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# Planning Permit Application Report

Mount Atkinson Road Data Centre Customer Connection

AusNet Transmission Group Pty Ltd



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### Document approval

Approved by	Iain Lawrie	Signed	
Position	Principal		

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## Abbreviations

<b>ACHS</b>	Area of Aboriginal Cultural Heritage Sensitivity
<b>AEMO</b>	Australian Energy Market Operator
<b>AH Act</b>	<i>Aboriginal Heritage Act 2006 (Vic)</i>
<b>AH Regulations</b>	<i>Aboriginal Heritage Regulations 2018 (Vic)</i>
<b>AusNet</b>	AusNet Transmission Pty Ltd
<b>Cth</b>	Commonwealth of Australia
<b>DCCEEW</b>	Department of Climate Change, Energy, the Environment and Water (Cth)
<b>DEECA</b>	Department of Energy, Environment and Climate Action (Vic)
<b>DFP</b>	Development Facilitation Program
<b>DTP</b>	Department of Transport and Planning (Vic)
<b>EE Act</b>	Environmental Effects Act (Vic)
<b>EPBC Act</b>	Environmental Protection and Biodiversity Conservation Act (Cth)
<b>EVC</b>	Ecological Vegetation Class
<b>FFG Act</b>	Flora and Fauna Guarantee Act (Vic)
<b>HO203</b>	Heritage Overlay 203
<b>ICO3</b>	Infrastructure Contribution Overlay 3
<b>IN1Z</b>	Industrial 1 Zone
<b>IN3Z</b>	Industrial 3 Zone
<b>kV</b>	Kilovolt
<b>LVIA</b>	Landscape and Visual Amenity Impact Assessment
<b>m</b>	Metre
<b>MPS</b>	Melton Planning Scheme / Municipal Planning Scheme
<b>MSA</b>	Melbourne Strategic Assessment
<b>MVA</b>	Mega Volt Amps / Megavolt Amperes
<b>MVC</b>	MVC Services Pty Ltd
<b>OSOM</b>	Over Size Over Mass
<b>PAO3</b>	Public Acquisition Overlay 3

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<b>PE Act</b>	Planning and Environment Act (Vic)
<b>PPF</b>	Planning Policy Frameworks
<b>PSP</b>	Mount Atkinson & Tarneit Plains Precinct Structure Plan
<b>RM Act</b>	Road Management Act 2004 (Vic)
<b>RBR</b>	Riding Boundary Road
<b>SCADA</b>	Supervisory Control and Data Acquisition
<b>SECV</b>	State Electricity Commission Victoria
<b>SUZ3</b>	Special Use Zone 3
<b>SWMS</b>	Stormwater Management Strategy
<b>TIA</b>	Traffic Impact Assessment
<b>TMP</b>	Traffic Management Plan
<b>TNTS</b>	Truganina Terminal Station
<b>TRZ2/3</b>	Transport Road Zone 2/3
<b>UGZ9</b>	Urban Growth Zone 9
<b>VCAT</b>	Victorian Civil and Administrative Tribunal
<b>Vic</b>	Victoria
<b>VPP</b>	Victorian Planning Provisions
<b>WGCP</b>	West Growth Corridor Plan

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## Attachments

1. Landscape and Visual Impact Assessment Report
2. Noise Impact Assessment Report
3. Stormwater and Hydrological Assessment Report
4. Traffic Impact Assessment Report
5. TNS Site Plan
6. Customer Substation Site Plan
7. Customer Lot Plan
8. Bushfire Attack Level Report
9. Land Titles
10. Municipal Planning Levy Certificate
11. Planning Zones
12. Planning Overlays
13. Project Overview
14. TNS RBR Traffic Impact Assessment Report (For Reference - Riding Boundary Road Access)

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## Executive summary

With the increasing demand for digital services, data storage and processing capabilities, the need for the right location with a secure electrical load connection is critical. AusNet supports and powers data centres for clients, their customers and communities served by them.

AusNet are currently progressing the development of the Truganina Terminal Station (TNTS) at 442-542 Mount Atkinson Road Truganina (subject to a separate planning process). TNTS in turn will support a range of future customer load connections in the nearby area.

Based on the establishment of TNTS, this application seeks consent for a utility installation, comprising a new high voltage (220kV) connection from TNTS to an adjacent Customer site at 435-503 Mount Atkinson Road Truganina. This connection will provide high voltage electricity supply to a proposed datacentre development at 435-503 Mount Atkinson Road (MAD). The MAD development is subject to a separate planning application.

This Planning Permit Application Report has consequently been prepared to support a planning permit application to construct a 220 kV underground connection from the TNTS site to a 220 kV utility installation at the MAD customer site at 435-503 Mount Atkinson Road Truganina.

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Details	Description
<b>Proposed development</b>	Development of a 220 kV underground utility installation, removal of native vegetation, earthworks, alteration of road in Transport 2 and Zones, and associated ancillary works
<b>Applicant</b>	AusNet Transmission Group Pty Ltd
<b>Site address</b>	<ul style="list-style-type: none"> <li>442-542 Mount Atkinson Road, Truganina</li> <li>435-503 Mount Atkinson Road (MAD)</li> <li>1 Oroya Drive Truganina Vic 3029 (customer substation)</li> </ul>
<b>Titles</b>	<ul style="list-style-type: none"> <li>1\TP131713</li> <li>R1\PS907826</li> <li>RES2\PS907826</li> <li>RES1\PS907826</li> <li>3\PS907826</li> </ul>
<b>Responsible Authority</b>	Minister for Planning
<b>Planning schemes</b>	Melton Planning Scheme
<b>Zones</b>	<ul style="list-style-type: none"> <li>Special Use Zone – Schedule 3 (SUZ3)</li> <li>Special Use Zone – Schedule 11 (SUZ11)</li> <li>Urban Growth Zone – Schedule 9 (UGZ9), with 'prescribed' zones of:               <ul style="list-style-type: none"> <li>Transport Zone 2/3 (TRZ2/TRZ3)</li> <li>Industrial 1 Zone (IN1Z)</li> </ul> </li> </ul>

Details	Description
<b>Overlays</b>	<ul style="list-style-type: none"> <li>Infrastructure Contribution Overlay – Schedule 3 (ICO3)</li> <li>Public Acquisition Overlay 3 (PAO3)</li> <li>Heritage Overlay (HO203)</li> </ul>
<b>General and Particular Provisions</b>	<ul style="list-style-type: none"> <li>VPP Clause 52.06 – Car Parking</li> <li>VPP Clause 52.17 – Native Vegetation</li> <li>VPP Clause 53.22 – Significant Economic Development</li> <li>VPP Clause 65.01 – Approval of an Application or Plan</li> </ul>

## Planning permit triggers

Planning scheme clause	Planning permit trigger
<b>37.01</b>	Special Use Zone
<b>37.01-1</b>	Use the land for a Section 1 – Permit Not Required use: utility installation (underground electricity line and ancillary works), where the condition opposite the use is not met (the use must be developed in accordance with an agreed Development Plan (Section 4.1, Schedule 3)). No Development Plan is currently in place.
<b>37.01-4</b>	Construct or carry out works.
<b>37.07</b>	Urban Growth Zone
<b>37.07-9</b>	Use the land for a Section 2 – Permit Required use: utility installation (underground electricity line, electricity substation and ancillary works), of a zone applied by the schedule to this zone (Schedule 9 to Clause 37.07 Urban Growth Zone): <ul style="list-style-type: none"> <li>Clause 36.04: Transport Zone 2/3 <ul style="list-style-type: none"> <li>Clause 36.04-1: Use the land for a Section 1 – Permit Not Required use: utility installation (underground electricity line and ancillary works), where the condition opposite the use is not met (the use is not being carried out by or on behalf of a relevant transport manager).</li> </ul> </li> <li>Clause 33.01: Industrial 1 Zone <ul style="list-style-type: none"> <li>Clause 33.01-1: Use the land for a Section 2 – Permit Required use: utility installation (underground electricity line, electricity substation and ancillary works).</li> </ul> </li> </ul>
<b>37.07-11</b>	Construct a building or construct or carry out works associated with a zone applied by the schedule to this zone (Schedule 9 to Clause 37.07 Urban Growth Zone): <ul style="list-style-type: none"> <li>Clause 36.04 Transport Zone 2/3. <ul style="list-style-type: none"> <li>Construct a building or construct or carry out works associated with a Section 2 use of Clause 36.04-1.</li> </ul> </li> <li>Clause 33.01 Industrial 1 Zone. <ul style="list-style-type: none"> <li>Clause 33.01-4: Construct or carry out works.</li> </ul> </li> </ul>
<b>43.01</b>	Heritage Overlay
<b>43.01-1</b>	Construct a building or carry out works.

Planning scheme clause	Planning permit trigger
52.06	Car Parking
52.06-6	<ul style="list-style-type: none"> <li>Provide car parking spaces to the satisfaction of the Responsible Authority.</li> </ul>
Approvals required outside of the Victorian planning framework	
<i>Road Management Act 2004 (Vic)</i>	Section 63(1) consent for works within road corridors, from the coordinating road authority. This consent will be sought after planning permission is granted for the Project.

## Referral requirements

Referral requirement	Nature of referral	Referral authority	Type of referral authority
<b>Clause 66.02-4</b> <b>Major electricity line or easement</b>	To construct a building or construct or carry out works on land within 60 m of a major electricity transmission line (220 kV or more), or an electricity transmission easement.	The relevant electricity transmission authority – AusNet	Determining

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## 1 Introduction

MVC Services (MVC) has been engaged by AusNet Transmission Group Pty Ltd (AusNet) to seek planning permission for the construction of a new high-voltage customer connection line between the proposed Truganina Terminal Station (TNTS) at 442-542 Mount Atkinson Road, Truganina, to the adjacent Mount Atkinson Data Centre (MAD) site at 1 Oroya Drive, Truganina (the Project). The Project is required to supply high-voltage electricity to operate the proposed MAD.

The scope of the planning permit application covers the development of a utility installation land use, consisting of:

- Tie-in works at the TNTS
- Construction of an underground 220 kV customer connection line
- Construction of a 220 kV – 33 kV customer substation at the MAD site.
- Civil works required for bench preparation for the customer substation site within the MAD lot.

Table 2.1 summarises key planning and ownership details of the Project area.

The development of the data centre will be the subject of separate planning permit application to the MAD and TNTS electrical utility installation infrastructure outline in this report.

This report has been prepared to support the Responsible Authority in considering the application against applicable planning and other legislated requirements and provisions. The objectives of the report are to:

- Summarise the potential impacts arising from the project.
- Outline relevant planning permit triggers and secondary approvals required for the project.
- Assess the project's alignment with relevant strategic planning policies.
- Evaluate the project's compliance with statutory requirements and policies defined in state and local environmental and planning legislation.

This report is structured as follows:

Section 1 includes an introduction to the Project.

Section 2 includes a description of the Project, location and landscape context.

Section 3 includes a description of the each of the site locations that comprise the Project and their specific context.

Section 4 provides a description of the legislative framework and permit triggers.

Section 5 provides an assessment of the Project against the applicable planning requirements.

Section 6 provides a conclusion the summarises the assessment undertaken in this report.

Section 7 includes a list of references used in preparation of this report.

Section 8 includes a list of appendices to support this report.

Section 9 includes attachments to support this report.

## 2 Site Description

The Project area consists of multiple parcels extending from the future TNTS at 442-542 Mount Atkinson Road, Truganina, a portion of Mount Atkinson Road and the MAD site, located at 435-503 Mount Atkinson Road, Truganina. The customer substation is proposed to be located at 1 Oroya Drive.

The Project is located within the City of Melton local government area (LGA). Key Project area details are presented in Table 2.1 below.

Table 2.1: Summary of Project site details

MAD Customer Connection Project Site Overview			
<b>Site details</b>	TNTS site	Mount Atkinson Road*	MAD site & Customer Substation
<b>Address</b>	442-542 Mount Atkinson Road	Mount Atkinson Road	435-503 Mount Atkinson Road (MAD) 1 Oroya Drive (Customer Substation)
<b>Property</b>	1\TP131713	PFI 218160472	3\PS907826
<b>LGA</b>	City of Melton		
<b>Zoning</b>	Special Use Zone 3 (SUZ3)*	Urban Growth Zone 9 (UGZ9)	Urban Growth Zone 9 (UGZ9)
<b>Tenure</b>	Freehold	Road reserve	Freehold
<b>Landowners</b>	AusNet Transmission Group Pty Ltd	Melton City Council	Private

\*See Table 2.2 below for full Project land parcel details.

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Table 2.2: Project Land Parcel Overview including 220 kV Underground Connection Route

#	Proprietor	Address	SPI	VoI/FoI	Diagram	Land Description	Title Type
1	TNTS AusNet Transmission Group Pty Ltd	442-542 Mount Atkinson Road	1\TP131713	9471/818	TP131713R	Lot 1 on Title Plan 441992E.	Freehold
2	Melton City Council	Mount Atkinson Road	PFI 218160472	-	-	-	-
3	Melton City Council	435 Mt Atkinson Road Truganina Vic 3029	RES2\PS907826	12633/392	PS907826R	Reserve 2 on Plan of Subdivision 907826R.	Freehold
4	Melton City Council	639A Riding Boundary Road Truganina Vic 3029	RES1\PS907826	12633/391	PS907826R	Reserve 1 on Plan of Subdivision 907826R.	Freehold
5	MAD site Customer Substation	1 Oroya Drive Truganina Vic 3029	3\PS907826	12643/300	PS907826R	Lot 3 on Plan of Subdivision 907826R.	Freehold

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## 2.1 Land use and interfaces

The Project is located within the emerging tech-industrial precinct of Truganina approximately 25 km west of Melbourne.

At the time of preparation of this Planning Permit Application Report, the **MAD** site is a partially developed lot with continuing subdivisions. It is cleared of all natural features.

The **TNTS** site is currently an undeveloped lot within the location identified for development as the TNTS within the *Mt Atkinson and Tarneit Plains Precinct Structure Plan* (the PSP). The lots consist of paddocks containing modified grassland. The Moorabool to Sydenham 500 kV electricity transmission line traverses the TNTS site diagonally, from south-west to north-east.

**Mount Atkinson Road** is currently an unsealed track traversing between the MAD and TNTS sites. The PSP proposes development of an arterial road (four lane) capable of accommodating private vehicle traffic, as well as pedestrians, buses and cyclists. This arterial road will eventually provide a north-south connection between Greigs Road and Middle Road, Truganina.

The surrounding land use consists of large-lot industrial warehouses and empty paddocks. Large-lot industrial land uses are located around developed road reserves, with limited vegetation on either the road reserves or the industrial lots. The surrounding region is undergoing a transformation from a landscape dominated by open rural grazing and extractive quarrying to an expansive industrial and low-rise residential precinct. [Ref: 11]

The entirety of the Project is situated within the Western State-Significant Industrial Precinct (SSIP), identified in *Plan Melbourne*.

SSIPs provide strategically located land for major industrial development, linked to the Principal Freight Network and transport gateways. Land within these precincts are being protected from incompatible land uses to allow growth in industrial land uses.

See section 4.2 for further information.

## 2.2 Transport

The **road network** throughout the surrounding area comprises a developing grid of arterial and municipal roads. As this is a developing area, road infrastructure is still being constructed and upgraded. Roads adjacent to the Project area include Riding Boundary Road and Mount Atkinson Road – these roads are municipal roads managed by Melton City Council.

These roads are currently being upgraded to cater for anticipated increased traffic volumes. Riding Boundary Road is also listed as a planned road within the Principal Freight Network (PFN). The nearby Melton-Werribee Road (Hopkins Road) is the only Department of Transport and Planning (DTP) managed road in the vicinity of the Project.

There are currently no **bus, train or tram services** within the Project area, nor are there any roads that have been included in the Principal Bicycle Network or Strategic Cycling Routes. However, the PSP has indicated that the ultimate completion of Riding Boundary Road and Mount Atkinson Roads will include an off-road shared path and on-road cycle lane. A future bus route may also traverse the length of Mount Atkinson Road.

## 2.3 Biodiversity

The Project area is in the Victorian Volcanic Plains bioregion. There are limited natural features within the Project area; the area comprises a sparse grassland coverage with a large percentage of invasive weeds. Land associated with 435-503 Mount Atkinson Road, Truganina is partially developed with continuing subdivisions. At the time of this application the properties have been cleared of all vegetation.

## 2.4 Cultural heritage

**Historical heritage features** are present within the connection line route.

Dry-stone walls are located along 442-542 Mt Atkinson Road, 544-580 Mt Atkinson Road, 658-668 Middle Road and 670-680 Middle Road. These dry-stone walls are protected by a Heritage Overlay (HO203), as they are of local historical significance. The features are listed on the Victorian Heritage Register, but do not appear on the Victorian Heritage Database. The Statement of Significance for the Mount Atkinson Dry Stone Wall Precinct (Holdsworth et al 2011) notes that the dry-stone walls hold scientific and social significance as it provides insights into 19<sup>th</sup> century rural settlement, wall construction techniques and farm management. The dry-stone walls also hold aesthetic quality due to its sculptural qualities, craftsmanship and its contributions to landscape character.

The overlay was established to protect preserve the broader historical context and to ensure any developments or changes respect the heritage character and historical significance of the site.

The intent is to avoid impacts to the Dry Stone Walls through Horizontal Directional Drilling (HDD) excavation beneath them for installation on the 220 kV underground cable connection. **No impacts to this site are anticipated.**

One **Area of Aboriginal Cultural Heritage Sensitivity (ACHS)**, as defined under the *Aboriginal Heritage Regulations 2018 (Vic)* (AH Regulations), exist within the TNS site.

No Cultural Heritage Management Plan (CHMP) is required for the Project.

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### 3 Project Description

The Project will seek to provide a 220 kV electricity connection between the proposed TNTS and the MAD. The Project comprises three components:

- Tie-in works at the TNTS
- Construction of the underground 220 kV customer connection line
- Construction of a 220 kV – 33 kV customer substation at the MAD site.
- Civil works required for bench preparation for the customer substation site within the MAD lot.

It is expected that construction of this project will take 12-18 months. Works will be undertaken during daytime hours, within standard construction hours (7 am to 6 pm daily)

Detailed maps of Project work within parcels, structure layout and site access details are provided in the figures below.



Figure 3.1: Project overview (MVC Services 2025)

### 3.1 Tie-in works at the Truganina Terminal Station (TNTS)

Works will be undertaken at the TNTS to tie-in the customer connection line, as illustrated in Figure 3.1 above. These works consist of trenching, installation of the customer connection line and backfilling along the west portion of the TNTS site.

### 3.2 Traffic turn-in at the Truganina Terminal Station (TNTS)

The proposed site access location for TNTS will be located near the north-eastern corner of the site, on the south side of Riding Boundary Road. Riding Boundary Road is currently a Council managed local road that has been recently widened and formalised in its construction. Traffic volumes along the road are currently relatively low, and it is reasonable to expect vehicles would turn in and out of adjoining properties directly to and from the road. Additionally, the vast majority of total traffic generated by the project will occur during the temporary construction phase.

In light of the above, it is considered unnecessary to install formal turn treatments as part of the project. Instead, vehicles are proposed to turn directly to/from the existing carriageway of the road, similar to other existing process access across the nearby local road network.

A swept path assessment has been carried out for the site access and is shown in figures 3.2 and 3.3 below. These figures come from the TNTS RBR Project TIA also undertaken by Amber, June 2025.

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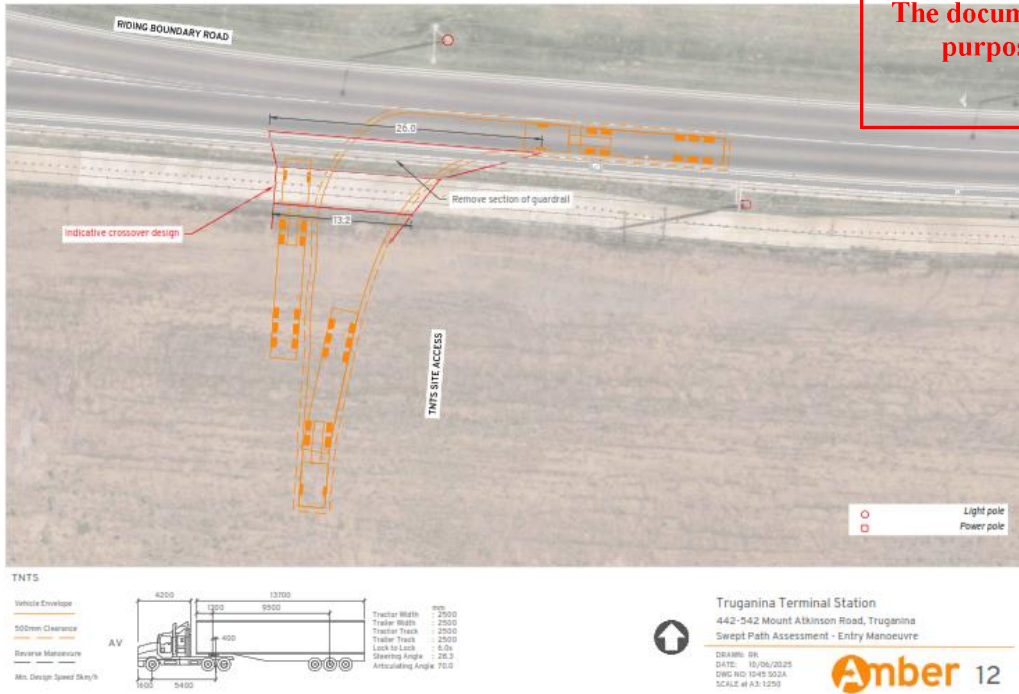


Figure 3.2: TNTS Site Turn In – Entry (Amber 2025)

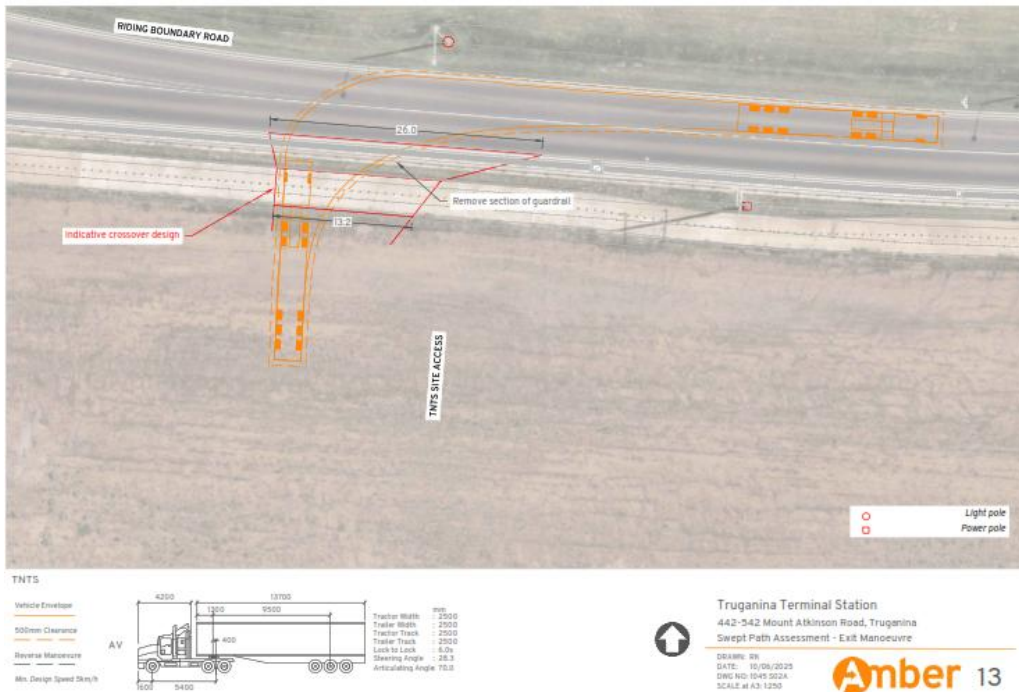


Figure 3.3: TNTS Site Turn In – Exit (Amber 2025)

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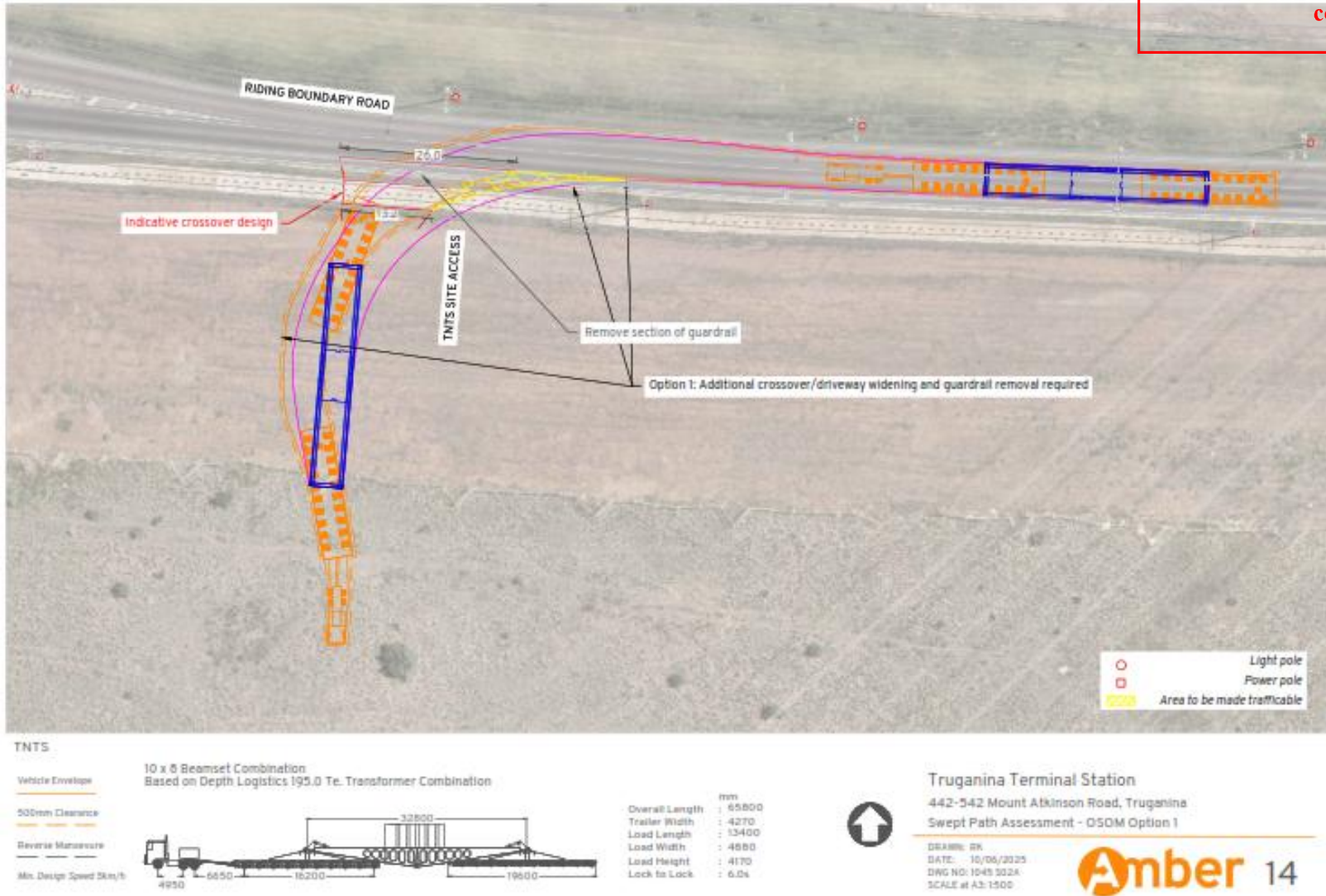


Figure 3.4: Swept Path Assessment - OSOM Option 1 (Amber 2025)

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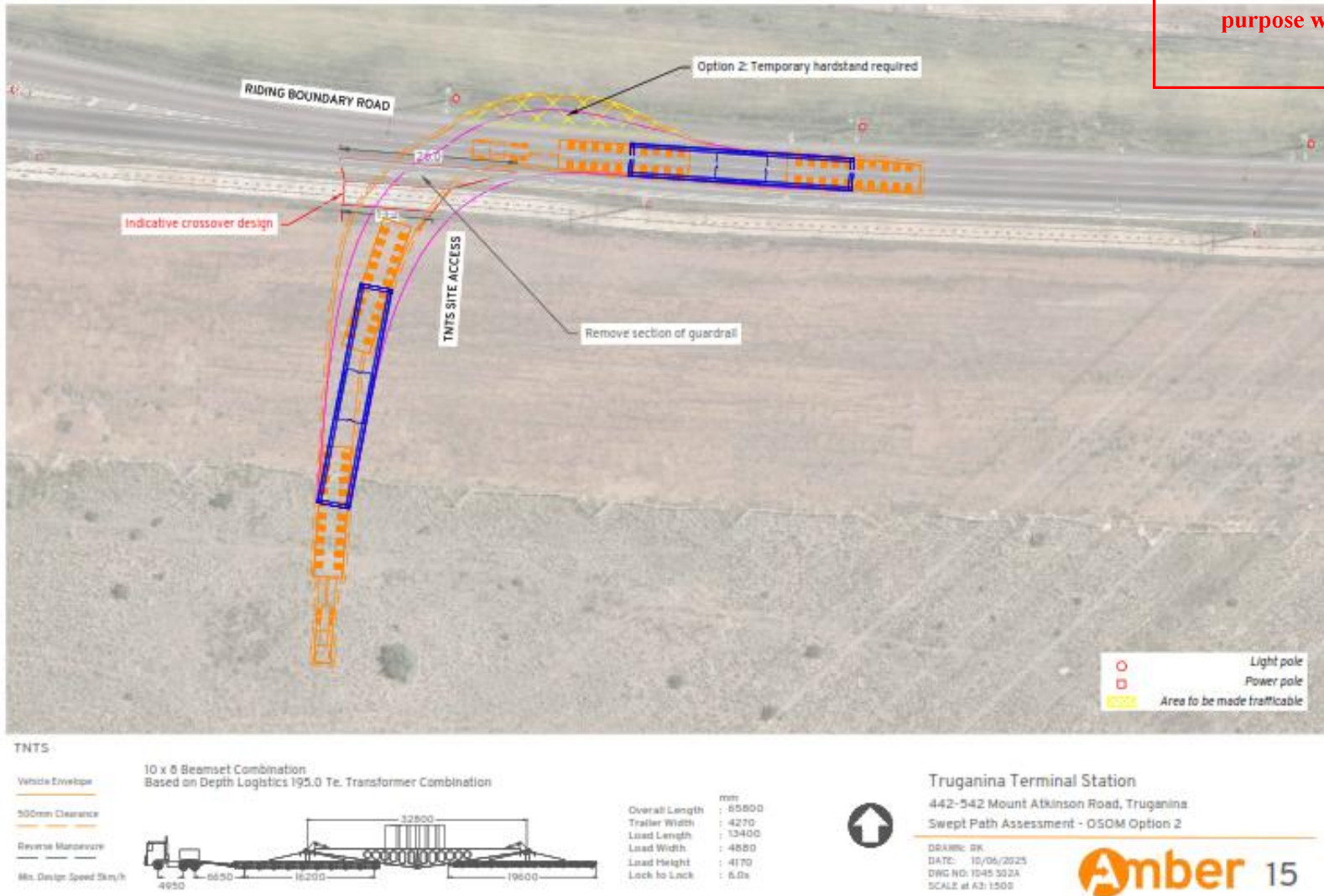


Figure 3.5: Swept Path Assessment - OSOM Option 2 (Amber 2025)

### 3.3 220 kV underground connection line

An approximately 500 m underground 220 kV customer connection line will be constructed between the TNTS and the MAD customer substation. The underground connection line will exit the TNTS from the west of the site. The line then traverses west within the TNTS site and a section of Mount Atkinson Road before entering the MAD site from the east.

The customer connection line will consist of three 220 kV power cable feeders, with each cable feeder rated to carry 180 megavolt amperes (MVA).

Works to be undertaken to install the customer connection line will include:

- Excavation of a single trench approximately 1.6 m wide and 1.7 m deep along the connection route (except for Mount Atkinson Road).
- Establishment of temporary construction laydown areas and a launch area for trenchless cable installation.
- Using trenchless technology to install the customer connection line beneath Mount Atkinson Road.
- Laying of the power cable feeders and conduits, backfilling of trench and site rehabilitation/restoration.
- Construction of outdoor cable termination structures at the TNTS and MAD sites.

Please see **Error! Reference source not found.** below for indicative cross section and Figure 3.1 above for indicative connection route.

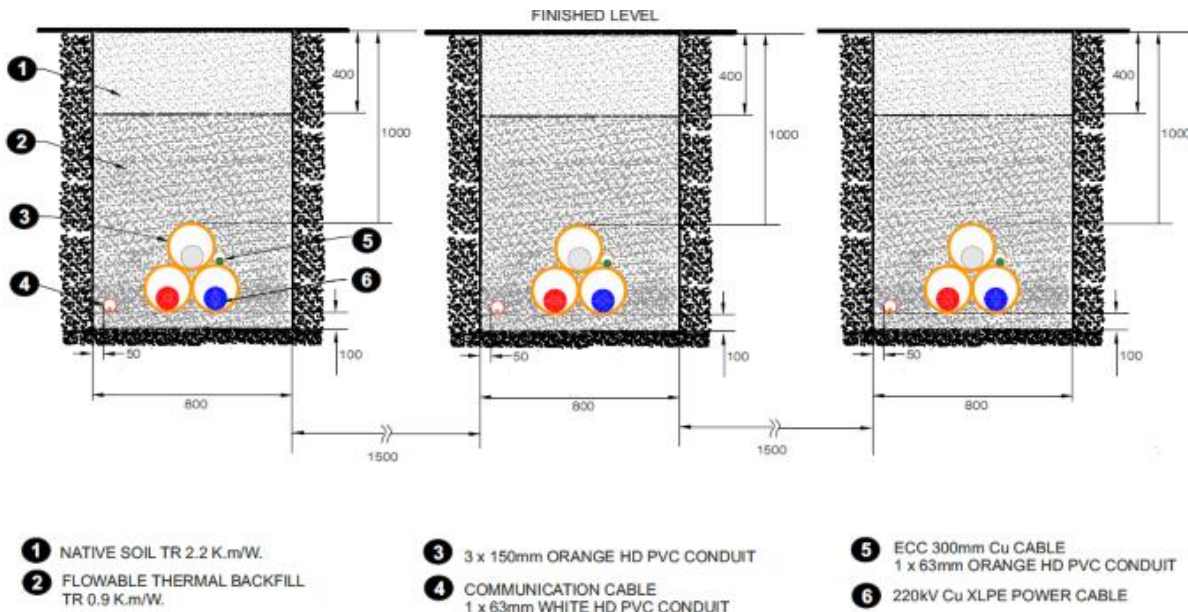


Figure 3.6: Customer connection preliminary cross section of the 220 kV underground trench (AusNet 2025)

### 3.4 Customer site substation

Construction of the Customer substation is located on the eastern boundary of the MAD site. The output voltage from the Customer Substation will be 33 kV. See figure below for indicative layout.

Access to the substation will be via Oroya Drive. See *Figure 3.7: Customer substation location within lot (Aurecon 2025)* and *Figure 3.8: Customer site substation indicative layout (AusNet 2025)* below.

The Customer site substation scope includes:

- Three 220/33 kV 180 MVA transformers and associated surge arrestors, footings, bunding, and firewalls.
- Three 220 kV isolators (one connecting each transformer).
- Protection and control, monitoring, SCADA and communications modification.
- Miscellaneous site infrastructure including cable trenches, oil treatment, fencing, security and lighting.
- Construction of the internal access road, fencing and substation infrastructure.
- Civil works required for bench preparation for the substation site.

Works to construct the substation will be undertaken simultaneously, while the customer connection line is being installed.

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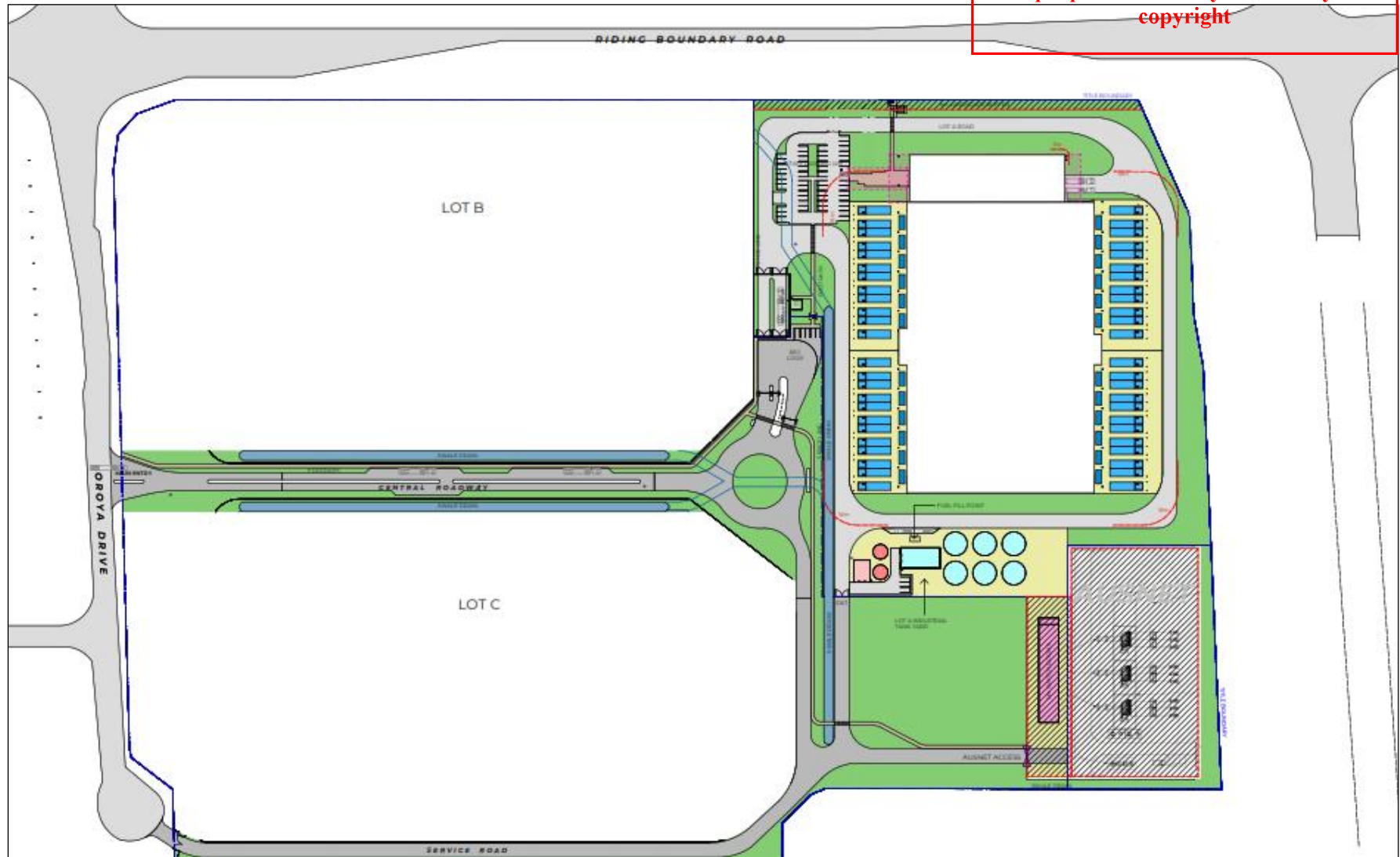


Figure 3.7: Customer substation location within lot (Aurecon 2025)

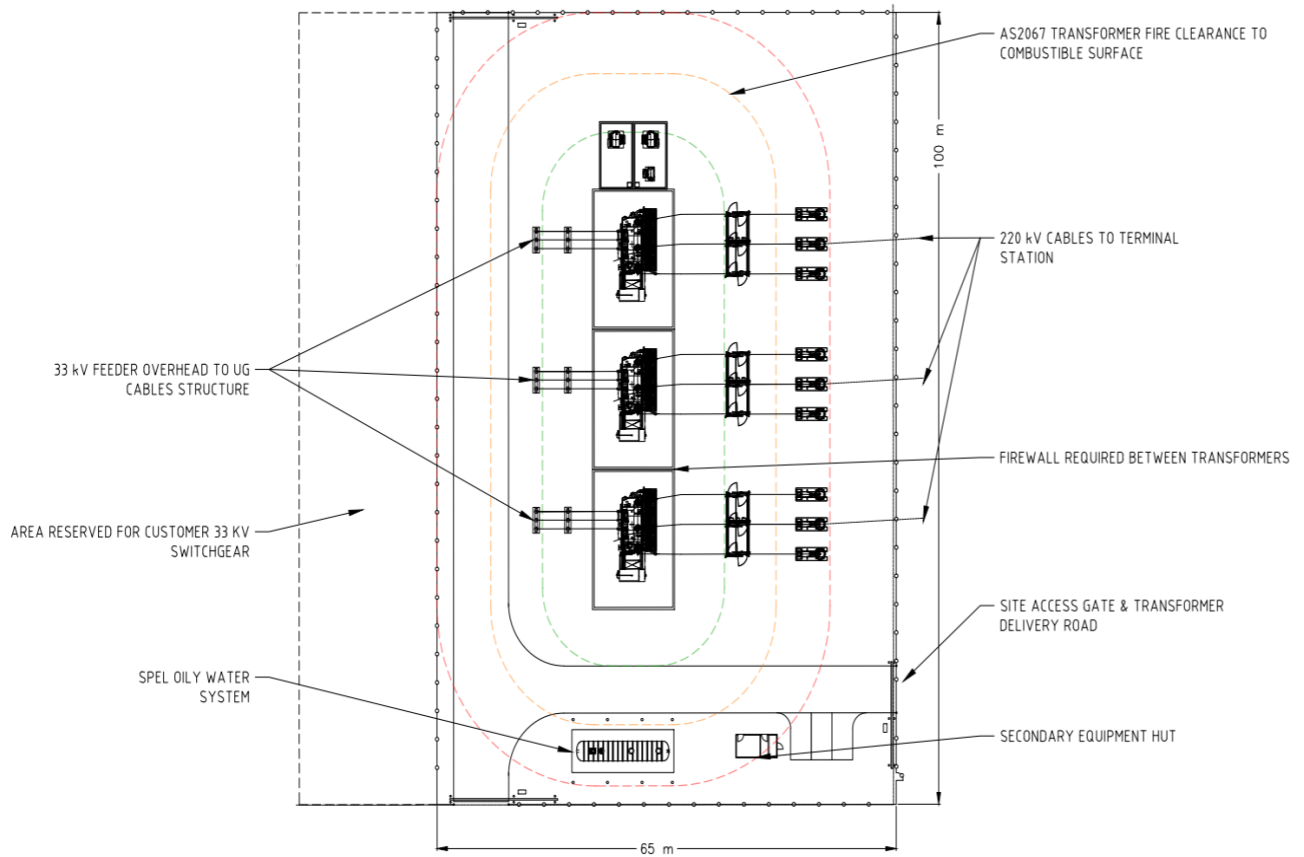


Figure 3.8: Customer site substation indicative layout (AusNet 2025)

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### 3.5 Site Access and Turn-In at the Customer Site (MAD)

Drumstick Drive is currently a Council-managed local road that has been recently constructed. It is noted that large sections of the surrounding area and road network are yet to be developed in accordance with the PSP. Accordingly, it is estimated that traffic volumes along this road is currently relatively low, and it is reasonable to expect vehicles would turn in and out of adjoining properties directly to and from the road. Additionally, the vast majority of the traffic generated by the project will occur during the construction phase which is temporary.

In light of the above, it is considered unnecessary to install formal turn treatments as part of the project with vehicles instead proposed to turn directly to/from the existing carriageway of the road, similar to other existing developments across the nearby local road network.

A swept path assessment has been carried out for the Data Centre site access and is provided within Appendix A. The assessment indicates the proposed crossover allows for an entering semi-trailer to pass another semi-trailer waiting to exit the site. It is noted that the majority of vehicle movements would be to/from the north on Drumstick Drive and the probability of two heavy vehicles meeting at the site access is low as heavy vehicle trips would be distributed throughout the day with an average of one semi-trailer movement per hour (two-way total) anticipated at the construction peak. Accordingly, it is considered suitable for an exiting vehicle to wait for an entering vehicle to pass in the unlikely event that two vehicles meet at the site access, which would also maintain road safety by preventing possible sight distance issues associated with general traffic which may be following behind an entering vehicle.

A swept path assessment has also been undertaken for the estimated transformer transport vehicle for the Data Centre, based on a platform trailer configuration. See Figure 3.9 and Figure 3.10 below.

The assessment demonstrates that the vehicle can suitably access the site from Drumstick Drive under traffic management but that additional measures including driveway widening and/or installation of temporary hardstand may be required within the site internally to facilitate access for the transformer deliveries to the substation. Further assessment of the transport route would be undertaken as part of the permit process for these vehicles.

Accordingly, it is concluded that the site access on Drumstick Drive is suitably designed to accommodate the vehicles expected to access the site. Additional measures may also be required to facilitate access for the transformer deliveries. It is noted that the final design of the crossovers would be subject to Council's Road Opening Permit process.

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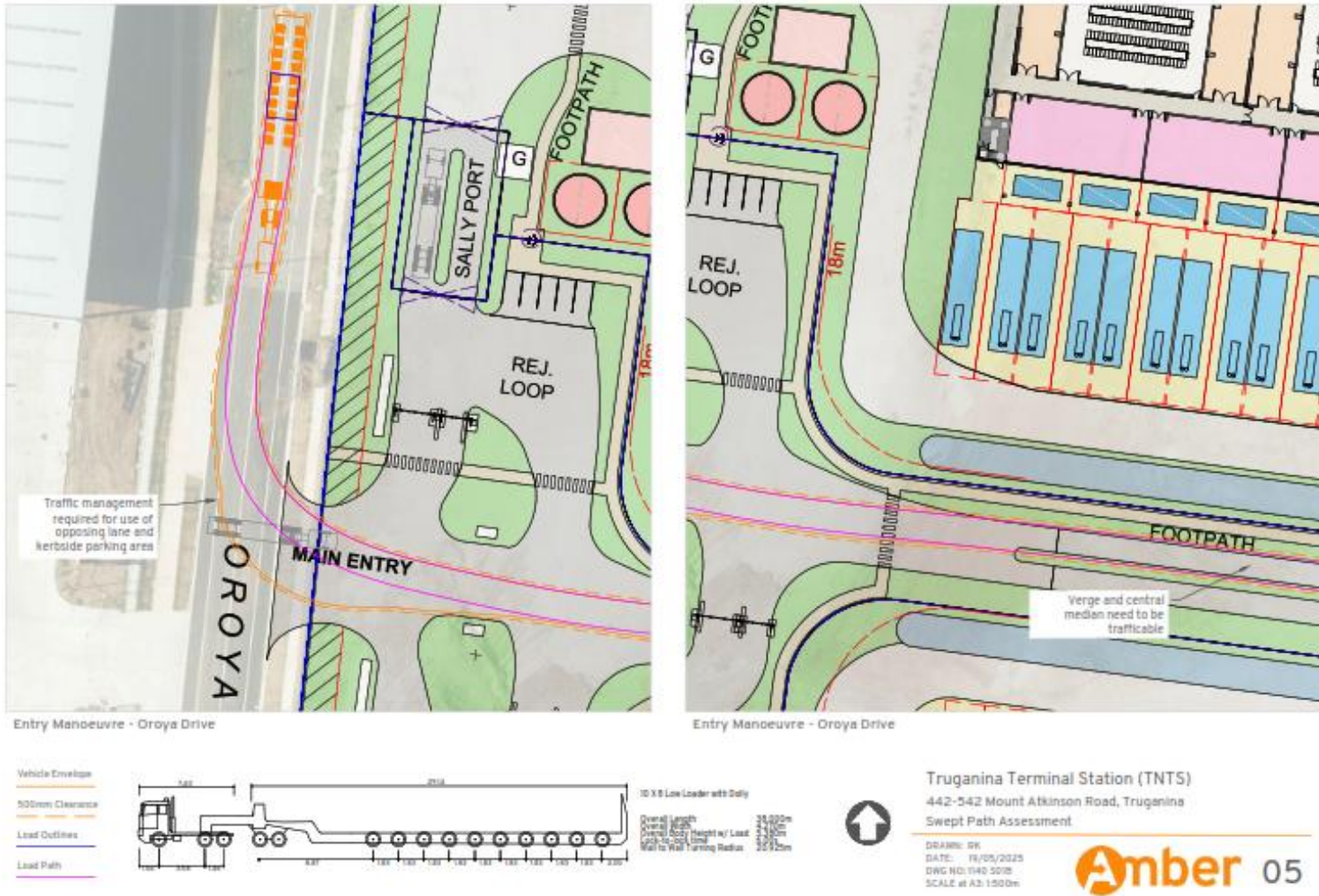
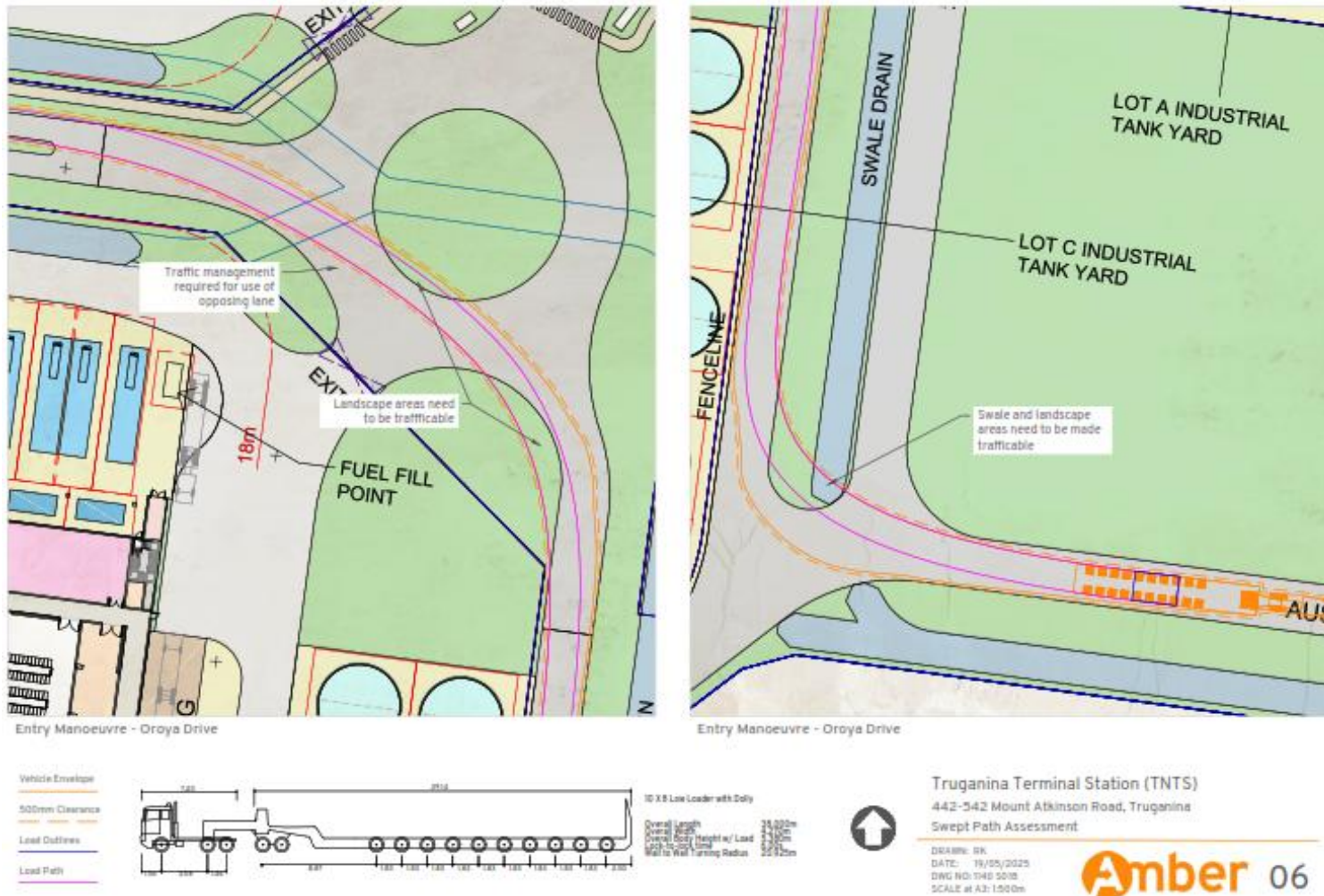


Figure 3.9: Swept Path Analysis for Customer Substation Access (Amber 2025)

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Figure 3.10: Swept Path Analysis for Customer Substation Access (Amber 2025)

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### 3.6 Overview of Project Structure Heights and Footing Depths

Table 3.1: Overview of Project Structure Heights and Depths

Address	442-542 Mount Atkinson Road	Mount Atkinson Road	1 Oroya Drive
<b>Parcel</b>	1\TP131713	PFI 218160472	3\PS907826
<b>Structure details</b>	<p><b>TNTS site</b></p> <ul style="list-style-type: none"> <li>• Switching Yard max height               <ul style="list-style-type: none"> <li>- 7.965 m</li> </ul> </li> <li>• Lightning Mast height               <ul style="list-style-type: none"> <li>- 23 m</li> </ul> </li> <li>• Lighting Mast depth of footing               <ul style="list-style-type: none"> <li>- 3.5 m</li> </ul> </li> <li>• 220 kV Tower height               <ul style="list-style-type: none"> <li>- 55.2 m</li> </ul> </li> <li>• 220 kV Tower depth of footing               <ul style="list-style-type: none"> <li>- 6.5 m</li> </ul> </li> <li>• Control Building depth of footing               <ul style="list-style-type: none"> <li>- 0.9 m</li> </ul> </li> <li>• Control Building height               <ul style="list-style-type: none"> <li>- 3.34 m</li> </ul> </li> <li>• Underground 220 kV cable trench               <ul style="list-style-type: none"> <li>- 2.4 m x 1.53 m</li> </ul> </li> </ul>	<p><b>Mount Atkinson Road</b></p> <ul style="list-style-type: none"> <li>• Underground 220 kV cable horizontal directional bore.</li> </ul>	<p><b>Customer Substation site</b></p> <ul style="list-style-type: none"> <li>• Substation fire wall height               <ul style="list-style-type: none"> <li>- 7.95 m</li> </ul> </li> <li>• Substation pad footing depth               <ul style="list-style-type: none"> <li>- 1.3 m (max – base depth + pedestal depth)</li> </ul> </li> <li>• Lightning Mast height               <ul style="list-style-type: none"> <li>- 23 m</li> </ul> </li> <li>• Lighting Mast depth of footing               <ul style="list-style-type: none"> <li>- 3.5 m</li> </ul> </li> <li>• 220/33 kV Transformer height               <ul style="list-style-type: none"> <li>- 9.25 m</li> </ul> </li> <li>• Underground 220 kV cable trench               <ul style="list-style-type: none"> <li>- 2.4 m x 1.53 m</li> </ul> </li> </ul>

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## 4 Legislative Framework

The following section outlines the legislative framework against which the Project will be assessed.

### 4.1 Planning and Environment Act 1987

The *Planning and Environment Act 1987 (Vic)* (PE Act) establishes an overarching structure for the development, use and protection of land throughout Victoria. The PE Act provides the legislative framework for the Victoria Planning Provisions (VPP) and subordinate local planning schemes, ministerial directions and land use-specific planning guidelines.

Planning permit applications are expected to meet the objectives of planning in Victoria, which are defined in Section 4 of the PE Act. Relevant objectives for this planning permit application are to:

- a. provide for the fair, orderly, economic and sustainable use, and development of land
- b. provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity
- c. secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria
- d. conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value
- e. protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community
- f. facilitate development in accordance with the objectives set out in (a), (b), (c), (d) and (e)
- g. balance the present and future interests of all Victorians.

These objectives have been considered as part of this Planning Permit Application Report.

### 4.2 Strategic Plans and Policies

This Planning Permit Application Report has also considered the strategies defined in four regional-level strategic plans that apply to the project area.

#### 4.2.1 Plan for Victoria

Plan for Victoria (2025) (Plan for Victoria) – the overarching strategic document for the state of Victoria – maps the DC19 site within a State-Significant Industrial Precinct (SSIP); see Figure 4.1. The purpose of SSIPs is to provide a supply of strategically located land for major industrial development, linked to the PFN. Plan for Victoria states that SSIP land is to be protected from incompatible land uses and allow for continual growth in industrial uses on the identified land.

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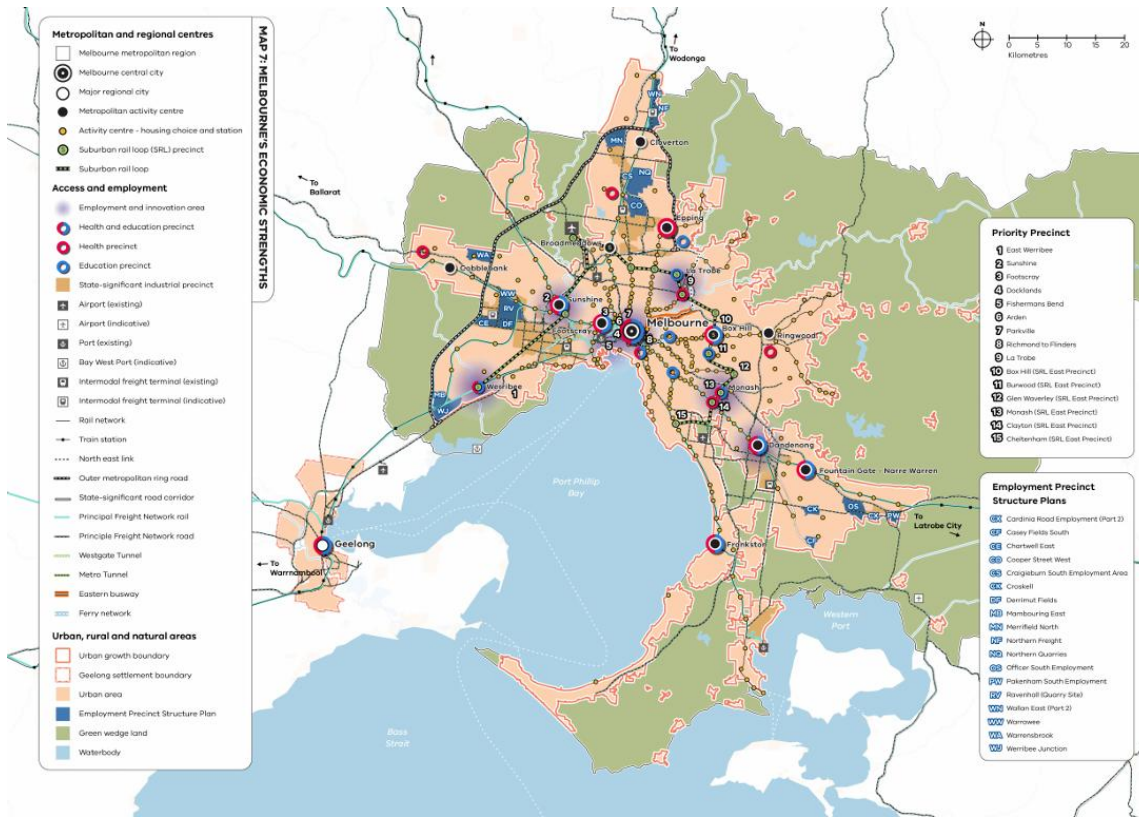


Figure 4.1: Plan for Victoria - Melbourne's Economic Strengths map (DTP 2026)

## 4.2.2 West Growth Corridor Plan

The Growth Corridor Plans are high level integrated land use and transport plans that provide a strategy for the development of Melbourne's growth corridors. The Project is located within the *West Growth Corridor Plan* (VPA 2012) (WGCP), within a designated industrial zone (see figure below). The WGCP aims to provide a structured approach for managing residential, industrial, and infrastructure development across the western suburbs.

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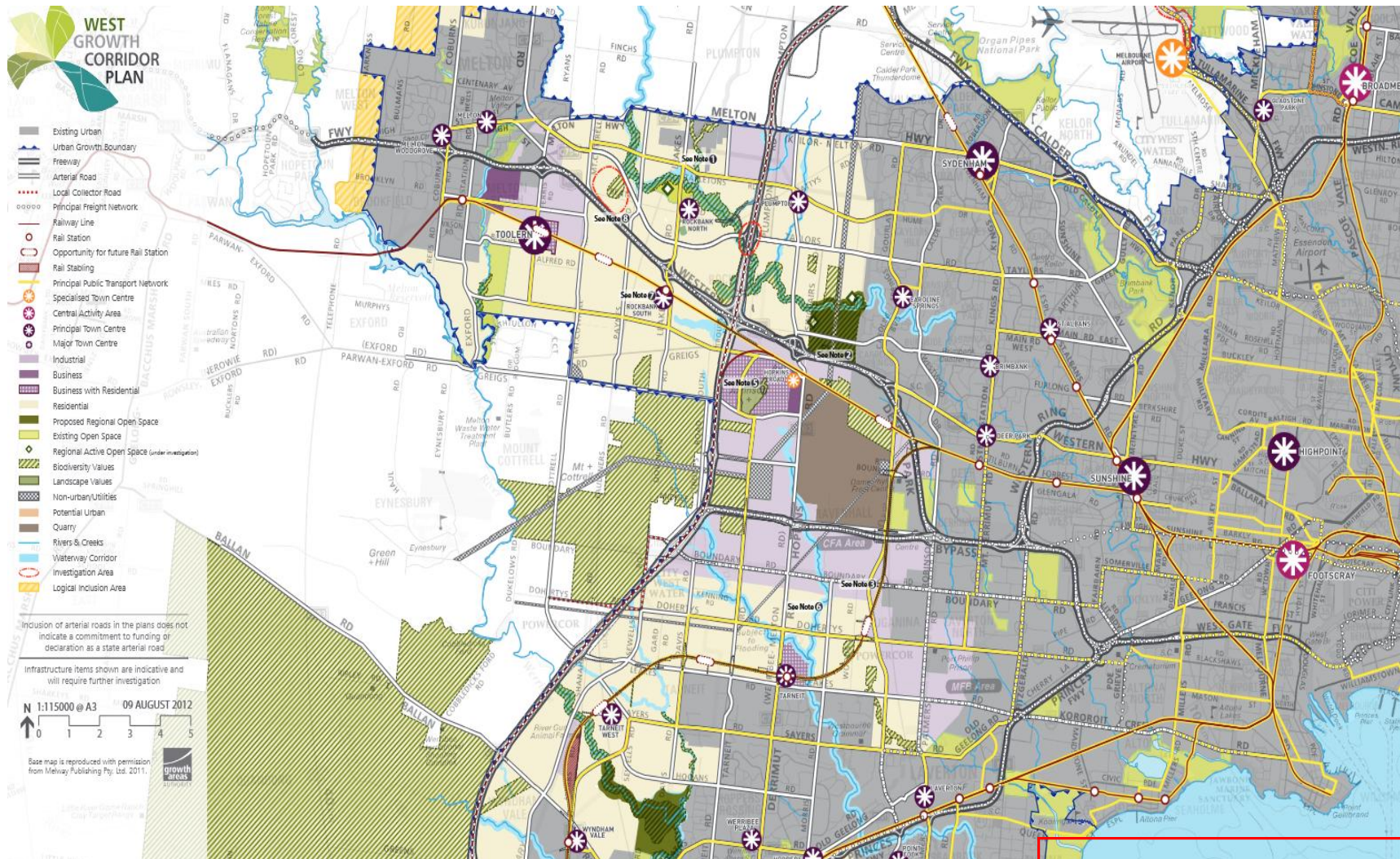


Figure 4.2: West Growth Corridor Plan (VPA 2012)

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### 4.2.3 Melbourne Industrial and Commercial Land Use Plan

The *Melbourne Industrial and Commercial Land Use Plan (2020)* (MICLUP) builds on policies and actions from Plan Melbourne and its five-year implementation plan. The Western SSIP is indicated in the Western Region Industrial Land map, reproduced in the figure below.

The MICLUP assesses current and future needs for industrial and commercial land across metropolitan Melbourne, putting in place a planning framework to support state and local government to more effectively plan for future employment and industry needs [Ref: 5]. The MICLUP also reinforces Plan Melbourne's policy to retain and protect industrial land within the Western SSIP from incompatible land uses which reduce industrial land supply.

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**Melbourne Industrial and Commercial Land Use Plan**

Map 6: Western Region Industrial Land

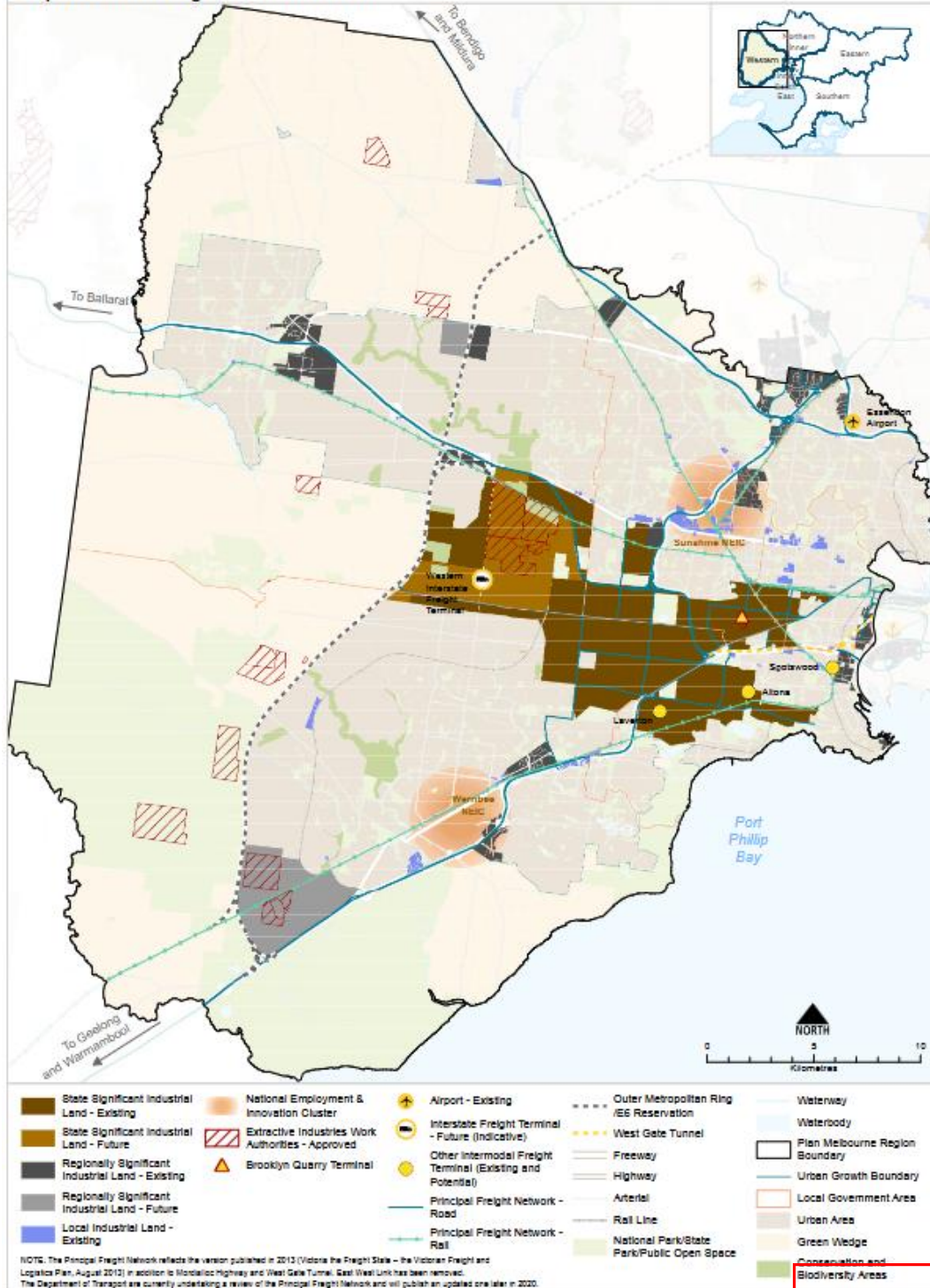


Figure 4.3: MICALUP Western Region Industrial Land (DELWP 2020)

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#### 4.2.4 Mt Atkinson & Tarneit Plains Precinct Structure Plan

The *Mt. Atkinson & Tarneit Plains PSP* exists over the Project and wider area.

Plan 3 of the PSP, reproduced in the Figure 4.4 below, defines the future land use of the MAD site as Industrial, while the TNTS site has been set aside for the sole purpose of developing an electricity terminal station. The future Mount Atkinson Road will be an arterial road with provisions for a 'premium bus route' and a shared path for pedestrians and cyclists.

The use and development provisions specified in the PSP apply to the land as shown within the 'precinct boundary' on Plan 1 of this Schedule 9 to clause 37.07 and land shown as UGZ9 on the planning scheme maps. A reference to a planning scheme zone in an **applied zone** must be read as if it were a reference to an applied zone under this schedule. [Ref: 6]

The proposed project is compatible with land uses outlined in the PSP. Further details of the PSP and land use zoning are described in Section 4.3.3 below.

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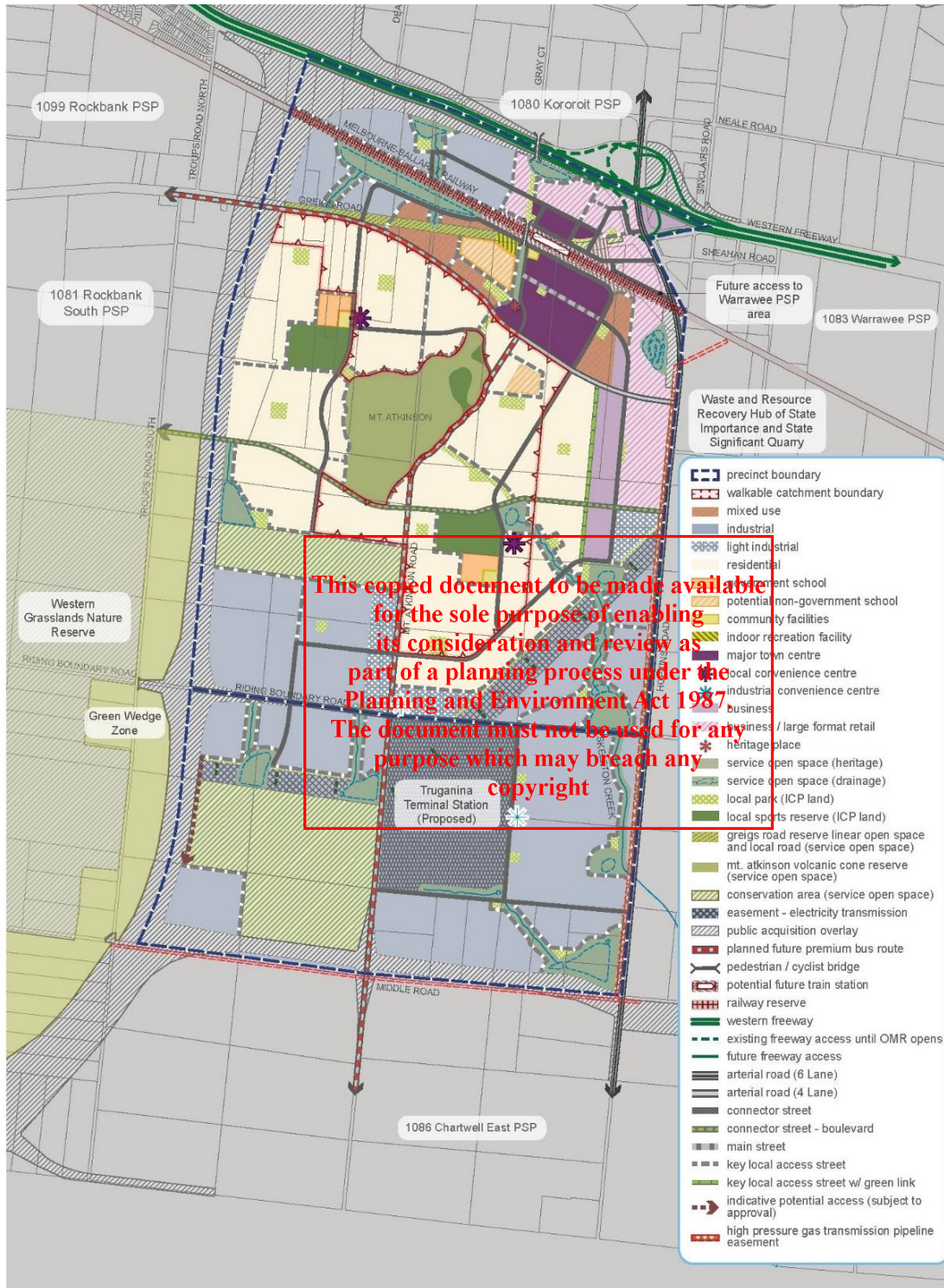


Figure 4.4: Mount Atkinson and Tarneit Plains Precinct Structure Plan (Melton Planning Scheme)

## 4.3 Planning Scheme

The Project is entirely located in the City of Melton local government area (LGA) and is subject to the Melton planning scheme.

The purpose of the Melton planning scheme is to:

- Provide a clear and consistent framework within which decisions about the use and development of land can be made.
- Express state, regional, local and community expectations for areas and land uses.
- Provide for the implementation of State, regional and local policies affecting land use and development.
- Support responses to climate change.

The Melton Planning Scheme lists various provisions against which use and development are assessed.

### 4.3.1 Land use definition

The Project is defined as a 'utility installation' per the land use definitions outlined in VPP clause 73.03. The land use definition is quoted below, with the relevant definition bolded:

#### Utility installation

Land used:

- a) for telecommunications;
- b) to transmit or distribute gas or oil;
- c) to transmit, distribute or store power;**
- d) to collect, treat, transmit, store, or distribute water; or
- e) to collect, treat, or dispose of storm or flood water, sewage, or sullage.

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As the Project proposes a customer connection line that is 220 kV and above, the Project does not meet the land use definition for a 'minor utility installation'. Therefore, the Project constitutes a utility installation land use.

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### 4.3.2 Planning Policy Framework

Based on the site context provided in Section 2, relevant Planning Policy Frameworks (PPFs) for the proposal are:

- Clause 12 – Environmental and Landscape Values
  - 12.01-2S – Native vegetation management
  - 12.03-1R – Waterways of the West
  - 12.03-1S – River and riparian corridors, waterways, lakes, wetlands and billabongs
- Clause 13 – Environmental Risks and Amenity
  - 13.02-1S,1L – Bushfire Planning
  - 13.05-1S – Noise management
- Clause 15 – Built Environment and Heritage
  - 15.01-1L-02 – Industrial Urban Design
  - 15.01-03 – Landscaping and Green Space
  - 15.03-1L-02 – Dry Stone Walls
  - 15.03-2S – Aboriginal cultural heritage
- Clause 17 – Economic Development
  - 17.03-1S – Industrial land supply
  - 17.03-3S – State-significant industrial land
  - 17.03-3R – Regionally significant industrial land – Metropolitan Melbourne
- Clause 18 – Transport
  - 18.01-1S – Land use and transport integration
  - 18.01-2S – Cycling
  - 18.02-4S – Roads
  - 18.02-5S – Freight
- Clause 19 – Infrastructure
  - 19.01-1S – Energy supply
  - 19.03-1S – Development and infrastructure contribution plans
  - 19.03-2S – Infrastructure design and provision

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### 4.3.3 Zoning

Table 4.1 and Figure 4.5 below outline the land parcels and zoned traversed by the Project. Table 4.2 also outlines the planning permit triggers applicable to the Project. Responses to relevant zoning provisions are provided in Section 5.2.2.

#### Precinct Structure Plan

Clause 37.07 of the UGZ9 references the land use, subdivision, building construction and carrying out of works provisions of specific zones for areas mapped in the PSP (Plan 1 to Schedule 9).

**A reference to a zone in the UGZ9 must be read as if the zones were applied to these areas under the schedule.** [Ref: 6]

Table 4.2 below lists the applicable zone provisions for UGZ9-zoned land within the Project area. The applied planning zone provisions have been considered in Section 5.

Table 4.1: Applied zone provisions, Schedule 9 to Clause 37.07

Land use	Land parcel	Applied zone
Arterial road	Mount Atkinson Road (PFI 218160472)	Clause 36.04 – Transport Zone 2 or 3 (TRZ2/3)
Industrial	MAD site (2~6\PP3431)	Clause 33.01 – Industrial 1 Zone (IN1Z)

Source: 2.2 Applied Zone, Schedule 9 to Clause 37.07 Melton Planning Scheme [Ref: 6]

Table 4.2: Zones affecting the project and permit triggers

Land	Zoning	Purpose	Permit trigger
<b>TNTS site</b> 1\TP131713	Special Use Zone – Schedule 3	Implement the Municipal Planning Strategy (MPS), the Planning Policy Framework (PPF) and local planning policies. Provide for areas in private ownership to be used for the purposes of essential service utility installations. Ensure that the development of these facilities takes place in an orderly and proper manner and does not cause a loss of amenity to the surrounding neighbourhood.	<b>Clause 37.01-1:</b> Use the land for a Section 1 – Permit Not Required use: utility installation (underground electricity line and ancillary works), where the condition opposite the use is not met (the use must be developed in accordance with an agreed Development Plan (Section 4.1, Schedule 3)). <b>Clause 37.01-4:</b> Construct or carry out works.
<b>Mount Atkinson Road</b> PFI 218160472	Transport Road Zone 2/3	Implement the MPS and the PPF. Provide for an integrated and sustainable transport system. Identify transport land use and land required for transport services and facilities. Provide for the use and development of land that complements, or is	<b>Clause 36.04-1:</b> Use the land for a Section 1 – Permit Not Required use: utility installation (underground electricity line and ancillary works), where the condition opposite the use is not met (the use is not being carried out by or on behalf of a relevant transport manager).

Land	Zoning	Purpose	Permit trigger
		consistent with, the transport system or public land reservation. Ensure the efficient and safe use of transport infrastructure and land comprising the transport system.	<b>Clause 36.04-2:</b> Construct a building or construct or carry out works associated with a Section 2 use of Clause 36.04-1.
<b>MAD site</b> 2~6\PP3431	Industrial 1 Zone	Implement the MPS and the PPF. Provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.	<b>Clause 33.01-1:</b> Use the land for a Section 2 – Permit Required use: utility installation (underground electricity line and ancillary works). <b>Clause 33.01-4:</b> Construct or carry out works.

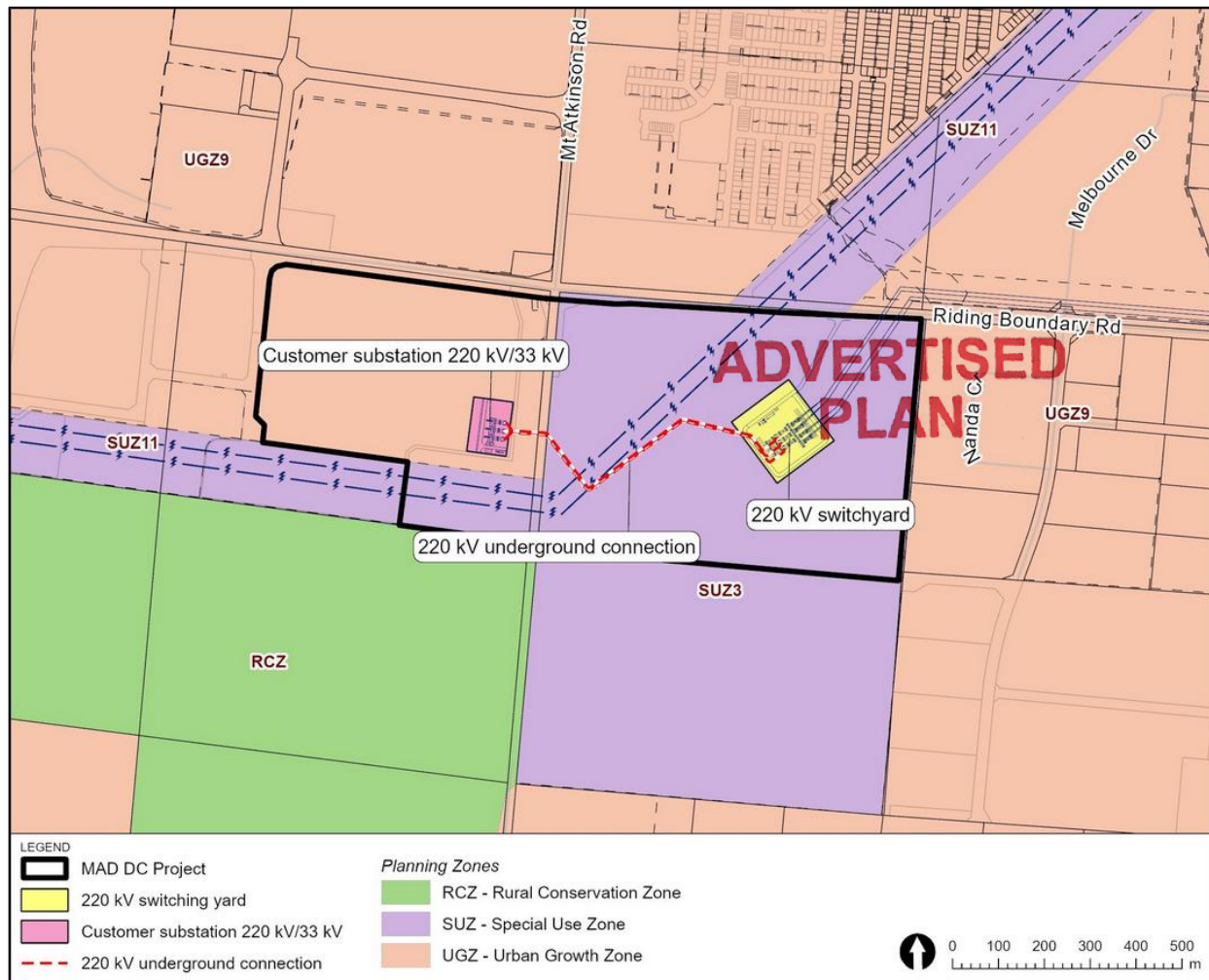


Figure 4.5: Planning zones (MVC Services 2025)

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#### 4.3.4 Overlays

The Project area is also subject to the provisions of the following overlays:

- Public Acquisition Overlay 3 (PAO3)
- Infrastructure Contribution Overlay – Schedule 3 (ICO3)
- Heritage Overlay (HO203)

*Table 4.3* and *Figure 4.6* define and illustrate the extent of the overlays across the Project area. Responses to relevant overlay provisions are provided in Section 5.2.3 below.

The Project area is also affected by the following spatial planning controls, which are regulated through other Commonwealth or Victorian legislation:

- Bushfire Prone Area (BPA)
- Melbourne Strategic Assessment (MSA)
- Area of Aboriginal Cultural Heritage Sensitivity (ACHS)

These planning controls are discussed in Section 4.4 below.

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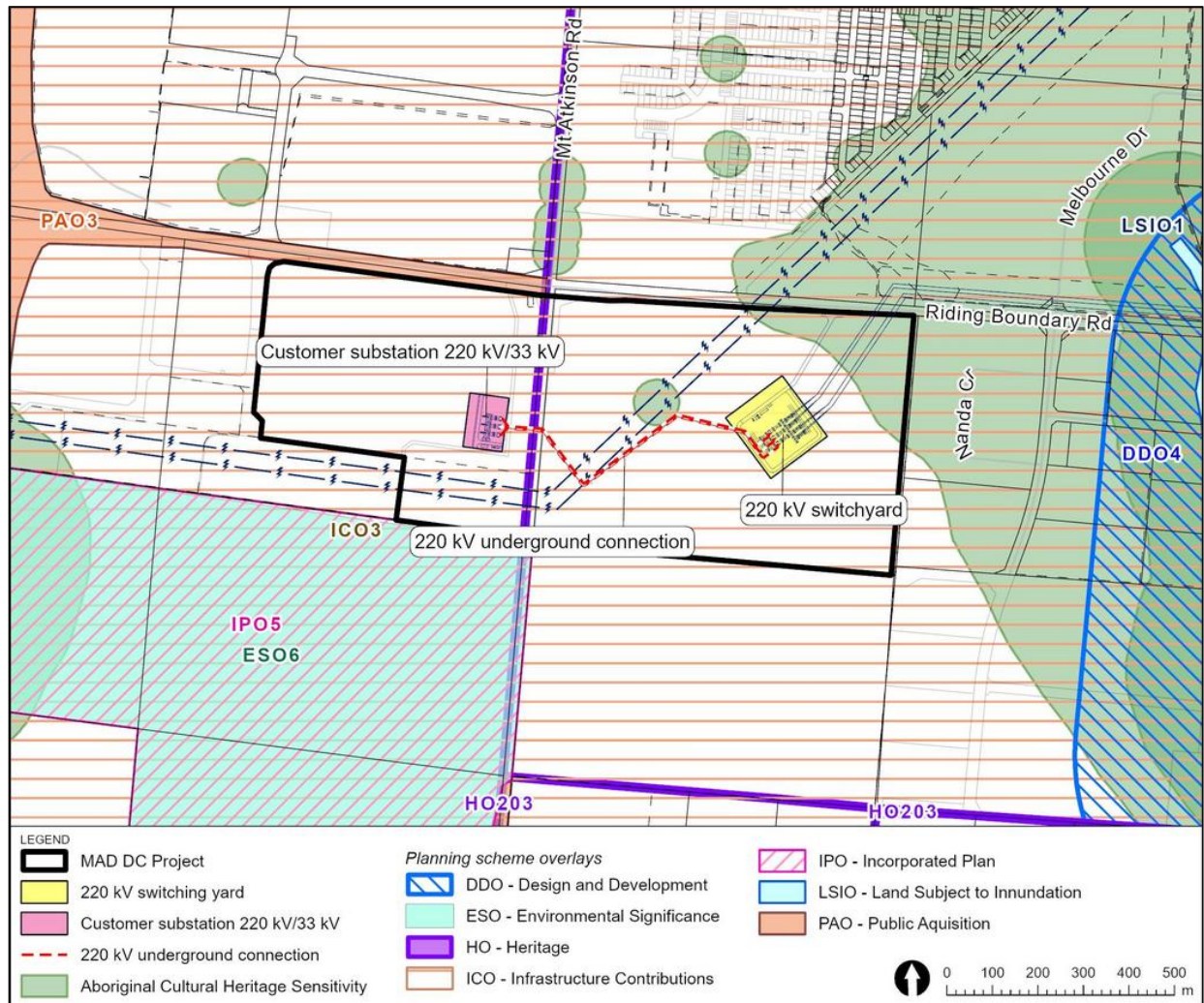


Figure 4.6: Overlays (MVC Services 2025)

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Table 4.3: Overlays

Overlay	Purpose and description	Permit trigger
<b>Public Acquisition Overlay 3 (PAO3)</b>	<p>A Public Acquisition Overlay 3 (PAO3) is present along Riding Boundary Road, to the west of the Mount Atkinson Road intersection. The PAO3 is provided for the benefit of the DTP (formerly known as VicRoads) to develop the Outer Metropolitan Ring Road.</p> <ul style="list-style-type: none"> <li>Identify land which is proposed to be acquired by a Minister, public authority or municipal council.</li> <li>Reserve land for a public purpose and to ensure that changes to the use or development of the land do not prejudice the purpose for which the land is to be acquired.</li> <li>Designate a Minister, public authority or municipal council as an acquiring authority for land reserved for a public purpose.</li> </ul>	<p><b>No permit triggers: the PAO is outside of the project activity area and is not considered to be relevant to the Project.</b></p> <p>A PAO exists along the northern boundary and northeast corner of the MAD parcel. This relates to the PAO along Riding Boundary Road.</p>
<b>Heritage Overlay (HO203)</b>	<p>HO203 occurs along the length of the dry-stone walls on Mount Atkinson Road. The HO203 protects the Mount Atkinson Dry Stone Wall Precinct. The wall holds local aesthetic, scientific and social significance – its significance has been discussed in Section 2.4.</p> <ul style="list-style-type: none"> <li>Conserve and enhance heritage places of natural or cultural significance.</li> <li>Conserve and enhance those elements which contribute to the significance of heritage places.</li> <li>Ensure that development does not adversely affect the significance of heritage places.</li> <li>Conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.</li> </ul>	<p><b>Clause 43.01-1:</b> Construct a building or carry out works.</p>
<b>Infrastructure Contribution Overlay (ICO3)</b>	<p>An Infrastructure Contribution Overlay (ICO3) is present over the project site and wider area. The Project area is identified as Parcels 50 and 51 in the PSP (see Figure 4.7 below).</p> <ul style="list-style-type: none"> <li>Identify the area where an infrastructure contributions plan applies for the purpose of imposing contributions for the provision of infrastructure.</li> <li>Identify the infrastructure contribution imposed for the development of land.</li> </ul>	<p><b>No permit triggers:</b> per Clause 45.11-2, a permit granted for the Project must be consistent with the relevant Infrastructure Contribution Plan.</p>

Overlay	Purpose and description	Permit trigger
<b>Melbourne Strategic Assessment (MSA)</b>	<p>The Project site and wider area is part of the MSA area.</p> <p>Any works that meet the criteria defined in Section 24 of the MSA Act will be required to pay a levy to fund conservation measures described in the <i>Biodiversity Conservation Strategy for Melbourne's Growth Corridors</i>.</p> <p>Any actions involving urban development within the MSA area has been approved by the Australian Minister for the Environment per Section 146 of the <i>Environmental Protection and Biodiversity Conservation Act 1999 (Cth)</i> (EPBC Act). A person taking any actions associated with urban development within the MSA area will not require a separate EPBC Act referral if the conditions of Annexure 1 of the <i>Approval Decision for the Taking of Actions in Accordance with an Endorsed Program under the EPBC Act 1999</i> is fulfilled.</p>	<p><b>The applicant will pay the MSA levy for the TNTS site.</b> The MSA levy estimate for the TNTS site parcel (1\TP131713) is \$1,299,097.00 – the levy estimate is attached as Appendix A.</p> <p>The MSA levy for the MAD site (2~6\PP3431) shows that the MSA levy has been paid. This levy payment is the responsibility of the customer.</p> <p>There is no MSA levy payable for development within Mt Atkinson Road.</p>

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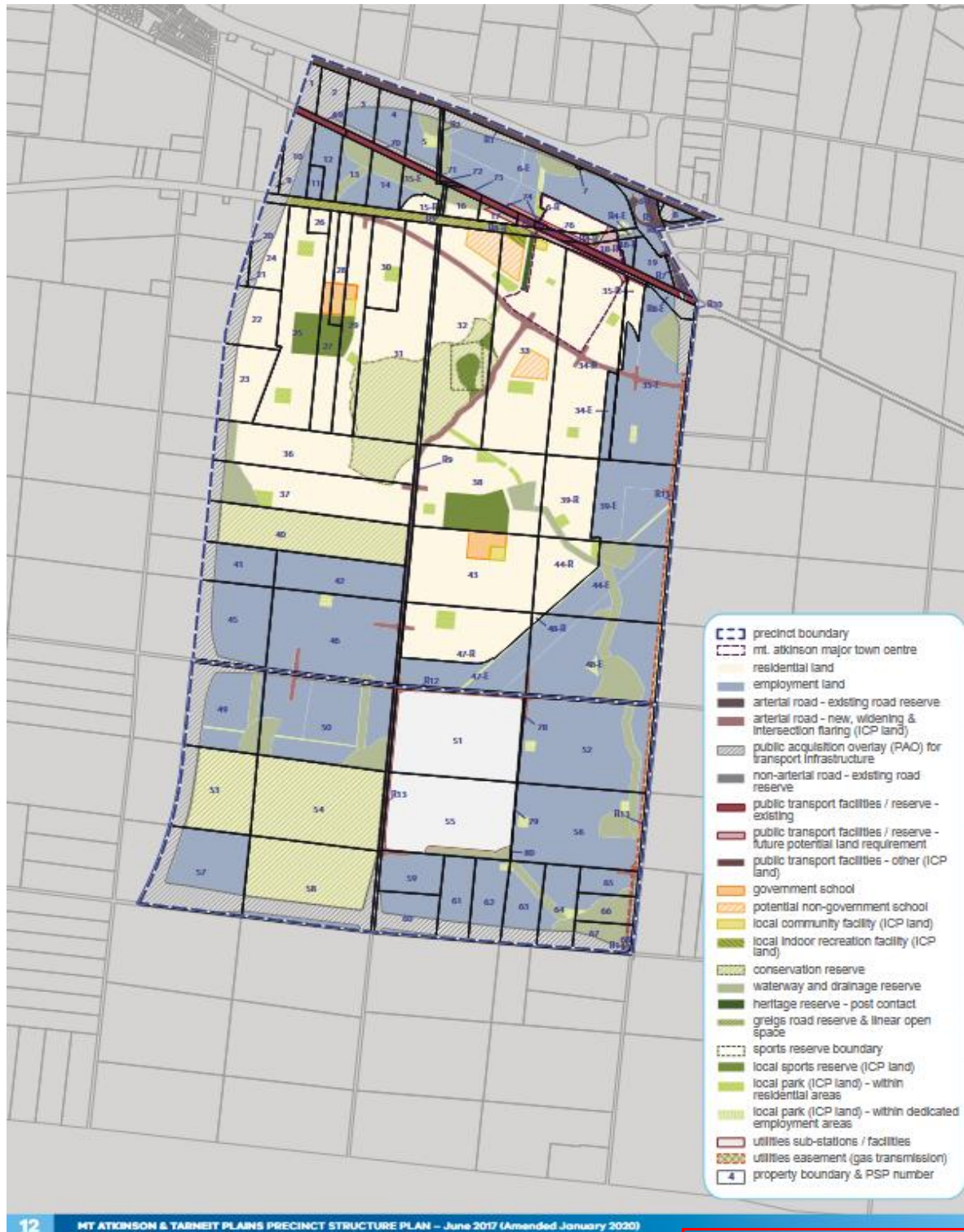


Figure 4.7: PSP Land Parcel (PSP parcel ID for levy fee calculations for CO3)

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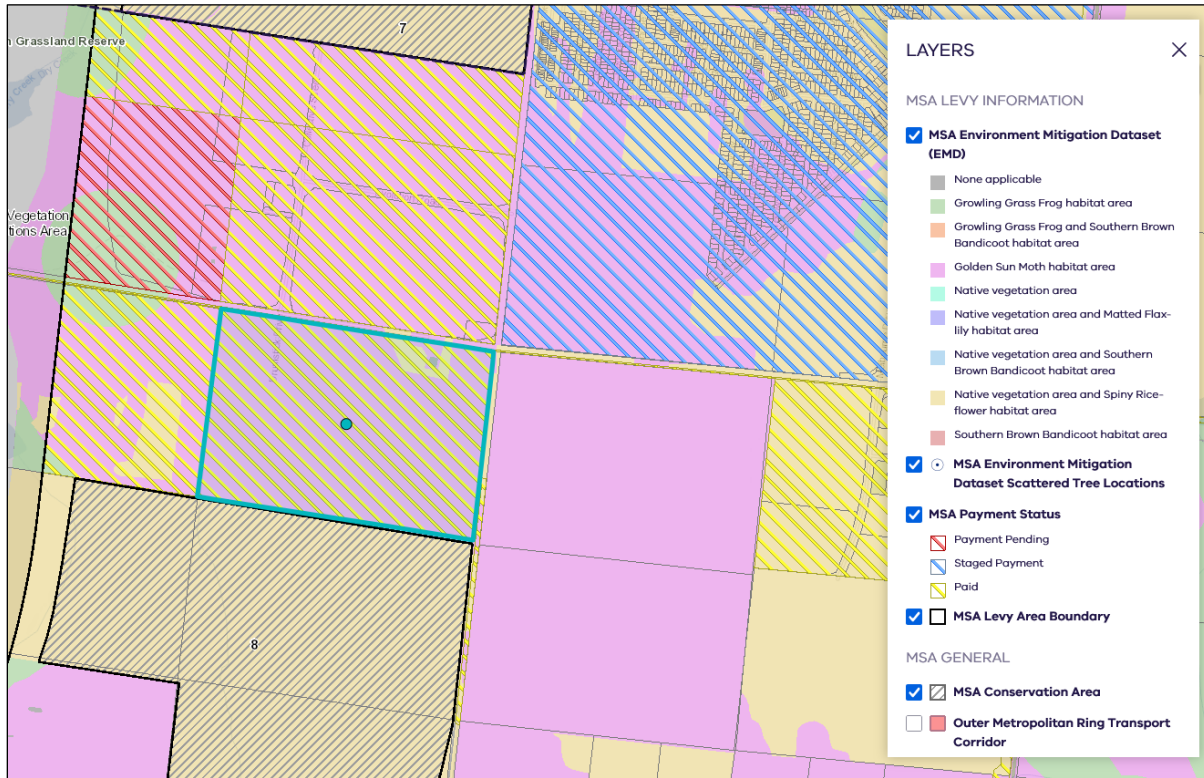


Figure 4.8: MSA Payment Status [paid] for Customer Site (2~6\PP3431) MSA Levy Estimator (April 2025)

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#### 4.3.5 General and Particular Provisions

The proposal will also be subject to these particular and general provisions:

- VPP Clause 52.06 – Car Parking
- VPP Clause 52.17 – Native Vegetation
- VPP Clause 52.29 – Land Adjacent to the Principal Road Network
- VPP Clause 52.33 – Post Boxes and Dry-Stone Walls VPP Clause 53.22 – Significant Economic Development
- VPP Clause 65.01 – Approval of an Application or Plan

#### 4.4 Other relevant legislation

Consideration of the Project against the provision of other relevant legislation is summarised in *Table 4.4* below.

Table 4.4: Other relevant legislation

Act	Summary	Consideration
<b><i>Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act)</i></b>	Part 3 of the EPBC Act does not allow anyone to take an action that has or will have a significant impact on nine Matters of National Environmental Significance (MNES) unless approval is provided under Part 9 of the EPBC Act. A referral may be made to the Australian Minister for the Environment to determine whether an action is a 'controlled action' requiring approval.	The Project site is not located on Commonwealth land, nor is the Project being undertaken by an Australian government department/agency. <b>The Project does not require an EPBC Act referral or approval, as the Project is located within the MSA area.</b>
<b><i>Melbourne Strategic Assessment (Environment Mitigation Levy) (Vic) Act 2020 (MSA Act)</i></b>	The purpose of the MSA Act is to impose a levy to fund measures to mitigate impacts on the environment caused by the development of land in Melbourne's growth corridors. Any works that meet the criteria defined in Section 24 of the MSA Act will be required to pay a levy to fund conservation measures described in the <i>Biodiversity Conservation Strategy for Melbourne's Growth Corridors</i> . Any actions involving urban development within the MSA area has been approved by the Australian Minister for the Environment per Section 146 of the <i>Environmental Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act)</i> . A person taking any actions associated with urban development within the MSA area will not require a separate EPBC Act referral if the conditions of Annexure 1 of	Under the MSA, projects within certain defined areas in Melbourne, such as road reserves, are considered to be part of a broader strategic assessment that has already taken environmental considerations into account. Actions involving urban development within the MSA area has already been approved by the Australian Minister for the Environment per Section 146 of the <i>EPBC Act</i> . However, the Project must fulfil the conditions in Annexure 1 of the <i>Approval Decision for the Taking of Actions in Accordance with an Endorsed Program under the EPBC Act 1999</i> . The Project will use trenchless technologies to install the customer connection line under Mount Atkinson Road. This method will minimise or negate any impacts to biodiversity within the Mount Atkinson Road reserve during the construction process. The Project site and wider area is part of the declared MSA area. [Ref: 10] <b>The applicant will pay the MSA levy for the TNTS site.</b> The MSA levy estimate for the

Act	Summary	Consideration
	the <i>Approval Decision for the Taking of Actions in Accordance with an Endorsed Program under the EPBC Act 1999</i> is fulfilled.	<p>TNTS site parcel (1\TP131713) is \$1,299,097.00 – the levy estimate is attached as Appendix A.</p> <p><b>The MSA levy has been paid for the MAD site.</b> See <i>Figure 4.8</i> above. This levy payment is the responsibility of the customer.</p> <p><b>There is no MSA levy payable for development within Mt Atkinson Road reserve.</b></p>
<b>Environment Effects Act 1978 (Vic) (EE Act)</b>	<p>The EE Act provides an assessment framework for actions which may have a significant effect on the environment. This includes the ability for:</p> <ul style="list-style-type: none"> <li>• the Minister for Planning to set out guidelines on criteria for referral and assessment of environmental effects</li> <li>• proponents to refer their actions to the Minister for Planning, to decide if further assessment of an action's environmental effects are necessary</li> <li>• the Minister to set out conditions on actions to avoid, minimise or offset impacts to the environment.</li> </ul>	<p>An EE self-assessment has <b>not been undertaken</b> as environmental impacts of the Project are deemed to be negligible. As stated above, the MSA levy will be paid for the TNTS site and has been paid for the customer site. The Project will use trenchless technologies to install the customer connection line under Mount Atkinson Road. This method will minimise or negate any impacts to biodiversity within the Mount Atkinson Road reserve during the construction process</p>
<b>Aboriginal Heritage Act 2006 (Vic) (AH Act)</b>	<p>The AH Act and the <i>Aboriginal Heritage Regulations 2018 (Vic)</i> (AH Regulations) defines a two-part trigger for when a Cultural Heritage Management Plan (CHMP) is required for an activity. A CHMP is required when an activity is classified as a 'high impact activity' that will be wholly or partly undertaken in an area of cultural heritage sensitivity.</p>	<p><b>No Cultural Heritage Management Plan (CHMP) is required for the Project.</b></p> <p>A single-point Area of Cultural Heritage Sensitivity (ACHS) present within the TNTS site. see <i>Figure 4.6</i> above.</p> <p>However, no Cultural Heritage Management Plan (CHMP) is required for the Project. The Project will not impact the ACHS.</p>
<b>Area of Cultural Heritage Sensitivity (ACHS)</b>	<p>'Areas of cultural heritage sensitivity' are defined in the <i>Aboriginal Heritage Regulations 2018</i> (the Regulations) and relate to landforms and soil types where Aboriginal places are more likely to be located. These include land within 200 metres of named waterways and land within 50 metres of registered Aboriginal cultural heritage places.</p>	
<b>Road Management Act 2004 (Vic) (RM Act)</b>	<p>Section 63(1) prohibits works under, on or over a road without written consent from the coordinating road authority</p>	<p><b>Works will require written consent from Melton City Council prior to commencing for HDD crossing of Mount Atkinson Road.</b></p>
<b>Heritage Act 2017 (Vic) (Heritage Act)</b>	<p>The Heritage Act protects and identifies places of historic heritage significance to Victoria. Significant sites or objects are listed in the Victorian Heritage Register</p>	<p><b>The Project will not require a heritage permit.</b></p> <p>The Project will avoid or minimise impacts to the Mount Atkinson Dry Stone Wall Precinct, in</p>

Act	Summary	Consideration
	<p>(VHR) or Victorian Heritage Inventory (VHI).</p> <p>A permit under Section 93 of the Heritage Act is required for any works or activities in relation to a VHR- or VHI-registered place or object.</p>	<p>accordance with the HO203 provisions and VPP Clause 52.33 – Post Boxes and Dry Stone Walls.</p> <p>The intent is to avoid impacts to the Dry Stone Walls through Horizontal Directional Drilling (HDD) excavation beneath them for installation on the 220 kV underground cable connection.</p>
<b>Flora and Fauna Guarantee Act 1988 (Vic) (FFG Act)</b>	<p>The FFG Act lists ecological communities, flora and fauna species recognised as under threat in Victoria.</p>	<p>The land to be developed for the Project comprises a highly modified environment.</p> <p>As stated above, the MSA levy will be paid for the TNS site and has been paid for the customer site to satisfy environmental approvals.</p>
<b>Catchment and Land Protection Act 1994 (Vic) (CaLP Act)</b>	<p>The CaLP Act allows special water supply catchment areas to be declared, on recommendation from catchment management authorities.</p> <p>Any planning permit application within a special water supply catchment area must be referred to the relevant water supply authority as a determining referral authority under VPP clause 66.02-5.</p>	<p>The Project is not located in a special water supply catchment area. <b>No referral to the water supply authority is required</b> under VPP clause 66.02-5.</p>
<b>Building Act 1993 (Vic)</b>	<p>The Project and wider surrounding area have been mapped as Bushfire Prone Areas (BPA).</p> <p>BPA's are designated by the Minister for Planning based on bushfire attack levels of an area, in accordance with Section 192A of the <i>Building Act 1993 (Vic)</i>. The purpose of defining BPA's is to:</p> <ul style="list-style-type: none"> <li>• Ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.</li> <li>• Ensure that the location, design and construction of development appropriately responds to the bushfire hazard.</li> <li>• Ensure development is only permitted where the risk to life, property and community infrastructure from bushfire can be reduced to an acceptable level.</li> <li>• Specify location, design and construction measures for a single dwelling that reduces the bushfire risk to life and property to an acceptable level.</li> </ul>	<p>The Project sites and wider surrounding area is located in a designated Bushfire Prone Area (BPA). Designated BPA's are determined by the Minister for Planning. The <i>Victorian Building Regulations 2018</i>, through adoption of the building code, apply bushfire protection standards for building works in designated BPA's.</p> <p>Assessment of electrical infrastructure such as lines, switchgear, transformers etc is not required as the BPA relates to <i>buildings only</i>. Electrical infrastructure is not classed as a building as per the <i>National Construction Code (NCC)</i>.</p> <p>There are a limited number of buildings proposed for the Project as it is primarily electrical infrastructure. A Bushfire Attack Level (BAL) report has been undertaken, focusing on proposed buildings as listed below.</p> <p><b>Buildings included in the Project are:</b></p> <p><b>TNS site:</b></p> <ul style="list-style-type: none"> <li>• Control Room</li> <li>• Amenities Building</li> <li>• O&amp;M Maintenance shed</li> <li>• GIS building switchgear</li> </ul> <p><b>MAD site:</b></p>

Act	Summary	Consideration
		<ul style="list-style-type: none"> <li>Control Room</li> </ul> <p>The BAL assessment indicates the following provisional BAL ratings:</p> <p><b>TNTS site:</b></p> <ul style="list-style-type: none"> <li>BAL-12.5</li> </ul> <p><b>MAD site:</b></p> <ul style="list-style-type: none"> <li>BAL-12.5</li> </ul> <p><i>It is noted</i> that these results are indicative to the current site surrounds being low quality, sparsely vegetated grassland. This BAL rating will reduce significantly as surrounding lots and the wider areas is built up. See BAL Report for more details. [Ref: 15]</p> <p>Materials and construction methods for buildings will be in accordance with relevant building standards and regulations made under the <i>Building Act 1993, AS 3959-2018 Construction of Buildings in Bushfire-prone Areas and CSIRO &amp; Standards Australia (SAA HB36-1993, 1993).</i></p>

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## 5 Planning assessment

The Project, as a utility installation traversing the SUZ3, IN3Z, TRZ2/3 zones of the Melton Planning Scheme (MPS), triggers a planning permit requirement for land use and carrying out of works. The decision guidelines for the relevant zoning and overlays (37.01 SUZ3, 33.03, 33.03-4 IN3Z, 36.04 TRZ2/3) will need to be considered by the responsible authority when assessing this planning permit application.

A summary of these requirements and the applicant's responses are provided in *Table 5.1*, *Table 5.2* and *Table 5.3* below.

### 5.1 Planning permit application pathway

This Project will use the Development Facilitation Program (DFP) assessment pathway to gain planning permission. Per VPP Clause 72.01-1, the Minister for Planning (or DTP as a delegate of the Minister) is the Responsible Authority for planning permit applications for utility installations to transmit or distribute electricity, as well as planning permit applications lodged under VPP Clause 53.22 (the DFP).

The Project is eligible for the DFP as it meets the eligibility criteria for utility installations defined in VPP Clause 53.22-1, Table 2:

#### **[DFP] Table 2**

#### **Utility installation (other than a data centre) – Condition**

#### **A utility installation used to:**

**Transmit or distribute electricity; or**

Store electricity if the installed capacity is 1 megawatt or greater

**must be proposed.**

As the Project is a utility installation, **the Project is exempt from the requirement to procure written advice from the Chief Executive Officer**, Invest Victoria to confirm the financial feasibility of the Project. This requirement is defined in VPP Clause 53.22, Table 1:

#### **Category 1 – Condition**

The use must be specified in Table 2 and the condition corresponding to that use must be met. If the application includes more than one use in Table 2, only one use must meet the corresponding condition.

Must have written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the Project. **This condition does not apply to an application for the use or development of land for a renewable energy facility or utility installation.**

## 5.2 Application requirements and decision guidelines

This section outlines the application requirements and decision guidelines for all zones and overlays that apply to the project site.

### 5.2.1 Development Facilitation Program

The DTP requires applicants to organise a pre-application meeting to confirm the Project's eligibility for the DFP. The meeting also provides an opportunity for DTP to review application documents, as well as engage with referral agencies and councils on the Project.

A pre-application meeting to discuss the Project was conducted on 26 February 2025. The meeting was attended by the Manager of the DTP's Energy Development Approvals and Design team (acting as the Minister's delegate), and MVC personnel. The discussion was focused on the Development Plan condition for utility installations to be considered a Section 1 – Permit Not Required land use under the SUZ3 provisions.

In the SUZ3, a *Utility Installation* is a Section 1 - Permit Not Required activity. However, the land use and development of a utility installation must be '*in accordance with an agreed Development Plan (Sub clause 4)*' for the utility installation to be exempt from a planning permit.

It was discussed with the Manager of the Energy Development Approvals and Design team in the Department of Transport and Planning's State Planning Facilitation group, that preparation of a Development Plan for the zone in this way is not reflective of how development of the TNTS will occur in reality. Rather than proceeding along a clearly defined, predictable expansion programme that would be described in an overall Development Plan, expansion at TNTS will instead likely occur in response to progressive, somewhat unpredictable requests for unique customer connections. The exact form of these customer connection works will only emerge as each third-party customer project matures. A coherent Development Plan for the master planning of TNTS is thus difficult.

Considering that the creation of a Development Plan for the TNTS site would be inappropriate, it has been agreed that the Project will be a Section 2 land use, requiring a planning permit. The Energy Development Approvals and Design team also agrees that the planning permit application should be considered under the DFP pathway.

Accordingly, this Planning Permit Application Report accompanies a request for planning consent for works within the SUZ3 (along with associated consents for 'utility installation' activities in the prescribed TRZ2/3 and IN1 zones).

Application Requirements and Decision Guidelines for the Project are listed and responded to in Table 5.1 below.

5.2.2 Zones

Table 5.1: Application Requirements and Decision Guidelines

Application Requirement / Decision Guideline	Response
<b>37.01 SPECIAL USE ZONE 3 – TERMINAL STATION</b>	
<i>Application Requirements</i>	
<b>The purpose of the use and types of activities which will be carried out.</b>	<p><b>The purpose of the Project is to develop the electricity distribution infrastructure needed to provide electricity between the TNTS and the MAD site.</b></p> <p>The Project will entail the development of a customer substation at the MAD site, underground 220 kV customer connection line and works to tie-in the customer connection line at the TNTS site. As such, the Project is consistent with proposed industrial land uses defined within the PSP [Ref: 2].</p> <p>See Section 1 Introduction, Section 2 Site Description and Section 3 Project description.</p> <p>The types of activities which will be carried out include:</p> <ul style="list-style-type: none"> <li>• <b>Voltage Transformation:</b> Powerful transformers step down the incoming high-voltage electricity to lower voltages suitable for local distribution.</li> <li>• <b>Switching and Control:</b> Complex switching equipment controls the flow of electricity, enabling the isolation of faulty sections and rerouting power as needed.</li> <li>• <b>Monitoring and Control (SCADA):</b> Sophisticated systems monitor the station's performance, detect faults, and trigger automatic responses or alert operators.</li> <li>• <b>Maintenance and Inspection:</b> Regular maintenance is essential to ensure the reliability and safety of the station, involving tasks like cleaning, inspecting equipment, and replacing worn components.</li> <li>• <b>Security:</b> Strict security measures to protect infrastructure and its critical equipment from unauthorised access.</li> </ul>
<b>The likely effects, if any, on the adjacent land including noise levels, traffic and hours of operation.</b>	<p><b>The Project will have minimal impacts to adjacent land.</b></p> <p>A Noise Impact Assessment (NIA) (JTA 2025) and Traffic Impact Assessment (TIA) (Amber 2025) have been undertaken for the Project. The NIA and TIA have indicated that no significant impacts to background noise levels and minimal traffic impacts are expected during the Project's construction and operation.</p> <p>It is expected that construction of this project will take 12 to 18 months. Works will be undertaken during daytime hours (7 am to 6 pm daily).</p> <p>See Attachment 2 for Noise Impact Assessment.</p> <p>See Attachment 3 for Traffic Impact Assessment.</p>
<i>Decision Guidelines</i>	
<b>The effect that the proposed use may have on existing uses.</b>	<b>The Project is consistent with the planning provisions of the Melton Planning Scheme [Ref: 1] and the PSP. [Ref: 2]</b>

Application Requirement / Decision Guideline	Response
	<p>The Project does not detract from the land’s proposed land use as terminal station, as outlined in the PSP. The Project is seeking to tie in a customer connection line to the TNTS switchyard. The Project does not impede the TNTS’ role in enabling electricity distribution to the broader industrial area.</p>
<p><b>The effect that the proposed use may have on the amenity of the neighbourhood.</b></p>	<p><b>The Project will not cause significant noise or visual impacts.</b></p> <p>The only visible portions of the Project are the customer substation and the TNTS. The customer connection line will be installed underground; no landscape and visual impacts, as well as noise impacts are expected from the customer connection line.</p> <p><b>Noise impacts:</b></p> <p>The NIA (JTA 2025) identified five noise-sensitive receivers (NSRs) within 1 km of the Project area. Noise modelling of construction and operational noise from the Project shows that the Project noise impacts are within the thresholds defined in:</p> <ul style="list-style-type: none"> <li>• 1826.4 - Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues (EPA Noise Protocol).</li> <li>• 1834: Civil Construction, Building and Demolition Guide (2020) (EPA Construction Guide).</li> </ul> <p><b>Visual impacts:</b></p> <p>The LVIA (Emerge 2025) has determined that the customer substation will not be visible from surrounding locations. While the substation may be visible from around 2 km away, the Project will be absorbed into the landscape of existing and proposed industrial land uses, as well as electrical transmission infrastructure. [Ref: 11]</p>
<p>36.04 TRANSPORT ZONE – UNDERGROUND 220 KV CONNECTION (MT ATKINSON ROAD)</p>	
<p style="text-align: center;"><b>Application Requirements</b></p>	
<p><b>An application by a person other than a relevant transport manager on land shown on a planning scheme map as TRZ1 or TRZ2 must be accompanied by the written consent of the Head, Transport for Victoria, indicating that the Head, Transport for Victoria consents generally or conditionally to either:</b></p> <ul style="list-style-type: none"> <li>• The application being made.</li> <li>• The application being made and to the proposed use or development.</li> </ul>	<p><b>Consent is being sought from the DTP/Melton City Council for placement of a utility installation in the TRZ2</b></p> <p>Consent is required from the Head, Transport for Victoria as the Project will cross Mount Atkinson Road. The zoning provisions of the TRZ2/3 apply to Mount Atkinson Road as the PSP has designated the road as an ‘arterial road (4-lane)’.</p> <p>However, the PSP and Table 1 to Schedule 9 of Clause 37.07 do not distinguish whether Mount Atkinson Road is to be regarded a local or state declared road.</p> <p>It is understood from engagement with Melton City Council that Mount Atkinson Road will be developed by the council, before responsibility for the road will be handed over to the DTP.</p> <p>A permit is required for building and works associated with a utility installation within TRZ2/3. There are no listed conditions.</p>
<p style="text-align: center;"><b>Decision Guidelines</b></p>	
<p><b>The MPS and the PPF</b></p>	<p>The Project is consistent with a utility installation within TRZ2/3 zoning as listed in the PSP [Ref: 2].</p>

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Application Requirement / Decision Guideline	Response
	See sections 4.2 and 4.3 above for further details.
<p><b>The effect of the Project on the development, operation and safety of the transport system.</b></p>	<p><b>During construction, the Project will cause minor impacts to Mt Atkinson Road. Minimal traffic impacts are expected once the Project is operational.</b></p> <p>A Traffic Impact Assessment (Amber 2025) has been prepared for the Project. The TIA noted that the traffic generated from the Project's construction would fit within the daily variation of existing traffic volumes on the Western Freeway, Hopkins Road, Riding Boundary Road and Mt Atkinson Road. Lane closures on Mt Atkinson Road will also cause minor impacts to road users due to the low traffic volume along this road. Widening of the driveway into the MAD site will be necessary to facilitate transformer deliveries.</p> <p>Traffic impacts arising from the Project's construction will be managed in accordance with a Traffic Management Plan (TMP). The TMP will include mitigation measures to reduce the impact of lane closures on the transport network and provide suitable traffic management arrangements for construction vehicles.</p> <p>The Project will cause negligible impacts to the transport network when it is operational. Maintenance of the cable connection will be undertaken on an as-needed basis. Maintenance activities will be undertaken at cable joint pits installed along the connection route; maintenance works will not require additional destructive works to access the connection cable.</p>
<p><b>Whether the development is appropriately located and designed, including in accordance with any relevant use, design or siting guidelines.</b></p>	<p><b>The project is located and designed in accordance with the provisions of the Melton Planning Scheme.</b></p> <p>The project will not change how the transport network operates within the Project area.</p> <p>The Project is also not a noise-sensitive land use which warrants consideration of VicRoad's <i>Requirements for Developers – Noise Sensitive Uses</i> document.</p> <p>Construction of the Project will be in accordance with the <i>Road Management Act 2004 Code of Practice – Management of Infrastructure in Road Reserves</i> and relevant technical publications.</p> <p>The Project also does not propose the creation of new site access points at the MAD site or the TNTS; consideration of the <i>VicRoads Access Management Policy</i> (2006) is therefore not warranted.</p>
<p><b>36.04 INDUSTRIAL 1 ZONE – MAD CUSTOMER SITE</b></p>	
<p><b>Application Requirements</b></p>	
<p><b>The purpose of the use and the types of processes to be utilised</b></p>	<p><b>The purpose of the Project is to develop the electricity distribution infrastructure needed to provide electricity between the TNTS and the MAD site.</b></p>
<p><b>The type and quantity of goods to be stored, processed or produced</b></p>	<p>The Project will entail the development of a customer substation at the MAD site, underground 220 kV customer connection line and works to tie-in the customer connection line at the TNTS site. As such, the Project is consistent with the proposed land uses defined in the PSP [Ref: 2] (see Section 1 Introduction and Section 2 Site description).</p>

Application Requirement / Decision Guideline	Response
	<p>The types of activities which will be carried out include along the 220 kV connection route and at DPTS and TNTS:</p> <ul style="list-style-type: none"> <li>• <b>Electrical Transmission:</b> Transmit electricity at high voltage.</li> <li>• <b>Voltage Transformation:</b> Powerful transformers step down the incoming high-voltage electricity to lower voltages suitable for local distribution.</li> <li>• <b>Switching and Control:</b> Complex switching equipment controls the flow of electricity, enabling the isolation of faulty sections and rerouting power as needed.</li> <li>• <b>Monitoring and Control (SCADA):</b> Sophisticated systems monitor the station's performance, detect faults, and trigger automatic responses or alert operators.</li> <li>• <b>Maintenance and Inspection:</b> Regular maintenance is essential to ensure the reliability and safety of the station, involving tasks like cleaning, inspecting equipment, and replacing worn components.</li> <li>• <b>Security:</b> Strict security measures to protect infrastructure and its critical equipment from unauthorised access.</li> </ul> <p>The Project does not propose to process or produce any end products. Storage of goods at the customer substation will be minimal and limited to essential items only.</p>
<p><b>How land not required for immediate use is to be maintained</b></p>	<p><b>Land not required for immediate use will be maintained as is, as unmanaged grassland.</b></p> <p>The development of the TNTS and MAD sites will be subject to separate planning permit applications.</p>
<p><b>Whether a Development Licence, Operating Licence, Permit or Registration is required from the Environment Protection Authority (EPA)</b></p>	<p><b>No EPA licenses, permits and registrations are required for the project.</b></p> <p>The project does not involve developing or operating a facility where a prescribed activity under the EP Act is being conducted.</p>
<p><b>Whether a notification under the Occupational Health and Safety Regulations 2017 (Vic) (OHS Regulations) is required, a licence under the Dangerous Goods Act 1985 (Vic) (DG Act) is required, or a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2012 (Vic) (DG[SH] Regulations) is exceeded</b></p>	<p><b>No notifications or licences are required for this project under the OHS Regulations, the DG Act and the DG(SH) Regulations.</b></p> <ul style="list-style-type: none"> <li>• The project will not be a Major Hazard Facility, as the project will not be storing, processing or handling any of the chemicals defined in Schedule 14 of the OHS Regulations.</li> <li>• The project will not be storing or handling dangerous goods requiring a licence under the DG Act.</li> <li>• The project will not involve the storage of goods or chemicals that exceed the fire protection quantities defined in the DG(SH) Regulations.</li> </ul>
<p><b>The likely effects, if any, on the neighbourhood, including:</b></p> <ul style="list-style-type: none"> <li>• <b>Noise levels</b></li> </ul>	<p><b>Construction and operational noise impacts are compliant with statutory requirements and policies.</b></p> <p>The NIA (JTA 2025) has determined that the Project will have negligible noise impacts during construction and operational activities. The noise propagation modelling indicates that construction noise emissions are compliant with the EPA Construction Guide, while the Project's operational noise emissions will be compliant with the EPA Noise Protocol provided</p>

Application Requirement / Decision Guideline	Response
	recommended acoustic treatments are integrated into the Project design. [Ref: 12]
<ul style="list-style-type: none"> <li><b>Air-borne emissions</b></li> </ul>	<p><b>Air pollution resulting from the Project’s construction is negligible.</b></p> <p>Sources of air pollution during construction includes the use of plant and equipment. Any air quality issues arising from the construction of the Project will be managed in line with a Construction Environmental Management Plan (CEMP).</p> <p>The Project is not expected to emit any air pollution, noxious fumes or hazardous gases during operational activities.</p>
<ul style="list-style-type: none"> <li><b>Emissions to land or water</b></li> </ul>	<p><b>The Project will minimise stormwater runoff impacts during construction and operational activities.</b></p> <p>Any stormwater, erosion and sedimentation impact during construction will be managed in line with a CEMP. The Project will be integrated into the proposed stormwater management system for the TNTS and MAD developments – these developments are the subject of separate planning permit applications.</p> <p><u>TNTS site:</u></p> <p>A Stormwater Management Strategy has been developed for the TNTS site. Temporary drainage arrangements are proposed in lieu of constructing the permanent drainage pipeline works which are to be deferred to a later date. The Retarding Basin and Sediment Basin has been proposed in accordance with the Truganina Drainage Scheme permanent works and has been proposed to satisfy the requirements of the SB60 identified within the Drainage Scheme.</p> <p>The proposed temporary drainage arrangements have been designed to allow for the design of and implementation of permanent drainage works in accordance with the Truganina Drainage Scheme.</p> <p>The Legal Point of Discharge for the proposed development will be subject to an application to be lodged for a new stormwater connection to the authority drainage system from the proposed development. [Ref: 14]</p> <p><u>MAD site:</u></p> <p>Drainage requirements for the MAD customer site substation will be consistent with the wider industrial estate’s appropriate legal point of discharge and drainage plan, where the MAD site is located.</p>
<ul style="list-style-type: none"> <li><b>Traffic, including the hours of delivery and dispatch</b></li> </ul>	<p>A Traffic Impact Assessment (TIA) (Amber 2025) was undertaken for the Project. This report concluded that the road network and proposed access arrangements are suitable to accommodate the expected vehicle types and traffic volumes during the construction and operational phases of the project subject to the preparation of a suitable Traffic Management Plan (TMP) and further approvals from relevant road authorities. [Ref: 13]</p>
<ul style="list-style-type: none"> <li><b>Light spill or glare</b></li> </ul>	<p><b>Lighting will be designed to minimise light spill and glare beyond the TNTS and the MAD sites.</b></p> <p>Due to the 24-hour operation of the utility installation, lighting will be required for night-time access. Lighting (floodlights) will be installed to provide a safe working and living environment for workers accessing the site. Lighting will be designed to prioritise illumination of the immediate site environs, and to minimise light spill beyond the site area.</p>

Application Requirement / Decision Guideline	Response
<b>Decision Guidelines</b>	
<b>The MPS and the PPF</b>	The Project is consistent with the SUZ3 provisions as listed in the PSP [Ref: 2]. See sections 3.6, 4.1, 4.2 and 4.3 above for details.
<b>The effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities</b>	<p><b>The Project will not significantly impact existing or proposed residential areas or sensitive land uses.</b></p> <p><b>Noise impacts:</b></p> <p>The NIA (JTA 2025) has determined that the Project will have negligible noise impacts to the five NSRs identified within 1 km of the Project site. The noise propagation modelling indicates that construction noise emissions are compliant with the EPA Construction Guide, while the Project's operational noise emissions will be compliant with the EPA Noise Protocol provided recommended acoustic treatments are integrated into the Project design [Ref: 12]</p> <p><b>Landscape and visual impacts:</b></p> <p>The LVIA (Emerge 2025) has determined that the customer substation will have minimal visual impact from surrounding locations. While the substation may be visible from over 2 km away, the Project will be absorbed into the landscape of existing and proposed industrial land uses, as well as electrical transmission infrastructure [Ref: 11].</p> <p><b>Surface water and groundwater:</b></p> <p>The project will have minimal impact on surface water. Construction sediment, erosion and stormwater measures will be designed and implemented in accordance with a CEMP. While the project will involve trenching and trenchless installation of cables, the depth of the trenching works (to 1.7 m deep) is not expected to jeopardise the quality of any groundwater aquifers within the project site. Any trenches dug for the project will also be rehabilitated prior to the project's operation.</p> <p><u>TNTS site:</u></p> <p>A Stormwater Management Strategy has been developed for the TNTS site. Temporary drainage arrangements are proposed in lieu of constructing the permanent drainage pipeline works which are to be deferred to a later date. The Retarding Basin and Sediment Basin has been proposed in accordance with the Truganina Drainage Scheme permanent works and has been proposed to satisfy the requirements of the SB60 identified within the Drainage Scheme.</p> <p>The proposed temporary drainage arrangements have been designed to allow for the design of and implementation of permanent drainage works in accordance with the Truganina Drainage Scheme.</p> <p>The Legal Point of Discharge for the proposed development will be subject to an application to be lodged for a new stormwater connection to the authority drainage system from the proposed development. [Ref: 14]</p> <p><u>MAD site:</u></p> <p>Drainage requirements for the MAD customer site substation will be consistent with the wider industrial estate's appropriate legal point of discharge and drainage plan, where the MAD site is located.</p> <p><b>Air pollution:</b></p> <p>Air pollution arising from the use of construction plant and equipment is considered negligible. Any air quality issues arising from the construction of the Project will be managed in line with a CEMP. The Project is also not</p>

Application Requirement / Decision Guideline	Response
	<p>expected to emit any air pollution, noxious fumes or hazardous gases during operational activities.</p>
<p><b>The effect that nearby industries may have on the proposed use</b></p>	<p><b>The co-location of industries nearby will not adversely affect the Project.</b></p> <p>The Project is a utility installation consisting of an underground customer connection line, linking the TNTS to the MAD site customer substation. The continued development of industrial and commercial land uses within the Mount Atkinson and Tarneit Plains precinct will not affect the project.</p>
<p><b>The drainage of the land</b></p>	<p><b>The Project will minimise stormwater runoff impacts during construction and operational activities.</b></p> <p>Any stormwater, erosion and sedimentation impact during construction will be managed in line with a CEMP.</p> <p><u>TNTS site:</u></p> <p>A Stormwater Management Strategy has been developed for the TNTS site. Temporary drainage arrangements are proposed in lieu of constructing the permanent drainage pipeline works which are to be deferred to a later date. The Retarding Basin and Sediment Basin has been proposed in accordance with the Truganina Drainage Scheme permanent works and has been proposed to satisfy the requirements of the SB60 identified within the Drainage Scheme.</p> <p>The proposed temporary drainage arrangements have been designed to allow for the design of and implementation of permanent drainage works in accordance with the Truganina Drainage Scheme.</p> <p>The Legal Point of Discharge for the proposed development will be subject to an application to be lodged for a new stormwater connection to the authority drainage system from the proposed development. [Ref: 14]</p> <p><u>MAD site:</u></p> <p>Drainage requirements for the MAD customer site substation will be consistent with the wider industrial estate's appropriate legal point of discharge and drainage plan, where the MAD site is located.</p>
<p><b>The availability of, and connection to services</b></p>	<p>Services to the site are available and appropriate. This includes newly developing road, water, sewer and low voltage distributed power networks.</p> <p>The Project proposes to connect to water, power and stormwater, sewer services.</p>
<p><b>The effect of traffic to be generated on roads</b></p>	<p>A Traffic Impact Assessment (TIA) (Amber 2025) was undertaken for the Project. This report concluded that the road network and proposed access arrangements are suitable to accommodate the expected vehicle types and traffic volumes during the construction and operational phases of the project subject to the preparation of a suitable Traffic Management Plan (TMP) and further approvals from relevant road authorities. [Ref: 13]</p>
<p><b>The interim use of those parts of the land not required for the proposed use</b></p>	<p><b>Land not required for immediate use will be maintained as is, as unmanaged grassland.</b></p> <p>The development of the TNTS and MAD site will be subject to separate planning permit applications.</p>
<p><b>33.03-4 BUILDINGS AND WORKS</b></p>	

Application Requirement / Decision Guideline	Response
<b>Application Requirements</b>	
<p><b>A plan drawn to scale which shows:</b></p> <ul style="list-style-type: none"> <li>• The boundaries and dimensions of the site.</li> <li>• Adjoining roads.</li> <li>• Relevant ground levels.</li> <li>• The layout of existing and proposed buildings and works.</li> <li>• Driveways and vehicle parking and loading areas.</li> <li>• Proposed landscape areas.</li> <li>• External storage and waste treatment areas.</li> </ul>	<p>Site plans are included in this application.</p> <p style="text-align: center; font-size: 2em; color: red;"><b>ADVERTISED PLAN</b></p>
<p><b>Elevation drawings to scale which show the colour and materials of all buildings and works</b></p>	<p>Site plans are included in this application.</p>
<p><b>Construction details of all drainage works, driveways and vehicle parking and loading areas</b></p>	<p>Site plans are included in this application.</p>
<p><b>A landscape layout which includes the description of vegetation to be planted, the surfaces to be constructed, a site works specification and the method of preparing, draining, watering and maintaining the landscape area</b></p>	<p>No landscaping is proposed for the Project. If required, landscaping would be designed in accordance with the <i>Landscape Guidelines for the Shire of Melton</i> (Melton City Council, 2010) [Ref: 7]</p> <p>For the customer substation, if landscaping is required, it will be consistent with the wider estate landscaping.</p>
<b>Decision Guidelines</b>	
<p><b>The MPS and the PPF</b></p>	<p>The Project is consistent with the zoning provisions as listed in the Melton Planning Scheme. [Ref: 1] and <i>Mt Atkinson and Tarneit Plains PSP</i>. [Ref: 2]</p>
<p><b>Any natural or cultural values on or near the land</b></p>	<p>The Project will not significantly impact existing natural or cultural values on or near the land.</p> <p><b>Natural Values:</b></p> <p>The MAD customer site has paid the MSA levy to satisfy environmental approval requirements.</p> <p>The TNTS site will pay the MSA levy prior to construction, to satisfy environmental approval requirements. See Table 4.4 above.</p> <p><b>Cultural Values:</b></p> <p>The intent is to avoid impacts to the Dry Stone Walls through Horizontal Directional Drilling (HDD) excavation beneath them for installation on the</p>

Application Requirement / Decision Guideline	Response
	<p>220 kV underground cable connection. No Impacts to this site are anticipated.</p> <p>No impacts to Aboriginal Cultural Heritage are anticipated by the Project. No Cultural Heritage Management Plan (CHMP) is required.</p>
<b>Streetscape character</b>	<p><b>The Project will cause minor landscape and visual impacts.</b></p> <p>The LVIA (Emerge 2025) has determined that the customer substation will have minimal visual impact from surrounding locations. While the substation may be visible from over 2 km away, the Project will be absorbed into the landscape of existing and proposed industrial and commercial land uses, as well as electrical transmission infrastructure [Ref: 11]. The Project will ‘fit’ within the existing and proposed industrial and commercial land uses within the broader Mount Atkinson and Tarneit Plains precinct.</p> <p>Presently, no landscaping is proposed for the Project. If required, landscaping would be designed in accordance with the <i>Landscape Guidelines for the Shire of Melton</i> (Melton City Council, 2010) [Ref: 7]. For the customer substation, if landscaping is required, it will be consistent with the wider estate landscaping.</p>
<b>Built form</b>	
<b>Landscape treatment</b>	
<b>Interface with non-industrial areas</b>	
<b>Parking and site access.</b>	<p><b>Construction car parking demand can be accommodated at each of the Project work sites. Minimal car parking is required when the Project is operational.</b></p> <p>Vehicles will be parked at designated on-site areas throughout the construction period. Minimal car parking demand is expected during operations; this demand can be suitably accommodated within the MAD site and TNTS [Ref: 13].</p> <p>Access to the MAD site will be through a driveway off Drumstick Drive. While the Drumstick Drive site access will suitably accommodate the expected construction vehicles for the Project, additional measures (driveway widening and temporary hardstand installation) will be necessary for transformer deliveries using OSOM vehicles.</p>
<b>Loading and service areas.</b>	<p>All loading/unloading activities for the TNTS and MAD sites will occur on-site where sufficient space is available adjacent to work areas to safely accommodate these movements.</p> <p>Both sites provide sufficient trafficable areas to allow for heavy vehicles to undertake loading/unloading activities and turn-around to allow for all vehicles to exit in a forward direction.</p> <p>Loading/unloading for the cable connection works within the road reserve will occur under appropriate traffic management arrangements. [Ref: 13]</p>
<b>Outdoor storage.</b>	<p>The Project will require on-site storage of materials associated with construction activities. These will be placed within the MAD and in particular, TNTS lots. Both sites have ample space to accommodate laydown storage for construction activities. There will be negligible storage requirements for the facilities ongoing.</p>
<b>Lighting.</b>	<p><b>Lighting will be designed to minimise light spill and glare beyond the MAD and the TNTS sites.</b></p> <p>Due to the 24-hour operation of the utility installation, lighting will be required for night-time access. Lighting (floodlights) will be installed to provide a safe working and living environment for workers accessing the site. Lighting will</p>

Application Requirement / Decision Guideline	Response
	be designed to prioritise illumination of the immediate site environs, and to minimise light spill beyond the site area.
<b>Stormwater discharge.</b>	<p><b>The Project will minimise stormwater runoff impacts during construction and operational activities.</b></p> <p>Any stormwater, erosion and sedimentation impact during construction will be managed in line with a CEMP.</p> <p><u>TNTS site:</u> A Stormwater Management Strategy has been developed for the TNTS site. Temporary drainage arrangements are proposed in lieu of constructing the permanent drainage pipeline works which are to be deferred to a later date. The Retarding Basin and Sediment Basin has been proposed in accordance with the Truganina Drainage Scheme permanent works and has been proposed to satisfy the requirements of the SB60 identified within the Drainage Scheme.</p> <p>The proposed temporary drainage arrangements have been designed to allow for the design of and implementation of permanent drainage works in accordance with the Truganina Drainage Scheme.</p> <p>The Legal Point of Discharge for the proposed development will be subject to an application to be lodged for a new stormwater connection to the authority drainage system from the proposed development. [Ref: 14]</p> <p><u>MAD site:</u> Drainage requirements for the MAD customer site substation will be consistent with the wider industrial estate's appropriate legal point of discharge and drainage plan, where the MAD site is located.</p>
<b>The effect on nearby industries.</b>	The Project will enhance and support existing and nearby industries by providing electrical utility services.
<b>The effect of nearby industries.</b>	The Project of an electrical utility services terminal station will not be affected by nearby industries.
<b>Maintenance</b>	All buildings and works will be maintained and managed in accordance with AusNet's asset management schedule and protocols.

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5.2.3 Overlays

Application Requirement / Decision Guideline	Response
<b>43.01 HERITAGE OVERLAY</b>	
<i>Relevant application requirements</i>	
<p><b>Where subdivision or development is proposed:</b></p> <ul style="list-style-type: none"> <li>• A feature survey of any dry-stone wall within the proposed development</li> </ul>	<p>The intent is to avoid impacts to the Dry Stone Walls through Horizontal Directional Drilling (HDD) excavation beneath them for installation on the 220 kV underground cable connection.</p> <p><b>No Impacts to this site are anticipated.</b></p> <div style="border: 2px solid red; padding: 10px; text-align: center; margin: 10px 0;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>
<ul style="list-style-type: none"> <li>• A Dry-Stone Wall Management Plan that includes the following: <ul style="list-style-type: none"> <li>– Photographs (or suitable records) of the dry-stone wall</li> <li>– Recommendations for repair and/or reconstruction</li> <li>– Conservation works which will retain the cultural significance of the dry-stone wall</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>• A plan showing the proposed location of any landscaping, footpaths, and structures which may impact the dry-stone wall.</li> </ul>	<p>There are no landscaping plans developed for the project.</p>
<i>Relevant decision guidelines</i>	
<b>The MPS and the PPF</b>	The Project is consistent with the MPS and PPF. See <i>Sections 3.6, 4.1, 4.2, 4.3, 4.4 and 5.1</i> above.
<b>The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place</b>	The significance of this heritage place is described in <i>Section 2.4 above</i> . No Impacts to this site are anticipated. See Table 4.3 above for further details.
<b>Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy</b>	The statement of significance for this heritage place is described in <i>Section 2.4 above</i> . No Impacts to this site are anticipated. See Table 4.3 above for further details.
<b>Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place</b>	No Impacts to this site are anticipated. See <i>Section 2.4</i> and Table 4.3 above.

Application Requirement / Decision Guideline	Response
<p><b>Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place</b></p>	<p>No Impacts to this site are anticipated. See <i>Section 2.4</i> and Table 4.3 above. The outcomes of LVIA assessment indicate that the proposed development will have minimal landscape and visual impact from surrounding locations. The relatively flat topography of the broader area means that the proposed development may be visible from distances of more than 2 kilometres away. However, it is considered that the industrial nature of the proposed building 'fits' in well with the landscape due to the surrounding existing and proposed Commercial/Industrial buildings. In addition, the presence of existing and proposed lattice towers within the broader area (50m in height) allows the proposed development to be absorbed into the existing landscape. [Ref: 11]</p>
<p><b>Whether the proposed works will adversely affect the significance, character or appearance of the heritage place</b></p>	<p>No Impacts to this site are anticipated. See <i>Section 2.4</i> and Table 4.4 above. As above, the outcomes of LVIA assessment indicate that the proposed development will have minimal landscape and visual impact from surrounding locations. [Ref: 11]</p>

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Application Requirement / Decision Guideline	Response
45.01 PUBLIC ACQUISITION OVERLAY	
<i>Decision guidelines</i>	
<b>The MPS and the PPF</b>	The Project is consistent with the MPS and PPF. See <i>Sections 3.6, 4.1, 4.2, 4.3, 4.4 and 5.1</i> above.
<b>The effect of the proposed use or development on the purpose for which the land is to be acquired as specified in the schedule to this overlay</b>	<p>No Impacts to this site are anticipated. See Table 4.3 above.</p> <p>A small portion of PAO exists along the northern boundary and northeast corner of the MAD parcel. This relates to the PAO along Riding Boundary Road.</p> <p>However, this is outside of the project activity area and is not considered to be relevant to the Project.</p>

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## 5.2.4 Planning Policy Framework

Based on the context provided in Section 2 and Section 3.6, relevant Planning Policy Frameworks (PPFs) for the Project are outlined in Table 5.2 below.

Table 5.2: Relevant Planning Policy Framework clauses

Clause	Purpose	Response
<b>CLAUSE 12 – ENVIRONMENTAL AND LANDSCAPE VALUES</b>		
<b>12.01-2S Native vegetation management</b>	<ul style="list-style-type: none"> <li>To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation</li> </ul>	<p>The Project will involve the removal of some native vegetation.</p> <p>The MSA will be taken to provide approval for removal of native vegetation.</p> <p>Further, the Project will have appropriate management plans in place to ensure environmental values are not adversely impacted. This will be managed in accordance with the CEMP, which will be developed prior to commencement of the Project.</p>
<b>12.03-1R Waterways of the West</b>	<ul style="list-style-type: none"> <li>To maintain and enhance the natural landscape, biodiversity, cultural and social values, and the Traditional Owner living cultural heritage values of the waterways of Melbourne’s west, including the Werribee River (Wirribi Yaluk), Maribyrnong River (Mirrangbamurn), Moonee Ponds Creek (Moonee Moonee), and associated tributaries and wetlands</li> </ul>	<p>The Project area does not include the Werribee River (Wirribi Yaluk), Maribyrnong River (Mirrangbamurn), Moonee Ponds Creek (Moonee Moonee), or associated tributaries or wetlands.</p>
<b>12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs</b>	<ul style="list-style-type: none"> <li>To protect and enhance waterway systems including river and riparian corridors, waterways, lakes, wetlands and billabongs</li> </ul>	<p>Dry Creek is located approximately 1.5kms west of the project activity area. There are no waterways within the project activity area.</p> <p>The Project will have appropriate management plans in place to ensure environmental values are not adversely impacted. This will be managed in accordance with the CEMP, which will be developed prior to commencement of the Project.</p>
<b>CLAUSE 13 – ENVIRONMENTAL RISKS AND AMENITY</b>		
<b>13.02-1S,1L Bushfire Planning</b>	<ul style="list-style-type: none"> <li>To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life</li> </ul>	<p>The Project sites and wider surrounding area is located in a designated Bushfire Prone Area (BPA). Designated BPA’s are determined by the Minister for Planning. The <i>Victorian Building Regulations 2018</i>, through adoption of the building code, apply bushfire protection standards for building works in designated BPA’s.</p>

Clause	Purpose	Response
	<p><b>ADVERTISED PLAN</b></p>	<p>Assessment of electrical infrastructure such as lines, switchgear, transformers etc is not required as the BPA relates to <i>buildings only</i>. Electrical infrastructure is not classed as a building as per the <i>National Construction Code (NCC)</i>.</p> <p>There are a limited number of buildings proposed for the Project as it is primarily electrical infrastructure. A Bushfire Attack Level (BAL) report has been undertaken, focusing on proposed buildings as listed below.</p> <p><b>Buildings included in the Project are:</b></p> <p><b>TNTS site:</b></p> <ul style="list-style-type: none"> <li>• Control Room</li> <li>• Amenities Building</li> <li>• O&amp;M Maintenance shed</li> <li>• GIS building switchgear</li> </ul> <p><b>MAD site:</b></p> <ul style="list-style-type: none"> <li>• Control Room</li> </ul> <p>The BAL assessment indicates the following provisional BAL ratings:</p> <p><b>TNTS site:</b></p> <ul style="list-style-type: none"> <li>• BAL-12.5</li> </ul> <p><b>MAD site:</b></p> <ul style="list-style-type: none"> <li>• BAL-12.5</li> </ul> <p><i>It is noted</i> that these results are indicative to the current site surrounds being low quality, sparsely vegetated grassland. This BAL rating will reduce significantly as surrounding lots and the wider areas is built up. See BAL Report for more details. [Ref: 15]</p> <p>Materials and construction methods for buildings will be in accordance with relevant building standards and regulations made under the <i>Building Act 1993</i>, AS 3959-2018 Construction of Buildings in Bushfire-prone Areas and CSIRO &amp; Standards Australia (SAA HB36-1993, 1993).</p>
<p><b>13.05-1S Noise Management</b></p>	<ul style="list-style-type: none"> <li>• To assist the management of noise effects on sensitive land uses</li> </ul>	<p>The proposed development has undertaken an Environmental Noise Assessment to determine the effect of the development on surrounding environment and sensitive receptors.</p> <p>As per the Environmental Noise Assessment Report [Ref: 12], the</p>

Clause	Purpose	Response
		<p>development will have negligible noise impacts.</p> <p>The noise propagation modelling indicates that the construction noise emissions are compliant with the noise emission requirements of the project targets.</p> <p>The noise propagation modelling indicates that the operational emissions are compliant with the noise emission requirements of the Noise Protocol. [Ref: 12]</p>
<b>CLAUSE 15 – BUILT ENVIRONMENT &amp; HERITAGE</b>		
<b>15.01-1L-02 Industrial Urban Design</b>	<ul style="list-style-type: none"> <li>To support industrial development that is designed to enhance the visual amenity of the area to attract businesses, workers and visitors</li> <li>To facilitate consistency in built form outcomes</li> <li>To facilitate the development of industrial subdivisions that: <ul style="list-style-type: none"> <li>Respond to the local characteristics of their site and context.</li> <li>Cater to a variety of potential business types and sizes</li> </ul> </li> </ul>	<p>The development will be designed to minimise impacts to visual amenity, albeit as a functional utility installation.</p> <p>Whilst visual amenity will be impacted with regards to the Commercial/Industrial and Vegetated LCUs, receptors associated with these LCUs are considered to have negligible sensitivity.</p> <p>As such, it is considered that the proposed development will blend in with a commercial/industrial landscape, consisting of warehouses, existing lattice towers and other industrial infrastructure. The broader area is proposed to be further developed from open grassland to more commercial/industrial land.</p> <p>The proposed development will be absorbed further into the landscape as development in the broader area progresses. [Ref: 11]</p>
<b>15.01-03 Landscaping and Green Space</b>	<ul style="list-style-type: none"> <li>To improve the quality and functionality of green space</li> </ul>	<p>The development will be designed to minimise impacts to visual amenity. No landscaping is proposed for the Project.</p>
<b>15.03-1L-02 Dry Stone Walls</b>	<ul style="list-style-type: none"> <li>To encourage the retention, conservation and repair of dry-stone walls</li> <li>To ensure development is sympathetic to dry stone walls</li> </ul>	<p>The Mount Atkinson Dry Stone Wall Precinct – Statement of Significance provides information on HO203, which runs along the east side of Mount Atkinson Road. The Precinct comprises of pyramidal walls built circa 1850s to 1870s. Significantly, this precinct is the densest concentration of dry-stone walls in the City of Melton. The walls are considered expressive of the historical diversity of drystone wall Construction in Victoria.</p> <p>The overlay is in place preserve the broader historical context and to ensure any developments or changes respect the heritage character and historical significance of the site.</p>

Clause	Purpose	Response
		The intent is to avoid impacts to the Dry Stone Walls through Horizontal Directional Drilling (HDD) excavation beneath them for installation on the 220 kV underground cable connection. <b>No Impacts to this site are anticipated.</b>
<b>15.03-2S Aboriginal cultural heritage</b>	<ul style="list-style-type: none"> <li>To ensure the protection and conservation of places of Aboriginal cultural heritage significance</li> </ul>	No impacts to Aboriginal Cultural Heritage are anticipated by the Project. No Cultural Heritage Management Plan (CHMP) is required.
<b>CLAUSE 17 – ECONOMIC DEVELOPMENT</b>		
<b>17.03-1S Industrial land supply</b>	<ul style="list-style-type: none"> <li>To ensure availability of land for industry</li> </ul>	The Project is intended to be used as a utility installation, consistent with all land use and zoning provisions traversed by the Project.
<b>17.03-3S State significant industrial land</b>	<ul style="list-style-type: none"> <li>To protect industrial land of state significance</li> </ul>	
<b>17.03-3R Regionally significant industrial land – Metropolitan Melbourne</b>	<ul style="list-style-type: none"> <li>To protect industrial land of regional significance and facilitate continual growth in freight, logistics and manufacturing investment</li> <li>To support the transition from manufacturing land uses to other employment uses in strategically identified areas well connected to transport networks</li> </ul>	The Project is intended to be used as a utility installation, consistent with all land use and zoning provisions traversed by the Project.  The Project is also consistent with <i>Plan Melbourne, West Growth Corridor, Melbourne Industrial and Commercial Land Use Plan</i> and the <i>Mt Atkinson and Tarnet Plains PSP</i> .
<b>CLAUSE 18 – TRANSPORT</b>		
<b>18.01-1S Land use and transport integration</b>	<ul style="list-style-type: none"> <li>To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport</li> </ul>	There is no public transport available in the project area and wider suburbs. The site is only accessible via private vehicle road transport.  The Project will not have any material impact on the current operation of the road network during the construction and operational periods. [Ref: 13]
<b>18.02-2S Cycling</b>	<ul style="list-style-type: none"> <li>To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling</li> </ul>	There is a new bicycle lane constructed on the north side of Riding Boundary Road. Some impacts are anticipated to this during construction. This will be managed according to the <i>Traffic Management Plan</i> , to be developed and approved prior to construction.  Due to the nature of the Project – a utility installation and limited cycle network connectivity, cycle facilities are not intended to be provided.

Clause	Purpose	Response
<b>18.02-4S Roads</b>	<ul style="list-style-type: none"> <li>To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure</li> </ul>	<p>Riding Boundary Road is identified as a planned Principal Freight Network route. Hopkins Road is a current Principal Freight Network Road.</p> <p>Road infrastructure in the area is limited, with roads either planned or under construction. The Project will have minimal impacts to road traffic during construction.</p> <p>A Traffic Impact Assessment (TIA) (Amber 2025) was undertaken for the Project. This report concluded that the road network and proposed access arrangements are suitable to accommodate the expected vehicle types and traffic volumes during the construction and operational phases of the project subject to the preparation of a suitable Traffic Management Plan (TMP) and further approvals from relevant road authorities. [Ref: 13]</p>
<b>18.02-5S Freight</b>	<ul style="list-style-type: none"> <li>To facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria's economic prosperity and liveability</li> </ul>	<p>Riding Boundary Road is identified as a planned Principal Freight Network route. The Project will have minimal impacts to road traffic during construction.</p> <p>A Traffic Impact Assessment (TIA) (Amber 2025) was undertaken for the Project. This report concluded that the road network and proposed access arrangements are suitable to accommodate the expected vehicle types and traffic volumes during the construction and operational phases of the project subject to the preparation of a suitable Traffic Management Plan (TMP) and further approvals from relevant road authorities. [Ref: 13]</p>
<b>CLAUSE 19 – INFRASTRUCTURE</b>		
<b>19.01-1S Energy supply</b>	<ul style="list-style-type: none"> <li>To facilitate appropriate development of energy supply infrastructure</li> </ul>	<p>The Project, as part of the TNTS terminal station development is intended to provide effective and sustainable electricity supply to the developing industrial and commercial precinct.</p>
<b>19.03-1S Development and infrastructure contributions plans</b>	<ul style="list-style-type: none"> <li>To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans</li> </ul>	<p>The Project, as part of the TNTS terminal station development is a planned infrastructure project. Applicable levies will be paid in accordance with the levies' payable outlined in Schedule 3 to clause 45.11 and as advised by the relevant planning authority.</p>

Clause	Purpose	Response	
		Refer to Infrastructure Contributions Overlay and <i>Figure 4.7: PSP Land Parcel</i> for levy calculations.	
<b>19.03-2S Infrastructure design and provision</b>	<ul style="list-style-type: none"> <li>To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community</li> </ul>	<p>Presently, the development is for a single (220 kV) connection only.</p> <p>TNTS will be developed according to future demand of electrical services for the surrounding area.</p>	

### 5.2.5 General and Particular Provisions

The Project will also be subject to these provisions listed in the table below:

Table 5.3: General and Particular Provisions

Clause	Decision guidelines	Assessment
<b>VPP Clause 52.06 Car Parking</b>	<p>Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences, car parking spaces must be provided to the satisfaction of the responsible authority.</p> <p>Car parking plans must show, as appropriate:</p> <ul style="list-style-type: none"> <li>All car parking spaces that are proposed to be provided (whether on the land or on other land)</li> <li>Access lanes, driveways and associated works</li> <li>Allocation of car parking spaces to different uses or tenancies, if applicable</li> <li>Any landscaping and water sensitive urban design treatments</li> <li>Finished levels, if required by the responsible authority</li> <li>Any other matter specified in a schedule to the Parking Overlay</li> </ul>	<p>Car parking will be appropriate to accommodate the anticipated parking and traffic volumes as per the Traffic Impact Assessment [Ref: 13] and is located within the respective lots.</p> <p>The highest demand for parking is anticipated to be during the construction phase. During this time, vehicles will typically be parked at designated on-site areas or where construction activities are occurring.</p> <p>Given the large areas available across each site and maximum number of 50 construction staff on site at any one time, it is anticipated that the parking demand can be primarily accommodated on each of the work sites. Should there be on-site constraints to parking for staff, there is ample opportunity for parking on-street nearby the Project Area. Given the undeveloped and industrial nature of the surrounding area, the additional occupancy of on-street parking spaces would have a negligible impact on the surrounding road environment, which currently experiences a very low demand.</p> <p>During operation, minimal car parking demand is expected associated with maintenance activities, which can be suitably accommodated on either site. [Ref: 13]</p>

Clause	Decision guidelines	Assessment
<p><b>VPP Clause 52.17 Native Vegetation</b></p>	<p>Per Section 7 of the Native Vegetation Guidelines, a summary of the decision guidelines for native vegetation is provided below:</p> <ul style="list-style-type: none"> <li>• Efforts to avoid or minimise the impact of native vegetation removal should be commensurate with the biodiversity and other values of the native vegetation</li> <li>• The role of the native vegetation in protecting water and groundwater quality, waterway and riparian ecosystems, as well as the prevention of land degradation</li> <li>• Managing native vegetation to preserve identified landscape values</li> <li>• Whether native vegetation to be removed is protected under the AH Act</li> <li>• The need to remove native vegetation to reduce bushfire risks</li> <li>• Whether the removal of native vegetation is in accordance with any Property Vegetation Plan that applies to the site</li> <li>• Whether an offset has been identified and secured, in accordance with the Native Vegetation Guidelines</li> <li>• If an intermediate or detailed assessment of native vegetation removal impacts is required, considerations about the biodiversity value and condition of native vegetation, as well as impacts on rare or threatened species</li> </ul>	<ul style="list-style-type: none"> <li>• The land to be developed for the Project comprises a highly modified environment.</li> <li>• The Project will involve the removal of some native vegetation. The Project will have appropriate management plans in place to ensure environmental values are not adversely impacted. This will be managed in accordance with the CEMP, which will be developed prior to commencement of the Project.</li> <li>• The Project falls within the MSA Levy Area Declaration. [Ref: 10] The MSA levy will be paid for the TNTS site to provide approval for removal of native vegetation, as required by the Project. See Appendix A: Melbourne Strategic Assessment Levy estimate for TNTS parcel.</li> <li>• The MSA Levy for the MAD customer site shows that a levy has been assessed and has a payment status of 'paid'. See Figure 4.8 above.</li> <li>• There is no MSA levy payable for Mt Atkinson Road</li> <li>• The 220 kV underground connection will involve some construction using trenchless Horizontal Directional Drilling (HDD). This method will minimise impacts to Mt Atkinson Road during the construction process.</li> <li>• Any stormwater, erosion and sedimentation impact during construction will be managed in line with a CEMP. The Project will be integrated into the proposed stormwater management system for the TNTS and MAD developments – these developments are the subject of separate planning permit applications.</li> </ul> <p><u>TNTS site:</u> A Stormwater Management Strategy has been developed for the TNTS site. Temporary drainage arrangements are proposed in lieu of constructing the permanent drainage pipeline works which are to be deferred to a later date. The Retarding Basin and Sediment Basin has been proposed in accordance with the Truganina Drainage Scheme permanent works and has been proposed to satisfy the</p>

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Clause	Decision guidelines	Assessment
	<p style="text-align: center;"><b>ADVERTISED PLAN</b></p> <div style="border: 1px solid red; padding: 10px; margin: 20px auto; width: 80%; color: red; text-align: center;"> <p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p> </div>	<p>requirements of the SB60 identified within the Drainage Scheme.</p> <p>The proposed temporary drainage arrangements have been designed to allow for the design of and implementation of permanent drainage works in accordance with the Truganina Drainage Scheme.</p> <p>The Legal Point of Discharge for the proposed development will be subject to an application to be lodged for a new stormwater connection to the authority drainage system from the proposed development. [Ref: 14]</p> <p><u>MAD site:</u> Drainage requirements for the MAD customer site substation will be consistent with the wider industrial estate's appropriate legal point of discharge and drainage plan, where the MAD site is located.</p> <ul style="list-style-type: none"> <li>• Land not required for development by the Project will be maintained as is, unmanaged grassland.</li> <li>• No native vegetation to be removed is protected under the AH Act.</li> <li>• There is no need to remove native vegetation to reduce bushfire risks.</li> <li>• No removal of native vegetation is in accordance with any Property Vegetation Plan that applies to the site.</li> <li>• No offset has been identified or secured, in accordance with the Native Vegetation Guidelines.</li> <li>• No intermediate or detailed assessment of native vegetation removal impacts is required, considerations about the biodiversity value and condition of native vegetation, as well as impacts on rare or threatened species. As above, the MSA ley for the MAD site has been paid and TNTS site will be paid, prior to development.</li> </ul>

Clause	Decision guidelines	Assessment
VPP Clause 52.29 Land Adjacent the Principal Road Network	<ul style="list-style-type: none"> <li>Views of the relevant road authority</li> </ul>	As part of the Project, engagement between the DTP and AusNet is ongoing.
	<ul style="list-style-type: none"> <li>The effect of the proposal on the operation of the road and on public safety</li> </ul>	<p><b>The Project will not cause adverse impacts on road safety and operation.</b></p> <p>The Project will not cause disruptions to road users, as well as active and public transport networks during construction. The TIA has also concluded that the road network within the Project area is able to safely accommodate traffic generated from the Project. (Amber 2025)</p> <p>No impacts to the road network are expected during the Project's operation. Maintenance of the cable connection will be undertaken on an as-needed basis. Maintenance activities will be undertaken at the TNTS and MAD sites; maintenance works will not require destructive works to access the connection cable.</p>
VPP Clause 53.22 Significant Economic Development	<ul style="list-style-type: none"> <li>To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians</li> </ul>	<p>The Project is a utility installation, to transmit or distribute electricity, as listed in c53.22-1, Table 2 as a specified use of the MPS.</p> <p>This condition does not apply to an application for the use or development of land for a renewable energy facility or utility installation. (c53.22-1)</p> <p>The Project intends to take the DFP approval pathway.</p>
	<ul style="list-style-type: none"> <li>To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture</li> </ul>	<p>The development will be designed to minimise impacts to visual amenity. Albeit, as a functional utility installation, with appropriate landscaping provided.</p> <p>Whilst visual amenity will be impacted with regards to the Commercial/Industrial and Vegetated LCUs, receptors associated with these LCUs are considered to have negligible sensitivity.</p> <p>As such, it is considered that the proposed development will blend in with an already commercial/industrial landscape, consisting of warehouses, existing lattice towers and other industrial infrastructure. The broader area is proposed to be further developed from open grassland to more commercial/industrial land. The proposed development will be absorbed further into the landscape as development in the broader area progresses. [Ref: 11]</p>

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Clause	Decision guidelines	Assessment
<b>VPP Clause 52.33</b> <b>Post Boxes and Dry-Stone Walls</b>	<ul style="list-style-type: none"> <li>The significance of the post box or dry-stone wall</li> <li>Any applicable heritage study, statement of significance and conservation policy</li> <li>Whether the proposal will adversely affect the significance of the post box or dry-stone wall</li> <li>Whether the proposal will adversely affect the significance, character or appearance of the area</li> </ul>	<p>The intent is to avoid impacts to the Dry Stone Walls through Horizontal Directional Drilling (HDD) excavation beneath them for installation on the 220 kV underground cable connection.</p> <p><b>No Impacts to this site are anticipated.</b></p>
<b>VPP Clause 65.01</b> <b>Approval of an Application or Plan</b>	<ul style="list-style-type: none"> <li>The matters set out in section 60 of the PE Act</li> </ul>	<p>Section 60 of the P&amp;E Act outlines the factors a responsible authority must consider before approving a planning permit. These include:</p> <ul style="list-style-type: none"> <li><b>Planning Scheme:</b> Zoning, controls, and overlays.</li> <li><b>Planning Objectives:</b> Sustainable development, environmental protection, and community well-being.</li> <li><b>Public Submissions:</b> Objections and comments from the public.</li> <li><b>Referral Authority Feedback:</b> Comments from other government agencies.</li> <li><b>Environmental Impact:</b> Potential positive and negative environmental effects.</li> </ul> <p>The Project is consistent with these provisions as stated in section 60 of the PE Act.</p>
	<ul style="list-style-type: none"> <li>Any significant effects the environment, including the contamination of land, may have on the use or development</li> </ul>	<p>The Project will not significantly impact the Environment, including the contamination of land may have on the use or development.</p> <p>The project will have appropriate management plans in place to ensure environmental values are not adversely impacted. These will be detailed in the CEMP, which will be developed prior to commencement of the Project.</p>
	<ul style="list-style-type: none"> <li>The MPS and the PPF</li> </ul>	<p>The Project is consistent with the zoning provisions as listed in the Melton Planning Scheme. [Ref: 1] and <i>Mt Atkinson and Tarneit Plains PSP</i>. [Ref: 2]</p>
	<ul style="list-style-type: none"> <li>The purpose of the zone, overlay or other provision</li> </ul>	<p>The Project is consistent with the zoning provisions as listed in the Melton Planning Scheme. [Ref: 1] and <i>Mt Atkinson and Tarneit Plains PSP</i>. [Ref: 2]</p>

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Clause	Decision guidelines	Assessment
<p style="text-align: center; color: red; font-weight: bold;">           This copied document to be made available            for the sole purpose of enabling            its consideration and review as            part of a planning process under the            Planning and Environment Act 1987.            The document must not be used for any            purpose which may breach any            copyright         </p> <p style="text-align: center; color: red; font-weight: bold; font-size: 24px;">           ADVERTISED            PLAN         </p>	<ul style="list-style-type: none"> <li>Any matter required to be considered in the zone, overlay or other provision</li> </ul>	<p>The Project is consistent with the zoning provisions as listed in the Melton Planning Scheme. [Ref: 1] and <i>Mt Atkinson and Tarneit Plains PSP</i>. [Ref: 2]</p> <p>See sections 3.6, 4.1, 4.2, 4.3 and 4.4 above.</p>
	<ul style="list-style-type: none"> <li>The orderly planning of the area.</li> </ul>	<p>The Project is consistent with the zoning provisions as listed in the Melton Planning Scheme. [Ref: 1] and <i>Mt Atkinson and Tarneit Plains PSP</i>. [Ref: 2]</p>
	<ul style="list-style-type: none"> <li>The effect on the environment, human health and amenity of the area.</li> </ul>	<p><b>Environment:</b></p> <p>The land to be developed for the Project comprises a highly modified environment.</p> <ul style="list-style-type: none"> <li>The Project will involve the removal of some native vegetation. The Project will have appropriate management plans in place to ensure environmental values are not adversely impacted. This will be managed in accordance with the CEMP, which will be developed prior to commencement of the Project.</li> <li>The Project falls within the MSA Levy Area Declaration. [Ref: 10] The MSA levy will be paid for the TNS site to provide approval for removal of native vegetation, as required by the Project. See Appendix A: Melbourne Strategic Assessment Levy estimate for TNS parcel.</li> <li>The MSA Levy for the MAD customer site shows that a levy has been assessed and has a payment status of 'paid'. See <i>Figure 4.8</i> above.</li> <li>There is no MSA levy payable for Mt Atkinson Road.</li> <li>The 220 kV connection will be constructed using trenchless Horizontal Directional Drilling (HDD) underneath Mount Atkinson Road. This method will minimise impacts during the construction process.</li> </ul> <p><b>Human health:</b></p> <p>Human health impacts are not anticipated by the Project.</p> <p>The Project will not significantly impact noise amenity as per the Environmental Noise Assessment [Ref: 12]</p> <p>An Environmental Noise Assessment was undertaken to determine the effect of the development on surrounding environment</p>

Clause	Decision guidelines	Assessment
		<p>and sensitive receptors. As per the <i>Environmental Noise Assessment Report</i>, the development will have negligible noise impacts.</p> <p>The noise propagation modelling indicates that the operational and construction emissions are compliant with the noise emission requirements of the Noise Protocol. [Ref: 12]</p> <p><b>Amenity:</b></p> <p>The development will be designed to minimise impacts to visual amenity. Albeit, as a functional utility installation.</p> <p>The Project will not significantly impact the visual amenity, as stated in the LVIA [Ref: 11].</p>
<p><b>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</b></p>	<ul style="list-style-type: none"> <li>The proximity of the land to any public land.</li> </ul>	<p>Adjacent to the southwest of the Project, a planned <i>conservation area (service open space)</i>, West of Mt Atkinson Road, as shown on the PSP. No impacts to the conservation area are anticipated.</p>
	<ul style="list-style-type: none"> <li>Factors likely to cause or contribute to land degradation, salinity or reduce water quality.</li> </ul>	<p>Any stormwater, erosion and sedimentation impact during construction will be managed in line with a CEMP, to be developed prior to construction.</p>
	<ul style="list-style-type: none"> <li>Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.</li> </ul>	<p><u>TNTS site:</u></p> <p>A Stormwater Management Strategy has been developed for the TNTS site. Temporary drainage arrangements are proposed in lieu of constructing the permanent drainage pipeline works which are to be deferred to a later date. The Retarding Basin and Sediment Basin has been proposed in accordance with the Truganina Drainage Scheme permanent works and has been proposed to satisfy the requirements of the SB60 identified within the Drainage Scheme.</p> <p>The proposed temporary drainage arrangements have been designed to allow for the design of and implementation of permanent drainage works in accordance with the Truganina Drainage Scheme.</p> <p>The Legal Point of Discharge for the proposed development will be subject to an application to be lodged for a new stormwater connection to the authority drainage system from the proposed development. [Ref: 14]</p> <p><u>MAD site:</u></p>

Clause	Decision guidelines	Assessment
<p style="text-align: center; color: red; font-weight: bold;">           This copied document to be made available            for the sole purpose of enabling            its consideration and review as            part of a planning process under the            Planning and Environment Act 1987.            The document must not be used for any            purpose which may breach any            copyright         </p>		<p>Drainage requirements for the MAD customer site substation will be consistent with the wider industrial estate's appropriate legal point of discharge and drainage plan, where the MAD site is located.</p>
	<ul style="list-style-type: none"> <li>The extent and character of native vegetation and the likelihood of its destruction.</li> </ul>	<p>As above, the land to be developed for the Project comprises a highly modified environment.</p> <ul style="list-style-type: none"> <li>The Project will involve the removal of some native vegetation. The Project will have appropriate management plans in place to ensure environmental values are not adversely impacted. This will be managed in accordance with the CEMP, which will be developed prior to commencement of the Project.</li> <li>The Project falls within the MSA Levy Area Declaration. [Ref: 10] The MSA levy will be paid for the TNTS site to provide approval for removal of native vegetation, as required by the Project. See Appendix A: Melbourne Strategic Assessment Levy estimate for TNTS parcel.</li> <li>The MSA Levy for the MAD customer site shows that a levy has been assessed and has a payment status of 'paid'. See <i>Figure 4.8</i> above.</li> <li>There is no MSA levy payable for Mt Atkinson Road.</li> <li>The 220 kV underground connection will be primarily constructed using trenchless Horizontal Directional Drilling (HDD). This method will minimise impacts to Mt Atkinson Road during the construction process.</li> </ul>
	<ul style="list-style-type: none"> <li>Whether native vegetation is to be or can be protected, planted or allowed to regenerate.</li> </ul>	<p>Native vegetation identified that is not within the Project work area will be protected. Native vegetation impacted during works will be allowed to regenerate, so long as it does not pose a safety risk to Project infrastructure post construction. No native vegetation will be planted.</p>
	<ul style="list-style-type: none"> <li>The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.</li> </ul>	<p><b>Flood &amp; Fire:</b></p> <p>The location and use of the land will not significantly increase the risk of flooding, erosion, or fire hazards. Any proposed development or management activities will be designed to minimise these risks and comply with relevant regulations.</p>

Clause	Decision guidelines	Assessment
	<p style="text-align: center; color: red; font-weight: bold; font-size: 1.2em;">ADVERTISED PLAN</p> <div style="border: 2px solid red; padding: 10px; margin: 10px auto; width: 80%; color: red; font-weight: bold;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>	<p>Fire management protocols and design standards will be in compliance with relevant building standards. i.e. fire walls, setbacks etc.</p> <p><b>Erosion:</b> Any stormwater, erosion and sedimentation impact during construction will be managed in line with a CEMP, to be developed prior to construction.</p> <p><u>TNTS site:</u> A Stormwater Management Strategy has been developed for the TNTS site. Temporary drainage arrangements are proposed in lieu of constructing the permanent drainage pipeline works which are to be deferred to a later date. The Retarding Basin and Sediment Basin has been proposed in accordance with the Truganina Drainage Scheme permanent works and has been proposed to satisfy the requirements of the SB60 identified within the Drainage Scheme.</p> <p>The proposed temporary drainage arrangements have been designed to allow for the design of and implementation of permanent drainage works in accordance with the Truganina Drainage Scheme.</p> <p>The Legal Point of Discharge for the proposed development will be subject to an application to be lodged for a new stormwater connection to the authority drainage system from the proposed development. [Ref: 14]</p> <p><u>MAD site:</u> Drainage requirements for the MAD customer site substation will be consistent with the wider industrial estate's appropriate legal point of discharge and drainage plan, where the MAD site is located.</p>
	<ul style="list-style-type: none"> <li>The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.</li> </ul>	<p>The Project has adequate loading and unloading facilities within respective lots, designed to minimise impacts on traffic flow and road safety.</p> <p>All loading/unloading activities for the TNTS and Data Centre sites will occur on-site where sufficient space is available adjacent to work areas to safely accommodate these movements.</p> <p>Both sites provide sufficient trafficable areas to allow for heavy vehicles to undertake loading/unloading activities and turn-around</p>

Clause	Decision guidelines	Assessment
		<p>to allow for all vehicles to exit in a forward direction.</p> <p>Loading/unloading for the cable connection works within the road reserve will occur under appropriate traffic management arrangements.</p> <p>The road network, parking and proposed access arrangements are suitable to accommodate the expected vehicle types and traffic volumes during the construction and operational phases of the Project. [Ref: 13]</p>
	<ul style="list-style-type: none"> <li>The impact the use or development will have on the current and future development and operation of the transport system.</li> </ul>	<p>The Project will have minimal impact on the current and future development and operation of the transport system.</p> <p>A Traffic Impact Assessment (TIA) (Amber 2025) was undertaken for the Project. This report concluded that the road network and proposed access arrangements are suitable to accommodate the expected vehicle types and traffic volumes during the construction and operational phases of the project subject to the preparation of a suitable Traffic Management Plan (TMP) and further approvals from relevant road authorities. [Ref: 13]</p>

### 5.2.6 Referral and notice provisions

The subject planning permit application would typically require a referral under Section 55, or notice must be given under Section 52(1)I of the PE Act. Further, referral would typically be required under Clause 66.02-4 – Major electricity line or easement (220 kV or more) – referral to relevant electricity transmission authority; determining referral.

As an application processed under the Development Facilitation Program framework, referral and notice provisions will be set according to the DTP requirements for such assessments.

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## 6 Conclusion

This Planning Permit Application addresses the key objectives of the *Planning and Environment Act 1987* (Vic). It supports sustainable land use and development, protects both natural and built assets, promotes a high-quality living and working environment, and ensures the coordinated provision of infrastructure. The proposal also balances current needs with the interests of future generations, aligning with the broader goals of the Victorian planning system.

The proposed development aligns with the overarching objectives outlined in the Melton Planning Scheme, Mt Atkinson and Tarneit Plains Precinct Structure Plan, Plan Melbourne and other strategic planning frameworks and policies. By integrating sustainable design principles and innovative solutions, this development will contribute significantly to the region's growth.

The Project represents a significant development within the Western SSIP, a state-significant industrial zone identified in Plan Melbourne. Situated in the emerging industrial area of Truganina, the Project capitalises on the region's transformation into an industrial hub. It assists in development of the precinct as a critical part of Victoria's digital economy.

The site itself, characterised by sparse grasslands with limited natural features, aligns with the broader industrial land use of the surrounding area. Heritage considerations, including the historic overlay for the dry-stone wall, and cultural heritage sensitivities have been addressed, ensuring the development respects both the historical and cultural significance of the area. Additionally, the construction of essential infrastructure proposed by the Project will bolster the capacity and efficiency of the local energy grid, supporting future industrial growth.

The planned construction schedule of 12-18 months, adhering to standard daytime hours, reflects a commitment to efficient and minimally disruptive implementation. Overall, the Project underscores the strategic vision for Truganina's development as a key industrial precinct, contributing to the economic and infrastructural advancement of the City of Melton and the broader Melbourne region.

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## 7 References

Ref: 1 Melton City Council (3/12/24) Melton Planning Scheme. Melton City Council. Retrieved from <https://planning-schemes.app.planning.vic.gov.au/Melton/ordinance/00>. Viewed 13/12/24

Ref: 2 State of Victoria. Victorian Planning Authority (6/2/2020). Mt Atkinson and Tarneit Plains PSP. Retrieved from <https://vpa.vic.gov.au/project/mt-atkinson-tarneit-plains/>. Viewed 12/12/24

Ref: 3 State of Victoria. Department of Environment, Land, Water and Planning (2017) Plan Melbourne. Retrieved from <https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/plan-melbourne/the-plan>. Viewed 12/12/24

Ref: 4 State of Victoria. Victorian Planning Authority (2012) West Growth Corridor Plan 2012. Retrieved from <https://vpa.vic.gov.au/strategy-guidelines/strategy-guidelines-2/growth-corridor-plans/>. Viewed 12/12/24

Ref: 5 State of Victoria. Department of Environment, Land, Water and Planning (2020). Melbourne industrial and commercial land use plan. Retrieved from <https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/melbourne-industrial-and-commercial-land-use-plan>. Viewed 23/1/25

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Project: 300204244. June 2025

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- MAD. Ref 7355 Rev 2. 15 October 2025

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## 8 Appendices

Appendix A: Melbourne Strategic Assessment Levy estimate for TNTS parcel

### Estimate of Melbourne Strategic Assessment Environment Mitigation Levy



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#### Summary of Obligations

**Total levy liability estimate: \$1,299,097.00**

This total levy liability estimate and the following summary of obligations are provided as estimates for indicative purposes only. The obligations stated may be incomplete. The levy liability is calculated as at the date of this document, and is subject to change.

#### Levy liability (1 parcels)

Habitat Type	Area/locations	Applicable rate	Estimated subtotal
Native Vegetation	0.022 ha	\$258,531	\$5,687.68
Scattered trees	0 trees	\$25,935	\$0
Golden Sun Moth	45,005 ha	\$28,733	\$,293,128.67
Growing Grass Frog	0 ha	\$10,438	\$0
Matted Flax-Lily	0 ha	\$13,301	\$0
Southern Brown Bandicoot	0 ha	\$5,260	\$0
Spiny Rice Flower	0.022 ha	\$12,757	\$280.65

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#### Conservation Areas

No parcels contain conservation areas.

#### Salvage and Translocation

Parcel(s) are not labelled as 'Potential Salvage Operations' and salvage is therefore not required.

#### Next Steps

The Biodiversity Conservation Strategy and a number of approvals under section 146B of the Environment Protection and Biodiversity Conservation Act 1999 (Cth), and the *Melbourne Strategic Assessment (Environment Mitigation Levy) Act 2020* form part of the Melbourne Strategic Assessment (MSA) program.

For information about how to meet a levy liability under the Melbourne Strategic Assessment (Environment Mitigation Levy) Act 2020, or how conservation areas are treated and secured under the Melbourne Strategic Assessment (MSA) program, please refer to the [MSA website](#).

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**Estimate of Melbourne Strategic Assessment  
Environment Mitigation Levy**



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**Parcel Details (1\TP131713)**

Standard Parcel Identifier (SPI): 1\TP131713

Address: 442-542 MT ATKINSON ROAD TRUGANINA 3029

**Parcel levy liability estimate: \$1,299,097.00**

This parcel levy liability estimate and the following summary of obligations are provided as estimates for indicative purposes only. The obligations stated may be incomplete. The levy liability is calculated as at the date of this document, and is subject to change.

**Levy liability**

Habitat Type	Area/locations	Applicable rate	Estimated subtotal
Native Vegetation	0.022 ha	\$258,531	\$5,687.68
Scattered trees	0 trees	\$35,935	\$0
Golden Sun Moth	45.005 ha	\$28,733	\$1,293,128.67
Growling Grass Frog	0 ha	\$10,406	\$0
Matted Flax-Lily	0 ha	\$13,501	\$0
Southern Brown Bandicoot	0 ha	\$5,260	\$0
Spiny Rice Flower	0.022 ha	\$12,757	\$280.65

**Conservation Areas**

This parcel does not contain conservation areas.

**Salvage and Translocation**

This parcel is not labelled as 'Potential Salvage Operations' and salvage is therefore not required.

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## Estimate of Melbourne Strategic Assessment Environment Mitigation Levy

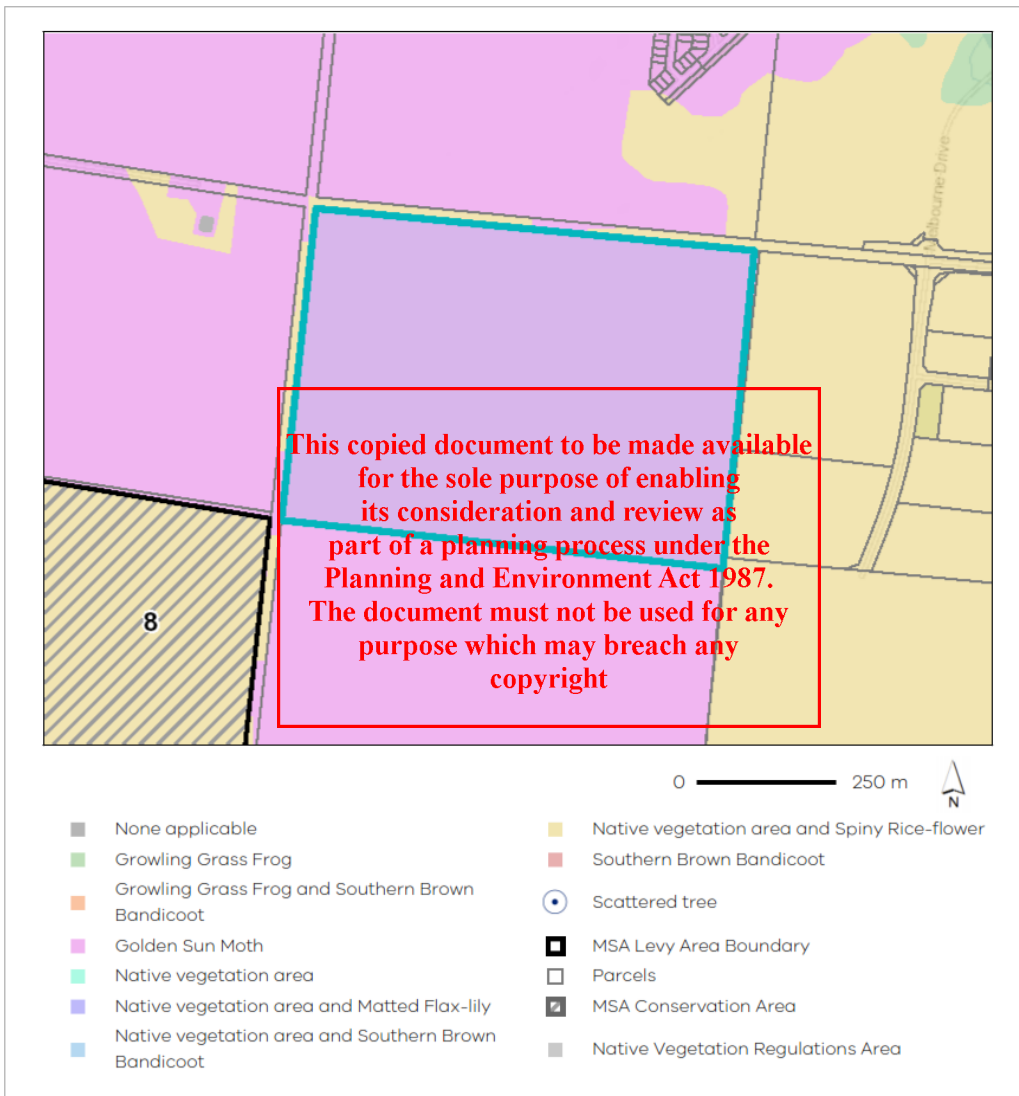


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### Parcel Map (1\TP131713)



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## 9 Attachments

1. Landscape and Visual Impact Assessment Report
2. Noise Impact Assessment Report
3. Stormwater and Hydrological Assessment Report
4. Traffic Impact Assessment Report
5. TNS Site Plan
6. Customer Substation Site Plan
7. Customer Lot Plan
8. Bushfire Attack Level Report
9. Land Titles
10. Municipal Planning Levy Certificate
11. Planning Zones
12. Planning Overlays
13. Project Overview
14. TNS RBR Traffic Impact Assessment Report (For Reference - Riding Boundary Road Access)

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