

Mt Atkinson UDF

PSP Response

Melton City Council

OCTOBER 2025

mesh

Introduction

An Urban Design Framework for Mt Atkinson Major Town Centre ("the UDF") has been prepared by Mesh in collaboration with Melton City Council.

This documents assesses the UDF against the relevant objectives, requirements and guidelines of the Mt Atkinson and Tarneit Plains Precinct Structure Plan ("the PSP").

The urban design framework must be "**generally in accordance**" with the PSP as per Clause 2.6 of Schedule 9 to the Urban Growth Zone.

Whilst PSP requirements and guidelines were designed to implement the vision and outcomes of the PSP, alternative approaches may also be considered by the responsible authority when they achieve overarching objectives.

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1. PSP Vision and Objectives

1.1 Relevant Vision Statements

- *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 specialized 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*
- *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.*

Response:

The UDF supports and enables the delivery of the MTC as a key employment hub for Melbourne's outer west leveraging its strategic location and accessibility with capacity for significant retail floorspace and job creation within proximity planned commercial and industrial precincts.

This is reflected in the UDF's vision for the MTC:

Mt Atkinson will deliver an inviting street oriented town centre destination anchored by a retail and mixed use core with active edges and connected by high quality pedestrian transport links.

1. PSP Vision and Objectives

1.2 Relevant Objectives

	Objective	Response	Assessment
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.	The UDF is aligned with this objective by contributing an indicative dwelling yield 1,300-2,000 dwellings for the MTC (Table 2 – Page 21).	Aligned
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.	The UDF supports and enables the delivery of the MTC as a key employment hub for Melbourne's Outer West leveraging its strategic location and accessibility. The UDF enables a diverse mix of retail, commercial, health, residential, education and large-format employment uses, with capacity for significant retail floorspace over the 'as-of-right' shop cap of 23,500 sqm.	Aligned
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.	The UDF anticipates and promotes a range of land uses and building typologies across the seven precincts (See Land Use and Density Chapter). The UDF requirements and guidelines do not limit the size or type of commercial tenancies or lot sizes that can be created within the MTC, rather it provides preferred built form interfaces to deliver a high-quality urban environment whilst allowing flexibility to attract a range of businesses.	Aligned

1. PSP Vision and Objectives

1.2 Relevant Objectives

	Objective	Response	Assessment
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.	The town centre core precinct will be the heart of the centre providing retail shopping, services and entertainment with active uses along pedestrian friendly streets.	Aligned
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.	The UDF establishes a clear street hierarchy within the Town Centre that prioritises the pedestrian experience in the heart of the precinct while providing safe, efficient and direct access for vehicles and bus services.	Aligned
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.	The UDF supports the delivery of the main retail core south of the rail corridor.	Aligned

1. PSP Vision and Objectives

1.2 Relevant Objectives

	Objective	Response	Assessment
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.	• The UDF will create strong pedestrian and active transport links between key destinations, establish a connector road network at the edges of the town centre core to support a pedestrian-friendly core. • Provision is also made for future bus interchange and supporting parking to facilitate the smooth operation of the station.	Aligned
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.		Aligned

2. The MTC Design Principles

Design Principles Themes (Appendix B)

1. Attracting investment and supporting the community.
2. Fostering employment
3. Connecting the region
4. Creating valued destinations
5. Delivering housing options
6. Respecting the environment
7. Promoting sustainability and adaptability.

APPENDIX B Mt Atkinson Major Town Centre design principles

ATTRACTING INVESTMENT & SUPPORTING THE COMMUNITY	
Principle 1 Create a concentration of a diverse range of uses within the town centre that are fully integrated and connected.	• 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 serves such as education, health, employment, aged services; • Attract higher order government, community, civic, ed services and investment; • Attract leisure, recreation, art and cultural uses and ir • Provide a range of social and entertainment services restaurants, bars, taverns, hotels, performance venue entertainment facilities; • Encourage local employment and enterprise; • Encourage the establishment of serviced apartments accommodation; • Create a flexible framework which will cater for future and the changing trends for service delivery and inve
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.	
FOSTERING EMPLOYMENT	
Principle 3 Integrate employment and service opportunities in a business-friendly environment.	• Cater for substantial employment opportunities includ range of office premises, small scale office/warehouse showroom spaces; • Support and promote the employment and industrial : Road and within the region; • Attract a range of small, medium and large business employment opportunities in high quality built form lo amenity, transport options and infrastructure and an i centre; • Foster the growth of small scale local enterprises offe products to the local and metropolitan markets; • Create an attractive place to conduct business for wo customers and suppliers; • Encourage the development of work-from-home and i opportunities in higher density housing.
Principle 4 Support and promote nearby employment and industrial areas within the region.	
CONNECTING THE REGION	
Principle 5 Design the town centre to prioritise pedestrian and cyclist access and movement to and within the town centre.	• Develop a transit oriented town centre that integrates design with the potential future train station, park and connections; • Provide strong connections and continuous paths of t within the town centre to promote walking and cycling Road, the Mt Atkinson volcanic cone, conservation re Kororoit Precinct; • Provide the town centre with direct access to the arte Hopkins Road; • Ensure the town centre is well serviced by multiple tr routes; • Support the network of existing and proposed town o region; • Facilitate the safe and efficient operation of bus servi priority access to the proposed Principal Public Trans future premium bus routes).
Principle 6 Design the town centre to prioritise pedestrian and cyclist access and movement to and within the town centre.	
Principle 7 Locate town centres on or close to arterial roads/arterial intersections.	
CREATING VALUED DESTINATIONS	
Principle 8 Create a sense of place with high quality engaging urban design.	• 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.
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.	
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 WUD 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.	• 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.
Principle 15 Ensure the town centre has scope for future development and expansion.	

2. The MTC Design Principles

Principle	Key Points	Response	Assessment
Attracting investment and supporting the community			
Principle 1 - Create a concentration of a diverse range of uses within the town centre that are fully integrated and connected.	• Mix of retail, regional services, attractive to higher order government, community, civic and education. • Support social and entertainment business opportunities, local employment and visitor accommodation. • Create a flexible framework which will cater for future growth, expansion and the changing trends for service delivery and investment.	• The town centre core precinct will be the heart of the centre providing retail shopping, services and entertainment with active uses along pedestrian friendly streets. • The UDF's urban structure and land use principles seek to create an attractive destination at the heart of the town centre, strong relationships between the town centre and community uses including complementary uses adjacent to the Mt Atkinson Homestead and a civic focus close to the Urban Plaza.	Principle Achieved
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.		• The framework plan identifies a "mixed use edge" along the town centre core which provides opportunities for a range of small and medium-scale businesses such as food and drink premises and entertainment. • Larger lots are also supported in other precincts of the MTC enabling sufficient flexibility for a range of business opportunities.	Principle Achieved

2. The MTC Design Principles

Principle	Key Points	Assessment	Response
Fostering Employment			
Principle 3 - Integrate employment and service opportunities in a business-friendly environment. Principle 4 - Support and promote nearby employment and industrial areas within the region.	• Cater for substantial employment opportunities including a range of office premises, warehouses and showrooms. • Create an attractive place to conduct business. • Support and promote employment and industrial areas across Hopkins Road and across the region.	• These principles are implemented through character precincts in the UDF. The employment and large format retail precinct is designed to support and attract large format retail and business park developments. The successful delivery of this precinct will generate significant employment opportunities within proximity to other planned employment and industrial areas along Hopkins Road. • A range of built form, car parking, and landscaping requirements and guidelines will help ensure that this precinct and the broader MTC becomes an appealing location for local, regional, and national businesses.	Principles achieved
Connecting the region			
Principle 5 & 6 - Design the town centre to prioritise pedestrian and cyclist access and movement to and within the town centre. Principle 7 - Locate town centres on or close to arterial roads/arterial intersections.	• Develop a transit oriented town centre with the potential future train station, park and ride facilities and bus connections. • Provide strong connections and promote walking and cycling throughout the precinct. • Facilitate the safe and efficient operation of bus services.	The UDF establishes a clear street hierarchy within the Town Centre that prioritises the pedestrian experience in the heart of the precinct while providing safe, efficient and direct access for private vehicles, bus services and servicing vehicles. The UDF locates the Town Core Precinct with frontage to Grand Boulevard, Mt Atkinson Road and Clara Avenue.	Principle achieved Principle achieved

2. The MTC Design Principles

Principle	Key Points	Assessment	Response
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 topography of the Mt Atkinson volcanic cone, existing Homestead, conservation reserves and others to develop a sense of place. • Connect precincts through a series of public spaces and encourages opportunities for social interaction. • Create a central public space that becomes the heart of the community. • Create a high-quality urban environment and a town centre that is authentic to the local and regional communities.	• The MTC urban structure takes advantage of the site's sloping topography to create distinctive placemaking opportunities such as a visual and physical connection between the town centre and the volcanic cone and encourages undercroft parking to activate the ground plane. • The UDF establishes a network of diverse, connected open spaces that link to both local and regional destinations, with the Urban Plaza serving as a key focal point. • The street hierarchy set out in the UDF (Figure 15) will ensure the MTC is supported by strong pedestrian and active transport links between key destinations, for example between the Town Centre Core, the future Mt Atkinson train station and surrounding neighborhoods. • Built form and public realm guidelines ensure a high-quality urban environment that respects and celebrates the site's ongoing Indigenous significance and existing heritage sites such as the Edmund Rice Homestead. The UDF also identifies opportunities to further strengthen cultural identity through landscape design in future development stages including the future Neighborhood House.	Principles Achieved

2. The MTC Design Principles

Principle	Key Points	Assessment	Response
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 proximity to the town centres. • Create a fine grain mixed use environment within the town centre. • Identify locations of high-quality landscape within town centre where high density residential outcomes can be delivered. • Provide options for retirement living/aged care/assisted care close to the town centre.	• Housing opportunities are identified and encouraged within the town centre core, Mt Atkinson Station and surrounding land with dwelling yields identified per precinct. • A fine grain sleeve is to be provided in active shared streets in the town centre core. • The town centre will have an urban green character with extensive canopy tree planting in both streets and public open spaces. Seven interfaces have been identified across the UDF to ensure building facades engage with the street and contribute to a vibrant public realm. • A mix of housing typologies are encouraged, including retirement and aged care living uses primarily within proximity to Mt Atkinson Station and the Town Centre Core but also supported in other precincts.	Principle Achieved

2. The MTC Design Principles

Principle	Key Points	Assessment	Response
Respecting the environment			
Principle 13 - Locate the town centre in an attractive setting that respects the natural environment and history of the area.	• Ensure town centre has connection with surrounding natural features. • Integrate the centre with conservation reserves and key historic sites. • Integrate views to and from the Mt Atkinson, Mt Cottrell and Macedon Ranges and CBD into the design of the centre. • Incorporate water efficiencies and WSUD principles into the design of the centre.	• The UDFs urban structure creates a public realm that seamlessly links to the unique Mt Atkinson volcanic cone and brings landscape into the heart of the precinct as part of an attractive new urban plaza destination. • The UDF sets out a road alignment that prioritises connectivity and views to key destinations including the future train station, public open spaces. For instance, a shared path connects Station Street to the Mt Atkinson volcanic cone, passing by the historic Mt Atkinson homestead. • The town centre will celebrate the unique qualities of Victoria's volcanic grassland plains, the Mt Atkinson volcanic cone and the rich continuing significance of the area to Wurundjeri and Boonwurrung Peoples. • Public spaces, building façades and streetscapes will be designed with celebrating local community in mind, providing connections to Wurundjeri & Boon-wurrung Country in consultation with Traditional Owners. • Water sensitive urban design will be integrated into the neighbourhood as per the Culture and ESD chapter.	Principle Achieved

2. The MTC Design Principles

Principle	Key Points	Assessment	Response
Promoting sustainability and adaptability			
Principle 14 - Create a town centre which promotes regional specialisation and differentiation.	- Promote the localisation and regionalisation of services into the centre to minimise travel distance and reduce car dependency. - Design the centre to be sympathetic to its natural surrounds through integrated water management, landscaping and construction techniques.	- The UDF caters for and encourages a diverse range of land uses across all precincts including key local and regional services to minimise the need for travel for residents within the centre. - As a high-quality MTC that prioritises pedestrian connection, a network of open spaces and active transport connections, Mt Atkinson will be an attractive place for anchor regional and local businesses. - Water sensitive urban design will be integrated into the neighbourhood. Energy production on rooftops and local batteries will be encouraged to offset operating costs in the Town Centre Core and soften peak usage. Please refer to the Culture and ESD chapter for further details.	Principle Achieved
Principle 15 - Ensure the town centre has scope for future development and expansion.	Ensure the town centre has an inbuilt capacity for growth and change and intensification of uses as the needs of the community evolve.	The significant future catchment and strategic location of Mt Atkinson warrants planning for growth beyond 2041.	Principle Achieved

3. Major Town Centre - PSP Requirements

Mt Atkinson Major Town Centre (MTC)

Section 3.2.1 on Page 27 of the PSP provides an overview of the vision for the MTC. Key elements recognised for the MTC by the PSP generally include:

- Mixed-use centre
- Main street focus
- Core retail with major anchors along small local enterprise and commercial uses
- Transit oriented
- Maximised connectivity to key destinations
- Soft retail cap to maintain activity centre hierarchy
- Core retail offering delivered to the south of the rail line.
- Landscape connection between town centre and volcanic cone.



Figure 1. Major Town Centre Concept Plan (Figure 3 in PSP)

3. Major Town Centre - PSP Requirements

Mt Atkinson Major Town Centre – Key PSP Requirements

R#	Key Points	Response	Assessment
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);	There is strong strategic justification to support a future planning permit application for retail provision in the MTC beyond the 23,500m ² . This is to be determined at the planning application stage as per the requirements of the UGZ9.	N/A

3. Major Town Centre - PSP Requirements

R#	Key Points	Response	Assessment
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 Figure 4 – Mt Atkinson Major Town Centre Organising Elements; • A response to Plan 6 – Employment and Town Centres and Appendix B: Mt Atkinson Major Town Centre Design Principles. • Other relevant design guidelines prepared by the Victorian Government and Melton City Council;	• Section 2 of the UDF identifies and justifies any refinements/departures from the PSP concept plan(Figure 3) and the MTC organising elements (Figure 4). • The Mt Atkinson MTC Design principles have been assessed in Section 2 of this response. • The UDF has been prepared having regard to the VPA Draft Guide to Urban Design Frameworks, June 2017 and the	Met
	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;	The land use and density chapter of the UDF clearly identifies suitable locations for a diverse range of uses and their integration by: • Defining precincts, their main purpose and role. • Identifying indicative land uses and suggested streetscape interface. • Setting out preferred locations for medium and high-density residential development. • Planning for a range of commercial, residential and mixed-use built form typologies. • Setting out requirements and guidelines to encourage complementary land uses and connections with and between community-type uses and services.	Met

3. Major Town Centre - PSP Requirements

R#	Key Points	Response	Assessment
R22 (cont.)	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;	- Under the Movement and Access Chapter, the UDF will create strong pedestrian and active transport links between key destinations, establish a connector road network at the edges of the town centre core to support a pedestrian-friendly core. - Main Streets have been designed for minimal speeds and concerted effort has been given to filtering cars to discrete parking areas to maximise pedestrian friendly areas. - As previously mentioned, the UDF establishes a clear street hierarchy within the Town Centre that prioritises the pedestrian experience in the heart of the precinct while providing safe, efficient and direct access for private vehicles, bus services and servicing vehicles.	Met
	Measures to prioritise pedestrians along and across the main streets, and provide a continuous path of travel for pedestrians and cyclists to key destinations;		Met
	Locations of public transport services, including bus stops;	- As per the Movement and Access Chapter of the UDF, Mt Atkinson train station is intended to be located at the northern end of Station Street. The alignment of Station Street is designed to allow flexibility to connect to the ultimate location of the station access. - The future bus interchange is indicatively shown adjacent to the station forecourt providing easy access to the town centre. - The railway station and bus interchange are indicatively shown and subject to change. - Bus capable routes are anticipated to run around the perimeter of town centre to retain pedestrian amenity in the heart with alternative routes down Station Street and along Strathbogie Road.	Met

3. Major Town Centre - PSP Requirements

R#	Key Points	Response	Assessment
R22 (cont.)	A diversity of sizes and types of commercial tenancies;	- The UDF anticipates and promotes a range of land uses and building typologies across the seven precincts (See Land Use and Density Chapter). - The UDF requirements and guidelines do not limit the size or type of commercial tenancies or lot sizes that can be created within the MTC, rather it provides preferred built form interfaces to deliver a high-quality urban environment whilst allowing flexibility to attract a range of businesses.	Met
	Higher density housing within and surrounding the town centre, and its design;	- Housing opportunities are identified and encouraged within the town centre core, Mt Atkinson Station and surrounding land with dwelling yields identified per precinct (Table 2 – Page 21). - A mix of housing typologies and street interfaces are encouraged. - For further details refer to the Land Use and Density Chapter and the Built-form, Massing and Interface Chapter of the UDF.	Met
	Staging and indicative development timing of the town centre;	The Implementation Section of the UDF sets out an indicative staging plan and timing for the delivery of the MTC.	Met
	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;	- The Parking and Servicing Strategy section within the Movement and Access Chapter sets out how clear and efficient access to the centre is provided while protecting the heart of the town core to prioritise pedestrians and sustainable transport. - This chapter as well as the Framework Plan itself also identify key loading and service areas related to the Town Centre.	Met
	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;	Land use compatibility requirements and guidelines are found in the Land Use and Density Chapter.	

3. Major Town Centre - PSP Requirements

R#	Key Points	Response	Assessment
R22 (cont.)	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;	Appendix 2 outlines the preferred street profiles at important locations throughout the town centre and includes cross sections for all major interfaces including the Mt Atkinson Homestead interface, key streets and roads, large-format retail interface with Hopkins Road and the railway.	Met
	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;	• The proposed structure establishes a clear landscape link between the Town Centre and the volcanic cone. Higher density residential and commercial in the town centre will enjoy views to this cone over the lower scale surrounds. While the meandering landscape link will provide a clear and direct access link. • The meandering link brings visual interest into the town centre while still providing a clear and direct path to key destinations. • The Urban Structure and Built Form Chapters implement the above principles.	Met

3. Major Town Centre - PSP Requirements

R#	Key Points	Response	Assessment
R22 (cont.)	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;	- The public realm network establishes a clear hierarchy and diversity of scales for public spaces from linking to the regional scale volcanic cone landscape to the Town Square, as a more civic/community-oriented space, Shared Street as a diverse, vibrant outdoor entertainment spine, the Urban Plaza as a location for major events and local parks ultimately linking to the drainage reserve to the east. - For further details, please refer to the Public Realm and Landscape Chapter of the UDF.	Met
	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);	- The public realm network and land use framework clearly demonstrates the opportunities for active ground uses along Station Street to the station and the east-west Shared Street. - More broadly, all street interfaces will be sought to be well designed to reduce impacts of loading, service areas, however, the highest quality active use outcomes will be pursued in these two areas. This is implemented via the Built form, Massing and Interface Chapter. - Signage requirements are addressed in R62 of the same chapter.	Met

3. Major Town Centre - PSP Requirements

R	Key Points	Response	Assessment
R22 (cont.)	Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments;	To create high-quality, safe and welcoming interfaces throughout the town centre, relevant requirements and guidelines are set out under the Built Form, Massing and Interface, including appropriate selection of high-quality materials and facades that respond to the surrounding natural landscape. For example, R45, G43, R66, G62, among others.	Met
	Requirements for a variety of building materials and form; and		
	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;	• The UDF establishes a network of diverse, connected open spaces that link to both local and regional destinations, with the Urban Plaza serving as a key focal point. • Notably, the Urban Plaza will be designed to be a flexible, high performing space, offering a mix of softscape and hardscape area, that can be used for a range of uses. The UDF seeks the design of the Urban Plaza to consider how the space can facilitate events such as local markets, family events, annual celebration and temporary displays. • Please refer to the Public Realm and Landscape Chapter for further details.	Met

3. Major Town Centre - PSP Requirements

R#	Key Points	Response	Assessment
R22 (cont.)	A response to the potential future train station that considers the relationship between the town centre land uses and the train station.	- The UDF outlines a clear public forecourt to station with direct view lines to main street down into the town square and heart of the precinct (Refer to the Urban Structure Chapter). - The street hierarchy sets out key pedestrian and active transport connections between the train station and key destinations in the precinct (Refer to the Movement and Access Chapter). Provision is also made for future bus interchange and supporting parking to facilitate the smooth operation of the station. - Preferred interfaces are set out for the Railway Mixed Use Precinct under the Built Form chapter.	Met
	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.	Significant efforts have been made to ensure the UDF remains a concise document with guidelines and requirements that are implementable and clear.	Met

4. Other Relevant PSP Requirements

R#	Key Points	Response	Assessment
R56	Subdivision layouts must provide: • 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.	• The street network and public space network align to ensure that major public open spaces linked along Station Street and Shared Street through the town centre and beyond to the surrounding neighbourhoods, to the south-west, east and south. • Main Streets have been designed for minimal speeds and concerted effort has been given to filtering cars to discrete parking areas to maximise pedestrian friendly areas. • As previously mentioned, the UDF establishes a clear street hierarchy within the Town Centre that prioritises the pedestrian experience in the heart of the precinct while providing safe, efficient and direct access for private vehicles, bus services and servicing vehicles.	Met
G52	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.	• The key links through the site seamlessly connect to all the major destinations in the town centre and surrounding area: train station, major public spaces, community and heritage uses to the west, the Volcanic Cone reserve and surrounding neighbourhoods. Through aligning these links with these destinations they are reinforced as the primary active links in order to be vibrant and active throughout the day. • Please refer to the Movement and Access Chapter for further details.	Met

4. Other Relevant PSP Requirements

R#	Key Points	Response	Assessment
G53	Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved;	• Block lengths vary in length from 60m to 240m during normal business hours providing a permeable network. • Streets will be designed to accommodate the long-term growth of the centre and manage vehicular flows without impacting upon a high quality pedestrian experience in the desired locations. The strategy of directing vehicular movement to the perimeter of the town centre is key to this. • Providing adequate pedestrian crossing points throughout the UDF area will be important to maintain pedestrian permeability, not just at signalised intersections but also at zebra-crossing at mid-block locations. • Please refer to the Movement and Access Chapter for further details.	Met
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.	• The parking and servicing strategy under the Movement and Access Chapter provides clear and efficient access to loading areas while protecting the heart of the town core to prioritise pedestrians and sustainable transport. • Primary access to parking areas in the town centre will be from Grand Boulevard, the Eastern end of the Shared Street near Clara Avenue intersection and Mt Atkinson Road before its intersection with Shared Street. • Servicing to all retail tenancies will be accessed off these streets and will be concealed in the longer term behind a sleeve of mixed use development.	Met

4. Other Relevant PSP Requirements

R#	Key Points	Response	Assessment
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.	The main north-south and east-west streets to the station and through the retail core will be slow-speed environments. The east-west link is envisaged as a kerbless shared street arrangement or similar that priorities pedestrians. Speed limits will be determined by the responsible authority during development process.	Met
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.	A clear hierarchy of public and private linkages will provide a high degree pedestrian permeability through the town centre. Vehicle permeability has been carefully controlled to prioritise pedestrians as mentioned throughout this response.	Met
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	- East-west shared link seamlessly connects into Mt. Atkinson Road, Mt Atkinson Homestead and shared path to the volcanic cone landscapes to the west, and through connector and local access streets with shared paths to the east to wetland reserve. - The north-south main street link from Mt. Atkinson Road links up to Greig's Road and the station railway corridor	Met

4. Other Relevant PSP Requirements

R#	Key Points	Response	Assessment
G63	Pedestrian priority should be provided across all side roads along main streets and all car park entrances.	The east-west and north-south links will prioritise pedestrians with wide footpaths and shared street arrangements (in the east-west link) to slow down vehicles. A number of linkages will be pedestrian only through the Town Centre Core including the Town Link.	Met
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.	There will be ample opportunity in the main street profiles and the generous public open spaces provided along the east-west link to supply bicycle parking at key destinations. The exact location of bicycle parking locations to be addressed as part of future development applications.	Met
G65	Car park entrances directly from main streets should be minimised and alternative access should be provided from other streets.	The UDF ensures discrete parking and servicing is provided by leveraging the existing typography and consolidating vehicle access points in key locations to enable vehicle access to the town centre whilst protecting pedestrian linkages within the Town Core. Requirements and Guidelines within the Movement and Access Chapter such as R37 and G25 direct car parking entrances to be screened from view and design to support the activation of the public realm while being conveniently located with clear access points.	Met
G66	Car parking should be provided efficiently through use of shared, consolidated parking areas.	A consolidated car parking approach is adopted in the form of a sleeved undercroft configuration that leverages the topography of the site.	Met
G67	A safe, clearly identified and continuous path of pedestrian travel should be provided throughout all car parking areas.	Parking has been located in logical locations where desire lines to key destinations are clear and efficient. Linkages have also been identified in the UDF allowing commuters to come up from the undercroft parking directly into the town centre.	Met

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