets, specialty retailers, discount department stores, mini majors, bulky goods retailing and display based retailing; • Provide a range of services supportive of and complementary to the Hopkins Road Business Precinct; • Provide a range of regional services to the catchment that the town centre serves such as education, health, employment, aged care and civic services;
<p>Principle 2 Create a vibrant, mixed-use town centre that acts as the focal point for business and entertainment in the region, and as an economic hub for the region.</p>	<ul style="list-style-type: none"> • Attract higher order government, community, civic, education and health services and investment; • Attract leisure, recreation, art and cultural uses and investment; • Provide a range of social and entertainment services such as cafes, restaurants, bars, taverns, hotels, performance venues and regional entertainment facilities; • Encourage local employment and enterprise; • Encourage the establishment of serviced apartments and visitor accommodation; • Create a flexible framework which will cater for future growth, expansion and the changing trends for service delivery and investment.
FOSTERING EMPLOYMENT	
<p>Principle 3 Integrate employment and service opportunities in a business-friendly environment.</p>	<ul style="list-style-type: none"> • Cater for substantial employment opportunities including a progressive range of office premises, small scale office/warehouse spaces and office/showroom spaces; • Support and promote the employment and industrial areas across Hopkins Road and within the region;
<p>Principle 4 Support and promote nearby employment and industrial areas within the region.</p>	<ul style="list-style-type: none"> • Attract a range of small, medium and large businesses to provide employment opportunities in high quality built form locations, locations with amenity, transport options and infrastructure and an active and vibrant town centre; • Foster the growth of small scale local enterprises offering services and products to the local and metropolitan markets; • Create an attractive place to conduct business for workers, clients, customers and suppliers; • Encourage the development of work-from-home and office/living opportunities in higher density housing.
CONNECTING THE REGION	
<p>Principle 5 Design the town centre to prioritise pedestrian and cyclist access and movement to and within the town centre.</p>	<ul style="list-style-type: none"> • Develop a transit oriented town centre that integrates the town centre design with the potential future train station, park and ride facilities and bus connections; • Provide strong connections and continuous paths of travel to, from and within the town centre to promote walking and cycling, including to Greigs Road, the Mt Atkinson volcanic cone, conservation reserves, and the Kororoit Precinct;
<p>Principle 6 Design the town centre to prioritise pedestrian and cyclist access and movement to and within the town centre.</p>	<ul style="list-style-type: none"> • Provide the town centre with direct access to the arterial road network on Hopkins Road; • Ensure the town centre is well serviced by multiple transport modes and routes; • Support the network of existing and proposed town centres within the region;
<p>Principle 7 Locate town centres on or close to arterial roads/arterial intersections.</p>	<ul style="list-style-type: none"> • Facilitate the safe and efficient operation of bus services (including bus priority access to the proposed Principal Public Transport Network including future premium bus routes).

CREATING VALUED DESTINATIONS

Principle 8

Create a sense of place with high quality engaging urban design.

Principle 9

Provide clear location and cultural identity for the catchment that the town centre serves.

Principle 10

Provide connections through the town centre through a series of public spaces that are attractive environments to walk and cycle through.

Principle 11

Focus on a public space as the centre of community life.

- Draw on the topography of the Mt Atkinson volcanic cone, the Mt Atkinson Homestead and surrounds, existing conservation reserves and the historic Greigs Road alignment to develop a sense of place particular to Mt Atkinson Major Town Centre;
- Connect the various precincts of the town centre through an interconnected series of public spaces which encourage people to spend time in the town centre and provide opportunities for social interaction;
- Ensure all public spaces are framed by a variety of uses and are active at various times of the day and night and on weekends;
- Create a high quality and engaging environment with appropriate urban scale, density and intensity;
- Create a central public space or ‘town square’ that becomes the meeting place and the ‘heart’ of the community;
- Create a town centre that is authentic to both the local and regional communities and promotes social activities.

DELIVERING HOUSING OPTIONS

Principle 12

Include a range of medium and high density housing and other forms of residential uses within and around the town centre.

- Provide a range of medium and high density housing options within close proximity to the town centre to support the services and facilities on offer;
- Create a fine grain mixed use environment within the town centre which facilitates the establishment of commercial and residential outcomes;
- Identify locations of high quality landscape within and surrounding the town centre where high density residential outcomes can be delivered;
- Provide options for retirement living/aged care/assisted care well connected and close to the town centre, and which are sufficiently permeable to allow access between the town centre and neighbouring areas.

RESPECTING THE ENVIRONMENT

Principle 13

Locate the town centre in an attractive setting that respects the natural environment and history of the area.

- Ensure the town centre has a strong connection with surrounding natural features, including Mt Atkinson, views to Mt Cottrell and that appropriate interfaces are created between the town centre and the existing Meskos Road grasslands;
- Create a regional destination which integrates the conservation reserves of the area, Mt Atkinson Homestead and surrounds and the historic Greigs Road into the urban form and streetscapes of the town centre;
- Provide regional pedestrian and cycle networks that link the town centre to Mt Atkinson, conservation reserves, and open space and drainage corridors to the town centre;
- Integrate views to and from the Mt Atkinson, Mt Cottrell, the Macedon Ranges and the CBD into the design of the town centre;
- Incorporate water efficiencies and WSUD principles into the design of the town centre that will contribute to the creation of green streetscapes.

PROMOTING SUSTAINABILITY AND ADAPTABILITY

Principle 14

Create a town centre which promotes regional specialisation and differentiation.

Principle 15

Ensure the town centre has scope for future development and expansion.

- Promote the localisation and regionalisation of services into the centre that will contribute to a reduction of travel distance to access local services and less dependence on the car;
- Design the town centre to be sympathetic to its natural surrounds through integrated water management and through appropriate landscape and construction techniques;
- Ensure the town centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.

The following land uses are supported within the Mt Atkinson Major Town Centre:

RETAIL

- Supermarkets
- Discount department stores
- 'Mini-major' stores
- Showrooms
- Shops
- Cafés
- Restaurants
- Bars and clubs
- Car parking

COMMERCIAL

- Offices
- Small business
- Child care
- Medical services
- Health and beauty services
- Higher order and life-long learning services
- Community services

MIXED USE

- Ground floor office with upper floor residential
- Ground floor retail with upper floor residential or office
- Mix of retail, commercial and residential areas

CIVIC & COMMUNITY USE

- Council facilities (library, youth services, planned activity groups)
- Emergency services
- Health facilities
- Place of assembly

EDUCATION FACILITIES

- Private and independent tertiary education facilities

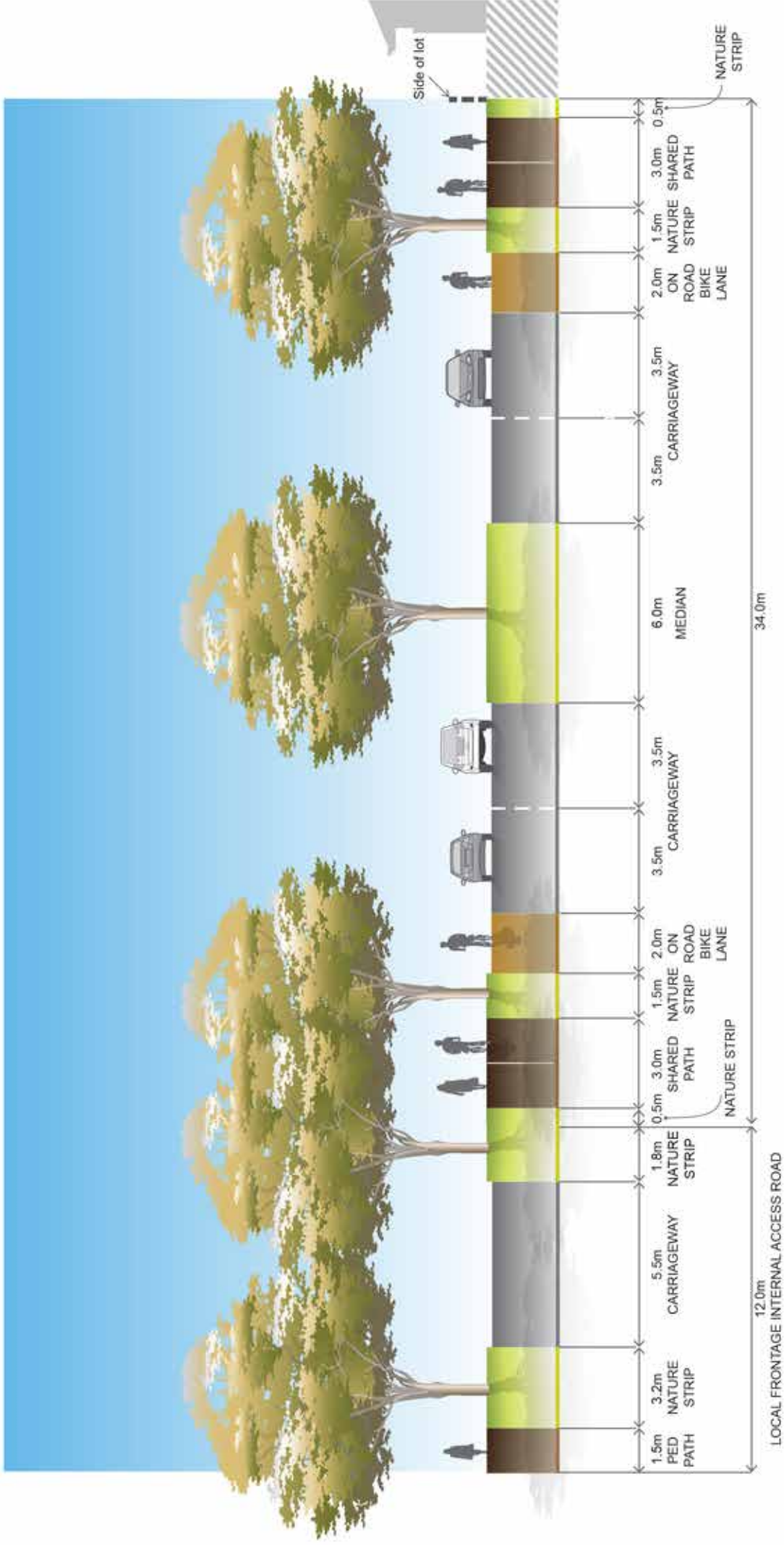
RESIDENTIAL

- Medium density residential
- High density residential
- Retirement living and aged care services
- SOHO (Small Office Home Office products)
- Student accommodation
- Serviced accommodation/apartments
- Hotels

TOWN SQUARE / PUBLIC SPACE

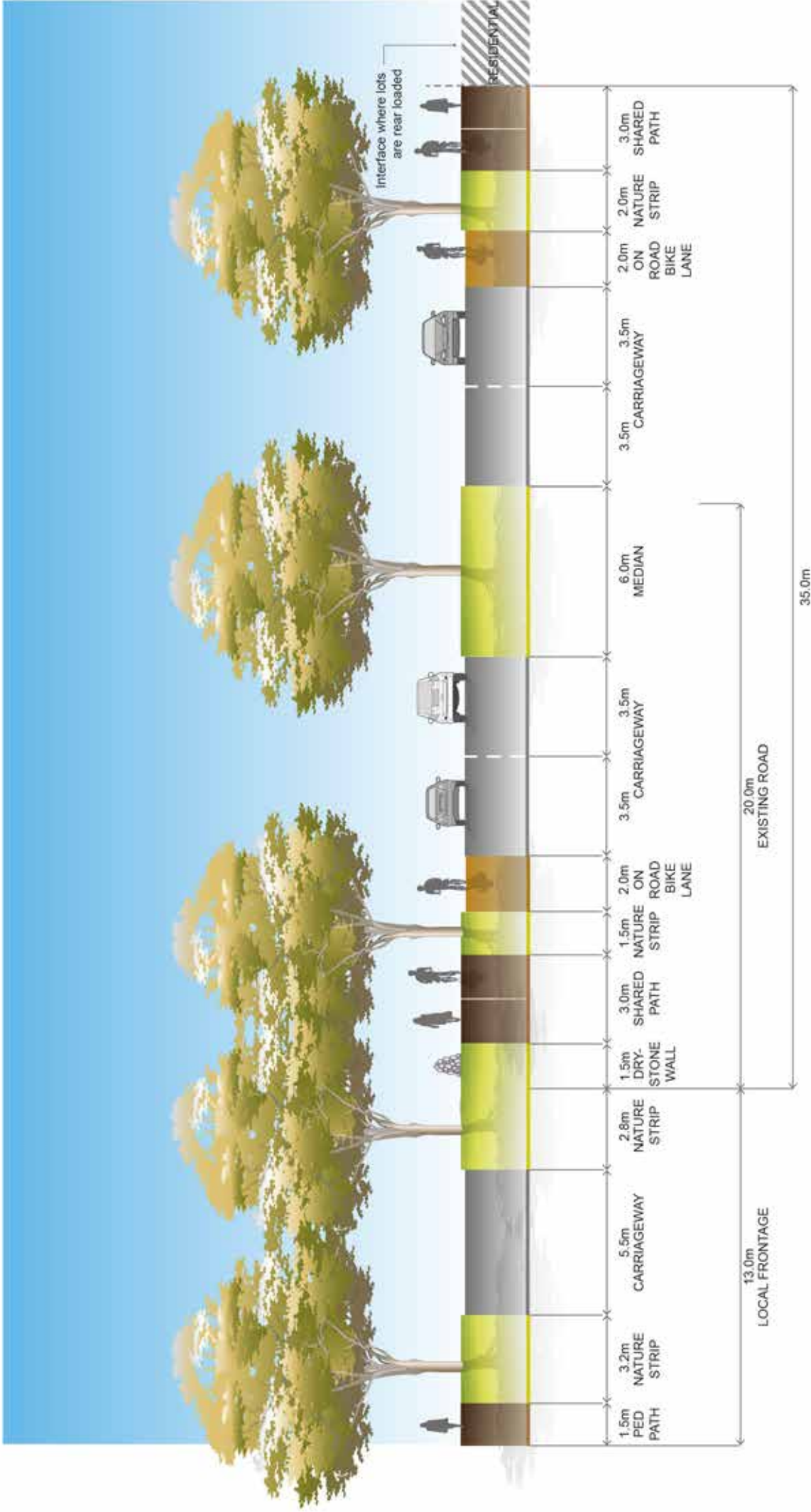
- A number of public spaces in an urban setting such as town squares, plazas, malls and urban parks.

APPENDIX C Road cross sections



NOTES:

- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)



NOTES:

- 1.0m Clearzone assumes 60km/hr speed limit
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)

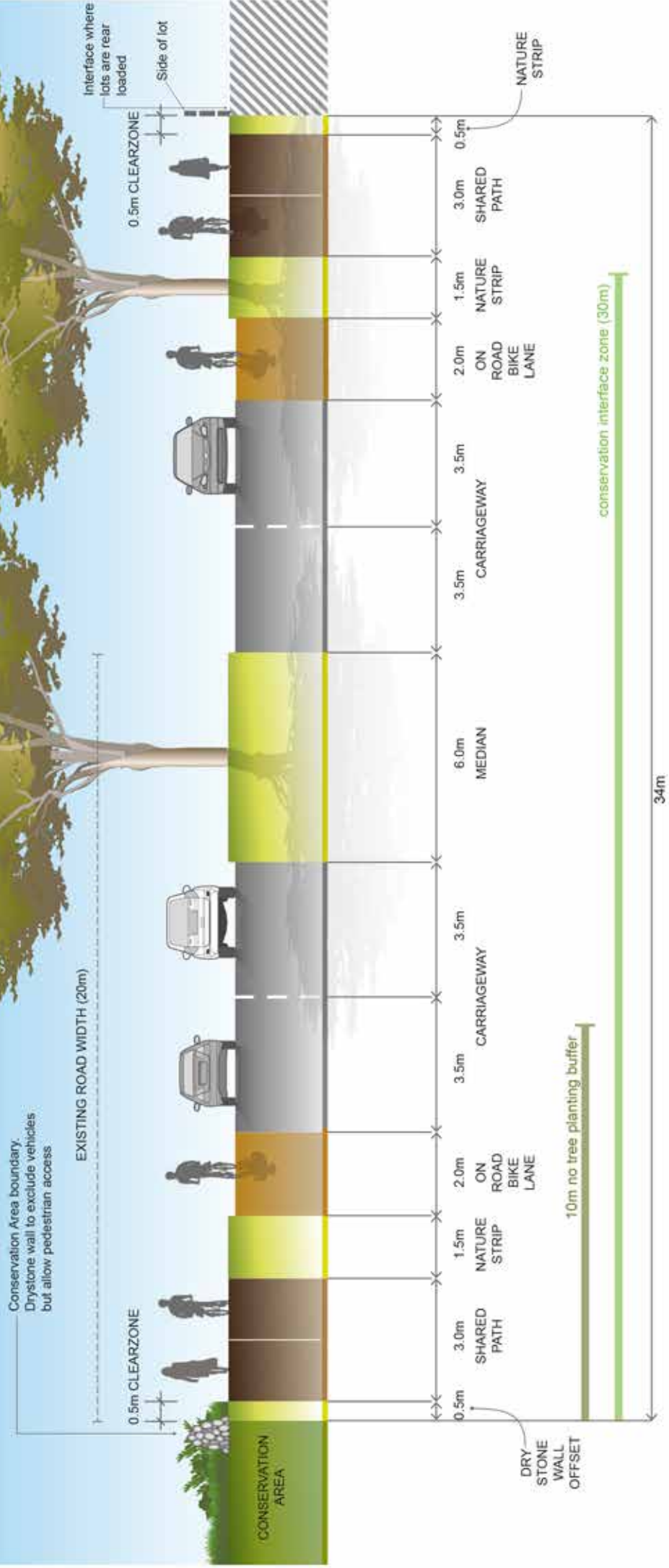
Section 2
Secondary Arterial Road (35.0m)
Residential Interface with Dry Stone Walls

NOTES:

- All kerbs are to be B2 Barmer Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 1.0m Clearzone assumes 60km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Streetscape planting must be indigenous to the area, and to the satisfaction of the responsible authority

Conservation Interface Zone

- Trees should not be planted within 10 metres of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water and Planning
- All necessary fire breaks must be located outside the conservation area



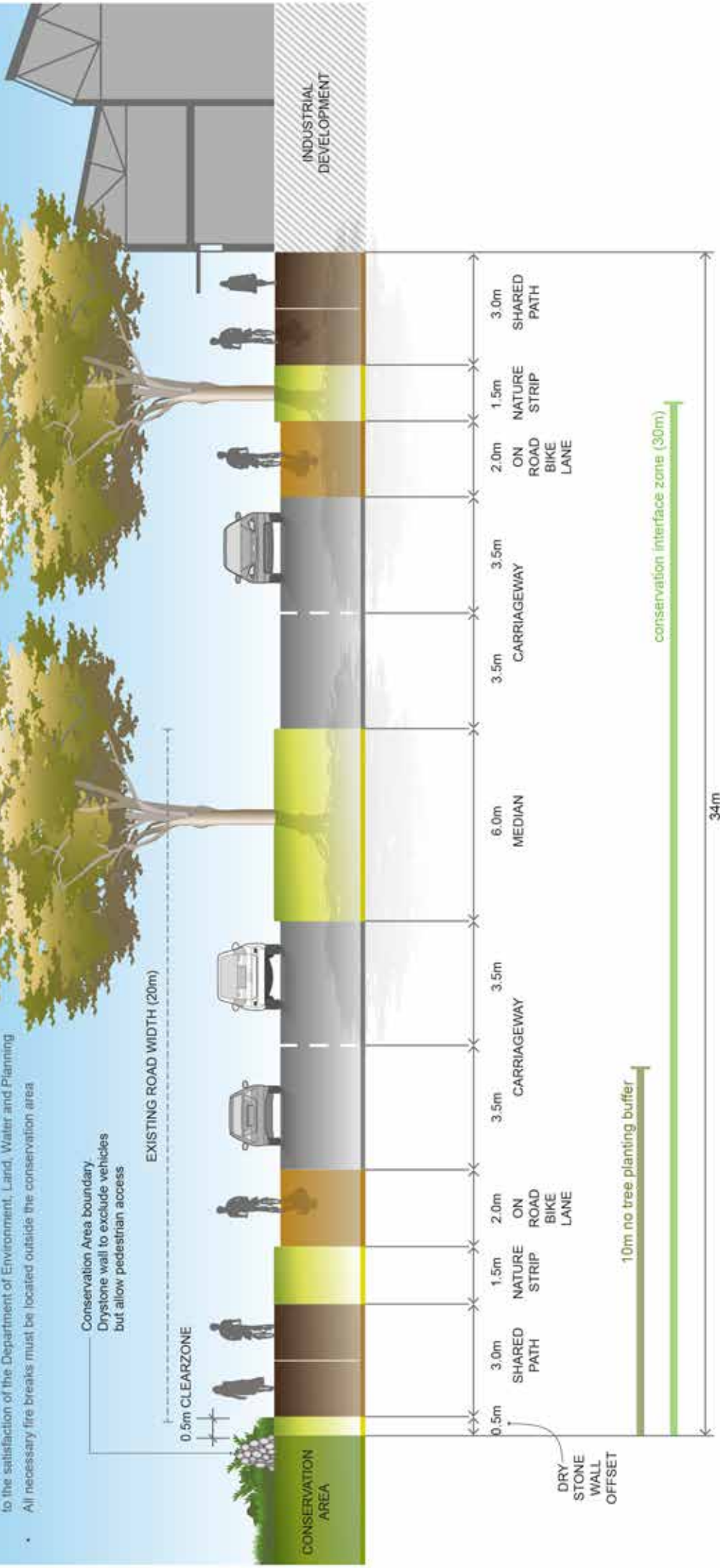
Section 3
Secondary Arterial Road (34.0m)
Conservation Area 7 - Conservation Area Interface

NOTES:

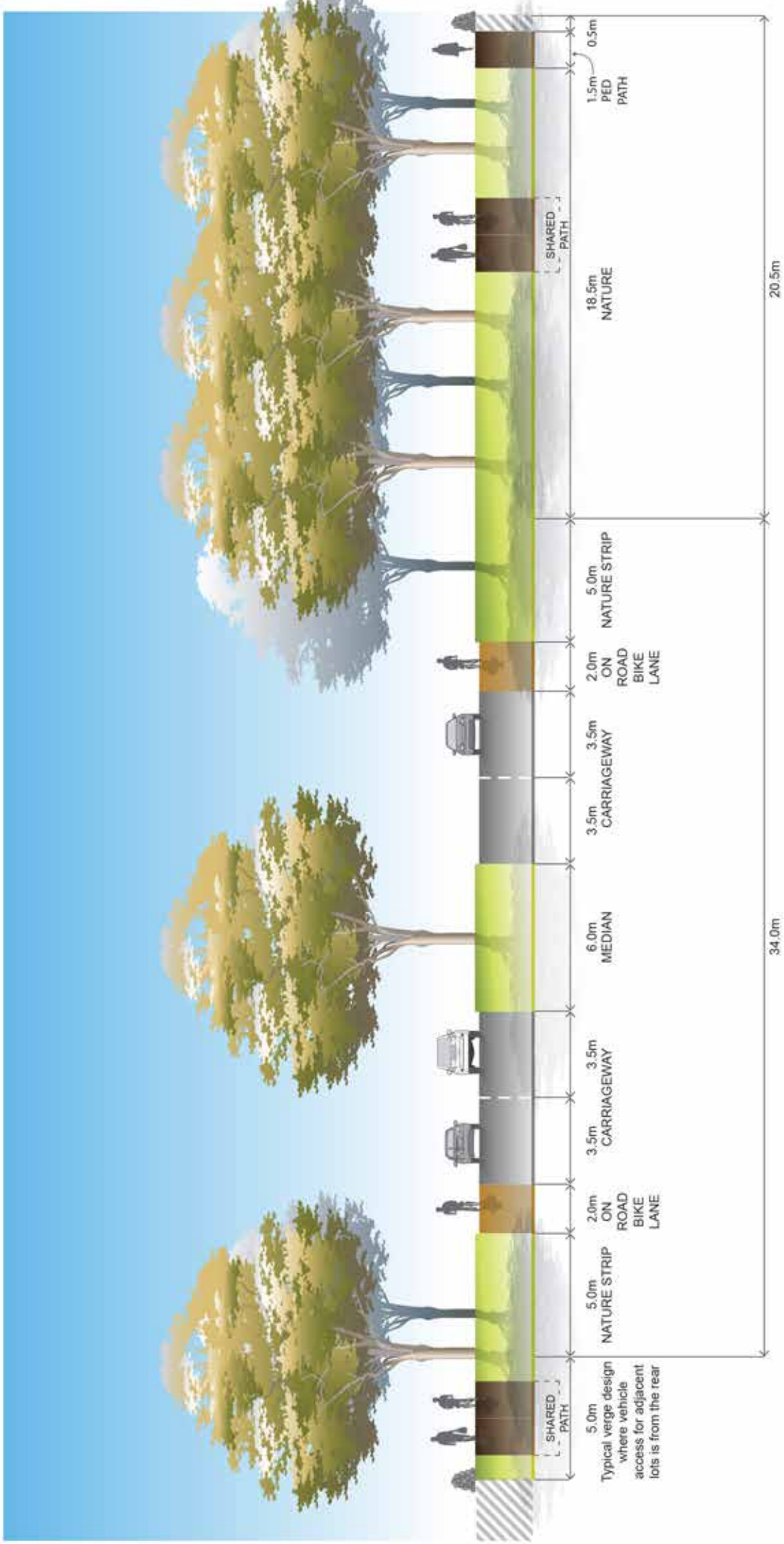
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 1.0m Clearzone assumes 60km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Streetscape planting must be indigenous to the area, and to the satisfaction of the responsible authority

Conservation Interface Zone

- Trees should not be planted within 10 metres of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water and Planning
- All necessary fire breaks must be located outside the conservation area



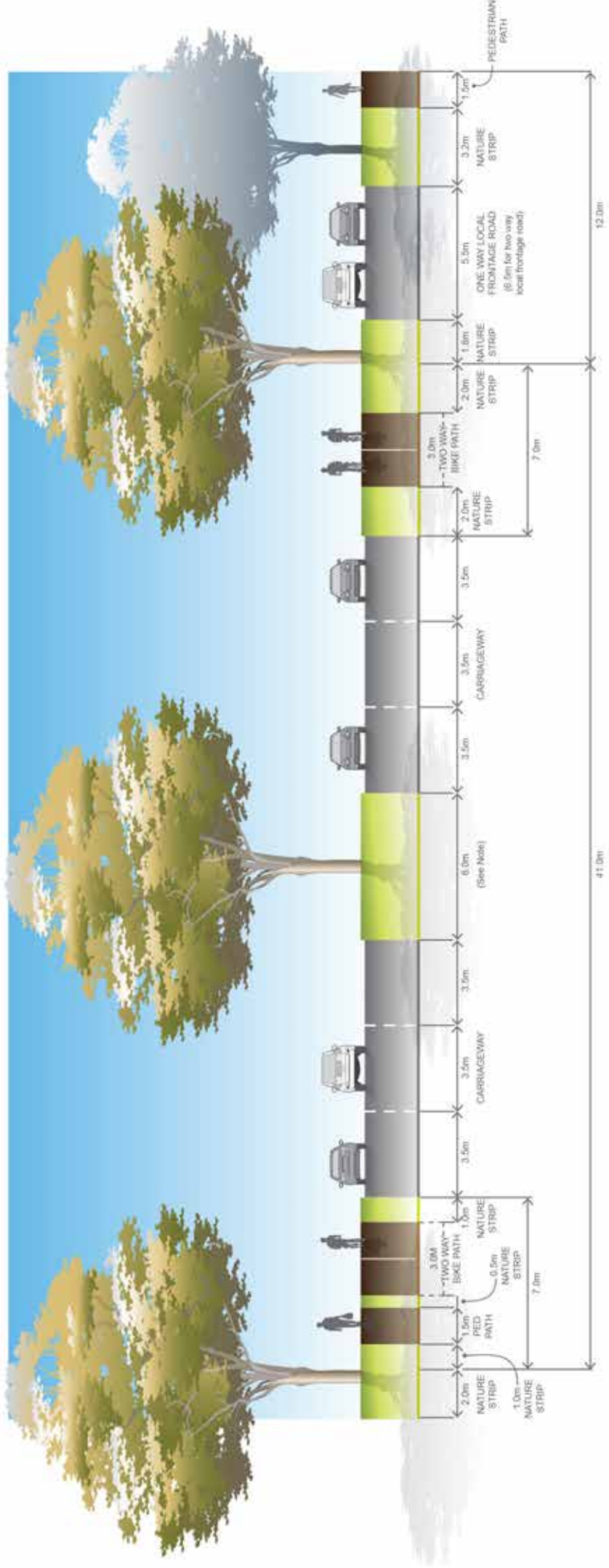
Section 4
Secondary Arterial Road (34.0m)
Conservation Area 8 - Conservation Area Interface



NOTES:

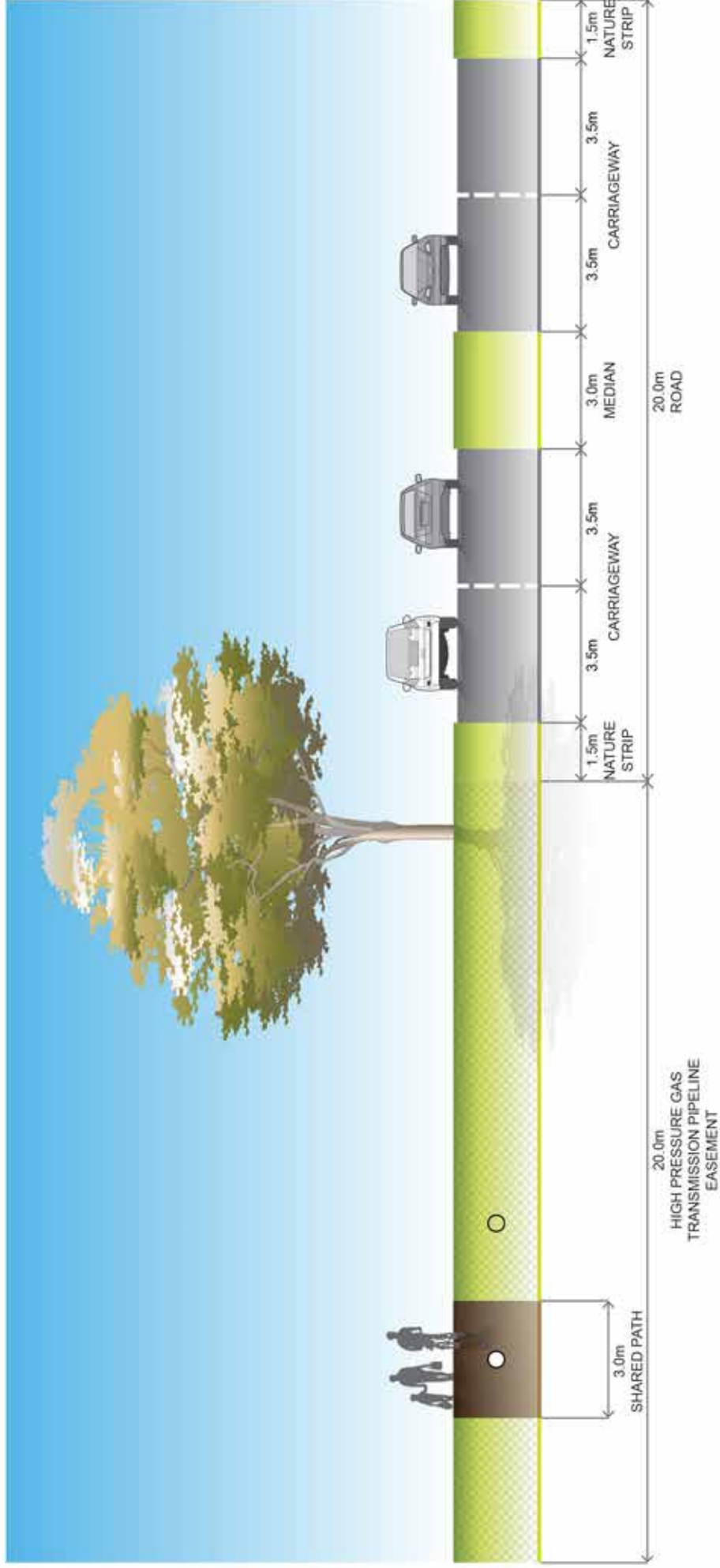
- Includes typical residential interface
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)

Section 5
Secondary Arterial Road 4 lane (34.0m)
Inside 60m Reserve (Greigs Road)



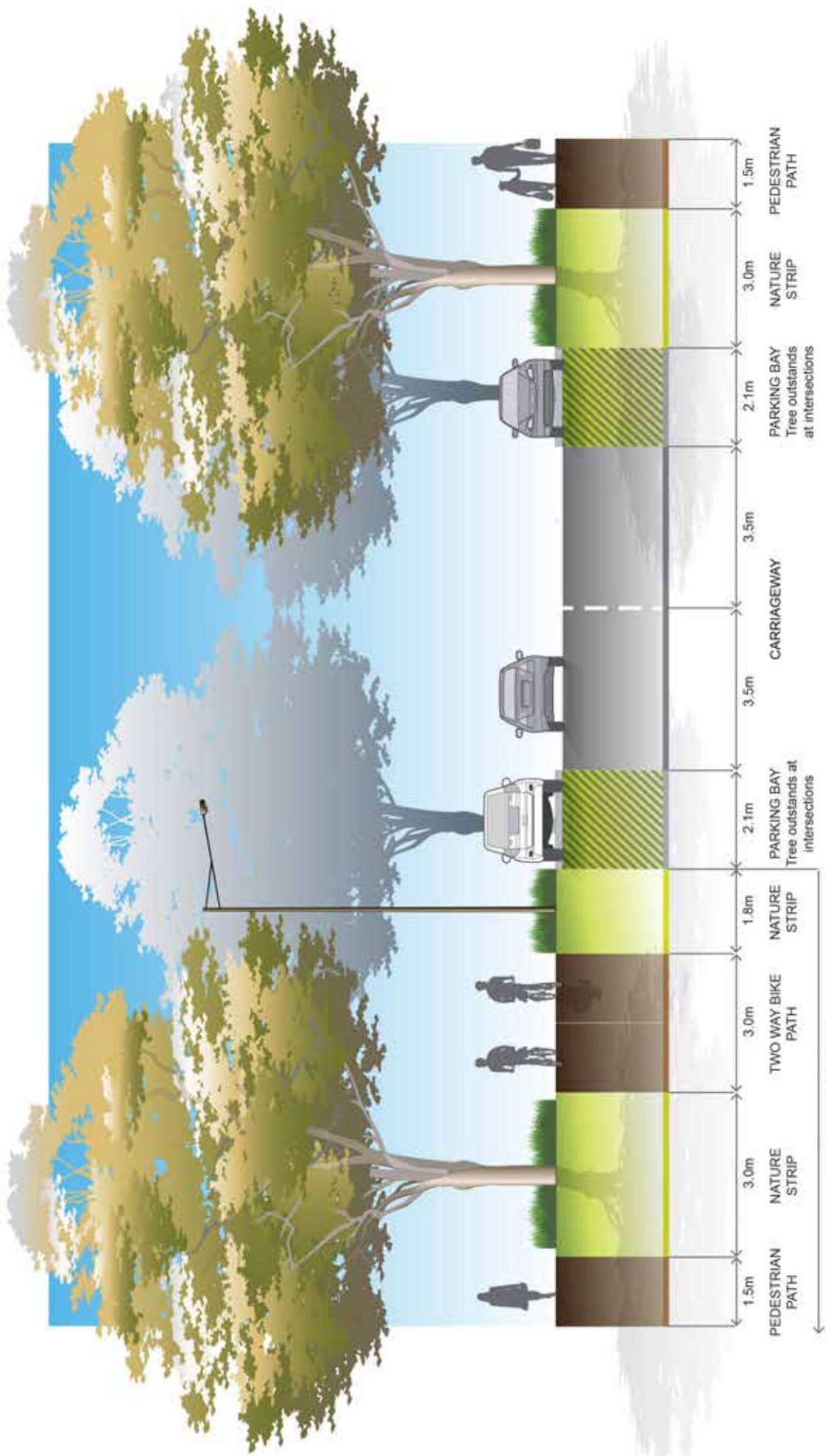
NOTES:

- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm ø trunk at double spacing)



NOTES:

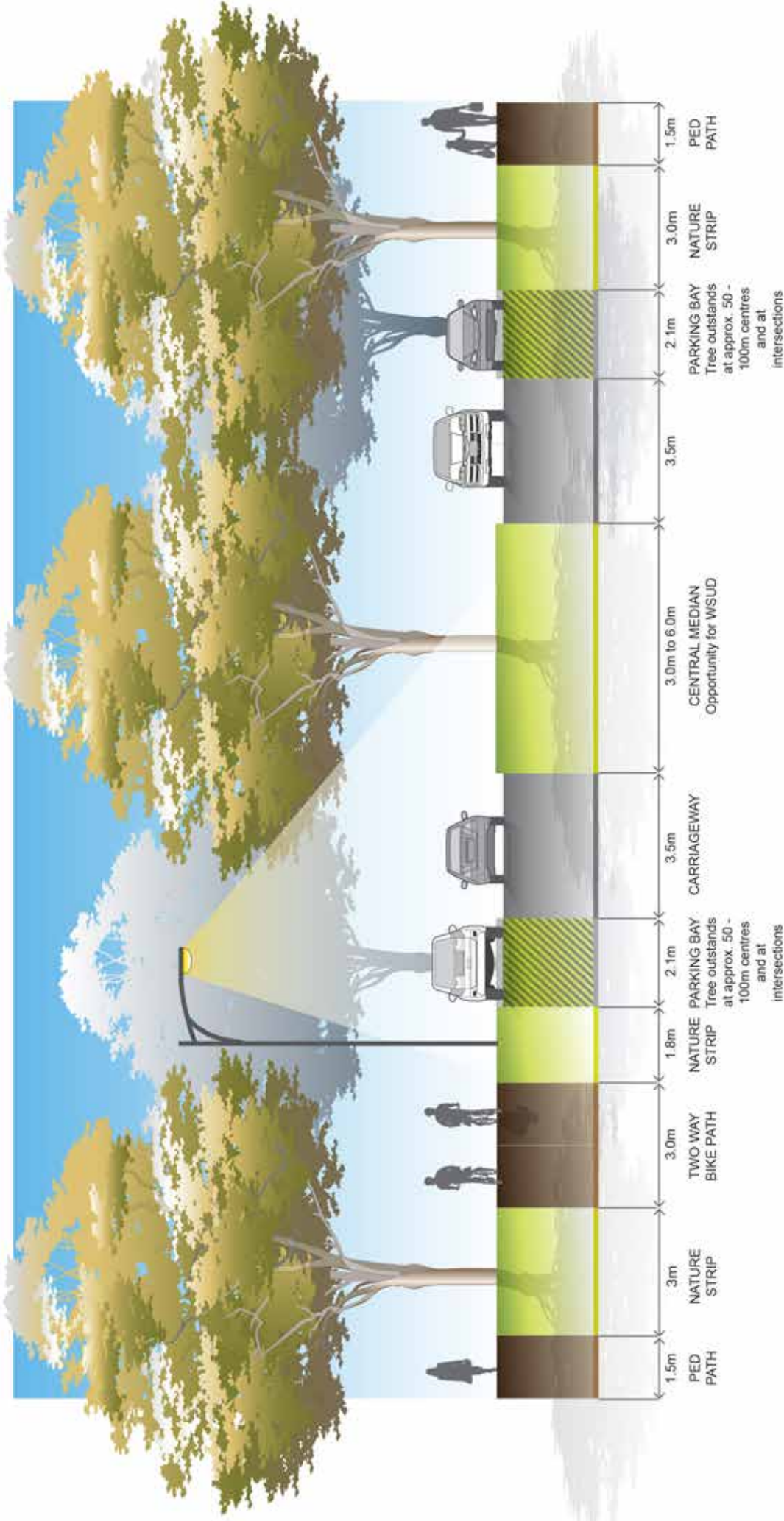
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)



NOTES:

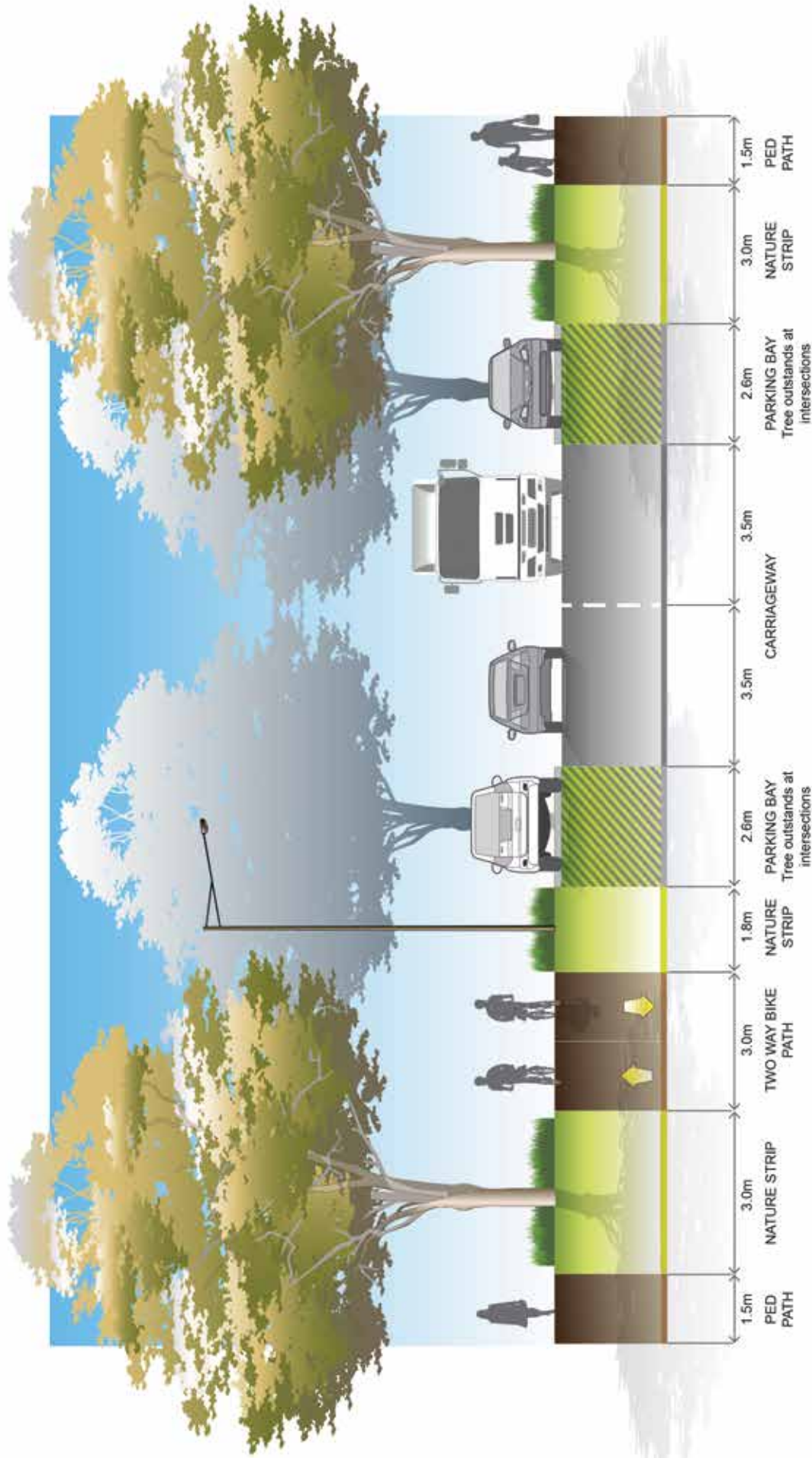
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Where roads about school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads about open space with the consent of the responsible authority.
- Where road abuts open space, cross section to be delivered within open space reserve as indicated. When road abuts Mt Atkinson Volcanic Cone Reserve, street planting will be strubs.

Section 8
Connector Street (25.0m)
Standard - Residential



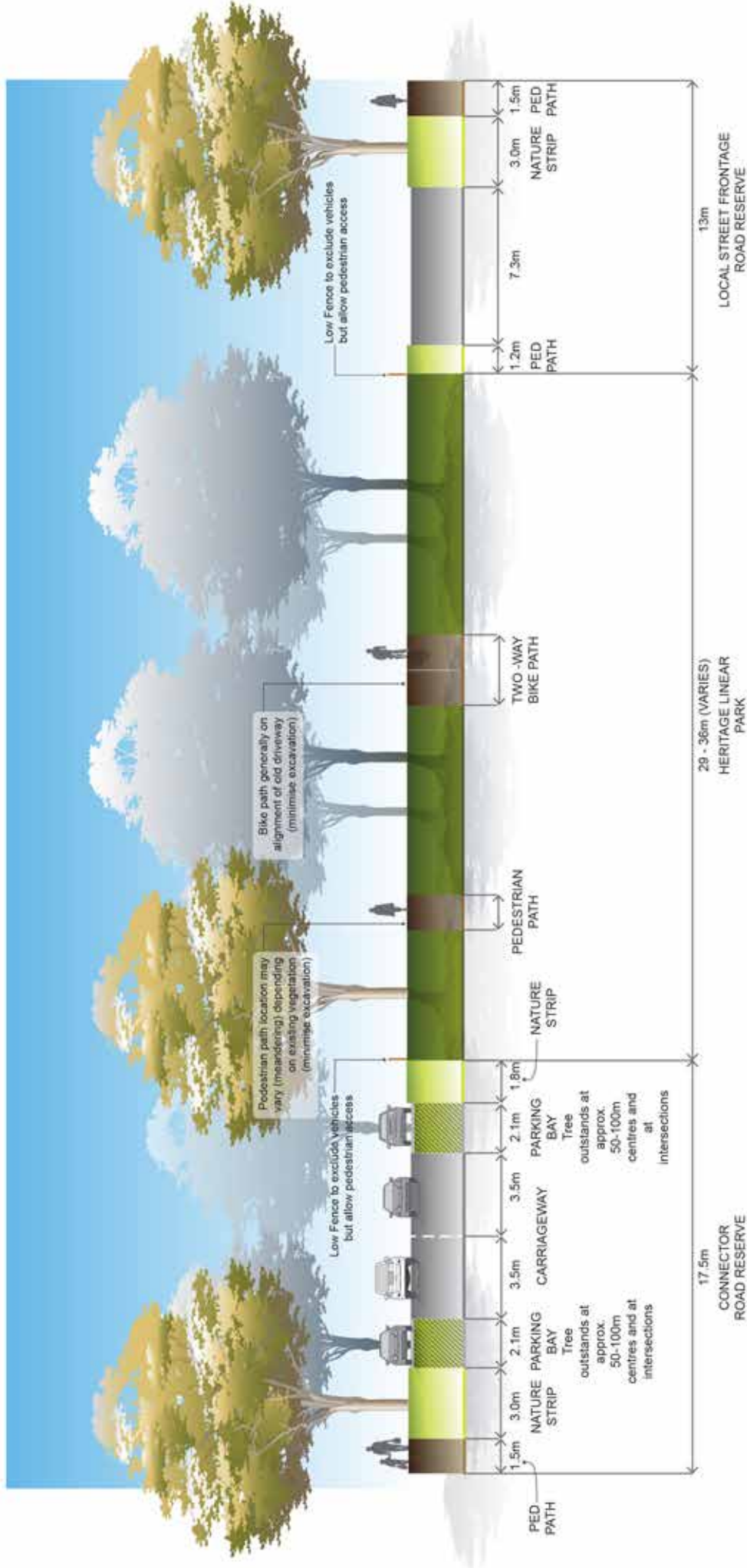
NOTES:

- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granite sand or other pavements.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.
- Kerb to central median is to be SM2 Semi-mountable kerb.
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.
- Verge widths may be reduced where roads about open space with the consent of the responsible authority.

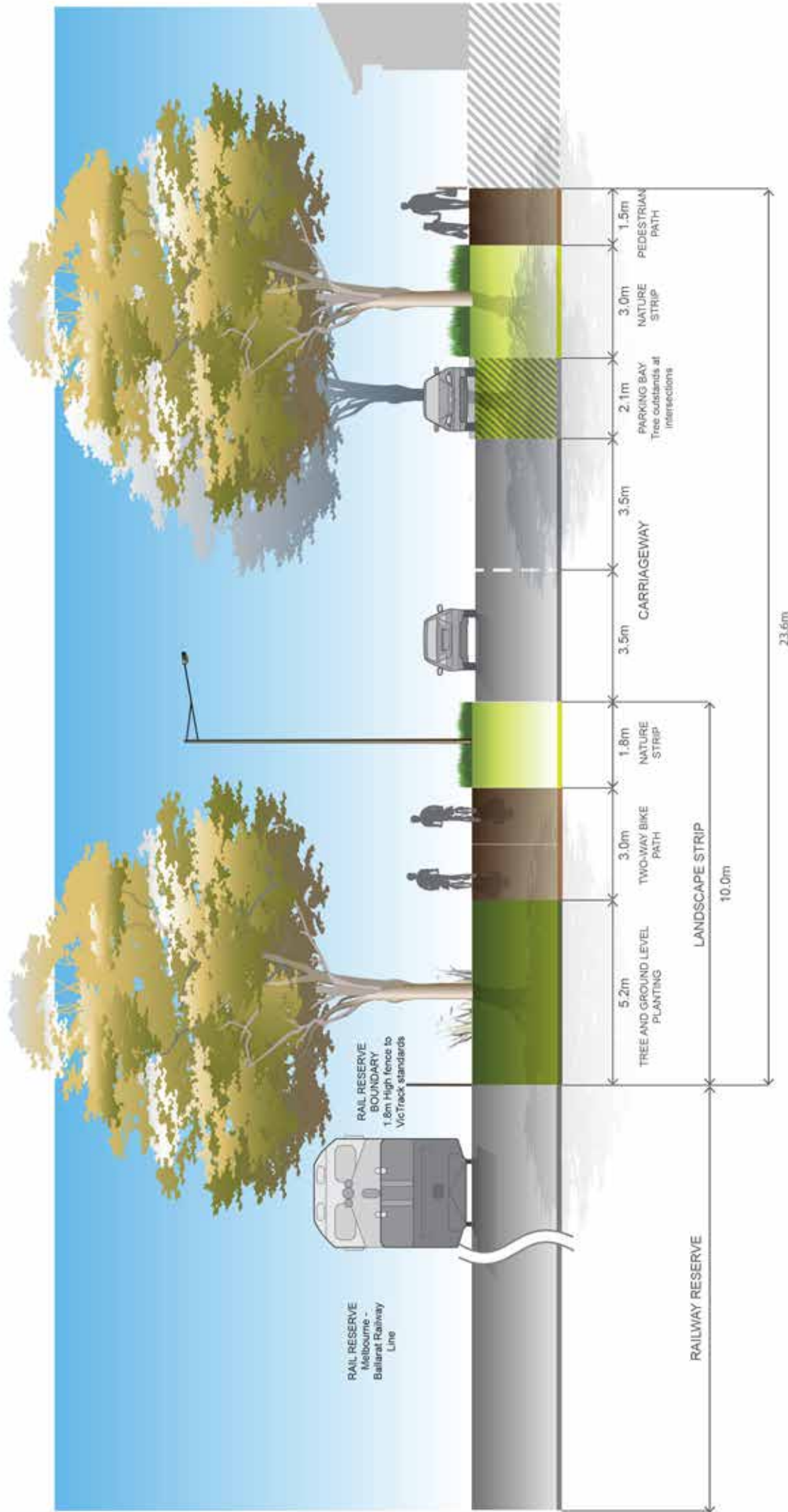


NOTES:

- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Where roads about thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads about open space with the consent of the responsible authority.

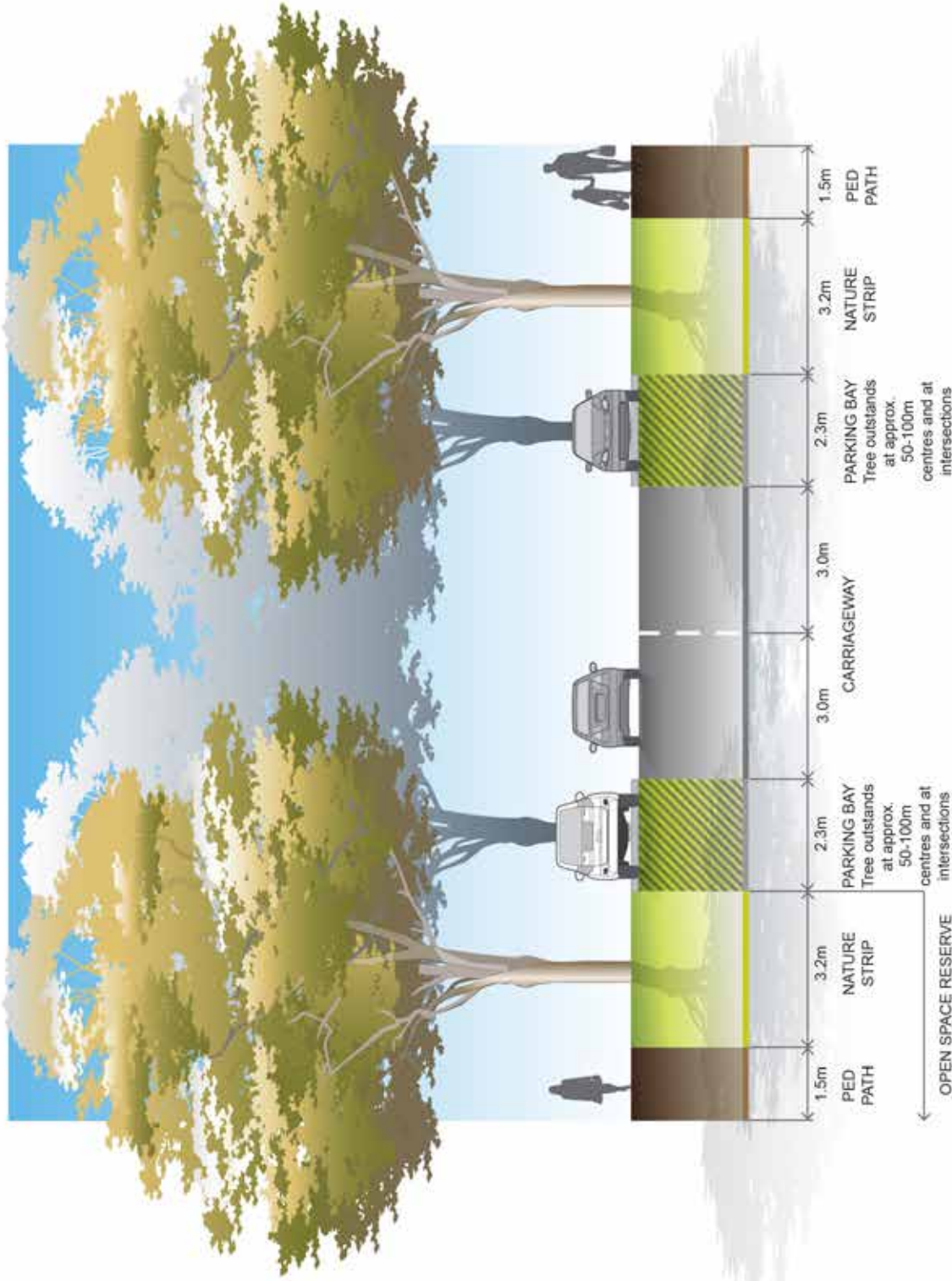


Section 11 Connector Street and Local Street Interface Mt Atkinson Homestead Heritage Linear Reserve



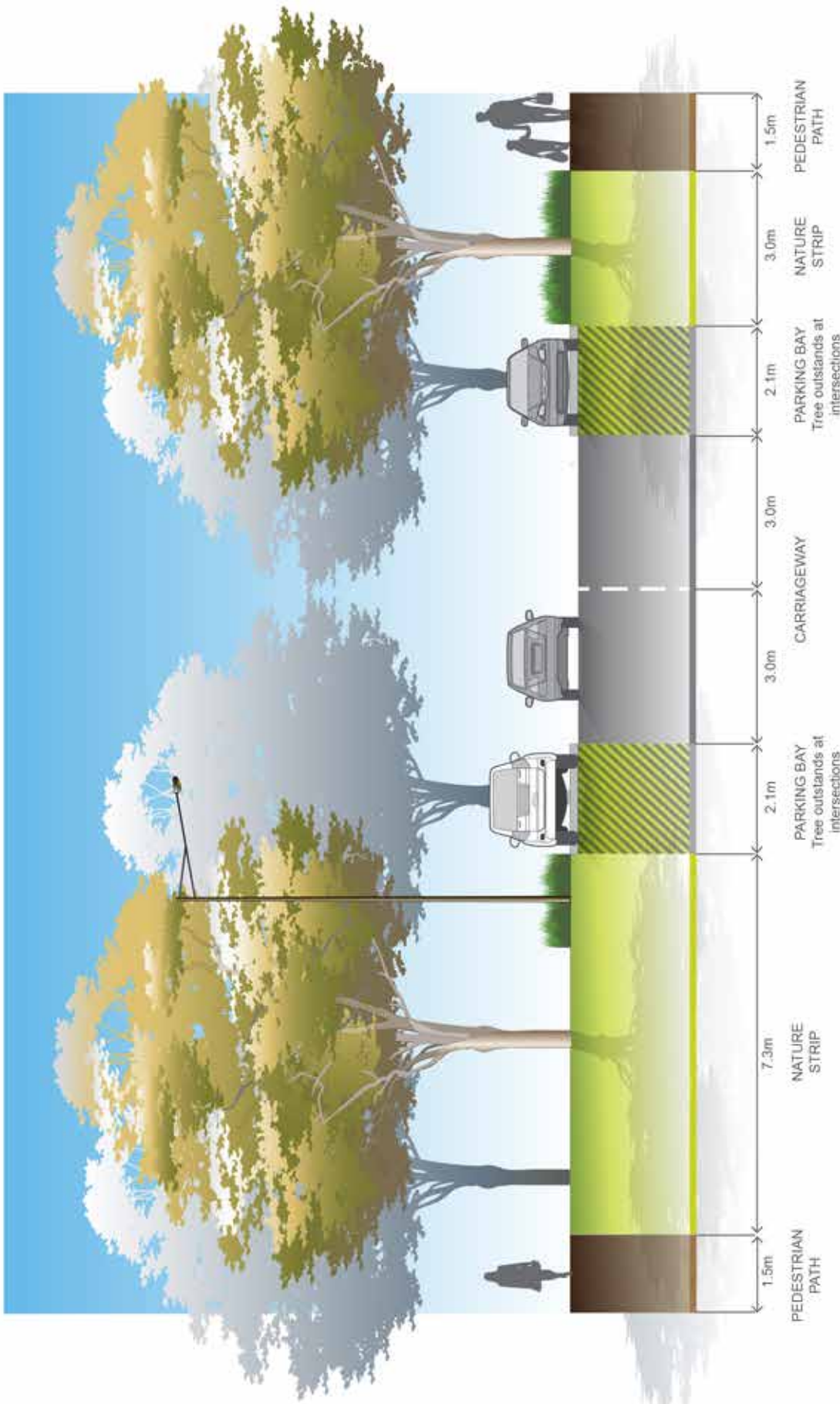
NOTES:

- A shared path is to be provided along the Melbourne-Ballarat rail corridor reserve where shown on Plan 9
- The shared path is to be located outside of the rail reserve, unless a proposal to locate the path within the rail reserve is approved in writing by VicTrack



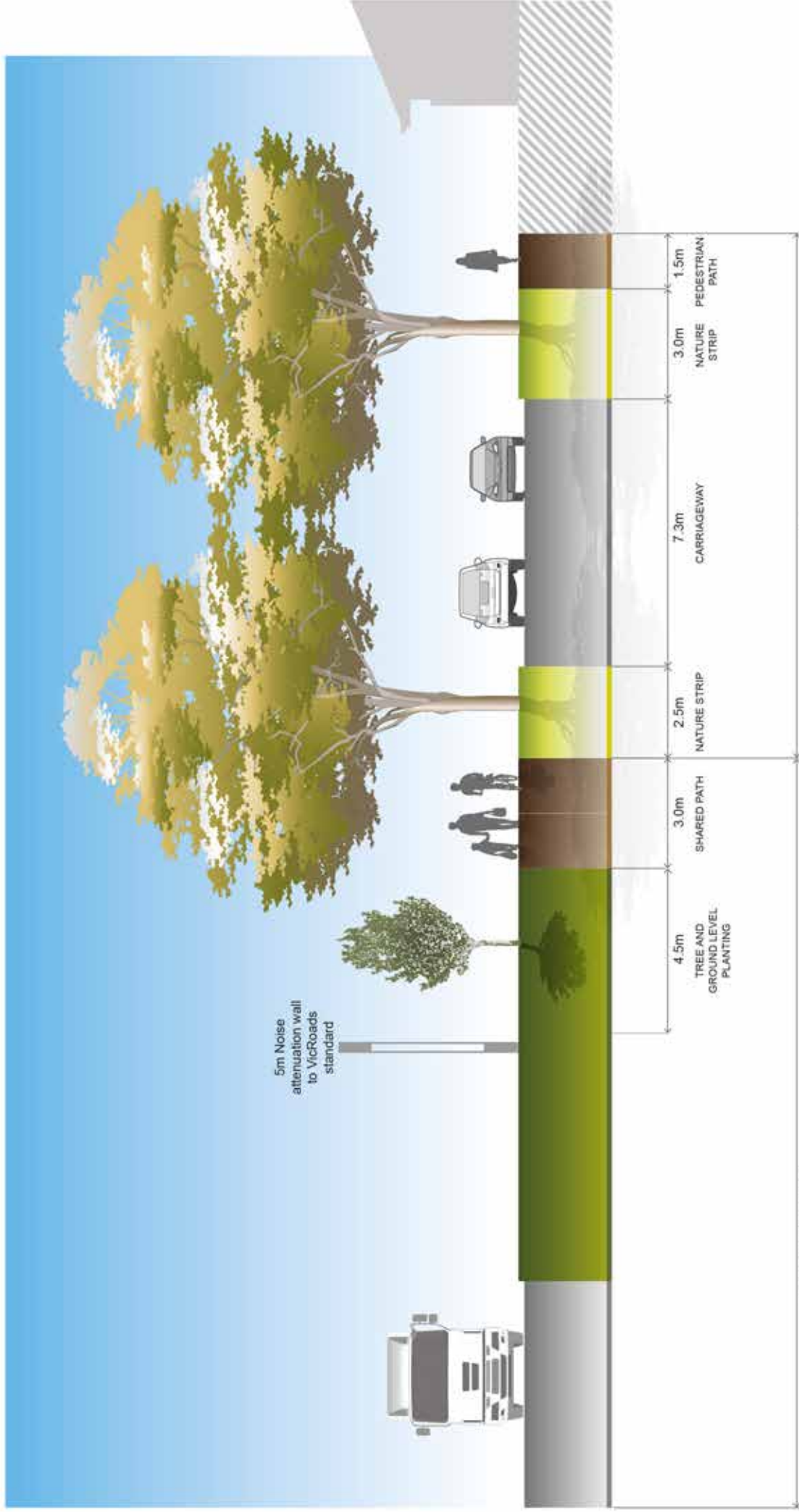
NOTES:

- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verges widths may be reduced where roads abut open space with the consent of the responsible authority
- Where road abuts open space, cross section to be delivered within open space reserve as indicated. When roads abuts Mt Atkinson Volcanic Cone Reserve, street planting will be shrubs
- Where road abuts school drop off zones, grass nature strip areas are to be replaced with pavement



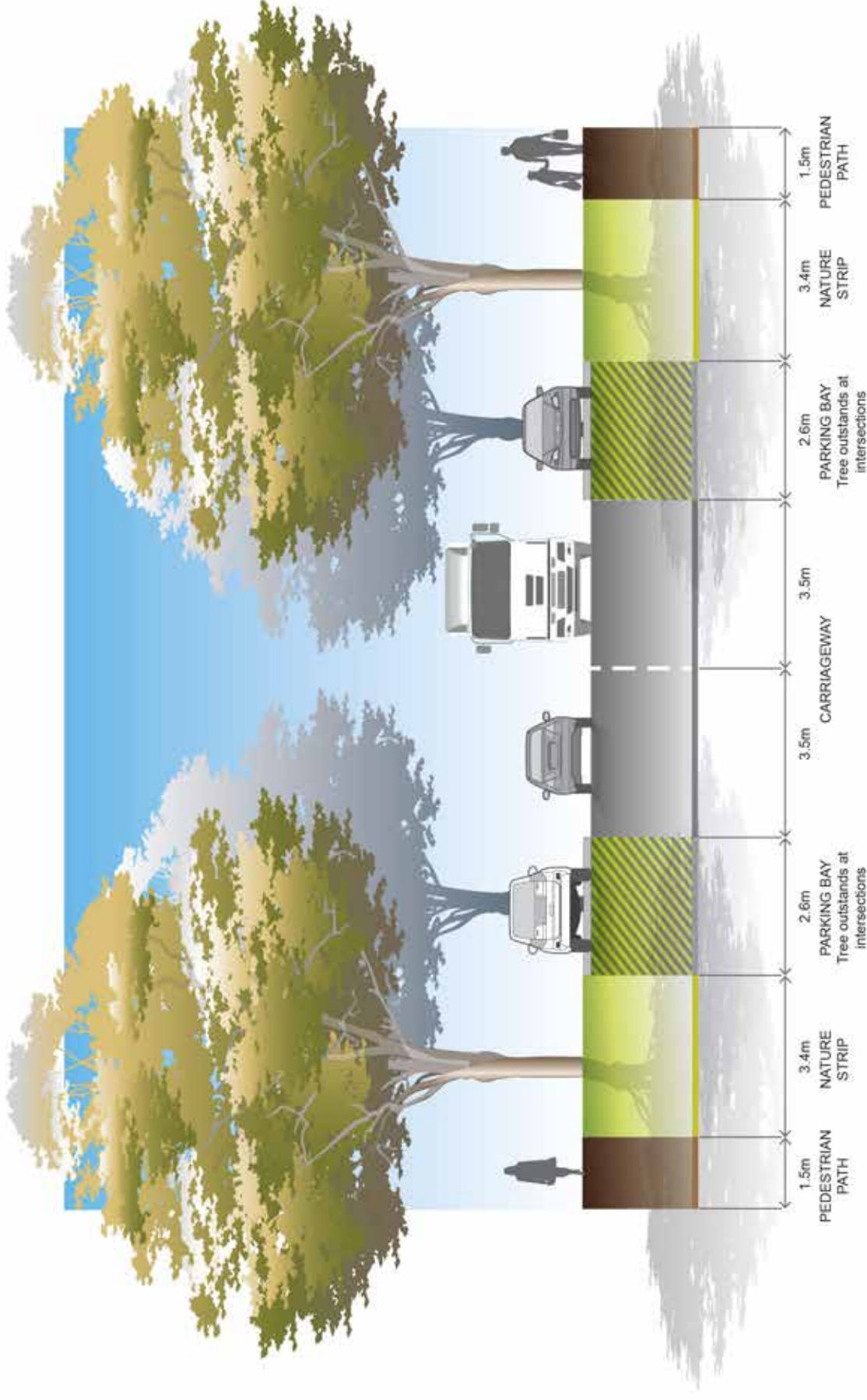
NOTES:

- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Where roads about school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads about open space with the consent of the responsible authority.



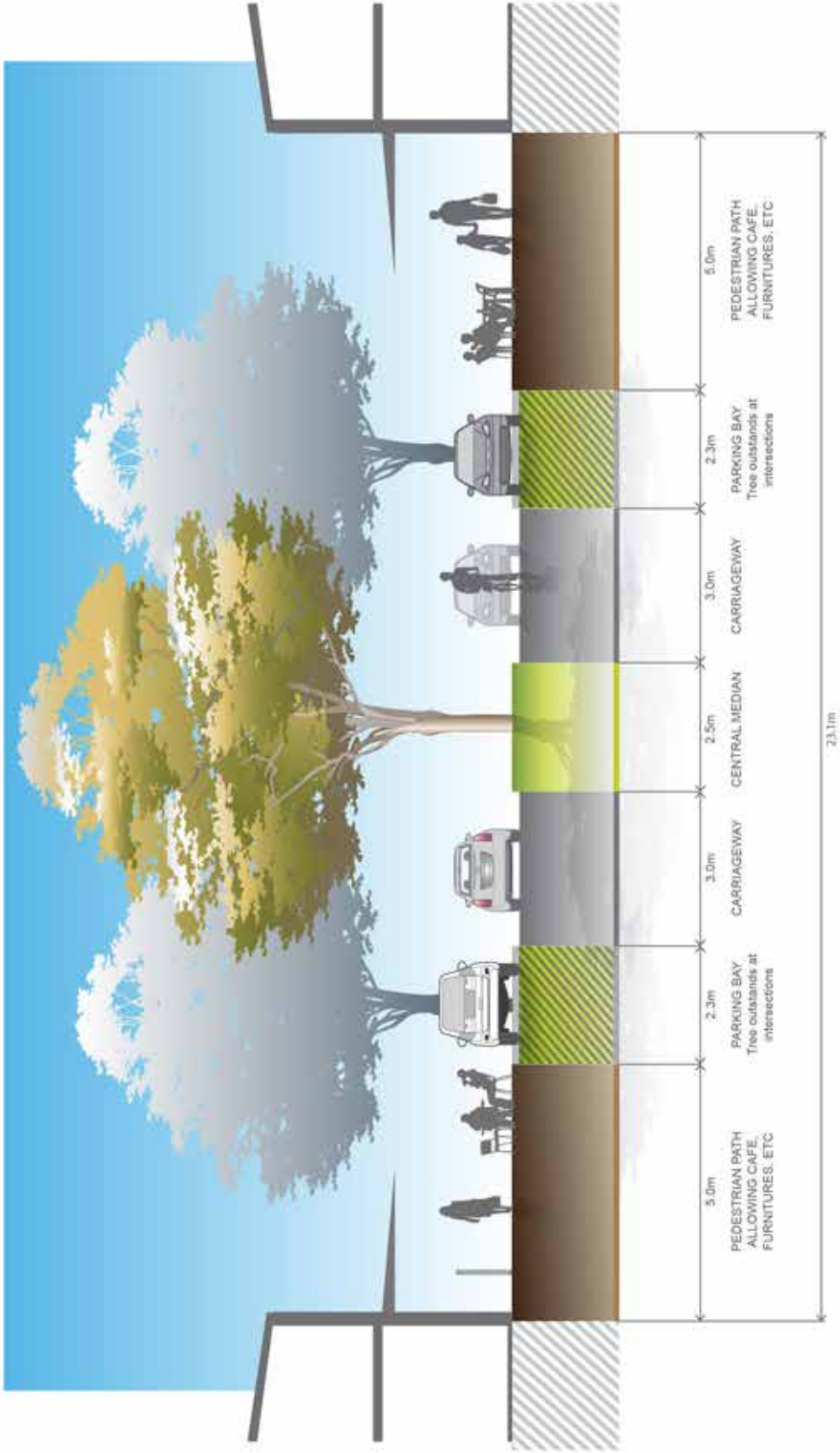
NOTES:

- OMR wall should be delivered by Vicroads
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads about open space with the consent of the responsible authority.



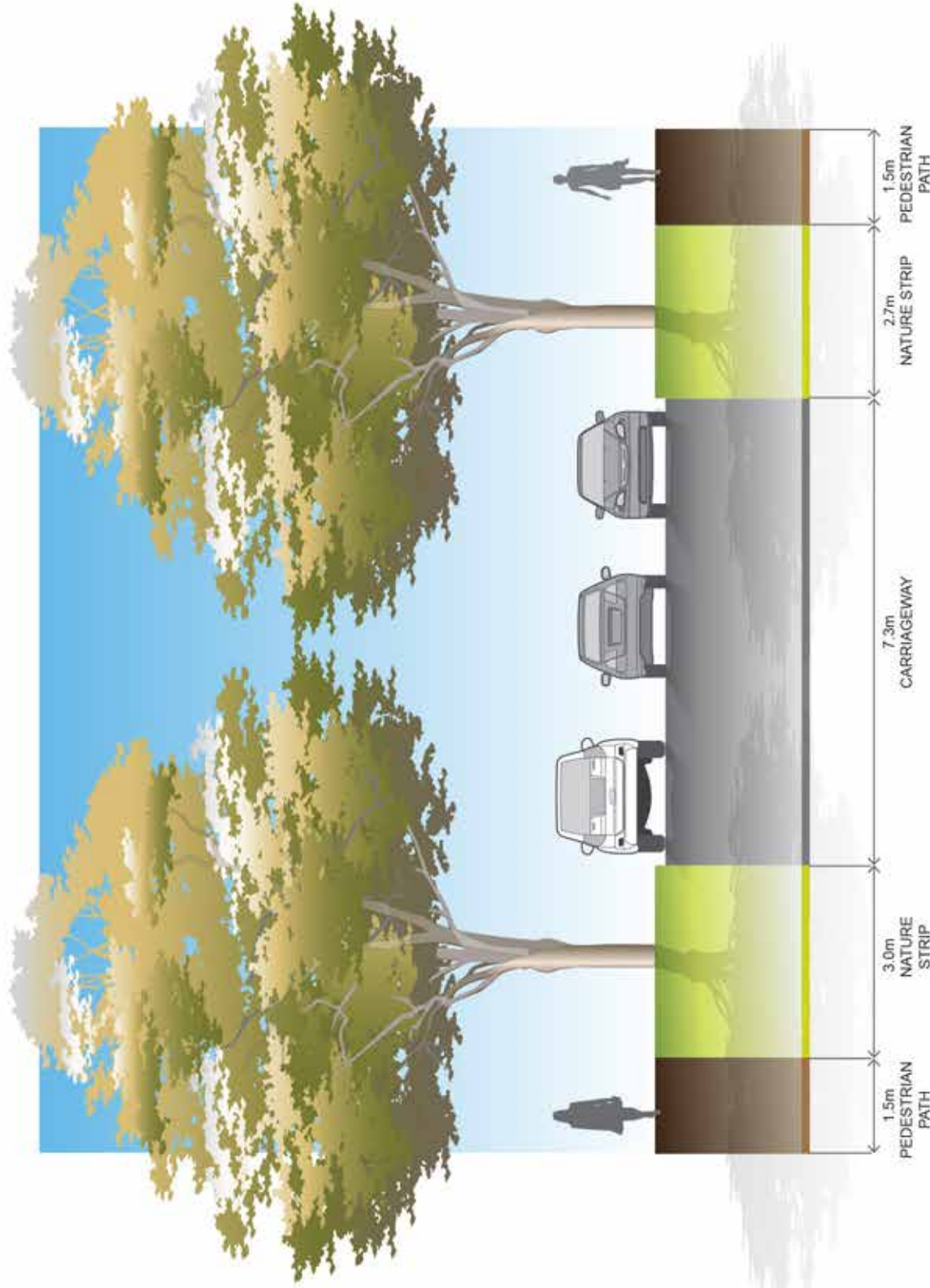
NOTES:

- All Kerbs are to be B2 Barrier Kerb as per Figure 006 in Engineering Design and Construction Manual for Subdivision in Growth Areas.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verges widths may be reduced where roads abut open space with the consent of the responsible authority.



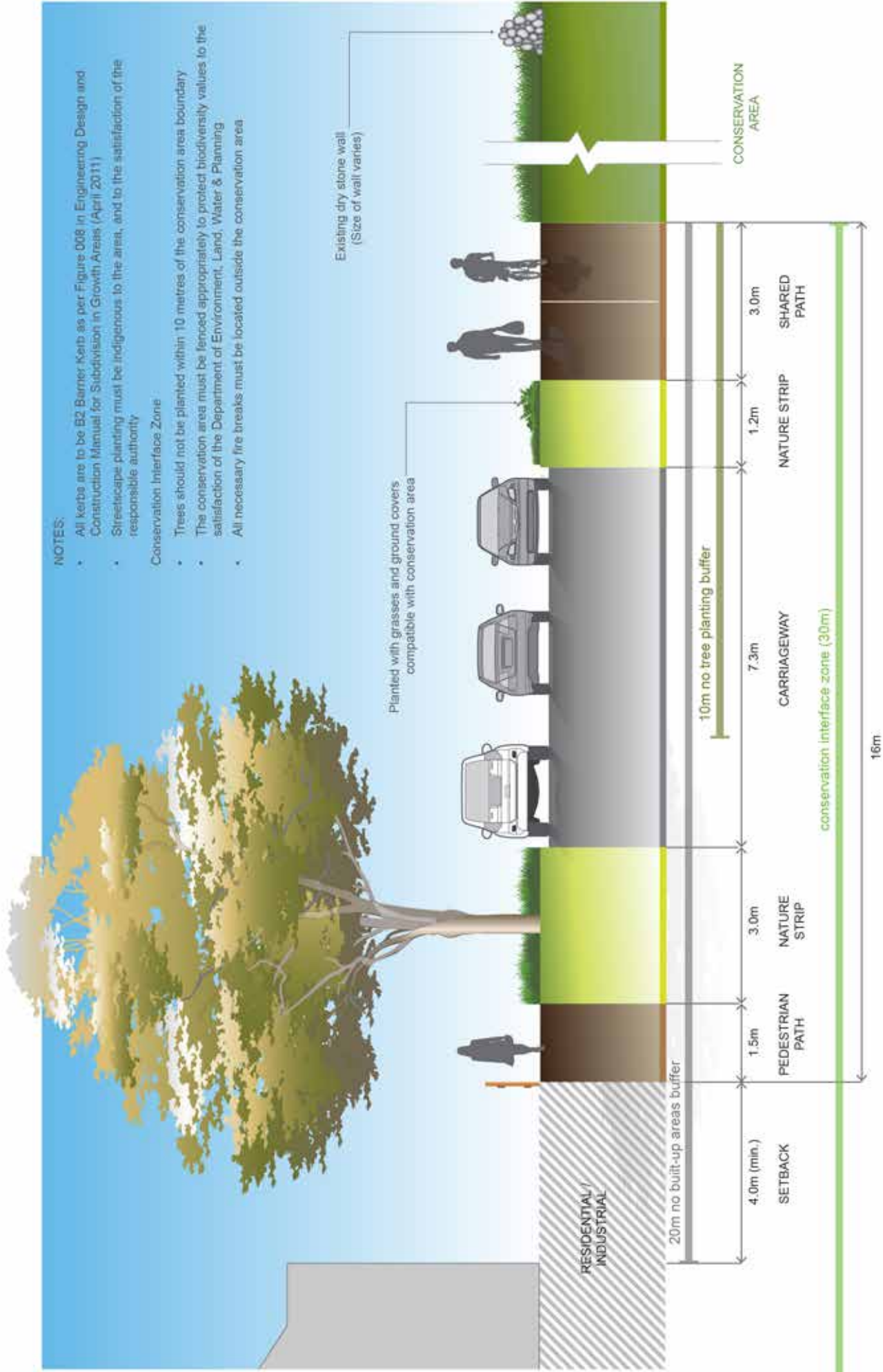
NOTES:

- Kerbs for arterial carriageways are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling.



NOTES:

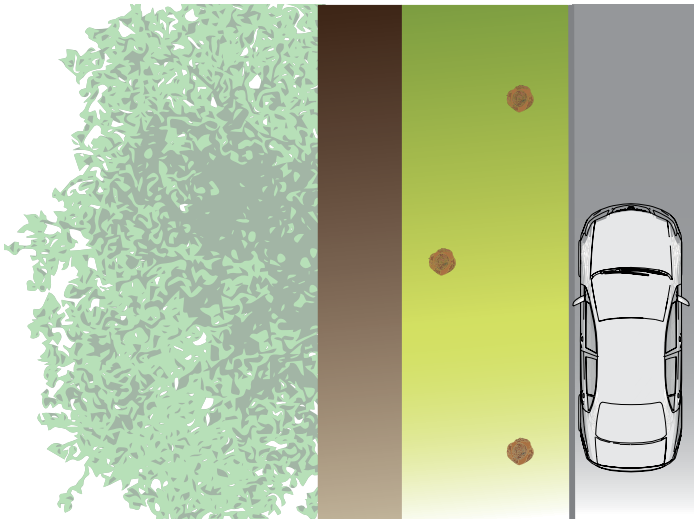
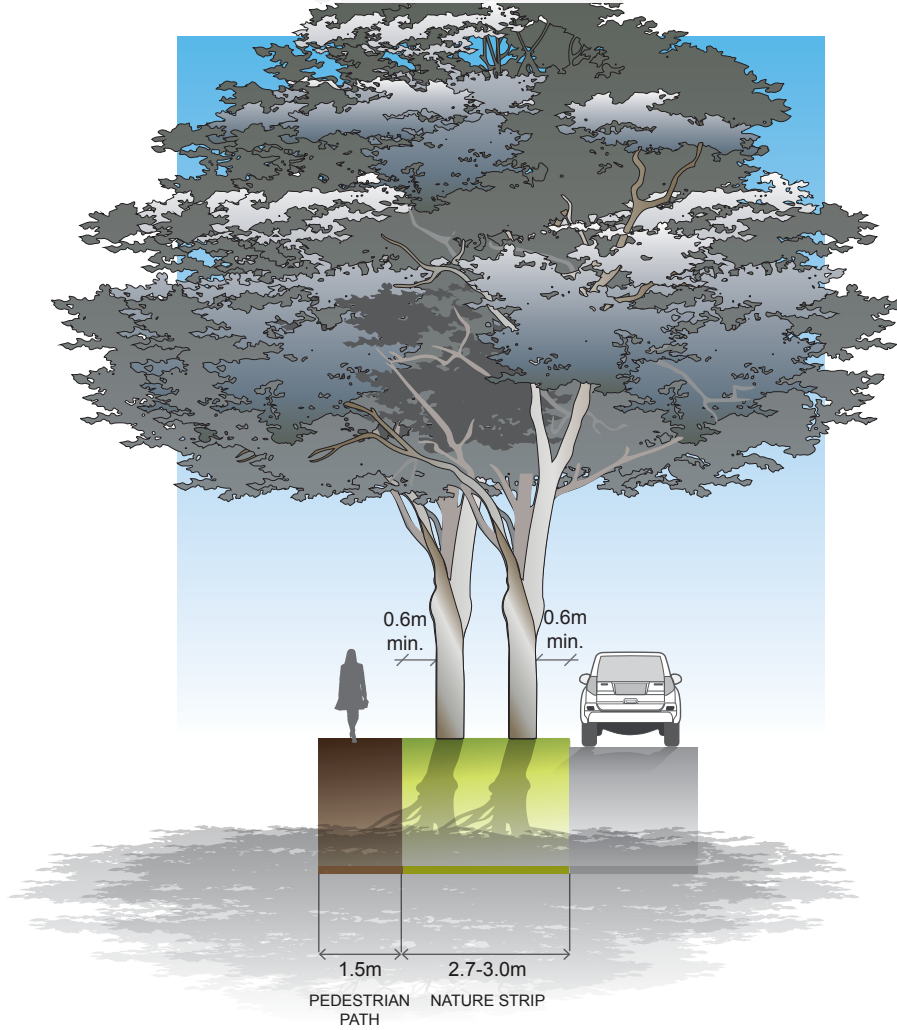
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verge widths may be reduced where roads about open space with the consent of the responsible authority.



NOTES:

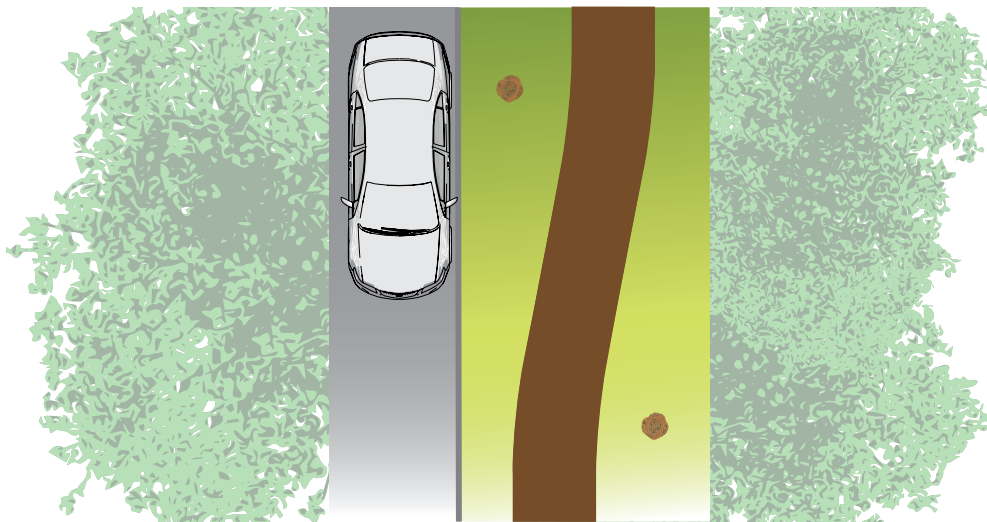
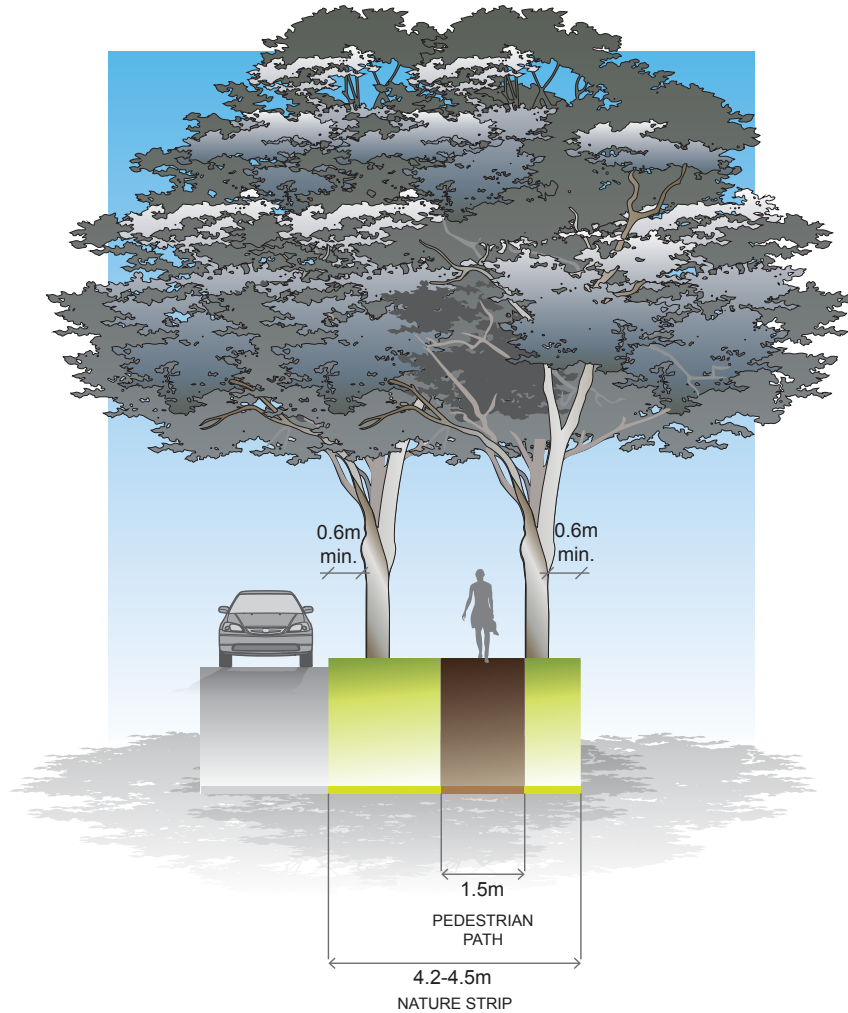
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
 - Streetscape planting must be indigenous to the area, and to the satisfaction of the responsible authority
- Conservation Interface Zone
- Trees should not be planted within 10 metres of the conservation area boundary
 - The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
 - All necessary fire breaks must be located outside the conservation area

APPENDIX D Alternative road cross section examples



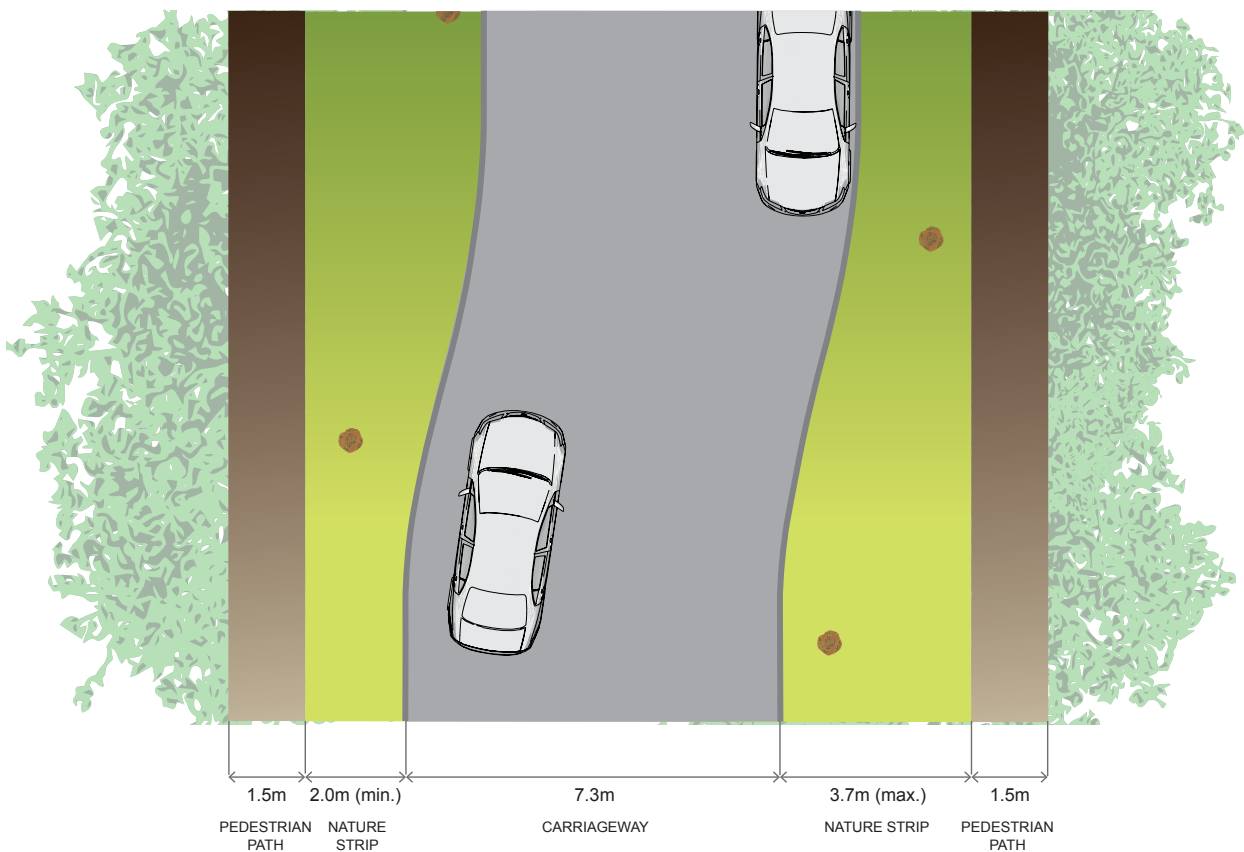
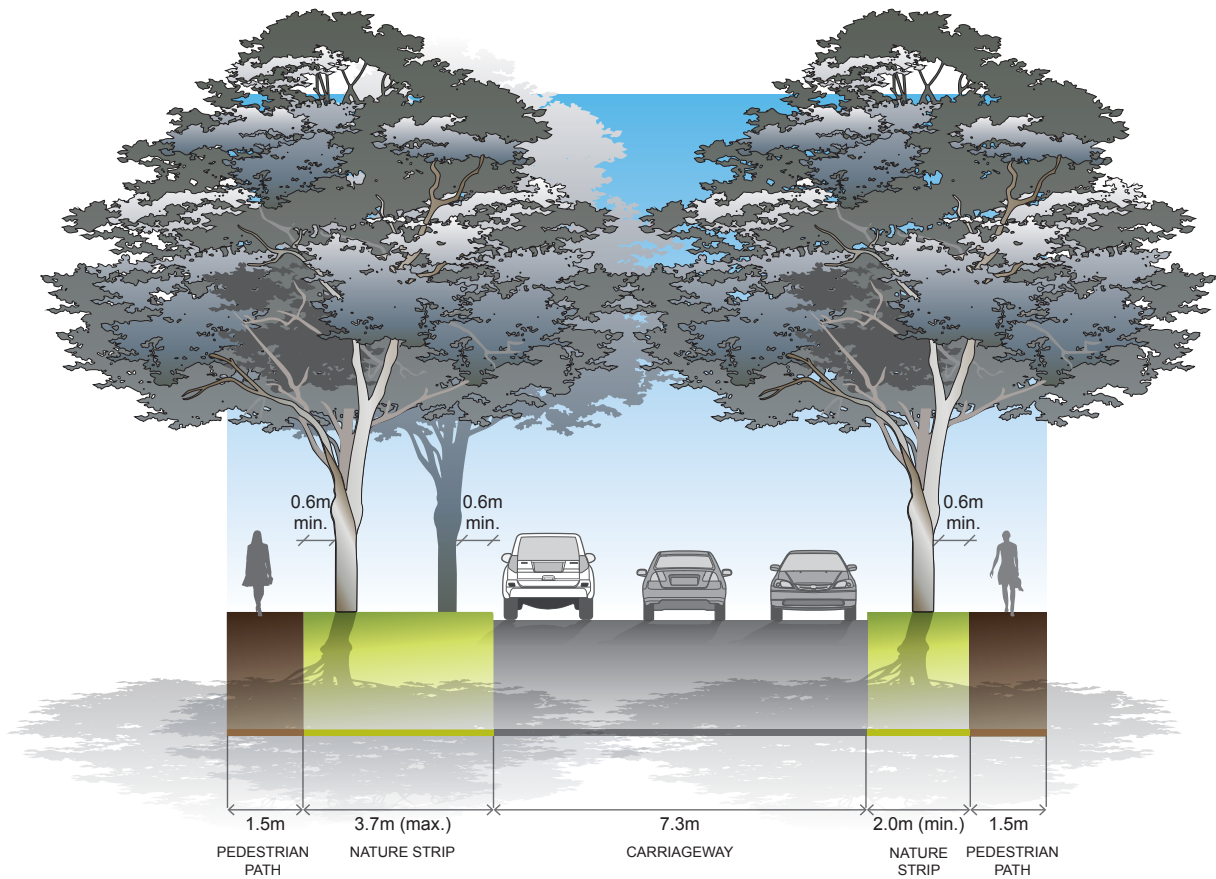
NOTES:

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority



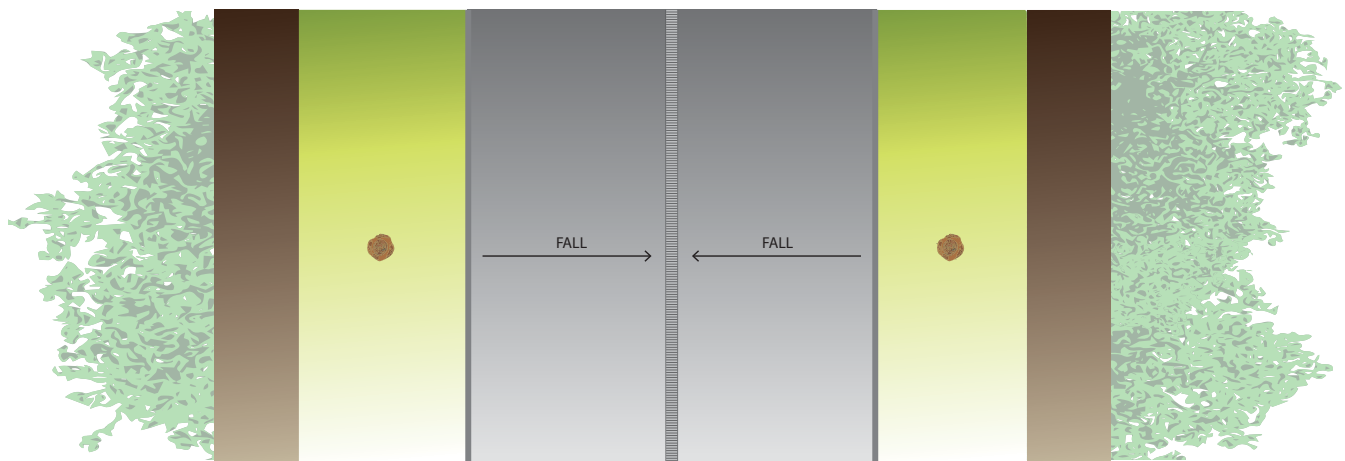
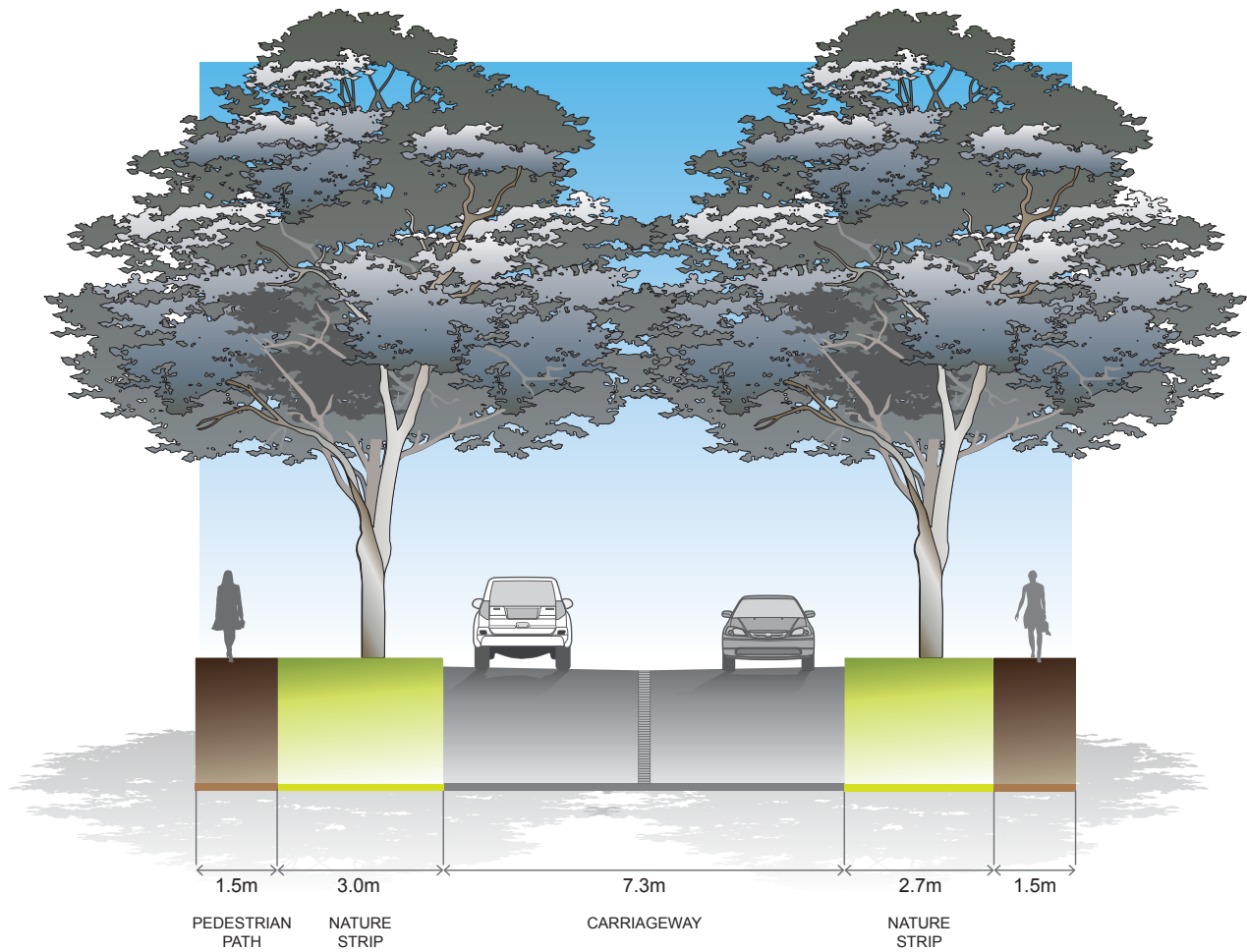
NOTES:

- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail delivery, interface with driveways, definition of front allotment boundary and accommodation of bus stops



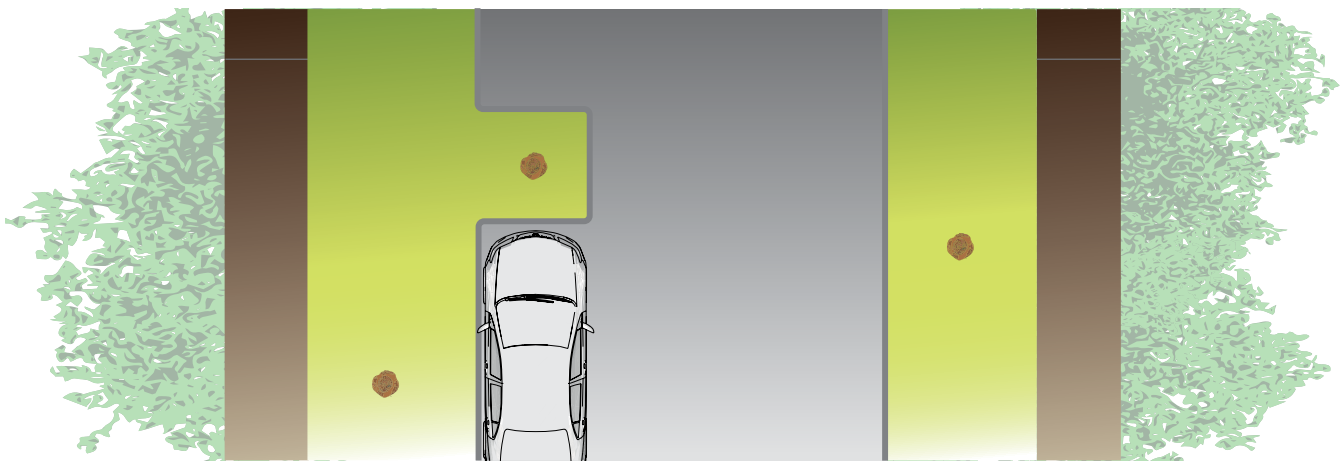
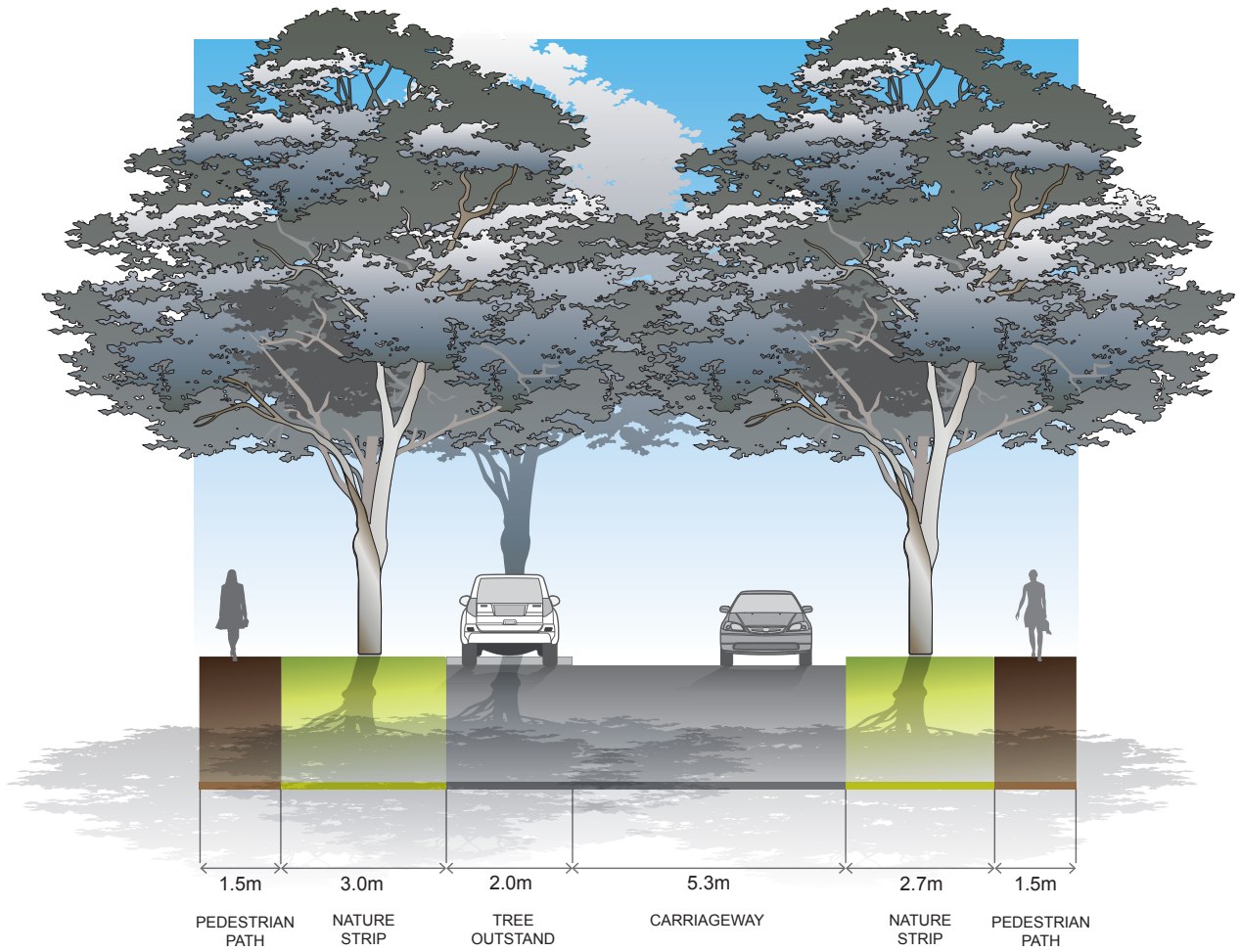
NOTES:

- Varying carriageway placement in road reserve
- Tree placement adjusts in response to carriageway location



NOTES:

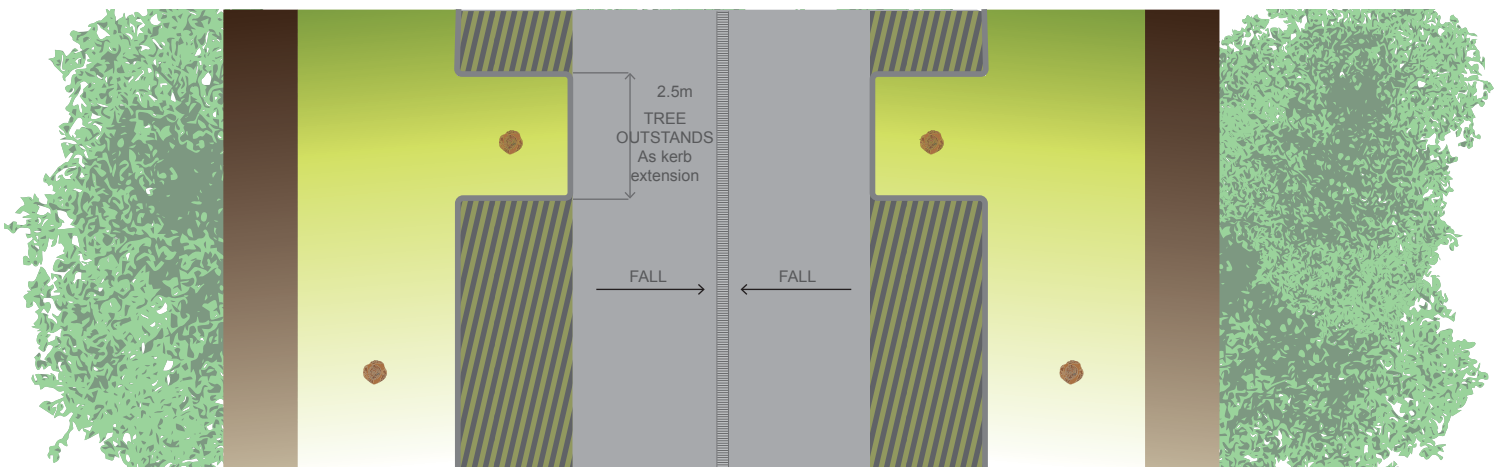
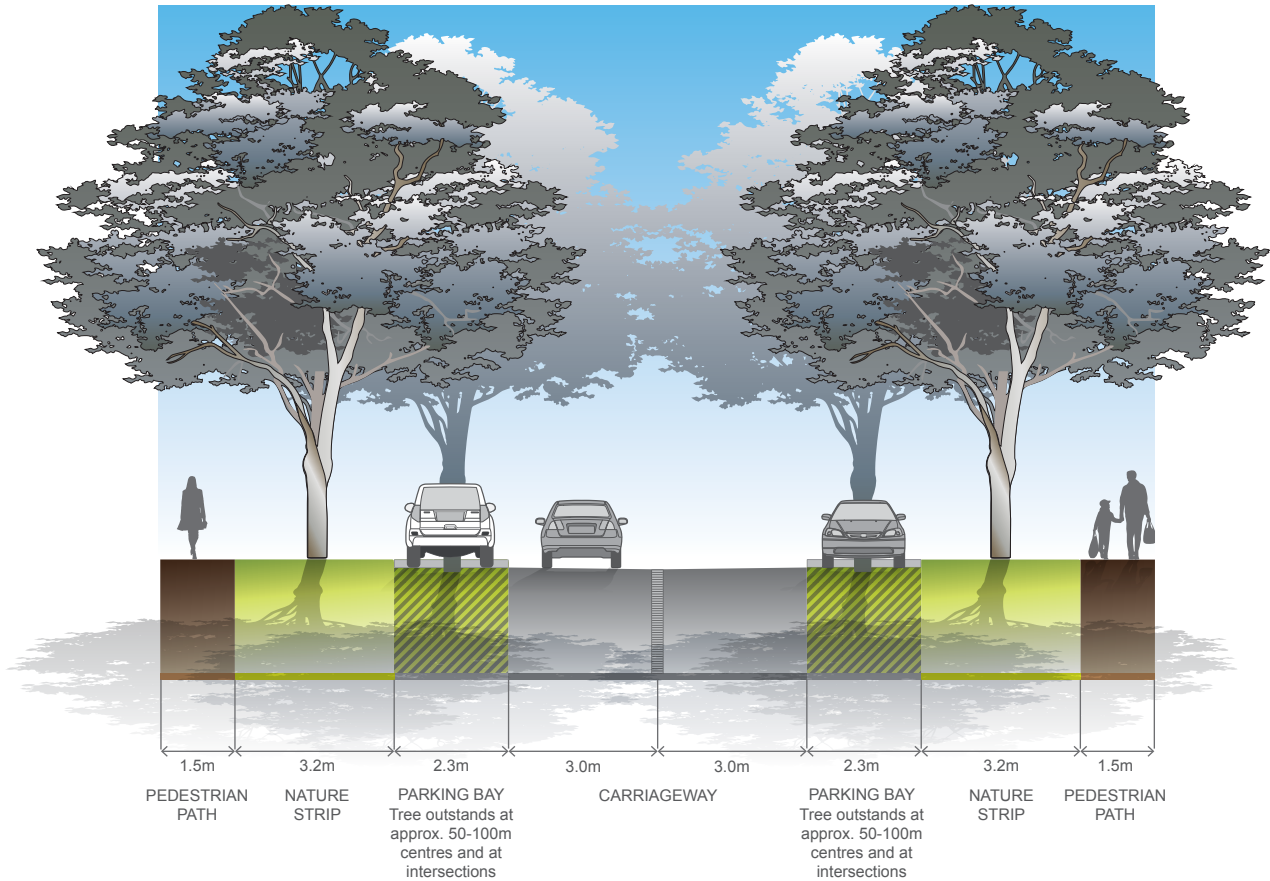
- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- Kerbs are to be B2 Barrier Kerb
- Appropriate for short streets (less than 60m) with minimal through traffic or for frontage roads



NOTES:

- Include tree outstands at approx 50 – 100m centres on one side only
- Road design to ensure passage of emergency vehicles is accommodated
- Functional layout of the kerb outstands to be to the satisfaction of the responsible authority

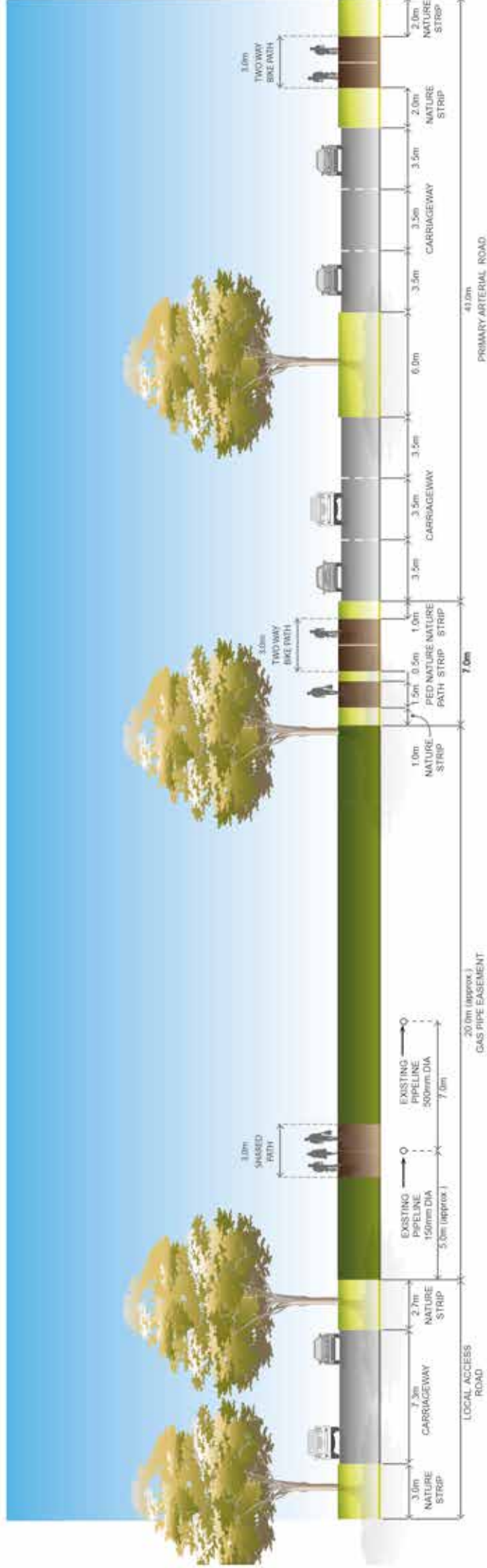
APPENDIX E Waterway cross section



NOTES:

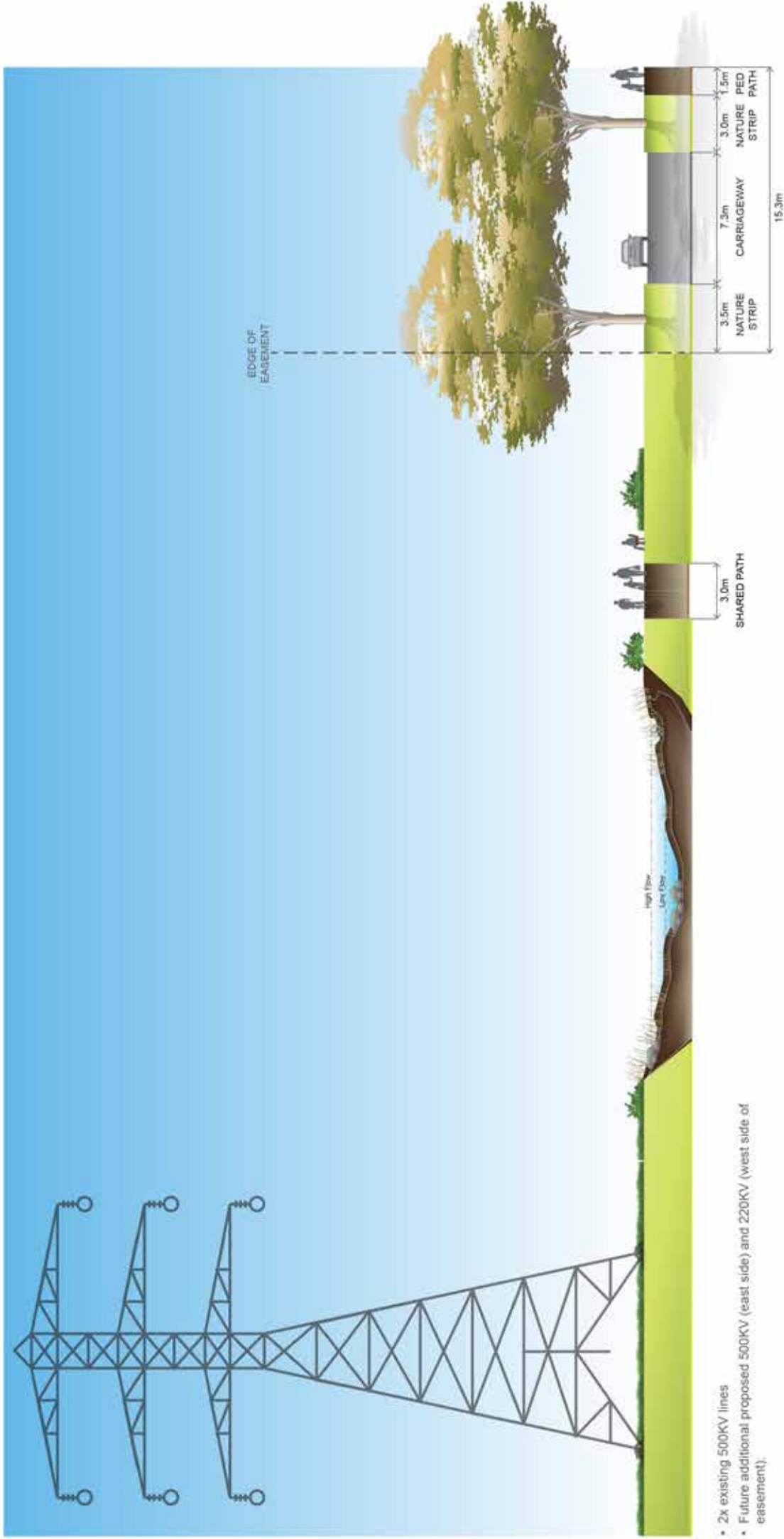
- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- Kerbs are to be B2 Barrier Kerb
- Functional layout of the kerb outstands to be to the satisfaction of the responsible authority

APPENDIX F Easement cross sections



NOTES:

- Location of pipelines is indicative only. Approval must be sought from APA prior to any works in the gas easement.



- 2x existing 500KV lines
- Future additional proposed 500KV (east side) and 220KV (west side of easement).

NOTES:

- Verge of local street integrates with the landscaping within easement and may be reduced with the consent of the responsible authority
- Easement uses vary, refer power lines easement table possible use and development
- Indigenous shrubs and plants should be used
- Part local access street may be provided within easement subject to easement owners approval
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

Figure 11
Section
Local Access Level 1
Powerlines Easement (Typical)

APPENDIX G Service placement guidelines

STANDARD ROAD CROSS SECTIONS

The Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011) outlines placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix E containing grassed nature strips, footpaths and road pavements.

NON-STANDARD ROAD CROSS SECTIONS

To achieve greater diversity of streetscape outcomes, which enhances character and amenity of these new urban areas, non-standard road cross sections are required. Non-standard road cross sections will also be necessary to address local needs, such as fully sealed verges for high pedestrian traffic areas in town centres and opposite schools. This PSP contains suggested non-standard 'variation' road cross sections in Appendix E, however other non-standard outcomes are encouraged.

For non-standard road cross sections where service placement guidance outlined in Figure 003 and 004 in the Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011) is not applicable, the following service placement guidelines will apply.

	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER TREES ¹	UNDER KERB	UNDER ROAD PAVEMENT ²	WITHIN ALLOTMENTS	NOTES
SEWER	Possible	Preferred	Possible	No	Possible	Possible ³	
POTABLE WATER	Possible ⁴	Preferred	Possible	No	Possible	No	Can be placed in combined trench with gas
RECYCLED WATER	Possible ⁴	Preferred	Preferred	No	Possible	No	
RETICULATED GAS	Possible ⁴	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
ELECTRICITY	Preferred ⁴	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH / TELCO	Preferred ⁴	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
DRAINAGE	Possible	Possible	Possible	Preferred	Possible	Possible ³	
TRUNK SERVICES	Possible	Possible	Possible	Possible	Possible	No	

GENERAL PRINCIPLES FOR SERVICE PLACEMENT

- Place gas and water on one side of road, electricity on the opposite side
- Place water supply on the high side of road
- Place services that need connection to adjacent properties closer to these properties
- Place trunk services further away from adjacent properties
- Place services that relate to the road carriageway (e.g. drainage, street light electricity supply) closer to the road carriageway
- Maintain appropriate services clearances and overlap these clearances wherever possible
- Services must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values.

TABLE NOTES

1. Trees are not to be placed directly over property service connections.
2. Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/parking bays is preferable to within traffic lanes.
3. Where allotment size/frontage width allows adequate room to access and work on a pipe.
4. Where connections to properties are within a pit in the pedestrian pavement/ footpath.

APPENDIX H Open space delivery guidelines

PARK HIERARCHY

The open space network is made up of a diverse range of spaces which will vary in sizes, shape and function. The hierarchy outlined below provides information and guidance on the key open space categories listed in *Table 7* of this PSP and what role and function they generally have in the network.

Pocket Parks (<0.2Ha)

These parks are small, more intimate spaces that can provide incidental and spontaneous recreation and relaxation such as sitting, resting and eating lunch within a short safe walking distance of residents and workers. In town centres and built up areas they may incorporate significant hard and/or high standard soft landscaping to accommodate more intensive use.

Pocket parks will also complement the role of local parks and may sometimes be designed to have a local park role (including a play space), again often when associated with built up areas.

Facilities will generally be tailored to support a stay length of less than half an hour.

Neighbourhood Parks (0.2–1Ha)

Defined as Local Parks and Pocket Parks in the Melton City Council's Open Space Strategy

Typically small to medium in size parks that primarily provide opportunities for informal and opportunistic recreation, relaxation or play to local residents within short safe walking distance. Such reserves typically include basic facilities such as seats, walking paths and a small playground that support stay lengths up to one hour.

Near town centres and built up areas, the role, function and importance of these spaces may increase and they may include more intensive infrastructure to support greater use. In this way, local parks can complement the role of pocket parks.

Community Parks (1–5Ha)

Defined as Neighbourhood Parks in the Melton City Council's Open Space Strategy

Medium parks, often with more diverse facilities and landscape characteristics that supports a range of informal recreation, relaxation or play opportunities for short to medium time periods from 0.5–2hrs. Facilities for organised recreation may sometimes also be provided for. These parks service residents within a short to medium safe walking catchment and they are also the local park for local residents.

In built up areas, the role, function of importance of these spaces may increase and they may carry more intensive infrastructure to support greater use.

District Parks (5–15Ha)

Defined as District Parks in the Melton City Council's Open Space Strategy

Medium to large parks that serve a medium suburb scale catchment accessible via longer walks, short to medium cycle rides and short vehicle trips. Provision of facilities for organised sports will often be the focus of these parks, complemented by infrastructure for informal recreation such as playgrounds, picnic areas and walking / shared trails. Infrastructure will support visits for longer periods of 1–4hrs+ including potentially staging of community events.

District parks are also the local neighbourhood and community park for local residents.

Municipal Parks (15–50Ha)

Defined as Regional Park in the Melton City Council's Open Space Strategy

Large to very large Council owned and/or managed parks that can accommodate high visitation from a broad municipal or greater catchment. Will often integrate a wide range of formal and informal functions and include facilities (such as car parking, toilets, shelters and picnic facilities, walking trails and larger playgrounds) to support longer stays (1–4hrs+) multiple social gatherings and staging of large scale community events. Organised sporting infrastructure and/or significant natural features may also form a significant component of such reserves.

Municipal scale parks provided primarily for landscape and conservation values will likely have more low key infrastructure that supports lower impact informal and nature based recreation.

Municipal parks will also be the local, neighbourhood and district park for nearby residents.

Metropolitan Parks (50Ha+)

Defined as Regional Park in the Melton City Council's Open Space Strategy

Large to very large State owned and/or managed parks (usually via Parks Victoria) that accommodate and promote high visitation from a broad regional and/or metropolitan catchment. Metropolitan parks generally provide facilities for informal recreation in natural and/or semi natural settings and will often be associated with significant waterways and extensive areas of native, and/or historically important exotic vegetation. Infrastructure in these parks will usually include car parking, toilets, shelters and picnic facilities, walking trails and larger playgrounds and even cafes to support longer stays, multiple social gatherings and staging of large scale community events. Organised sporting infrastructure may sometimes be strategically incorporated with these parks.

Metropolitan scale parks (or parts thereof) provided primarily for conservation and biodiversity purposes will likely have more restricted access with lower impact infrastructure to support targeted low key informal and nature based recreation.

Municipal / regional parks will also be the local park for nearby residents.

Linear Parks

Each of the above open space types (although less likely for pocket parks) may also have a linear or elongated design with a key function being to provide pedestrian and cyclist links between destinations in a parkland setting. Waterways and utilities easements will most often provide the backbone of the linear park system in a given area.

Linear parks may provide for neighbourhood, community, municipal or regional connectivity generally as follows:

Neighbourhood

Areas typically <100m in length that provide a formal or informal link between the local street network and/or open space.

Community

Areas typically 100m–1km in length that provide a formal or informal link within the wider neighbourhood street and open space network. Community linear parks can be comprised of a network of neighbourhood links.

District

Areas typically 1–5km in length that provide formal or informal linkages between districts and open space destinations. These areas can comprise a network of neighbourhood and/or community links.

Municipal / Metropolitan

Areas typically >5km in length that provide formal or informal linkages at the municipality/metropolitan scale. These areas can encompass smaller links (neighbourhood/community/regional).



Mt Atkinson & Tarneit Plains Precinct Structure Plan – June 2017
(Amended January 2020)

