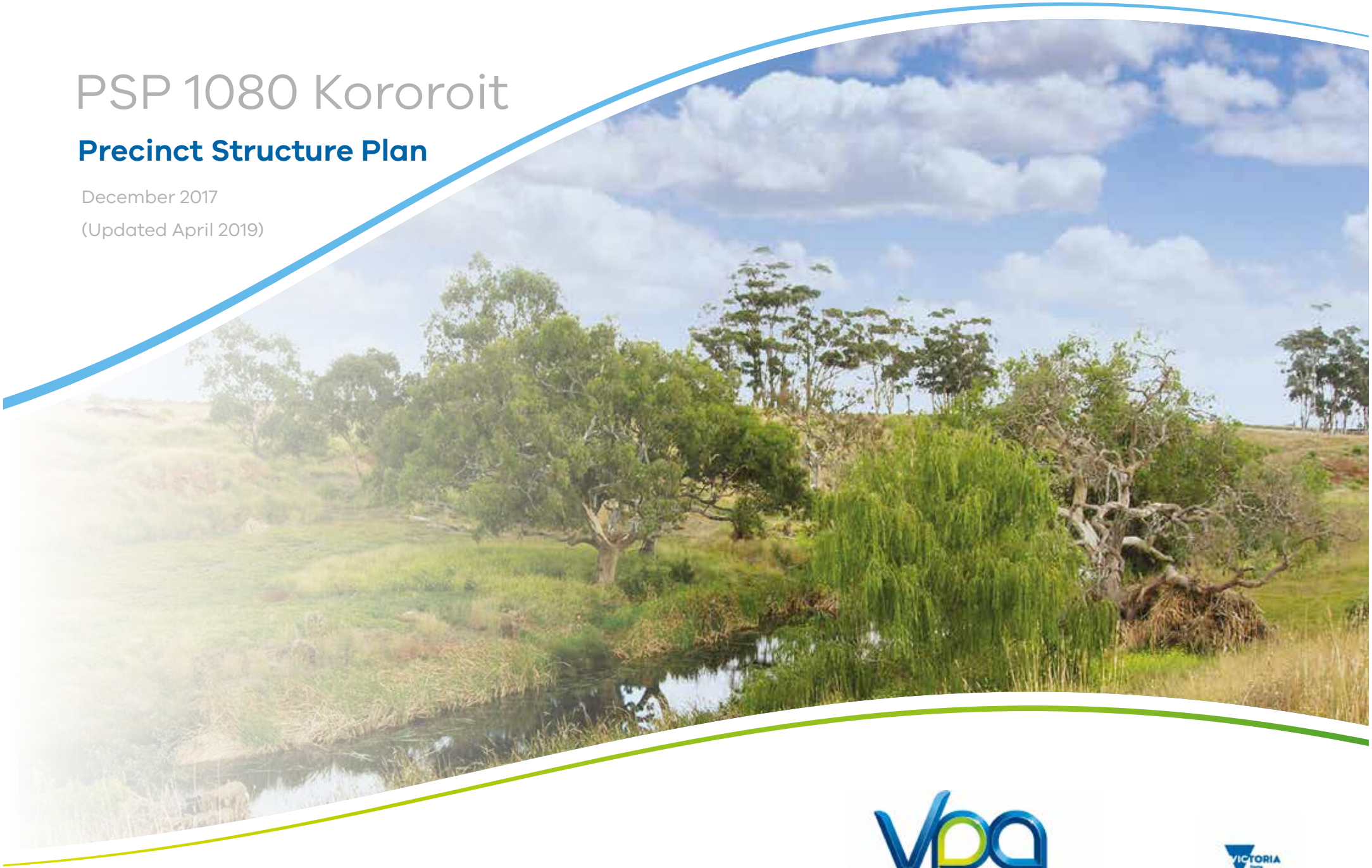


PSP 1080 Kororoit

Precinct Structure Plan

December 2017

(Updated April 2019)



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






















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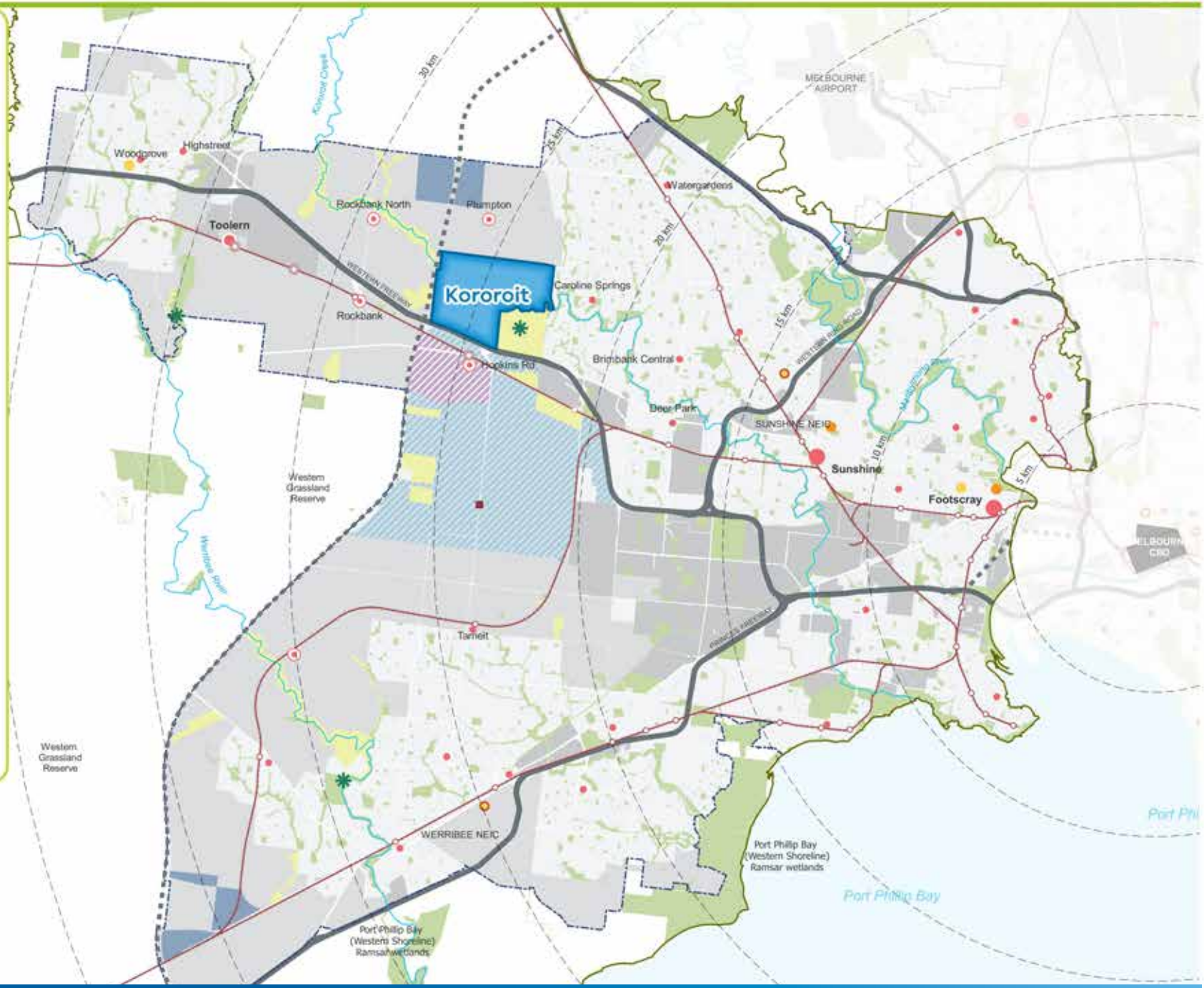
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-  western region boundary
 -  urban growth boundary
 -  urban area
 -  growth area
 -  state-significant industrial precinct - future
 -  business and residential precinct
 -  industrial area - future
 -  industrial area - existing
 -  public open space
 -  conservation
 -  regional park - emerging and proposed
 -  waterway
 -  metropolitan activity centre - existing
 -  metropolitan activity centre - future
 -  activity centre - existing
 -  activity centre - future
 -  education precinct
 -  health precinct
 -  health and education precinct
 -  state significant road corridor
 -  transport projects - committed and potential future
 -  interstate freight terminal (indicative)
 -  rail network
 -  train station - existing
 -  train station - proposed
- Adapted from source: Plan Melbourne 2017 - 2050 (Department of Environment, Land, Water and Planning, 2017)



1.0 INTRODUCTION

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

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

This PSP guides proposed development within the Kororoit Precinct (the precinct).

Generally, the PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with relevant Victorian Government guidelines, including the *Precinct Structure Planning Guidelines*, *The Victorian Planning and Environment Act, 1987* and the State Planning Policy Framework
- Enables the transition of non-urban to urban land
- Sets the vision for how land should be developed and the outcomes achieved
- Outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle
- Sets out objectives, guidelines and requirements for land use and development
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development
- Addresses the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999) in accordance with an endorsed program under Part 10*
- Development must also comply with other Acts and approvals where relevant e.g. in the case of Aboriginal cultural heritage, compliance with the *Aboriginal Heritage Act 2006* is required.

The PSP is informed by:

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

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

- PSP 1078 Plumpton and PSP 1080 Kororoit Background Report (2017)
- Plumpton and Kororoit Infrastructure Contributions Plan (2017)

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

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

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



- precinct boundary
- existing urban area
- future urban area
- contours (0.5m interval)
- existing waterway / drainage
- pre-development 1 in 100 year flood event
- outer metropolitan ring (OMR) public acquisition overlay
- easement - gas pipelines
- extent of gas pipeline measurement length
- gas city gate & measurement length
- easement - power lines
- existing roads
- dry stone walls
- nature conservation (biodiversity conservation strategy)
- indigenous trees
- non - indigenous trees
- group of non - indigenous trees
- riparian vegetation
- wetlands
- place of worship
- local heritage place - heritage overlay extent
- state heritage place VHR extent
- historical archaeological site (Heritage Inventory)
- area of historical archaeological likelihood
- area of Aboriginal cultural values
- area of Aboriginal cultural heritage likelihood
- area of Aboriginal cultural heritage sensitivity
- historic Deanside southern access track
- public land - Rockbank public purposes reserve
- natural feature reserve - Clarke Road streamside reserve



NOTES:

- Areas of Aboriginal cultural heritage likelihood shown on this plan is based on the predictive modelling & predictive sensitivity mapping prepared as part of the Kororoit Aboriginal Heritage Impact Assessment, 2014.
- Areas of Aboriginal cultural sensitivity is based on ACHRIS data April 2017.
- Conservation area 15 along the Kororoit creek is within an area of Aboriginal cultural heritage sensitivity.

Amended by C203

1082+1085
 MT. ATKINSON &
 TARNEIT PLAINS PSP

1083 WARRAWEE PSP

1.1 How to read this document

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

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

Each element of the precinct structure plan contains requirements and guidelines as relevant.

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

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

Meeting these requirements and guidelines will implement the outcomes of the PSP.

Development must also comply with other Acts and approvals where relevant

e.g. the *Environment Protection and Biodiversity Conservation Act 1999* in the case of biodiversity or the *Aboriginal Heritage Act 2006* in the case of cultural heritage amongst others.

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

1.2 Land to which the Precinct Structure Plan applies

Kororoit (PSP 1080) comprises 925.45 hectares of land located approximately 30 kilometres to the west of the Melbourne CBD. The precinct is bounded by Taylors Road and the Plumpton PSP to the north, Monaghans Lane (north of Kororoit Creek), Kororoit Creek and Sinclairs Road (south of Kororoit Creek) to the east, the Western Freeway and Mt Atkinson and Tarneit Plains PSP to the south, and the Outer Metropolitan Ring (OMR) reservation and approved Rockbank North PSP to the west.

The Kororoit PSP formerly comprised 1181 hectares of land and included the proposed Kororoit Regional Park. As the boundary for the proposed Kororoit Regional Park is not yet confirmed, this part of the former PSP area (i.e. the land which is both south of the Kororoit Creek and east of Sinclairs Road) has been removed from the Kororoit PSP and is subject to a future structure planning process.

1.3 Plumpton and Kororoit Infrastructure Contributions Plan (ICP)

The Plumpton and Kororoit ICP sets out the requirements for development proponents to contribute towards basic and essential infrastructure required to support development of the precinct. The ICP is a separate document incorporated into the Melton Planning Scheme and implemented through Schedule 2 to Clause 45.10 of the Melton Planning Scheme.

Table 8 - Precinct Infrastructure Identifies which infrastructure projects are to be funded through the ICP.

1.4 Background information

Background information on the Precinct including its local and metropolitan context, history, landform and topography, biodiversity, drainage, open space, transport and community facilities is provided in the separate PSP 1078 Plumpton and PSP 1080 Kororoit Background Report. This report also references the various background technical studies that have informed preparation of the precinct structure plan.



- walkable residential catchment
- precinct boundary
- residential
- local town centre
- business
- local convenience centre
- future government school
- potential non-government school
- community facilities
- indoor recreation
- uncredited open space (drainage)
- uncredited open space (drainage) in conservation area
- credited open space
- clarkes road streamside reserve
- conservation area
- public acquisition overlay
- easement with pylons - utilities
- arterial road (6 lanes)
- arterial road (4 lanes)
- connector street
- feature main street
- local access street
- existing freeway access
- post OMR replacement freeway access
- local significant heritage place
- state significant heritage place
- place of worship
- bridge
- pedestrian / cyclist bridge
- pedestrian / cyclist bridge over freeway
- existing urban area
- future urban area

NOTE:

- For open space details see plan 6
- For local street hierarchy see plan 8
- Areas of the PSP are subject to flooding in the pre-development 1 in 100 year flood extent. see plan 2 for flood extent.



1079 ROCKBANK NORTH PSP

1078 PLUMPTON PSP

1030 TAYLOR HILLS WEST PSP

1082 MT. ATKINSON PSP

PSP 1080.2 (KOROROIT PART 2) PROPOSED KOROROIT REGIONAL PARK

1083 WARRAWEE PSP

2.0 OUTCOMES

2.1 Vision

The meandering Kororoit Creek shapes the structure of the Kororoit precinct, emphasising its importance as habitat for the Growling Grass Frog, as a place of respite for local residents, and in the management of stormwater for the catchment area. The Creek will connect to grassland conservation areas supporting preservation of nationally significant species and will contribute to retaining a sense of the rural landscape within the developing PSP area.

The Creek will form the backbone of a conservation and open space network which weaves together the proposed Kororoit Regional Park, sporting reserves, local parks, Kororoit Creek tributaries and north-south easements which will include shared paths connecting through to the Kororoit Creek trails. The open space network will provide wildlife corridors as well as opportunities for residents to walk, cycle and connect with nature as part of their everyday experience. Sporting reserves will be developed in a range of sizes to adapt to different sporting needs over time, and are located near waterways so that stormwater harvesting may be realised in future.

Employment in the town centres and live-work opportunities throughout Kororoit precinct area will be complemented by employment in the Plumpton Industrial and Business Precinct to the north and Mt Atkinson and Tarneit Plains precinct to the south, accessible along the future Hopkins Road. Convenient access to further job opportunities will be via a possible future rail station at Mt Atkinson, via bus services, and along the Western Freeway and future Outer Metro Ring.

Diversity of dwelling sizes and types will provide affordable and flexible housing and live-work opportunities. The two Local Town Centres will offer shopping, community facilities, areas for small local enterprises and local services immediately adjacent to residential areas, which will give convenient access over the full life-cycle to enable ageing-in-place.

Walking and cycling to town centres, schools and parks will be the modes of choice along tree-lined streets with dedicated, off-road pedestrian and cycle paths. Historic dry stone walls will contribute to place-making and increase the appeal of walking and cycling along streets throughout the precinct.

Significant Aboriginal cultural heritage places along Kororoit Creek will be protected through respectful siting of new bridges which link communities to the south and north of the Creek. The Deanside Homestead Complex will become a treasured and more visible part of the local landscape through its proximity to a local park and the Kororoit Creek shared paths. Landscape links to related parts of its history, such as the dam wall to its north and the former access track to Deanside to the south, will cement its role in the post-contact development of the Kororoit PSP area.

2.2 Key objectives

The development of the Kororoit PSP area is guided by a set of key development objectives.

Development within Kororoit will seek to:

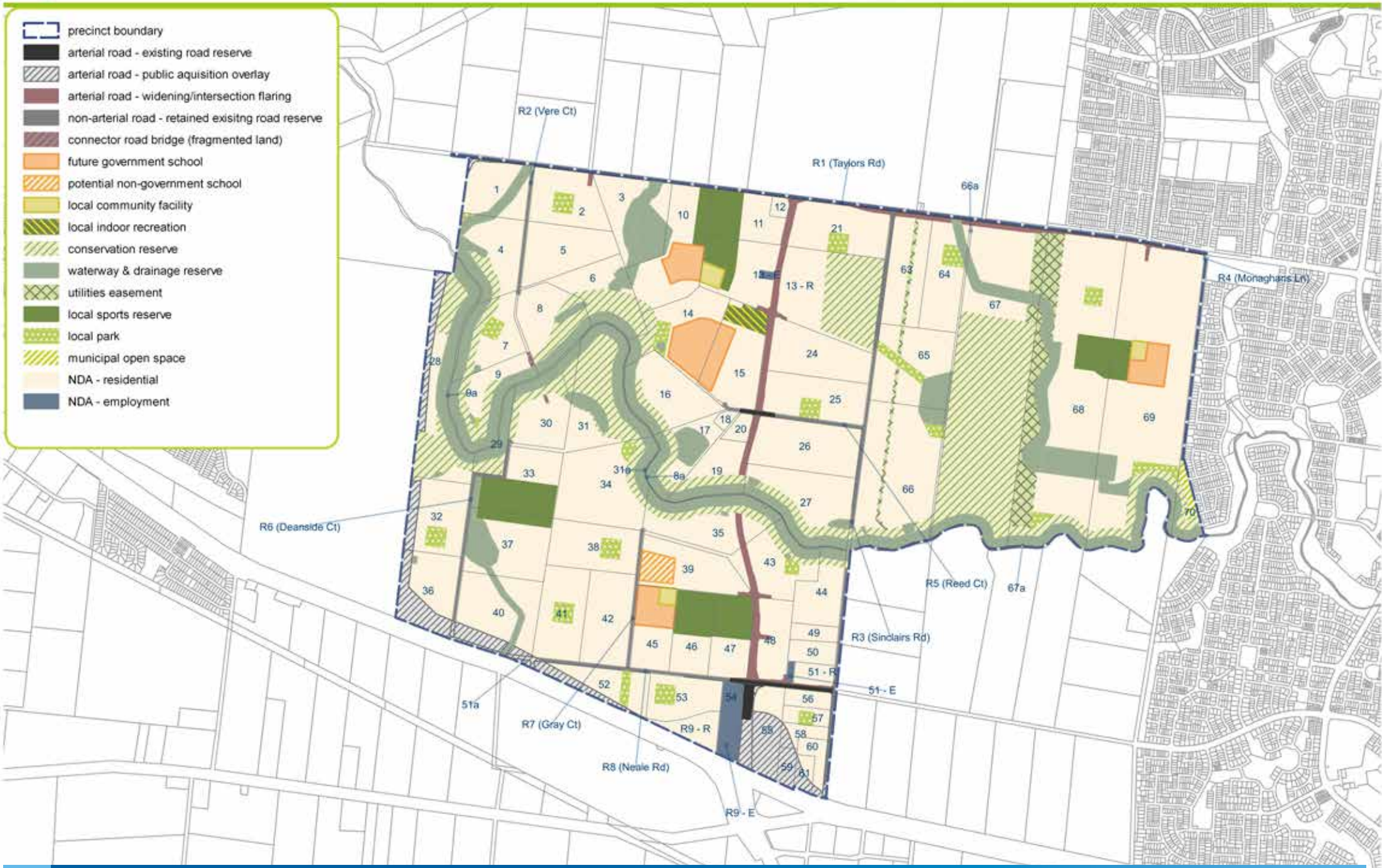
OBJECTIVES	
IMAGE, CHARACTER, HERITAGE & HOUSING	
01	Deliver a minimum of approximately 9,200 new homes across the precinct and promote increased housing choice and density within a walkable catchment of high amenity features and public transport.
02	Identify, retain and celebrate places of Aboriginal cultural heritage significance within the precinct, including along the Kororoit Creek.
03	Encourage a strong sense of place through the protection, enhancement and interpretation of places of post-contact cultural heritage significance, in particular the Deanside Homestead Complex (VHR H0810/HO4), the Rockbank Headstation Dam (HO118), Stoneleigh Homestead (HO128), and dry stone walls in the precinct.
04	Create a cultural heritage trail along the Kororoit Creek which interprets places of Aboriginal and post-contact cultural heritage which is integrated with the existing cultural heritage trail network to the east in Caroline Springs and Burnside.
EMPLOYMENT AND TOWN CENTRES	
05	Deliver 1,400 local jobs through capitalising on the opportunities of the local context including the growing residential population; existing and proposed roads, including the future extension of Hopkins Road which will connect the Princes Highway to the Melton Highway (and possibly through to Sunbury in future); the future Outer Metropolitan Ring; and the possible future rail station at Mt Atkinson.
06	Develop a Local Town Centre which leverages off the existing Neale Road and Hopkins Road intersection to enable early delivery of retail and other services to the growing community.
07	Develop a Local Town Centre which leverages off the future extension to Hopkins Road, sports reserves and the indoor recreation centre; and whose sense of places is shaped by connections to the Deanside Homestead Complex and Kororoit Creek beyond.
08	Encourage lower-cost, flexible space adjacent to the Local Town Centres for a range of small local enterprises, and to ensure these two centres have an ability to adapt and evolve over time
09	Ensure the Local Town Centres deliver high amenity public space; prioritise access for walking, cycling and public transport; and are clearly identified at gateway sites along Hopkins Road and Neale Road.

010	Encourage the provision of Local Convenience Centres in the north-east and south-west of the Kororoit PSP area, without compromising the functions and roles of nearby town centres.
OPEN SPACE AND COMMUNITY FACILITIES	
011	Develop an open space network which connects to local and regional destinations including the proposed Kororoit Regional Park, the Mt Atkinson volcanic cone area, the Western Grasslands Reserve and town centres at Caroline Springs, Plumpton, Rockbank North, Mt Atkinson and paths along Kororoit Creek.
012	Encourage walking, cycling and other recreation opportunities by providing connections between the various elements of the open space network including along streets, local parks, sports reserves, public plazas, Kororoit Creek and other natural and constructed waterways, gas and powerlines easements, and the proposed Kororoit Regional Park.
013	Deliver a high quality landscaped interface between nature conservation areas and surrounding development and enable appropriate community access to foster appreciation of these areas, while protecting significant species.
014	Maximise the open space and conservation benefits of the powerlines and gas easements, which run north-south through the precinct, through developing a shared path within each, and complemented by landscaping and recreational uses within the powerlines easement (north of the Kororoit Creek only).
015	Provide for government and non-government school sites to meet the strategically justified need for state and non-government education in the area.
016	Ensure the health and wellbeing of residents is protected by delivering a built environment of facilities and amenities that promote healthy lifestyle practices, social interaction, civic engagement and access to services.
017	Develop a walkable network of community hubs that provide access to social, education, recreation and health services within each neighbourhood.
BIODIVERSITY, THREATENED SPECIES AND BUSHFIRE MANAGEMENT	
018	Contribute to the long term conservation of significant flora and fauna species through protection of habitat, particularly the Growling Grass Frog Conservation area along the Kororoit Creek and in Conservation Areas 1 and 2.
019	Deliver sensitive interfaces with conservation areas using tailored road interface cross sections.
020	Ensure that bushfire hazards are identified and that protection measures are considered in the layout and design of the local street network, subdivisions and buildings and works.
TRANSPORT AND MOVEMENT	
021	Provide safe, continuous and inviting paths of travel for pedestrian and cyclists to key destinations and trails, including the Plumpton Major Town Centre to the north; Local Town Centres; schools and community hubs; shared paths along waterways and easements; and to the Kororoit Creek and proposed Kororoit Regional Park.

O22	Create a clear and legible street network that provides straightforward connections to the wider public transport and road network.
O23	Maximise use of public transport by providing an efficient bus-capable road network that services key destinations throughout the precinct.
INTEGRATED WATER MANAGEMENT AND UTILITIES	
O24	Deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, responds to local soil types, minimises flood risk, ensures waterway health, and contributes towards a sustainable and green urban environment.
O25	Ensure sensitive land uses are located outside the measurement length of the high pressure gas transmission pipelines where possible and that construction is managed to minimise risk of any adverse impacts.
PRECINCT INFRASTRUCTURE PLAN AND STAGING	
O26	Deliver Hopkins Road and associated waterway crossing early in the staging of the precinct, to open up access to the Deanside Local Town Centre and to the Plumpton Major Town Centre and the Business and Industrial Precinct to the north, and to reduce pressure on existing and proposed connector streets.
O27	Deliver two new and upgraded north-south connector streets and associated bridges over Kororoit Creek which leverage off the existing Sinclairs Road, and which bring together communities on the north and south sides of the Kororoit Creek.
O28	Provide all lots with potable water, electricity, reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant authority.
O29	Deliver cohesive and integrated neighbourhoods by co-ordinating development with the delivery of key local and state infrastructure.



- precinct boundary
- arterial road - existing road reserve
- arterial road - public acquisition overlay
- arterial road - widening/intersection flaring
- non-arterial road - retained existing road reserve
- connector road bridge (fragmented land)
- future government school
- potential non-government school
- local community facility
- local indoor recreation
- conservation reserve
- waterway & drainage reserve
- utilities easement
- local sports reserve
- local park
- municipal open space
- NDA - residential
- NDA - employment



Amended by
C203

2.3 Summary land use budget

The Kororoit PSP land use budget in Table 1 provides a summary of the land required for transport, community facilities, government education facilities, and open space and identifies the total amount of land available for development.

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

The GDA for the Kororoit Precinct is 925.45 hectares, with a total NDA of 537.76 hectares. The residential NDA is 532.16 hectares, meaning approximately 57.50% of the land within the Kororoit PSP area is available for residential development, while 5.59 hectares, or 0.60% of the land, is available for predominantly employment uses.

Based on the estimated residential development yield established in Table 3 – Housing Density Guide, Kororoit PSP will generate approximately 9,200 dwellings to accommodate over 25,800 residents.

Amended by C203 **Table 1** Summary land use budget

DESCRIPTION	PSP 1080		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (HA)	925.45		
TRANSPORT			
Arterial Road - Existing Road Reserve	6.08	0.66%	1.13%
Arterial Road - Public Acquisition Overlay	26.43	2.86%	4.91%
Arterial Road - New / Widening / Intersection Flaring (ICP land)	16.04	1.73%	2.98%
Non-Arterial Road - Retained Existing Road Reserve	15.22	1.64%	2.83%
Connector Road Bridge (Fragmented land) (ICP land)	0.32	0.03%	0.06%
Sub-total Transport	64.09	6.9%	11.92%
COMMUNITY & EDUCATION			
Future Government School	18.90	2.04%	3.51%
Potential Non-Government School	2.60	0.28%	0.48%
Local Community Facility (ICP land)	2.80	0.30%	0.52%
Local Indoor Recreation (ICP land)	2.50	0.27%	0.46%
Sub-total Community & Education	26.80	2.90%	4.98%
OPEN SPACE			
UNCREDITED OPEN SPACE			
Conservation Reserve	113.69	12.29%	21.14%
Waterway and Drainage Reserve	113.34	12.25%	21.08%
Utilities Easements	17.00	1.84%	3.16%
Sub-total Uncredited Open Space	244.04	26.37%	45.38%
CREDITED OPEN SPACE			
Local Sports Reserve (ICP land)	34.74	3.75%	6.46%
Local Park (ICP land)	16.58	1.79%	3.08%
Sub-total Credited Open Space	51.33	5.55%	9.54%

REGIONAL OPEN SPACE			
Municipal Open Space	1.44	0.16%	0.27%
Sub-total Regional Open Space	1.44	0.16%	0.27%
Total All Open Space	296.81	32.07%	55.19%

TOTAL NET DEVELOPABLE AREA (NDA) HA	537.76	58.11%
--	---------------	---------------

NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) HA	532.16	57.50%
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NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) HA	5.59	0.60%
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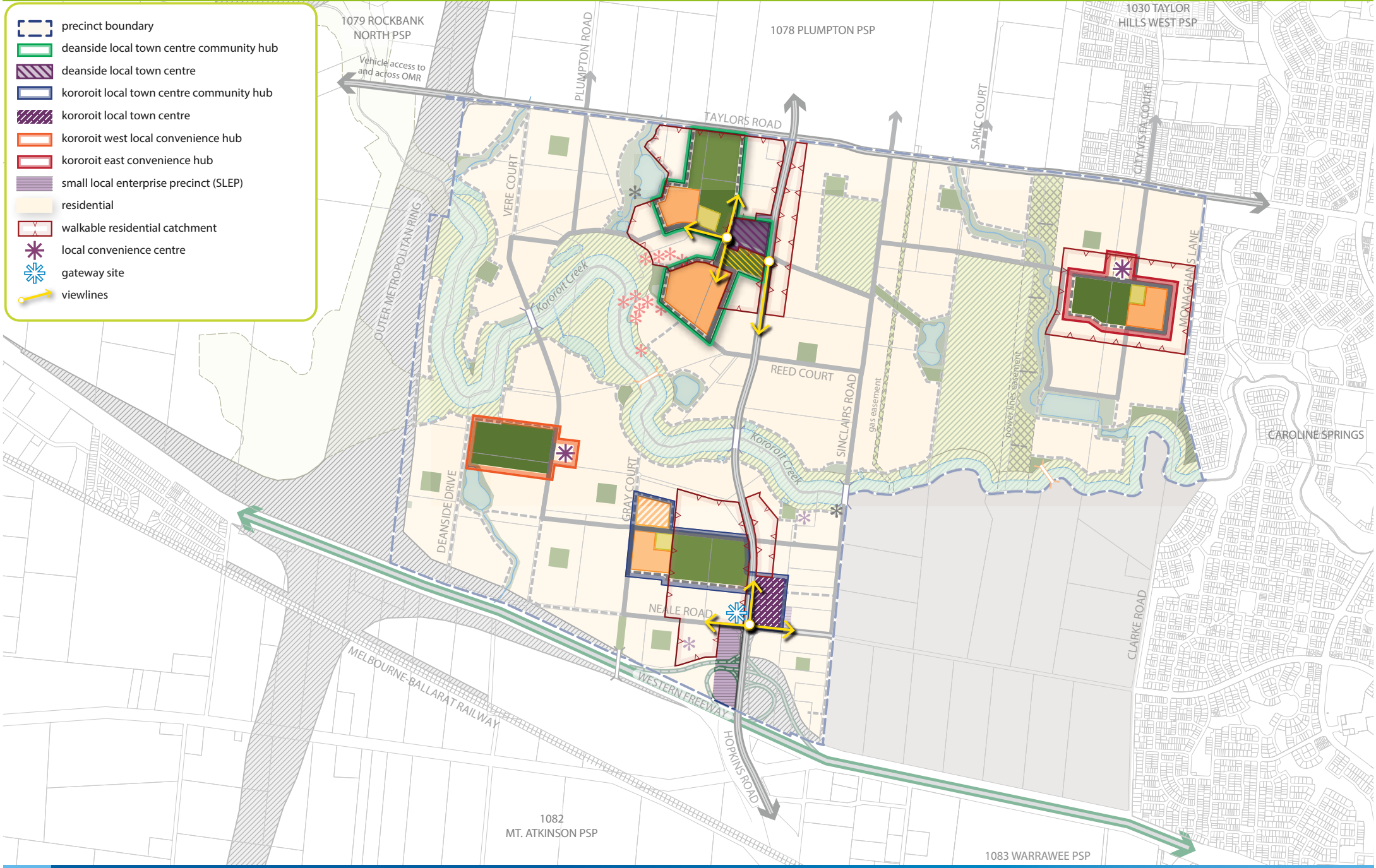
RESIDENTIAL LOCAL OPEN SPACE (EXPRESSED AS % OF NDAR)	HECTARES	% OF NDAR
Local Sports Reserve (ICP land)	34.74	6.53%
Local Park (ICP land)	16.58	3.12%
Sub-total	51.33	9.64%

EMPLOYMENT LOCAL OPEN SPACE (EXPRESSED AS % OF NDAE)	HECTARES	% OF NDAE
Local Park (ICP land)	0.00	0.00%
Sub-total	0.00	0.00%

Total Open Space	51.33	9.54%
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- precinct boundary
- deanside local town centre community hub
- deanside local town centre
- kororoit local town centre community hub
- kororoit local town centre
- kororoit west local convenience hub
- kororoit east convenience hub
- small local enterprise precinct (SLEP)
- residential
- walkable residential catchment
- local convenience centre
- gateway site
- viewlines



3.0 IMPLEMENTATION

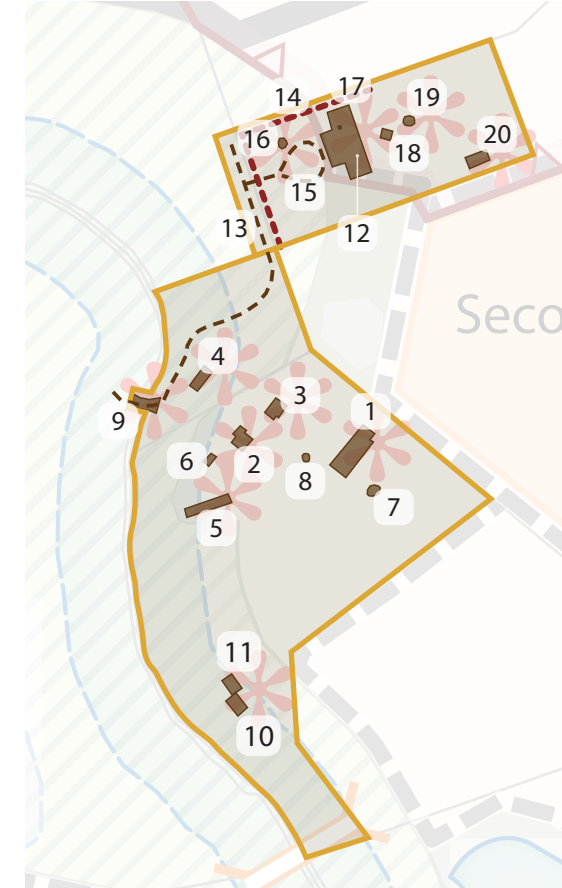
3.1 Image, character, heritage & housing

3.1.1 Image and character

REQUIREMENTS	
R1	All public landscaped areas must be planted and designed to the satisfaction of the responsible authority.
R2	Street trees must be planted on both sides for all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, in accordance with relevant Melton City Council landscaping policy unless otherwise agreed by the responsible authority, and unless not required as per relevant Conservation Interface Sections in Appendix G.
R3	Street tree planting on declared arterial roads must be established in accordance with the clear zone guidelines to the satisfaction of the coordinating road authority.
R4	Trees in parks and streets must be: <ul style="list-style-type: none"> • Suitable for local conditions; • Planted in modified and improved soil to support tree establishment and longevity; and • Consistent with any guidance provided on the relevant cross section within this PSP unless otherwise approved by the responsible authority.
R5	Boundary fences forward of the building line must not exceed 1.2 metres in height.
GUIDELINES	
G1	Streets should be provided directly abutting waterways reserves, open spaces and utilities easements to ensure houses generally face these public spaces.
G2	In locations where the responsible authority is satisfied it is not feasible to locate a street adjacent to the open space network (including waterway reserve, open space or utilities easement), then houses should face the path within the open space network path and be 'rear-loaded'.
G3	High quality landscape treatments should be provided throughout the precinct, most particularly in streetscapes and along creek and drainage waterway corridors.
G4	Street networks within subdivisions should be designed to maximise the number of connections and direct views to the open space network and town centres.
G5	Subdivision design should incorporate natural and built design elements which respond to local heritage and topography to assist in place making and the achievement of a sense of place.

G6	To reinforce neighbourhood character and the role of the street or public place, a consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise approved by the responsible authority.
G7	Salvaged rocks should be retained on site where possible and incorporated in the design of waterways, retaining structures, fences and other landscape features.
G8	Existing trees shown on Plan 2 should be retained where possible along streets and in subdivisions.
G9	Built form on corner lots should provide a positive address to both frontages. This can be achieved through appropriate use of glazing and other architectural treatments.
G10	Built form should add to the precinct character by providing an attractive street address that encourages passive surveillance and visual interest.
G11	Sites in prominent locations, such as the Local Town Centres and at major intersections such as Neale Road and Hopkins Road, should be developed to respond to their strategic location and have greater height, density, and architectural quality subject to limitation imposed by utilities or external land uses (refer Appendix C).
G12	Development adjacent to the Kororoit Creek and Conservation Areas should respond sensitively to the topography and local environment in terms of building scale, landscape design and plant selection, in accordance with interface treatments in Appendix F and Appendix G.

- growing grass frog (GGF) conservation area
- kororoit creek
- residential lots (indicative)
- lot frontage
- residential
- local town centre
- government primary school
- government secondary school
- community facilities
- indoor recreation
- waterways / waterbodies
- local sports reserve
- local park
- landscape interface area
- landscape treatment
- heritage area
- heritage place
- site for potential interpretation of former deanside mansion & associated heritage values
- historic deanside southern access track & driveway
- existing historic vegetation surrounding heritage site
- proposed planting to match surrounding landscape character
- dry stone wall
- potential break in dry stone wall
- potential picnic & viewing area
- potential picnic area
- pedestrian bridge
- connector street
- local access street
- local access street (indicative)
- rear access laneways (indicative)
- paper road
- shared path



VHR extent

Details of Cultural Heritage in the VHR Extent

- | | |
|----------------------------------|--|
| 1. The Woolshed | 11. The Lime or Brick Kiln |
| 2. The Manager's House | 12. The location of the mansion and remnant fabric |
| 3. The Shearer's Quarters | 13. The original cobbled access road |
| 4. The Boundary Riders' Quarters | 14. A refurbished dry stone wall |
| 5. The Stables | 15. A stone-lined circular driveway |
| 6. The Cook's House | 16. A stone-lined domed cistern or well |
| 7. Sheep Dip | 17. A second brick-lined well or tank |
| 8. Bluestone Wall | 18. Large iron boilers |
| 9. Causeway (Ford) | 19. A silo |
| 10. The Killing Shed | 20. Stone and brick pig pens |

NOTE
 • this plan is conceptual and indicative only
 • see Appendix B for principles and guidelines

3.1.2 Heritage

REQUIREMENTS	
R6	Any subdivision and/or development of land adjoining a heritage site identified under the Heritage Overlay in the Melton Planning Scheme and/or of post-contact cultural heritage significance must have regard to the heritage significance of the site and provide a sensitive interface.
R7	Dry stone walls illustrated on Plan 2 must be retained unless otherwise agreed by the responsible authority. Dry stone walls to be retained must: <ul style="list-style-type: none"> • Be situated within public open space or road reserve to the satisfaction of the responsible authority • Have a suitable landscape interface • Be checked and repaired by a suitably qualified dry stone waller for any loose stones. Any loose stones are to be reinstated in the wall in secure positions • Retain post and wire or post and rail fences situated within the walls, with any wire protruding beyond the vertical face of the wall reinstated to its original position or removed • Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access).
R8	Any reinstatement or repair of walls must be undertaken by a suitably qualified dry stone waller and is to be consistent with the construction style of the original wall.
R9	Installation of services across the alignment of retained dry stone walls must be undertaken by boring rather than open trenching. If open trenching or disturbance to the wall is unavoidable, a minimum section of wall may be temporarily removed and then reinstated to original condition under the supervision of a suitably qualified dry stone waller to the satisfaction of the responsible authority.
R10	Reinstatement of walls must use stone from (in order of priority): <ul style="list-style-type: none"> • The original wall in that location (including fallen stone adjacent to the wall) • A nearby section of the wall approved to be removed • Any adjacent paddock containing wall parts which can be recovered • Walls approved to be removed in the nearby area (including any stone which has been stockpiled by Melton City Council).
R11	Any subdivision and/or development of land on or adjoining the Deanside Homestead Complex heritage site must have regard to the heritage significance of the site, provide a sensitive interface, and respond to Figure 1 and Appendix B.

GUIDELINES	
G13	Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and/or with high Aboriginal cultural heritage values including those identified on Plan 2, should liaise with the designated Registered Aboriginal Party (or Aboriginal Victoria and Traditional Owner Groups in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.
G14	Land uses abutting retained dry stone walls should enhance public visibility of the walls. Relevant uses include open space, conservation reserve, road verge or property boundary wall.
G15	Where it has been agreed with the responsible authority that an existing dry stone wall is to be removed, land owners should consult with Melton City Council to determine whether the stone should be retained for use in repairing other walls within the PSP or in landscape designs.
G16	Development of land subject to the Heritage Overlay in the Melton Planning Scheme should ensure that the heritage place is recognised within, and well integrated with, the subdivision.
G17	Adaptive reuse of the Deanside Homestead Complex (VHR H0810/HO4) and Stoneleigh Homestead (HO128) may be appropriate if it is demonstrated that it will contribute to the long term conservation of these heritage places.
G18	A heritage interpretation trail should be provided along the Kororoit Creek that tells a story of the area's local history, both Aboriginal and post-contact cultural heritage, through appropriate interpretive installations in consultation with relevant stakeholders, which meets with the existing cultural heritage trail network to the east in Caroline Springs and Burnside.
G19	A small section of the Deanside Southern Access Track should be retained in the central median to provide some heritage interpretation to the satisfaction of the responsible authority.

3.1.3 Housing

Amended by C203

REQUIREMENTS	
R12	Subdivision of land must deliver an overall minimum average density of 16.5 dwellings per net developable hectare on residential land outside the walkable residential catchment. Where a subdivision proposal represents a single stage or limited number of stages, proponents should demonstrate how the subdivision will contribute to the eventual satisfaction of this guideline through further stages of development.
R13	Subdivision of land within the walkable residential catchment shown on Plan 3 must create lots suitable for the delivery of medium or higher density housing as outlined in Table 2, and also achieve a minimum average density of 21 dwellings per hectare. Applications for subdivision that can demonstrate how target densities can be achieved over time, to the satisfaction of the responsible authority shall be considered.
R14	Dwellings must front or side: <ul style="list-style-type: none"> • Waterways and the open space network (including local parks and easements); • Arterial and connector streets (including the Outer Metropolitan Ring Road and Western Freeway (refer to Appendix G); and The siding of lots to the above must be kept to a minimum.
R15	Lots must front Conservation Areas and must provide for the outcomes illustrated in Appendix F and Appendix G as relevant.
R16	New dwellings must not be located within land identified as Melbourne Water 50m setback from Kororoit Creek, as identified in Figure 7.
R17	Subdivision applications must include layouts for any lots identified for future development of medium density, high density or integrated housing that suitably demonstrate: <ul style="list-style-type: none"> • Potential dwelling yield; • Active interfaces with adjacent street, open space and waterways; • Safe and effective internal vehicle and pedestrian circulation; • The delivery of dwelling diversity and lot sizes; • Servicing arrangements; and • Treatments for sensitive interfaces.
R18	Where housing is proposed adjacent to an acoustic wall, dwellings must front an internal road which runs directly parallel to the acoustic wall unless otherwise agreed with the responsible authority.

GUIDELINES	
G20	Residential subdivisions should provide a broad range of lot sizes capable of accommodating a variety of housing types as described in Table 2.
G21	Specialised housing forms such as lifestyle communities, retirement living or aged care facilities should: <ul style="list-style-type: none"> • Be integrated into the wider urban structure; • Be located in close proximity to town centres and community hubs; • Be accessible by public transport; • Not present a barrier to movement through the surrounding road network; and • Be located outside the pipeline measurement length where possible.
G22	Lots adjacent to the Growling Grass Frog Conservation Area and Nature Conservation Conservation Areas should use indigenous plantings in front gardens, to the satisfaction of the responsible authority.
G23	Any new fencing facing the Kororoit Creek on land within the Melbourne Water 50m setback from Kororoit Creek, as identified in Figure 7 should be rural post and rail style fencing.

Table 2 Housing type by lot size

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

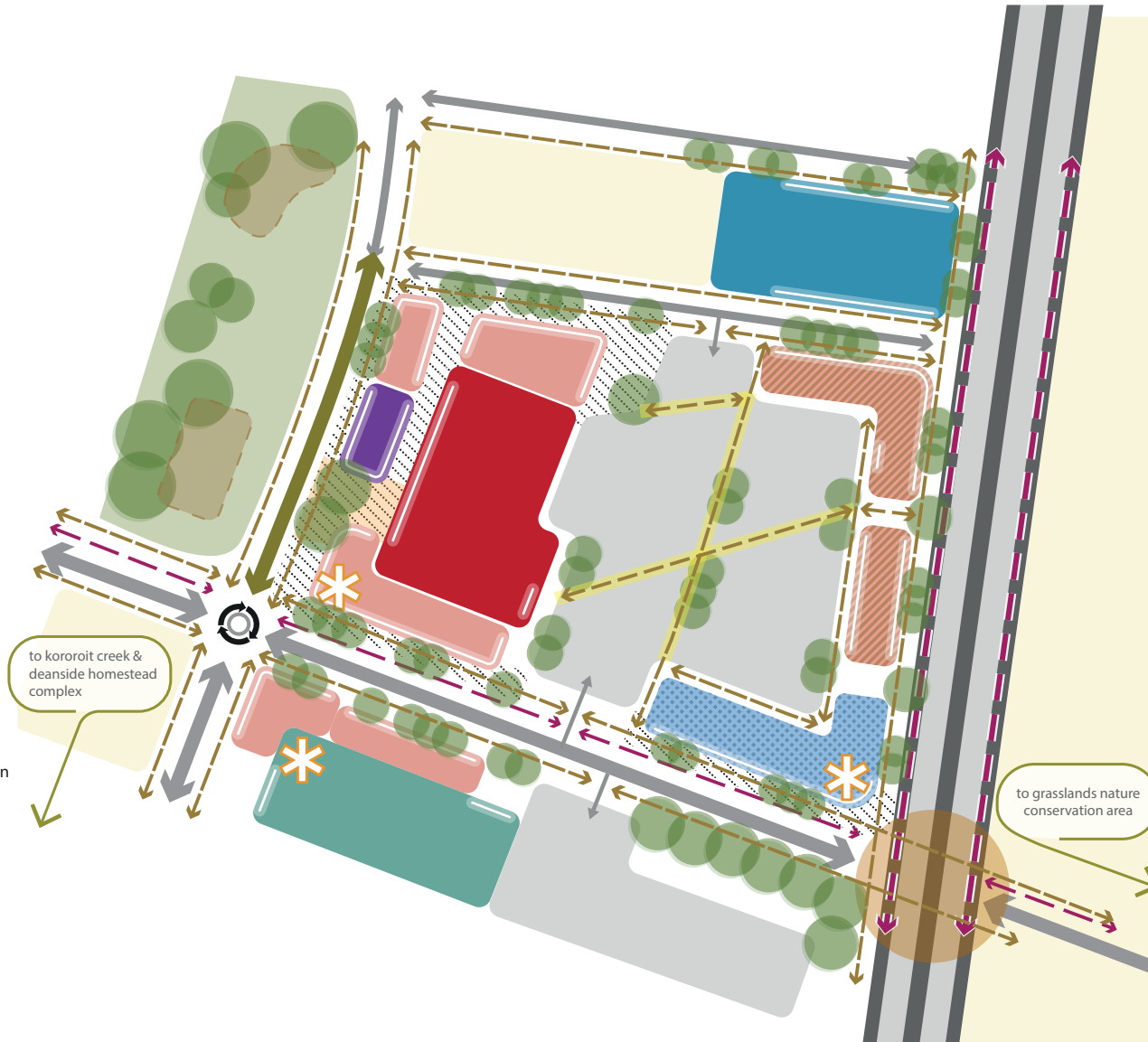
HOUSING TYPES THAT MAY BE SUPPORTED	LOT SIZE CATEGORY (M ²)		
	LESS THAN 300	301 - 600	MORE THAN 600
Small lot housing (including town houses and attached, semi-detached and detached houses)			
Dual occupancies, including duplex			
Detached housing			
Multi-unit housing sites (including terraces, row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

Amended by C203

Table 3 Housing delivery guide

RESIDENTIAL TYPE	NDA (HA)	DWELLINGS/ NDA (HA)	TOTAL DWELLINGS
Residential Area	525.28		9,042
Residential within walkable catchment	83.37	21.0	1,751
Residential outside walkable catchment	441.91	16.5	7,292
Town Centres	6.88	25	172
Total NDAR	532.16		9,214

- anchor retail
- retail (commercial / mixed use / residential over)
- mix of commercial uses (residential over)
- small local enterprises
- commercial (residential over)
- entertainment / food
- car parking
- indoor recreation
- local sports reserve
- active playspace (e.g. skatepark)
- residential
- active frontage
- accentuated height
- plaza
- high quality public realm treatment
- pedestrian priority (e.g. pavement treatment)
- arterial road (6 lanes)
- connector street
- feature main street
- local access street
- local access street (indicative)
- roundabout (including pedestrian / cycle crossing points)
- signalised intersection
- bike route
- key pedestrian circulation
- car park access



Place-making and Design Elements

- Creates strong visual links to the sporting reserve and future indoor recreation facility
- Major supermarket anchor entry, food/entertainment and specialty shops are focused around a public plaza
- Opportunities for related commercial uses particularly along Hopkins Road
- Indoor recreation facility is a landmark clearly visible from Hopkins Road but located close to sports reserves and the heart of the LTC for better activation
- Located along an east-west connector which stitches together shared paths and GGF Conservation Areas along the Kororoit Creek (to the south-west) with Nature Conservation Areas to the east
- Focusing public space to the north-west of the LTC provides solar access as well as views to nearby play areas
- Specialty shops, plaza and trees along the northern east-west street provide an attractive interface to residential areas
- Small local enterprises located on the periphery of the LTC provide for diverse local businesses and services.

The LTC concept plan is a concept plan and is not intended to be prescriptive.

3.2 Employment and town centres

3.2.1 Local Town Centres

Deanside Local Town Centre

Deanside Local Town Centre (LTC) has an emphasis on convenient access and adjacency to future sporting facilities and a future school. It will service local needs and there will be places for ‘small local enterprises’ to develop adjacent. The LTC is located with good access to Hopkins Road and nearby heritage elements and the Kororoit Creek. Therefore it is important to use the built form and layout to make positive connections to the open space and sporting facilities and capitalise on patronage from visitors to these facilities.

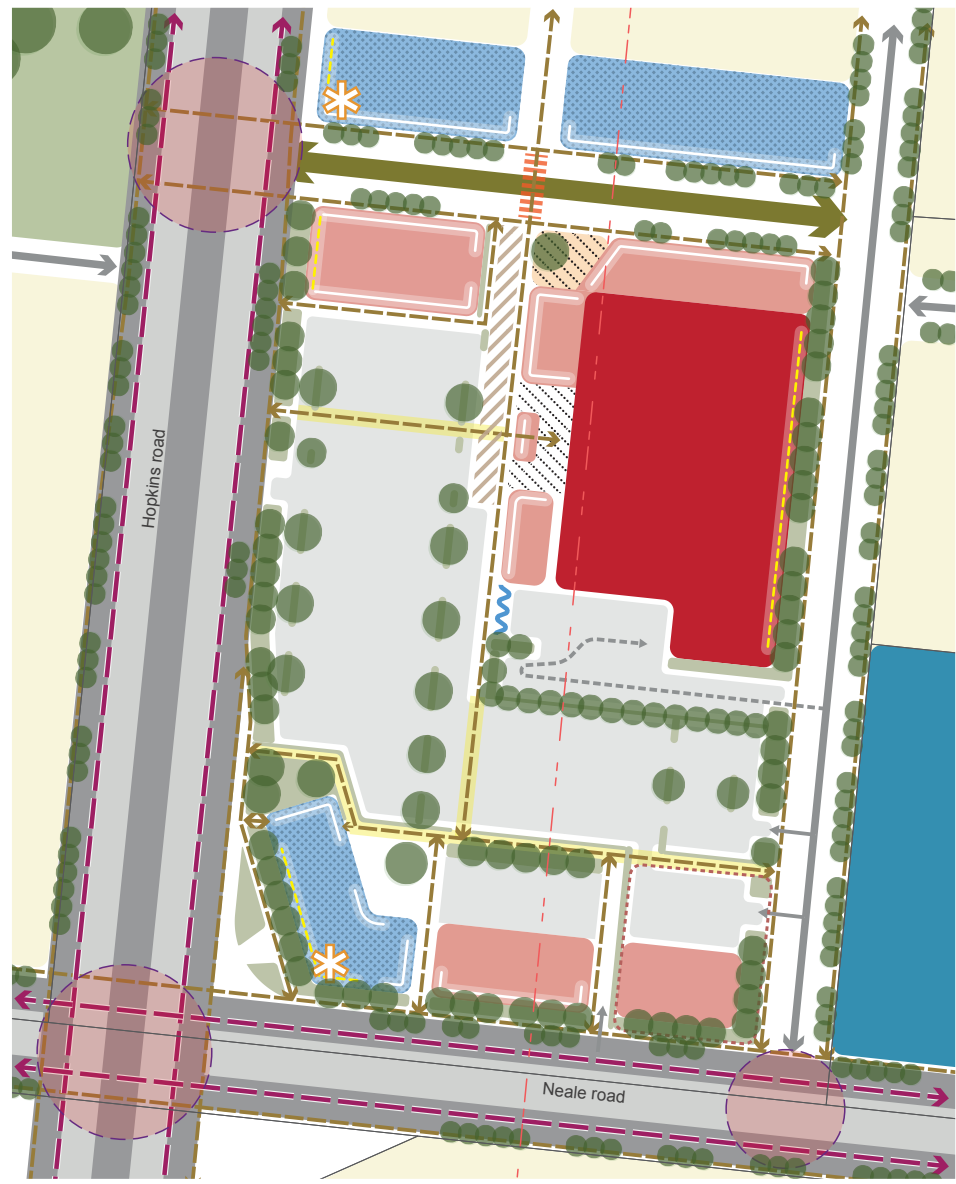
‘Small local enterprises’ are supporting services and ancillary uses which are typically on the periphery of, or near, Local Town Centres in traditional inner and middle ring areas in Melbourne. Uses may include, but are not limited to the following (subject to planning permit requirements):

- Printers, craft centres, storage, equipment repairs and servicing, studio/ workrooms, veterinary clinics, dance studios. They can require many different layout options, varied floor space sizes, servicing, storage and lower-order rentals than in the core retail areas. These are integral to the creation of LTCs and help support three of the principles in Appendix C, by:
 - Providing a full range of local services (Principle 4 - adapted)
 - Integrating local employment and service opportunities (Principle 6 - adapted)
 - Promoting sustainability, adaptability and localisation (Principle 10 - adapted).

Table 4 Anticipated employment creation

LAND USE	EMPLOYMENT MEASURE	JOBS PER EMPLOYMENT MEASURE	ANTICIPATED QUANTITY OF EACH LAND USE	ANTICIPATED QUANTITY OF JOBS
Community centre	Jobs per centre	10	3	30
Primary School	Jobs per school	40	4	160
Secondary School	Jobs per school	90	1	90
Other community services (medical, NGO etc)	Jobs per 50 m ² floor space	0.02	3,700	74
Retail	Jobs per 30 m ² floor space	0.033	14,900	492
Industrial/ commercial employment area	Jobs per 60 m ² floor space	0.017	5,000	85
Home based business	Jobs per 20 dwellings	0.05	9,214	461
Total estimated				1,391

- anchor retail
- retail
- small local enterprise
- commercial
- potential service station location
- car parking
- local sports reserve
- residential
- active frontage
- activated frontage (visually interesting architectural treatment)
- screening
- accentuated height
- town square
- high quality public realm treatment
- pedestrian priority (e.g. pavement treatment)
- shared use entry
- arterial road (6 lanes)
- arterial road (4 lanes)
- feature main street
- local access street
- signalised intersection
- priority crossing (e.g. raised path)
- bike route
- key pedestrian circulation
- car park access
- truck only access
- gas pipeline measurement length



Place-making and Design Elements

- Accentuated building height on the Hopkins Road/ Neale Road corner signifies the LTC as a gateway to the broader area
- Leverages existing roads and the Western Freeway interchange to enable early delivery of LTC facilities for the emerging community
- Supermarket anchor sleeved with specialty shops/ services around its edges to deliver active frontages
- Supermarket anchor entry and specialty shops are focused around a public plaza to activate the plaza
- Opportunities for a range of uses such as office, retail and medical uses to activate either side of the northern east-west street
- East-west streets and high quality pedestrian/ cyclist connections will draw visitors along the axis of the future Regional Park in the east to sporting reserves and council facilities to the west of the LTC
- Small local enterprises located on the periphery of the LTC provide for diverse local businesses and services and jobs.

The LTC concept plan is a concept plan and is not intended to be prescriptive.

Kororoit Local Town Centre

Kororoit LTC features an emphasis on the convenience of access from existing arterial roads and the nearby Western Freeway and the ability to provide services and encourage development of small local enterprises in the adjacent area early in the development cycle. Therefore it is important to use the built form and layout to overcome the busy major road environment by creating pedestrian friendly access and a high quality public realm with easy foot and bicycle access from surrounding residential areas.

REQUIREMENTS	
R19	Land use and development within the Local Town Centres must respond to the relevant concept plan at Figure 2 and Figure 3 and address Appendix C, unless otherwise approved by the responsible authority.
R20	Design of buildings in the Local Town Centres must provide visual interest at the pedestrian scale, with active and activated façade treatments. Long expanses of unarticulated façade treatments must be avoided.

3.2.2 Local Convenience Centres

Local Convenience Centres will service local needs and will provide opportunities for some small local enterprises to develop. The Local Convenience Centres will develop into community hubs as they are co-located with future sporting reserves and/or primary school and community facilities.

REQUIREMENTS	
R21	Local Convenience Centres must be oriented towards a connector street and consider the relationship and interface with surrounding uses.
R22	Shop floor space within each Local Convenience Centre must not exceed 1000m ² without a planning permit.
R23	Buildings as part of a Local Convenience Centre must: <ul style="list-style-type: none"> • Provide primary access to tenancies from the connector street; • Provide active and articulated frontages to the adjoining street network; • Have active frontages and must be designed in a way which contributes to the public domain; and • Locate any servicing infrastructure or car parking to the rear or centre of the allotment in a manner that protects the amenity of the surrounding neighbourhood.
R24	Safe and convenient pedestrian access must be provided to the Local Convenience Centre, including a safe pedestrian street crossing and proximity to bus stop locations.
GUIDELINES	
G24	Local Convenience Centres should be located as illustrated on Plan 3, unless otherwise agreed by the responsible authority.
G25	The design of the Local Convenience Centres should: <ul style="list-style-type: none"> • Feature clear circulation and a high degree of permeability for pedestrians; • Provide for a mix of tenancies; and • Incorporate a range of uses including retail, offices and medium density residential use.

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3.3 Community facilities and education

3.3.1 Community facilities and education

REQUIREMENTS	
R25	<p>Where the responsible authority is satisfied that land shown as a non-government school site is unlikely to be used for a non-government school, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone. In order to satisfy the responsible authority that a site is unlikely to be used for a non-government school, it is necessary to demonstrate that:</p> <ul style="list-style-type: none"> • The application for an alternative use is not premature having regard to the extent of development in the surrounding residential area; • The school site is no longer strategically justified having regard to the provision of schools in the locality, including land not within the PSP, as appropriate; • The landowner provides the responsible authority with evidence that: <ul style="list-style-type: none"> • Genuine negotiations have been had with a range of education providers including the lead agency nominated in the PSP, regarding the use of the site as a school and the sale of site to the education provider/s; and • The educational provider(s) including the lead agency nominated in the PSP, do not intend to purchase and use the site as a school.
R26	<p>Connector or local access streets abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.</p>

GUIDELINES	
G26	Schools and community facilities should be designed to front and be directly accessed from a public street with car parking located away from the main entry.
G27	The design and layout of schools, community facilities and sports reserves should include canopy tree planting to provide appropriate shade.
G28	The design and layout of schools, community facilities and sports reserves should be integrated where possible with neighbouring facilities, and fencing minimised, to enable community use of facilities out of hours; to deliver continuous pedestrian paths of travel; and to achieve efficiencies such as sharing and overall reduction of car parking spaces.
G29	Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of community uses.
G30	Any private childcare, medical, or similar facility is encouraged to locate in or near Local Town Centres, Local Convenience Centres and community hubs (subject to any place-specific restrictions).
G31	The location of key entries to community facilities should allow for activation of the street and safe and convenient pedestrian and cyclist access for all ages and abilities.
G32	Schools should be provided with three street frontages where practical.



- precinct boundary
- local sports reserve
- local park
- conservation area
- waterway reserve
- stormwater management (in conservation area)
- clarkes road streamside reserve
- easement
- LP-01 open space / recreation identification number (refer to Table 6)
- SR-01
- local park & sports reserve residential catchment - 400 metres
- local sports reserve residential catchment - one kilometre
- pedestrian / cyclist bridge
- pedestrian / cyclist bridge over freeway

Note:
Identification numbering consecutive from the Plumpton PSP due to a combined ICP.



3.4 Open space

3.4.1 Open space and natural systems

REQUIREMENTS	
R27	<p>All parks must be located, designed and developed to the satisfaction of the responsible authority generally in accordance with Plan 6 and Table 6, unless otherwise approved by the responsible authority. An alternative provision of land for a local park is considered to be generally in accordance with that illustrated on Plan 6 provided:</p> <ul style="list-style-type: none"> • The location does not reduce the walkable access to local parks demonstrated on Plan 6; • The design does not diminish the quality or usability of the space for passive recreation; • The land area is equal to or more than the local park provision outlined in Table 6; • Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation; • Where it is proposed to provide two or more local parks instead of a local park described in Table 6, the combined area of those parks must not be less than the area of the local park described in Table 6, and the responsible authority must be assured that this will be delivered; • The location of the park remains abutting a GGF Conservation Area or Nature Conservation Area, if Plan 6 indicated the local park was abutting a Growling Grass Frog Conservation Area or Nature Conservation Area
R28	All open space and public landscaped areas (other than Nature Conservation and Growling Grass Frog Conservation Areas) must contain large-canopy trees appropriate to the local climate and soil conditions that are suitable to the urban environment, to the satisfaction of the responsible authority.
R29	Where fencing of open space is required, it must be low scale and/or visually permeable to facilitate public safety and surveillance.
R30	Where a local park shown on Plan 6 spans across multiple properties, the first development proponent to lodge a permit application must undertake a master plan for the entire park unless otherwise agreed by the responsible authority.
R31	Land designated for local parks must be finished and maintained to a suitable standard, prior to the transfer of land, to the satisfaction of the responsible authority.
R32	Design of service open space including waterway corridors, utilities easements and any other encumbered open space must maximise the amenity value of that open space and provide for flexible recreational opportunities, particularly when such land also abuts unencumbered open space.

R33	Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and along the cycling network to the satisfaction of the responsible authority.
R34	Development of land in a subdivision which includes the powerlines easement must include landscaping for a width of at least 10 metres along both edges, to the satisfaction of the responsible authority and AusNet Services. This requirement does not apply to land in the powerlines easement which is also in a Conservation Area.
R35	Development of land in a subdivision which includes the high pressure gas transmission pipeline easement must include landscaping of the full easement to the satisfaction of the responsible authority and APA.
R36	Where local parks and recreation areas occur adjacent Growling Grass Frog Conservation Areas and Nature Conservation Areas, they must be designed and managed to complement the outcomes required by the BCS conservation area and provide for the outcomes illustrated in Appendix F and Appendix G.
R37	Local Parks abutting the Deanside Homestead Complex must provide for the outcomes illustrated in Figure 1.
GUIDELINES	
G33	Local parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities, as well as supporting biodiversity.
G34	Any existing vegetation, including grassland, that can be viably maintained, should be protected and enhanced through open space networks which facilitate habitat and movement corridors for species found within the region of the Precinct.
G35	Design of the Biodiversity Conservation Strategy conservation areas, local parks and sporting reserves should demonstrate integration with the values of adjoining encumbered land including Aboriginal and post-contact heritage and drainage waterways (for example through adopting a similar planting palette, through minimising fencing or through landscape design).
G36	To enable good passive surveillance, open space should have an active frontage.
G37	Design for safety guidelines, and in particular the provision of active frontage and good passive surveillance from adjoining development, should guide the design of open spaces and associated infrastructure.
G38	Path networks associated with open space located inside and outside of the Precinct should include way finding signage which clearly identifies key destinations.

- precinct boundary
- shared path
- shared path (indicative - delivered as part of Taylors Hill West PSP)
- kororoit creek shared path
- indicative links to open space (e.g. along local road)
- potential local street link
- pedestrian signals
- interface treatment with adjacent open space
- power transmission tower location
- R** recreation
- R/C** conservation / recreation
- W** waterway



	G39	Land in the powerlines easement should be utilised for open space, recreation and other activities including those outlined in in Table 5 - Powerline Easement Possible Use and Development and detailed on Figure 4 Kororoit Powerline Easement Concept in accordance with <i>A Guide to Living with Transmission Line Easements</i> (AusNet Services) to the satisfaction of AusNet Services and the responsible authority.
Amended by C203	G40	Where landscaping in the powerlines easement is required as part of subdivision, this should be provided to the satisfaction of AusNet Services and the responsible authority, as follows: <ul style="list-style-type: none"> • Provision of a shared path and planting of indigenous grasses and shrubs with full coverage over the area required to be landscaped; and • In accordance with Appendix J - Service Placement Guidelines and <i>A Guide to Living with Transmission Easements</i> (AusNet Services).
Amended by C203	G41	Where landscaping in the gas easement is required as part of subdivision, this should be provided to the satisfaction of APA and the responsible authority as follows: <ul style="list-style-type: none"> • Planting of indigenous grasses and shrubs with full coverage over the area required to be landscaped; • In accordance with Appendix J and APA guidance; and • Hard landscaping (e.g. street furniture) and small trees may be included, provided sight lines between signs indicating the location of the pipe are not obscured and compliance with mandated pipeline clearances is achieved.

Table 5 Powerlines easement possible use and development

SUB-AREA (REFER TO FIGURE 4)	POSSIBLE USE AND DEVELOPMENT			
	PASSIVE RECREATION OPPORTUNITIES	ACTIVE RECREATION OPPORTUNITIES	TRANSPORT OPPORTUNITIES	UTILITIES/SERVICING OPPORTUNITIES
Recreation (R1)	<ul style="list-style-type: none"> • Dog off leash area • Community gardens 	Fitness circuit	Local roads	Stormwater management
Waterway (W)	Yes, including: <ul style="list-style-type: none"> • Indigenous plantings • Dog off leash area 	Fitness circuit	Local roads	Stormwater management
Recreation/Conservation (R/C)	Yes, including indigenous plantings	Yes	No	Stormwater management

Inserted by C203 *Note: Subject to relevant approvals from the responsible authority and AusNet Services.*

Amended by C203 **Table 6** Open space delivery guide

OPEN SPACE ID	LOCATION (PARCEL ID)	TYPE	SUB-CATEGORY/ SCALE	AREA (HECTARES)		KEY ATTRIBUTES	RESPONSIBILITY FOR DELIVERY
				CREDITED	UNCREDITED		
LP-20	2	Local Park	Community Park	1.00		Stand alone park.	Melton City Council & developer works
LP-21	4	Local Park	Pocket Park	0.15		Adjacent to constructed waterway associated with the Plumpton Road DSS.	Melton City Council & developer works
LP-22	7	Local Park	Neighbourhood Park	0.85		Located adjacent to the Growling Grass Frog conservation area and will be linked to a continuous shared path and heritage trail.	Melton City Council & developer works
LP-23	14	Local Park	Neighbourhood Park	0.87		Located between the Deanside Homestead Complex, the Growling Grass Frog conservation area and the government secondary school. Interpretive outcomes to be incorporated as part of its design. Similar tree species to the existing historic trees should be used. View lines must be maintained between the former Deanside Mansion site and the Woolshed precinct. Its location is also associated with high Aboriginal cultural values. Appropriate interpretation should be integrated into its design.	Melton City Council & developer works
LP-24	9	Local Park	Pocket Park	0.12		Located adjacent to the Growling Grass Frog Conservation Area and will be linked to a continuous shared path and heritage trail. Its location is also associated with high Aboriginal cultural values. Meaningful and appropriate interpretation should be integrated into its design.	Melton City Council & developer works
LP-25	34	Local Park	Neighbourhood Park	0.50		Located adjacent to the Growling Grass Frog conservation area and will be linked to a shared path and heritage trail along the length of the Kororoit Creek.	Melton City Council & developer works
LP-26	32	Local Park	Neighbourhood Park	1.00		Stand alone park.	Melton City Council & developer works
LP-27	38	Local Park	Neighbourhood Park	1.00		Stand alone park.	Melton City Council & developer works
LP-28	41	Local Park	Community Park	1.00		Stand alone park.	Melton City Council & developer works
LP-29	52	Local Park	Neighbourhood Linear Park	0.76		Linear open space with shared path connecting to freeway pedestrian crossing and providing direct access to the possible future Mt Atkinson Train Station and the Mt Atkinson Specialised Town Centre.	Melton City Council & developer works
LP-30	53	Local Park	Neighbourhood Park	1.00		Stand alone park.	Melton City Council & developer works
LP-31	57	Local Park	Neighbourhood Park	0.50		Stand alone park.	Melton City Council & developer works
LP-32	43	Local Park	Neighbourhood Park	0.50		Located adjacent to the Growling Grass Frog conservation area and will be linked to a shared path and heritage trail along the length of the Kororoit Creek.	Melton City Council & developer works

OPEN SPACE ID	LOCATION (PARCEL ID)	TYPE	SUB-CATEGORY/ SCALE	AREA (HECTARES)		KEY ATTRIBUTES	RESPONSIBILITY FOR DELIVERY
				CREDITED	UNCREDITED		
LP-33	25	Local Park	Community Park	1.00		Stand alone park.	Melton City Council & developer works
LP-34	21	Local Park	Neighbourhood Park	1.00		Located adjacent to Nature Conservation Area 1. Local park to be connected to the grassland to ensure the grassland is integrated with the broader open space network and to attract more active uses to the park. See Figure 8 Conservation Area 1 Concept Plan for further details.	Melton City Council & developer works
LP-35	65	Local Park	Community Linear Park	1.23		Linear open space with shared path connecting to the two grassland reserves. It will link with the wider path network by connecting to the north-south shared path delivered as part of the landscaping works associated with the gas easement.	Melton City Council & developer works
LP-36	64	Local Park	Community Park	1.00		Adjacent to constructed waterway associated with the Sinclairs Road DSS.	Melton City Council & developer works
LP-37	66, 66a	Local Park	Neighbourhood Park	0.62		Located adjacent to Nature Conservation Area 2. Local park to be connected to the grassland to ensure the grassland is integrated with the broader open space network and to attract more active uses to the park. A shared path will link the local park to the Kororoit Regional Park via a pedestrian crossing over the Kororoit Creek. See Figure 9 Conservation Area 2 Concept Plan for further details.	Melton City Council & developer works
LP-38	68	Local Park	Neighbourhood Park	0.80		Stand alone park.	Melton City Council & developer works
LP-39	69	Local Park	Community Park	1.19		Adjacent to the existing Clarkes Road Streamside Reserve and Growling Grass Frog Conservation Area. Its location is also associated with high cultural values and ruin sites associated with earlier European settlement. Meaningful and appropriate interpretation should be integrated into its design. The park will be linked to a shared path and heritage trail.	Melton City Council & developer works
LP-40	68	Local Park	Neighbourhood Park	0.50		Located adjacent to the Growling Grass Frog Conservation Area and will be linked to a shared path and heritage trail along the length of the Kororoit Creek.	Melton City Council & developer works
LOS-04	67, 68	Linear Open Space	District Linear Park		13.78	Power easement - including landscaping and shared path creation.	Developer works
LOS-05	63, 65, 66	Linear Open Space	District Linear Park		3.22	Gas easement - including landscaping and shared path creation.	Developer works
SR-06	10,11,13-R	Local Sports Reserve	District Park	10.01		Referred to as the Deanside Sports Reserve comprising a sports reserve, pavilion and associated infrastructure located adjacent to the government secondary school, community centre and Local Town Centre, and close to the waterway.	Melton City Council
SR-07	33,37	Local Sports Reserve	District Park	9.34		Referred to as the Kororoit West Sports Reserve comprising a sports reserve, pavilion and associated infrastructure located adjacent to the Kororoit Creek.	Melton City Council

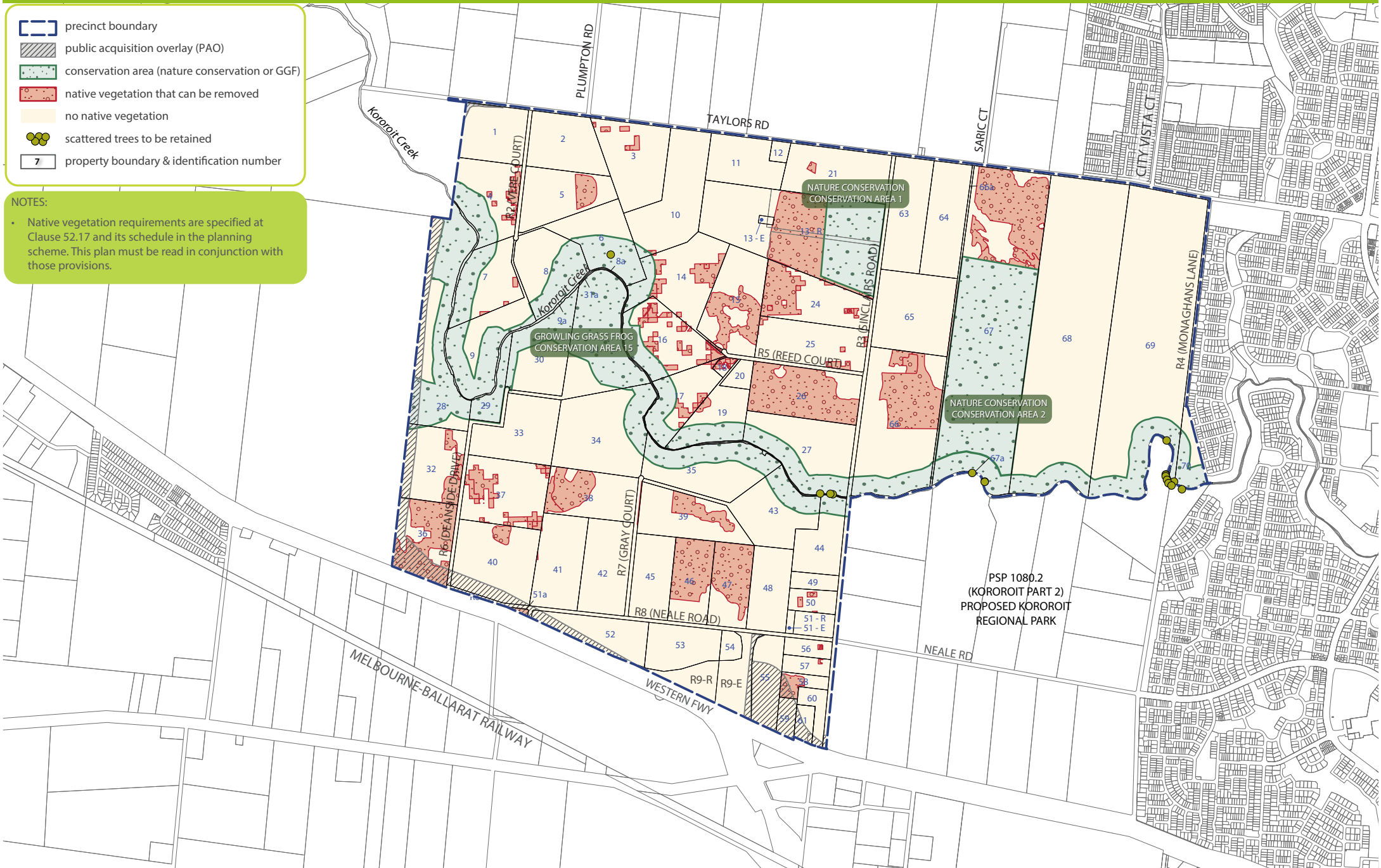
OPEN SPACE ID	LOCATION (PARCEL ID)	TYPE	SUB-CATEGORY/ SCALE	AREA (HECTARES)		KEY ATTRIBUTES	RESPONSIBILITY FOR DELIVERY
				CREDITED	UNCREDITED		
SR-08	46,47	Local Sports Reserve	District Park	9.40		Referred to as the Kororoit Sports Reserve comprising a sports reserve, pavilion and associated infrastructure located adjacent to the government primary school, non-government primary school and community centre. Tennis/multi-purpose hard courts (6 court facility) and associated infrastructure.	Melton City Council
SR-09	68,69	Local Sports Reserve	District Park	6.00		Referred to as the Kororoit East Sports Reserve comprising a sports reserve, pavilion and associated infrastructure located adjacent to the government primary school and community centre.	Melton City Council
IR-02	15	Indoor Recreation Centre	District Park	2.50		Referred to as the Deanside Indoor Recreation Centre comprising an indoor recreation facility co-located with the government secondary school.	Melton City Council
CA-01	13-R	Nature Conservation Area 1	Conservation		13.30	Refer to Appendix F: Figure 8 Conservation Area 1 Concept Plan.	Department of Environment, Land, Water and Planning
CA-02	66a, 67, 67a	Nature Conservation Area 2	Conservation		41.53	Refer to Appendix F: Figure 9 Conservation Area 2 Concept Plan.	Department of Environment, Land, Water and Planning
CA-15	4, 6, 7, 8, 8a, 9, 9a, 10, 14, 16, 17, 19, 27, 28, 29, 30, 31, 31a, 32, 34, 35, 43, 44, 66, 66a, 67, 67a, 68, 69, 70	Conservation Area 15 - Growling Grass Frog	Conservation		131.22 (including waterway and drainage assets)	Refer to Appendix F: Figures 5-7 Conservation Area 15 Concept Plans.	Department of Environment, Land, Water and Planning

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- precinct boundary
- public acquisition overlay (PAO)
- conservation area (nature conservation or GGF)
- native vegetation that can be removed
- no native vegetation
- scattered trees to be retained
- property boundary & identification number

NOTES:

- Native vegetation requirements are specified at Clause 52.17 and its schedule in the planning scheme. This plan must be read in conjunction with those provisions.



PSP 1080.2
(KOROROIT PART 2)
PROPOSED KOROROIT
REGIONAL PARK

3.4.2 Biodiversity and threatened species

REQUIREMENTS	
R38	Streets abutting a BCS conservation area must be in accordance with the corresponding Nature Conservation Conservation Area Concept Plan.
R39	Drainage from storm water treatment infrastructure must be designed to minimise impacts on biodiversity values, particularly matters of national environmental significance.
R40	Locate public lighting in accordance with the the Conservation Area Concept Plan. Include baffling to prevent light spill and glare within and adjacent any GGF conservation area, unless otherwise agreed by the Department of Environment, Land, Water and Planning.
R41	Public paths or infrastructure located within a BCS conservation area must be designed to avoid and minimise disturbance to native vegetation and habitat for matters of national environmental significance and be located in accordance with the BCS Conservation Area Concept Plan to the satisfaction of the Department of Environment, Land, Water and Planning.
R42	Development within any BCS Conservation Area must be in accordance with the relevant Concept Plan and Interface Cross Section in Appendices F and G, to the satisfaction of the Department of Environment, Land, Water and Planning.
R43	A 20m buffer zone must be provided around all edges of Nature Conservation Conservation Areas 1 and 2, as shown in Appendix F. No additional buffer zone is required for GGF Conservation Area edges. The buffer zone must exclude buildings but may include roads, paths, nature strips, public open space and drainage infrastructure. A frontage road must be provided between the conservation area and adjacent development where indicated in Appendix F.
R44	Frontage roads must contain planting and street trees of indigenous species. Frontage roads must not include plant species that could behave as environmental weeds including vigorous rhizomatic grasses.
R45	Where there is no separation between the Growling Grass Frog Conservation Area and urban development by a road, development must face the Conservation Area.

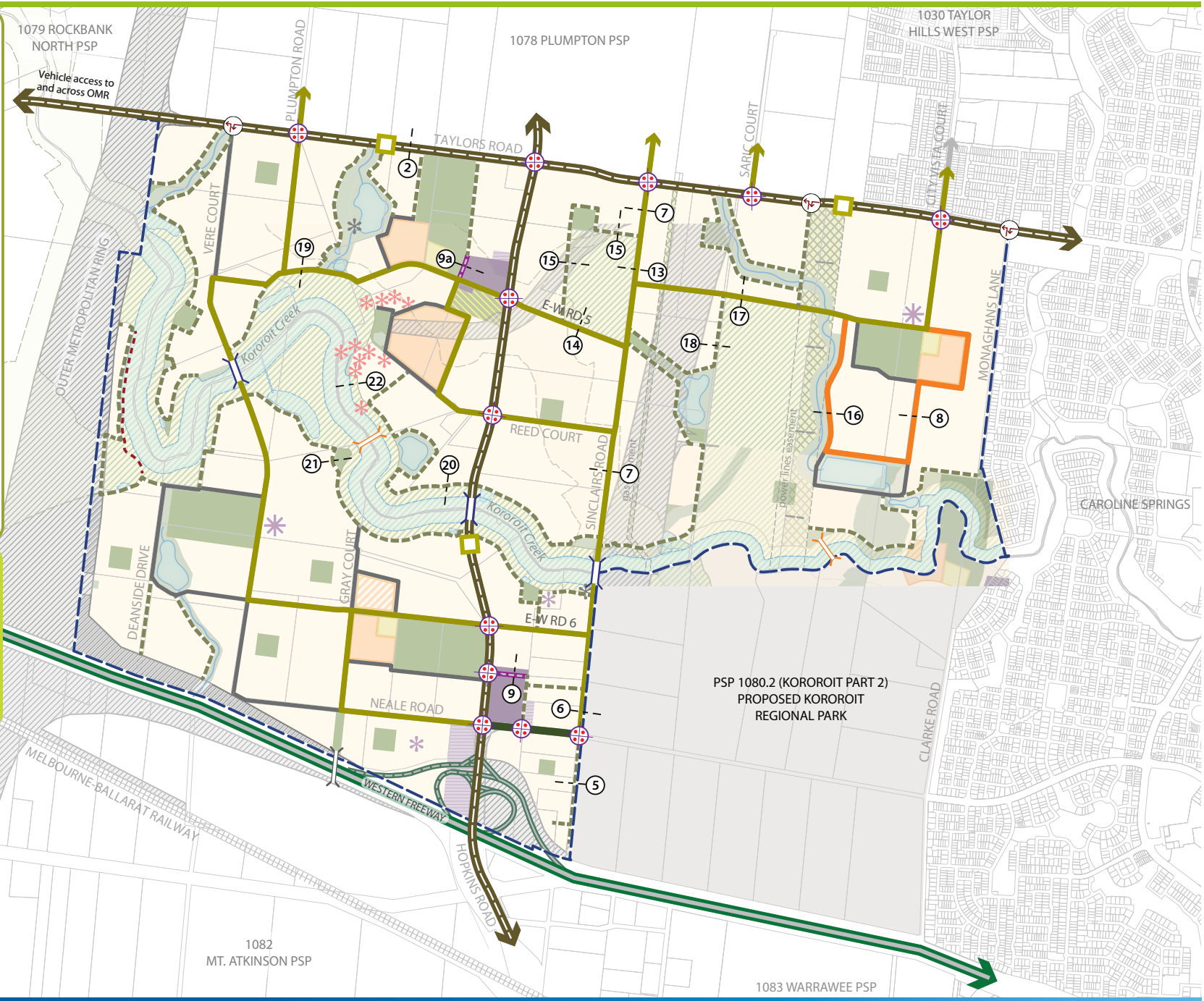
GUIDELINES	
G42	Planting in the open space network including conservation areas, waterways, streets, parks and utilities easements should make use of indigenous species to the satisfaction of the responsible authority (and Melbourne Water as relevant).
G43	The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) connecting to the Kororoit Creek should integrate with biodiversity and natural systems to the satisfaction of the responsible authority and Melbourne Water as relevant.
G44	Where appropriate, parks should be located abutting Nature Conservation Conservation Areas and GGF Conservation Areas conservation areas and waterways to provide a buffer to development.



- precinct boundary
- outer metropolitan ring road (OMR)
- arterial road (6 lanes)
- arterial road (4 lanes)
- connector street
- connector street - modified
- town centre main street
- local access street level 1
- local access street level 2
- deanside southern access track
- signalised intersection
- left in / left out
- pedestrian crossing
- pedestrian cyclist bridge
- pedestrian cyclist bridge for freeway
- bridge / culvert
- freeway (future)
- freeway (existing)
- emergency vehicle track
- 7 --- cross section number (refer street cross sections)

Note:

- Road numbering consecutive from the Plumpton PSP due to a combined ICP.
- Where streets abut waterways, easements & green space, the relevant cross sections should apply.
- Vicroads to provide temporary access restoration if OMR is delivered before local road is constructed.
- Road between primary schools should be treated to provide safe pedestrian connections between the two schools.



Amended by C203

1082 MT. ATKINSON PSP

PSP 1080.2 (KOROROIT PART 2)
PROPOSED KOROROIT REGIONAL PARK

1083 WARRAWEE PSP

3.5 Transport and movement

3.5.1 Street network

REQUIREMENTS	
R46	Subdivision layouts must provide: <ul style="list-style-type: none"> • A permeable, direct and safe street network for walking and cycling • A safe and low speed street network that encourages walking and cycling • Convenient access to local points of interest and destinations for effective integration with neighbouring properties.
R47	Properties abutting the future Hopkins Road must prioritise delivery of the road in the early stages of development, to the satisfaction of the responsible authority.
R48	Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots and canopy tree planting in accordance with Appendix G.
R49	Vehicle access to lots fronting arterial roads must be provided from a local internal loop road, rear lane, or service road to the satisfaction of the road authority.
R50	Where a lot is 7.5 metres or less in width, vehicle access must be via rear laneway, unless otherwise approved by the responsible authority.
R51	Development must positively address all waterways through the use of frontage roads or lots with a direct frontage and rear access to the satisfaction of Melbourne Water and the responsible authority.
R52	Roundabouts, where determined to be required at cross road intersections, must be designed to reduce vehicle speeds, and ensure safe crossings for pedestrians and cyclists and continuity of shared paths and bicycle paths.
R53	Where a connector street crosses a waterway as illustrated on Plan 8, the development proponent must construct an appropriate vehicle crossing prior to the issue of statement of compliance for the initial stage of subdivision on the opposite side of the waterway, whether or not that residential subdivision directly abuts the waterway, to the satisfaction of the responsible authority and Melbourne Water.
R54	Waterway crossings within a BCS conservation area must consider design and construction standards for Growing Grass Frog passage structures to the satisfaction of the Department of Environment, Land, Water and Planning.
R55	Road networks and street types must be designed and developed in accordance with the street cross sections in Appendix G unless otherwise agreed by the responsible authority.

R56	Alternative street cross sections such as illustrated Appendix G must be to the satisfaction of the responsible authority and ensure that: <ul style="list-style-type: none"> • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets; • The performance characteristics of standard street cross sections as they relate to pedestrian and cycling use are maintained; and • Relevant minimum road reserve widths for the type of street are maintained as illustrated in Appendix G – Road Cross Sections.
R57	Any changes required to the design of roads and intersections in the PSP at the time of development must be accommodated within the land take identified in Plan 4 and Appendix A.
R58	Where a local access street is determined to be required to cross a waterway (Uncredited Open Space (Drainage)), the proponent must construct a local access street culvert to the satisfaction of the responsible authority.
GUIDELINES	
G45	Approximately 30% of streets (including connector streets) within a subdivision should apply an alternative cross section to the standard street cross sections outlined in Appendix G, to the satisfaction of the responsible authority. Examples of potential variations are provided in Appendix H. Other non-standard variations are encouraged regarding, but not limited to: <ul style="list-style-type: none"> • Varied street tree placement; • Varied footpath or carriageway placement; • Varied carriageway or parking bay pavement material; • Introduction of elements to create a boulevard effect; and • Differing tree outstand treatments.
G46	Street layouts should provide multiple convenient routes to key destinations such as schools, community facilities, sports reserves, Local Town Centres, Local Convenience Centres and access to the possible future Mt Atkinson station south of the Western Freeway.
G47	Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G48	Culs-de-sac should not detract from convenient pedestrian, cycle and vehicular connections.
G49	The frequency of vehicular crossovers on widened verges (in excess of six metres) should be minimised through the use of a combination of: <ul style="list-style-type: none"> • Rear loaded lots with laneway access; • Vehicular access from the side of a lot; • Combined or grouped crossovers; and • Increased lot widths.

- precinct boundary
- signalised intersection
- future signals (not ICP)
- pedestrian signals
- bus capable road (arterial)
- bus capable road (other)
- on-road bicycle lane
- two-way off-road bicycle path
- off-road shared path
- pedestrian / cyclist bridge
- road bridge
- pedestrian cyclist bridge over freeway
- continuous access
- emergency vehicle track

Note:
Refer to conservation area concept plans for further details on shared path infrastructure.



G50	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any intersection between connector streets and arterial roads where they are necessitated by unusually high traffic volumes, and to the satisfaction of the coordinating road authority.
G51	Alignment of future primary arterial roads may be altered so long as the intended performance and function of the roads are maintained to the satisfaction of the coordinating road authority and in consultation with affected landowners.
G52	Streets should be the primary interface between development and waterways, with open space and lots with a direct frontage allowed only as a minor component of the waterway interface.
G53	Where lots with direct frontage are provided, they should be set back five metres from the waterway corridor (as defined in Appendix H) to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the responsible authority.
G54	All signalised intersections should be designed in accordance with VicRoads' <i>Growth Area Road Network Planning Guidance & Policy Principles (2015)</i> .

3.5.2 Public transport

REQUIREMENTS	
R59	The street network must be designed to ensure 95% of all households are located within 400 metres of public transport services, and all households are able to directly and conveniently walk to public transport services.
R60	Subdivision design must enable passive surveillance to the public transport network by designing buildings which front on to streets on the public transport network.
R61	Bus stops must be provided which enable convenient access to Local Town Centres and activity-generating land uses such as Plumpton Major Town Centre, schools, community facilities, the proposed Kororoit Regional Park, sports reserves, the possible future Mt Atkinson rail station, and destinations beyond.
R62	Roads and intersections shown as bus capable on Plan 9 must be constructed to accommodate ultra-low-floor buses to the satisfaction of Public Transport Victoria and the responsible authority.

3.5.3 Walking and cycling

REQUIREMENTS	
R63	<p>Design of all subdivisions, streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> • Footpaths of at least 1.5 metres in width on both sides of all streets, roads and bridges unless otherwise specified by the PSP; • Shared paths or bicycle paths of 3.0 metres in width where shown on Plan 9 or as shown on the relevant cross sections illustrated at Appendix G or as specified in another requirement in the PSP; • Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines; • Pedestrian and cyclist priority crossings on all slip lanes; and • Safe and convenient transition between on- and off-road bicycle networks. <p>All to the satisfaction of the coordinating road authority and the responsible authority.</p>
R64	<p>Pedestrian and cyclist bridges must be provided in accordance with Plan 9, to provide pedestrian and cyclist connectivity throughout the precinct.</p>
R65	<p>Road bridges within the precinct and to areas outside the precinct (such as Hopkins Road Freeway Interchange, and the future Taylors Road crossing of the OMR) must:</p> <ul style="list-style-type: none"> • Include off-road pedestrian and cyclist paths (and/or shared path as relevant); and • Provide sufficient clearance over creeks and waterways to allow for a shared path under the bridge where relevant.
R66	<p>Shared and pedestrian paths along waterways must be constructed to a standard that satisfies the requirements of Melbourne Water and the responsible authority, and must be:</p> <ul style="list-style-type: none"> • Delivered by development proponents consistent with the network shown on Plan 9; and • Positioned above 1:100 year flood levels with a crossing of the waterway designed above 1:100 year flood level to maintain hydraulic function of the waterway. Where direct access is provided to the dwelling from the reserve/ drainage corridor the path is to be above the 1:100 year flood level.
R67	<p>Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity.</p>
R68	<p>Bicycle priority at intersections of minor streets and connector streets with dedicated off-road bicycle paths must be achieved through strong and consistent visual clues and supportive directional and associated road signs.</p>
R69	<p>Alignment of the off-road bicycle path must be designed for cyclists to travel up to 30km/h to the satisfaction of the responsible authority.</p>

R70	<p>Bicycle parking facilities including bicycle hoops and way-finding signage must be provided by development proponents in, and to, key destinations such as Local Town Centres, schools, community facilities and across the open space network.</p>
R71	<p>Design and construction of any paths within the Growling Grass Frog Conservation Area and Nature Conservation Areas must be consistent with Appendix F and Appendix G, the relevant Conservation Management Plan and any relevant approved Cultural Heritage Management Plan.</p>
R72	<p>Lighting must be installed along shared, pedestrian and cycle paths linking to key destinations, unless otherwise agreed by the responsible authority.</p>

3.5.4 Town Centre transport, access and connectivity

REQUIREMENTS	
R73	<p>Heavy vehicle movements (loading and deliveries) must not front the main streets and should be located to the rear and/or side street and screened, or 'sleeved' by more active uses.</p>
R74	<p>Town Centre main streets must be designed for a low speed environment of 30km/h or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road,</p>
R75	<p>Increased permeability in the road network within and surrounding the town centres should be delivered via shorter block lengths and the avoidance of cul-de-sac.</p>
R76	<p>Safe and easy access for pedestrian and cycle trips must be provided to the town centres through the layout and design of the surrounding street and path network.</p>
GUIDELINES	
G55	<p>Pedestrian priority should be provided across all side roads along main streets and all car park entrances.</p>
G56	<p>Bicycle parking should be provided at entry points to town centres and designed to include weather protection, passive surveillance and lighting to the satisfaction of the responsible authority.</p>
G57	<p>Car park entrances directly from main streets should be minimised and alternative access should be provided from other streets.</p>
G58	<p>Car parking should be provided efficiently through use of shared, consolidated parking areas.</p>
G59	<p>A safe, clearly identified and continuous path of pedestrian travel should be provided throughout all car parking areas.</p>

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- precinct boundary
- stormwater quality treatment & drainage asset
- natural waterway corridor
- constructed waterway corridor
- depressed drainage easement
- drainage over GGF conservation
- 1m contours
- catchment area
- water infrastructure ID (refer Table 7)
- overland flow path
- opportunity to utilise water from adjacent stormwater quality treatment asset and to irrigate sports reserve
- culvert
- bridge
- pedestrian / cyclist bridge
- pedestrian / cyclist bridge over freeway

Note:
 Stormwater quality treatment and drainage assets and waterway widths on this plan are subject to confirmation through detailed design to the satisfaction of Melbourne Water.



4.0 INTEGRATED WATER MANAGEMENT AND UTILITIES

4.1 Integrated water management

REQUIREMENTS	
R77	Stormwater runoff from the development must meet or exceed the performance objectives of the <i>CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater</i> prior to discharge to receiving waterways and as outlined on Plan 10, unless otherwise approved by Melbourne Water and the responsible authority.
R78	Final design and boundary of constructed wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of both the responsible authority and Melbourne Water. Where stormwater management infrastructure has the potential to impact on GGF Conservation Area or Nature Conservation Area values, particularly Matters of National Environmental Significance (MNES), the final location and design must consider measures to protect and manage for MNES values including the maintenance of water quality and natural hydrological regimes (both surface and groundwater).
R79	Development applications must demonstrate how: <ul style="list-style-type: none"> • Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes; • Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries; • Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves; • Relevant integrated water management plan requirements will be achieved to the satisfaction of the water retail authority; and • Melbourne Water drainage assets must be delivered to the satisfaction of Melbourne Water and the responsible authority.
R80	Development staging must provide for delivery of ultimate waterway and drainage infrastructure including stormwater quality treatment. Where this is not possible, development must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of the responsible authority.
R81	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme, Plan 10 and Table 7 to the satisfaction of Melbourne Water and the responsible authority.

GUIDELINES	
G60	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water, City West Water and Western Water including any approved Integrated Water Management Plan.
G61	Where practical, integrated water management systems should be designed to: <ul style="list-style-type: none"> • Maximise habitat values for local flora and fauna species; • Enable future harvesting and/or treatment and re-use of stormwater, including those options or opportunities outlined on Plan 10; and • Protect and manage for MNES (Matters of National Environmental Significance) values, particularly within conservation areas, in relation to water quality and suitable hydrological regimes (both surfaces and groundwater).
G62	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths, Water Sensitive Urban Design initiatives such as rain gardens and/or locally treated storm water for irrigation to contribute to a sustainable and green urban environment.
G63	Development should reduce reliance on potable water by increasing the utilisation of fit-for-purpose alternative water sources such as storm water, rain water and recycled water.

Amended by C203 **Table 7** Stormwater infrastructure

STORMWATER INFRASTRUCTURE ID (REFER TO PLAN 10)	PROPERTY NO.	TYPE	AREA (HA)	KEY ATTRIBUTES	RESPONSIBILITY FOR DELIVERY	DEVELOPMENT SERVICES SCHEME
WI-01	4	Wetland	0.83	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 7).	Melbourne Water	Plumpton Road
WI-02	7	Sediment Basin & Bio-retention Basin	0.12	Located adjacent to Growling Grass Frog Conservation Area 15.	Melbourne Water	Plumpton Road
WI-03	9	Sediment Basin	0.10	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 7).	Melbourne Water	Plumpton Road
WI-04	6, 8	Wetland	0.75	Located within Growling Grass Frog Conservation Area 15 and shaped to minimise impact on the conservation area (refer to Appendix F: Figure 7).	Melbourne Water	Plumpton Road
WI-05	6	Sediment Basin	0.17		Melbourne Water	Olive Grove
WI-06	3, 10	Wetland	4.03	Designed to ensure protection and retention of the Rockbank Head Station Dam (HO118) and close to the local sports reserve.	Melbourne Water	Olive Grove
WI-07	6, 10	Sediment Basin	0.16		Melbourne Water	Olive Grove
WI-08	30	Swale	0.10	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 7).	Melbourne Water	Deanside Drive
WI-09	30, 31	Wetland	2.00	Located within Growling Grass Frog Conservation Area 15 and shaped to minimise impact on the conservation area (refer to Appendix F: Figure 7).	Melbourne Water	Deanside Drive
WI-10	28	Sediment basin	0.10	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 7).	Melbourne Water	Deanside Drive
WI-11	36	Sediment basin	0.10		Melbourne Water	Deanside Drive
WI-12	37	Wetland & Retarding Basin	3.19	Located adjacent to local sports reserve. The depressed drainage easement will be on average 30m wide, which may be locally widened or narrowed to accommodate the potential vegetative planting (planted seasonal herbaceous wetlands) and to provide an interesting urban feature, to the satisfaction of Melbourne Water and the responsible authority. Flood overland flows are to be directed from WI-12 and conveyed safely into the Kororoit Creek through the 30m wide overland flow path located between SR-09 and Deanside Drive.	Melbourne Water	Deanside Drive
WI-13	14	Sediment Basin	0.25	Located adjacent to local park and Deanside Homestead Complex.	Melbourne Water	Reed Court
WI-14	17	Wetland and Retarding Basin	2.42	Located adjacent to Growling Grass Frog Conservation Area 15.	Melbourne Water	Reed Court
WI-15	27	Sediment Basin and Bio-Retention Basin	0.27	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 6).	Melbourne Water	Reed Court
WI-16	27	Wetland	0.47	Located adjacent to Growling Grass Frog Conservation Area 15.	Melbourne Water	Reed Court

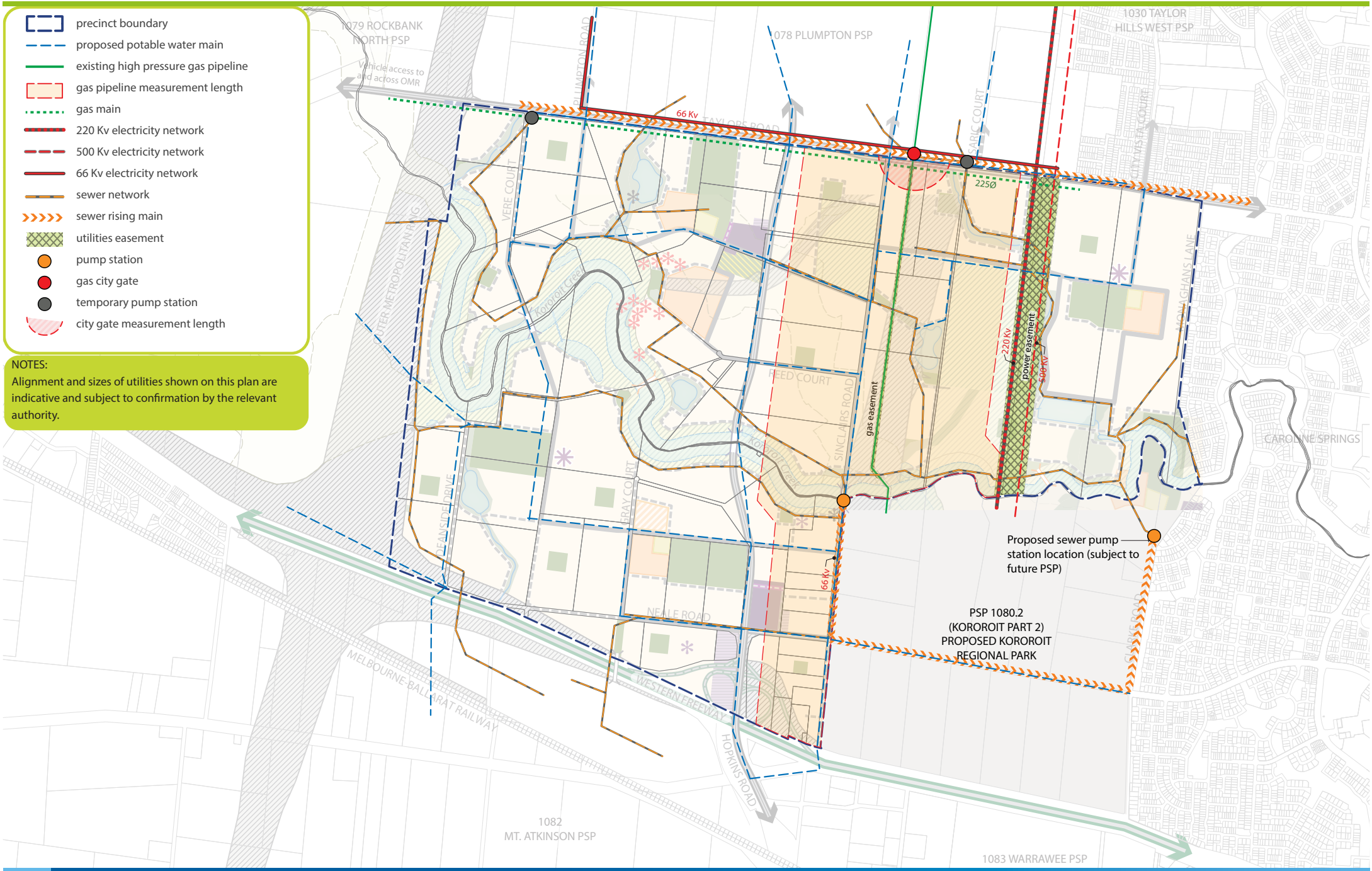
STORMWATER INFRASTRUCTURE ID (REFER TO PLAN 10)	PROPERTY NO.	TYPE	AREA (HA)	KEY ATTRIBUTES	RESPONSIBILITY FOR DELIVERY	DEVELOPMENT SERVICES SCHEME
WI-17	35	Sediment basin and Bio-Retention Basin	0.07	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 6).	Melbourne Water	Gardiners Lane
WI-18	43	Sediment basin and Bio-Retention Basin	0.07	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 6).	Melbourne Water	Gardiners Lane
WI-19	66	Sediment Basin	0.07	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 5).	Melbourne Water	Sinclairs Road
WI-20	66	Sediment basin and Bio-Retention Basin	0.30	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 5).	Melbourne Water	Sinclairs Road
WI-21	65, 66, 66a	Wetland & Retarding Basin	3.79	Natural flows to be retained flowing east into Nature Conservation Area 2.	Melbourne Water	Sinclairs Road
WI-22	64, 66a, 67	Seasonal Herbaceous Wetland	3.31	Seasonal Herbaceous Wetland ecology with high geomorphology value to be retained within constructed waterway. Generally 60m wide constructed waterway with restored chain of ponds and revegetated seasonal herbaceous wetland plants.	Melbourne Water	Sinclairs Road
WI-23	68, 69	Wetland & Retarding Basin	5.30	Leading into area of high quality geomorphology. Lava Plain Ephemeral Wetland ecology with high geomorphology value to be retained.	Melbourne Water	Sinclairs Road
WI-24	69	Lava Plain Ephemeral Wetland	1.04	Lava Plain Ephemeral Wetland ecology with high geomorphology values to be retained partly within the Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 5).	Melbourne Water	Sinclairs Road

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



- precinct boundary
- proposed potable water main
- existing high pressure gas pipeline
- gas pipeline measurement length
- gas main
- 220 Kv electricity network
- 500 Kv electricity network
- 66 Kv electricity network
- sewer network
- sewer rising main
- utilities easement
- pump station
- gas city gate
- temporary pump station
- city gate measurement length

NOTES:
Alignment and sizes of utilities shown on this plan are indicative and subject to confirmation by the relevant authority.



4.2 Utilities

REQUIREMENTS	
R82	Trunk services are to be placed along the general alignments shown on Plan 11, subject to any refinements as advised by the relevant servicing authorities.
R83	<p>Before development commences on a property, functional layout plans of the road network must be submitted that illustrate the location of all:</p> <ul style="list-style-type: none"> • Underground services; • Driveways and crossovers; • Intersection devices; • Shared, pedestrian and bicycle paths; • Street lights; and • Street trees. <p>A typical cross section of each street must also be submitted showing above- and below-ground placement of services, street lights and trees.</p> <p>The plans and cross sections must demonstrate how services, driveways and street lights will be placed to achieve the required road reserve width (consistent with the road cross sections outlined in Appendix G) and accommodate at least the minimum street tree planting requirements.</p> <p>The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences and may be approved in stages to the satisfaction of the responsible authority.</p>
R84	Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate tree and other planting within road verges.
R85	All existing above ground electricity cables (excluding substations and cables with voltage 66kv or greater) must be placed underground as part of the upgrade or subdivision of existing roads.

R86	All new electricity supply infrastructure (excluding substations and cables with voltage 66kv or greater) must be provided underground.
R87	<p>Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the responsible authority.</p> <p>Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contribution to public open space requirements classified under the Plumpton and Kororoit Infrastructure Contributions Plan.</p>
R88	Utilities must be placed outside conservation areas, natural waterway corridors or on the outer edges of these corridors in the first instance. Where services cannot avoid crossing or being located within a conservation area or natural waterway corridor they must be located to avoid disturbance to existing waterway values, native vegetation, areas of strategic importance to Growling Grass Frog, significant landform features and heritage sites, to the satisfaction of the Department of Environment, Land, Water and Planning, Melbourne Water and the responsible authority.
R89	<p>Subdivisional development must consolidate utilities into dedicated service corridors within:</p> <ul style="list-style-type: none"> • Growling Grass Frog conservation areas; • Regional Parks; and • Open Space conservation areas.
R90	All temporary infrastructure must be removed once permanent infrastructure is connected and operating.
GUIDELINES	
G64	Utilities should be placed outside any conservation areas shown on Plan 3, unless identified on the relevant Concept Plan in Appendix F.
G65	Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.

5.0 INFRASTRUCTURE DELIVERY AND STAGING

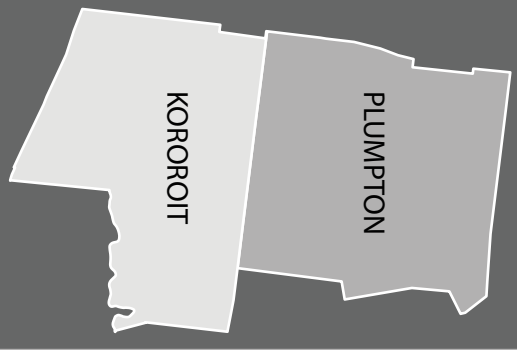
5.1 Subdivision works by developers

REQUIREMENTS	
R91	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure (other than where indicated otherwise in Plan 12 and Plan 13):</p> <ul style="list-style-type: none"> • Connector streets and local streets; • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria); • Landscaping of all existing and future roads and local streets, including canopy tree planting; • Intersection works and traffic management measures along arterial roads, connector streets, and local streets; • Local shared, pedestrian and bicycle paths along local roads, connector streets, utilities easements, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points; • Council-approved fencing and landscaping along arterial roads, where required; • Bicycle parking; • Appropriately scaled lighting along all roads and major shared and pedestrian paths across the open space network; • Basic improvements to local parks and open space as outlined in this PSP; • Local drainage system; • Connector and local street or pedestrian/cycle path crossings of waterways • Infrastructure as required by utility services providers, including water, sewerage, drainage (except where the item is funded through a DSS), electricity, gas and telecommunications; and • Remediation and/or reconstruction of dry stone walls, where required.

R92	<p>All public open space (other than where improvements are included in Table 8) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to:</p> <ul style="list-style-type: none"> • Removal of all existing disused structures, foundations, pipelines and stockpiles; • Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass; • Provision of water tapping, potable and recycled water connection points; • Sewer, gas and electricity connection points to land identified as sports reserves and community facilities; • Trees and other plantings; • Vehicle exclusion devices (fence, bollards or other suitable methods) and maintenance access points; • Construction of pedestrian paths to a minimum 1.5 metres in width around the perimeter of the reserve and connecting to the surrounding path network (and/or a 3.0m wide shared path where required by Plan 10 and connecting to the surrounding path network); • Installation of park furniture, including barbecues, shelters, furniture, rubbish bins, local-scale play areas, and appropriate paving to support these facilities, consistent with the type of open space listed in Table 6 and Appendix K, and in accordance with any relevant adopted Melton City Council open space/ landscape document; and • Removal of any soil contamination.
R93	<p>Local sports reserves identified in Table 8 must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> • Free from surface and/or protruding rocks and structures; • Reasonably graded and/or topsoiled to create a safe and regular surface with a maximum 1:6 gradient; • Seeded and top-dressed with drought-resistant grass in bare, patchy and newly-graded areas; and • Removal of any soil contamination.
R94	<p>Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalled access to the arterial road network, as appropriate.</p>
R95	<p>Where a street has already been constructed or approved for construction to a property boundary, subsequent development must connect with that street to adopt a consistent cross-section until a suitable transition can be made.</p>
R96	<p>Any development in proximity to the freeway that triggers the <i>VicRoads Requirements of Developers – Noise Sensitive Uses</i> document must respond to its requirements to the satisfaction of the responsible authority and VicRoads.</p>

5.2 Development staging

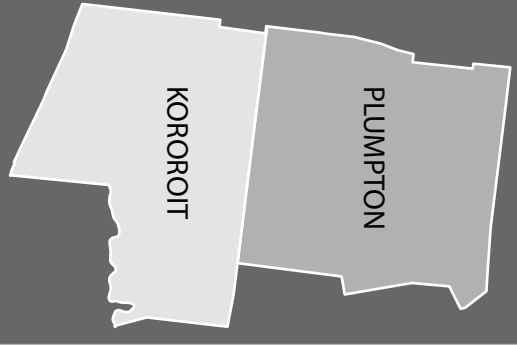
REQUIREMENTS	
R97	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> • Arterial road reservations; • Connector streets; • Street links between properties, constructed to the property boundary; and • Connection of the on- and off-road pedestrian and bicycle network.
R98	<p>Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in this precinct structure plan, by any date or stage of development required or approved by the responsible authority.</p>
R99	<p>Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, development applications must demonstrate how the development will:</p> <ul style="list-style-type: none"> • Integrate with adjoining developments, including the timely provision of road and path connections, to the extent practical; • Integrate with other developments, including the timely provision of road and path connections to the extent practical, where the proposed development does not adjoin an existing development front; • Provide sealed road access to each new allotment; • Provide open space and amenity to new residents in the early stages of the development, where relevant; • Deliver any necessary trunk service extensions, including confirmation of agreed approach and timing by the relevant authority; and • Avoid and minimise impacts to conservation areas through consolidating utilities into dedicated service corridors.
GUIDELINES	
G66	<p>Staging of transport infrastructure should prioritise early delivery of a connected arterial road network to:</p> <ul style="list-style-type: none"> • Ensure that subdivisions are designed to access the future arterial network rather than the existing road network; • Reduce pressure on existing roads which were built to cater for rural, not urban use; and • Reduce pressure on the existing low standard crossing of Kororoit Creek at Sinclairs Road.
G67	<p>The early delivery of community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages, to the satisfaction of the responsible authority.</p>



	ICP boundary
	road project
	intersection project
	bridge project
	culvert project
	pedestrian bridge
	pedestrian signal
	construction of road delivered by Taylors Hill West DCP and habitat compensation obligations included in the ICP

	ICP project identification number
	BR bridge
	PBR pedestrian bridge
	CU culvert
	IN intersection
	RD road
	PS pedestrian signal





	ICP boundary
	community facilities project
	indoor recreation
	local sports reserve
	local park
	conservation
	conservation easement
	future government school
	potential non-government school
	ICP project identification number
	future government school
	potential non-government school
	NGS
	LP
	local park
	SR
	sports reserve
	CI
	community infrastructure
	IR
	indoor recreation
	LOS
	local open space
	CA
	conservation

6.0 PRECINCT INFRASTRUCTURE

The Precinct Infrastructure Table at Table 8 sets out the infrastructure and services required to meet the needs of proposed development within the precinct, as illustrated on Plan 12 and Plan 13. Indicative timing is designated as 'S' (short term); 'M' (medium term); and 'L' (long term). The infrastructure items and services are to be provided through a number of mechanisms which may include:

- Subdivision construction works by developers
- Agreement under Section 173 of the Act
- Utility service provider requirements
- The future Plumpton and Kororoit ICP

- Relevant development contributions from adjoining areas
- Capital works projects by Council, State government agencies and non-government organisations
- Works In Kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

As there will be a single Plumpton and Kororoit ICP, ICP projects in both PSPs are listed in Table 8. Items located partly or wholly on properties in Kororoit PSP are highlighted in blue rows in Table 8.

Amended by C203 **Table 8** Precinct infrastructure

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
TRANSPORT PROJECTS						
ROAD PROJECTS						
Road	RD-01	Hopkins Road: Melton Highway (IN-01) to East-West Road (IN-04)	Provision of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 6-lane arterial road (ultimate standard).	Yes No	Melton City Council VicRoads	L L
Road	RD-02	Hopkins Road: East-West Road 1 (IN-04) to East-West 2 Road (IN-05)	Provision of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 6-lane arterial road (ultimate standard).	Yes No	Melton City Council VicRoads	L L
Road	RD-03	Hopkins Road: East-West Road 2 (IN-05) to East-West Road 3 (IN-06)	Provision of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 6-lane arterial road (ultimate standard).	Yes No	Melton City Council VicRoads	L L
Road	RD-04	Hopkins Road: Tarleton Road (IN-08) to East-West Road 4 (IN-12)	Provision of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 6-lane arterial road (ultimate standard).	Yes No	Melton City Council VicRoads	L L

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PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Road	RD-05	Hopkins Road: East-West Road 4 (IN-12) to Taylors Road (IN-14)	Provision of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	L
			Construction of a 6-lane arterial road (ultimate standard)	No	VicRoads	L
Road	RD-06	Tarleton Road: Western PSP Boundary to Plumpton Road (IN-07)	Provision of land to construct new road reserve 34m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and habitat compensation obligations.	Yes	Melton City Council	L
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L
Road	RD-07	Tarleton Road: Plumpton Road (IN-07) to Hopkins Road (IN-08)	Provision of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	L
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L
Road	RD-08	Tarleton Road: North-South Road 3 (IN-09) to North-South Road 4 (IN-10)	Provision of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	L
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L
Road	RD-09	Tarleton Road: North-South Road 4 (IN-10) to North-South Road 5 (IN-11)	Provision of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	L
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L
Road	RD-10	Tarleton Road: North-South Road 5 (IN-11) to Hume Drive/eastern PSP boundary	Provision of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L
Road	RD-11	Taylors Road: Western PSP Boundary to Plumpton Road (IN-13)	Provision of land to construct new road reserve 41m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and habitat compensation obligations.	Yes	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-12	Taylors Road: Plumpton Road (IN-13) to Hopkins Road (IN-14)	Provision of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and habitat compensation obligations.	Yes	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Road	RD-13	Taylors Road: Hopkins Road (IN-14) to Sinclairs Road (IN-15)	Provision of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and habitat compensation obligations.	Yes	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-14	Taylors Road: Sinclairs Road (IN-15) to Saric Court (IN-16)	Provision of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and habitat compensation obligations.	Yes	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-15	Taylors Road: Saric Court (IN-16)	Provision of land to construct new road reserve 44m wide (ultimate standard).	Yes	Melton City Council	M
			Construction of a 2-lane arterial road (interim standard) from IN-16 to the eastern boundary of the Plumpton PSP.	Yes	Melton City Council	M
			Payment of habitat compensation obligations.	Yes	Melton City Council	M
			Construction of a 2-lane arterial road (interim standard) from the eastern boundary of the power easement to City Vista Court (IN-17) is 100% funded by Taylors Hill West DCP Project ID DI-RO-04a.	No	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-16	Taylors Road: City Vista Court (IN-17) to Eastern PSP Boundary	Provision of land to construct new road reserve 44m wide (ultimate standard).	Yes	Melton City Council	M
			Payment of habitat compensation obligations.	Yes	Melton City Council	M
			Construction of a 2-lane arterial road (interim standard) is 100% funded by Taylors Hill West DCP Project ID DI-RO-04a.	No	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-17	Hopkins Road: Taylors Road (IN-14) to East-West Road 5 (IN-18)	Provision of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-18	Hopkins Road: East-West Road 5 (IN-18) to Reed Court (IN-19)	Provision of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-19	Hopkins Road: Reed Court (IN-19) to Hopkins Road Bridge (BR-02)	Provision of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Road	RD-20	Hopkins Road: Hopkins Road Bridge (BR-02) to East-West Road 6 (IN-20)	Provision of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-21	Neale Road: Sinclairs Road (IN-24) to Clarke Road/Neale Road roundabout	Construction of a 2-lane arterial road (interim standard). Note construction cost 75% externally apportioned to Kororoit Part 2 ICP.	Yes	Melton City Council	L
			Construction of a 2-lane arterial road (ultimate standard).	No	Melton City Council	L
INTERSECTION PROJECTS						
Intersection	IN-01	Intersection: Hopkins Road and Melton Highway	Provision of land (ultimate standard - Hopkins Road only), construction of primary arterial to primary arterial signalised T intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	L
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-02	Intersection: North-South Road 2 and Melton Highway	Provision of land (ultimate standard - Hopkins Road only), construction of primary arterial to primary arterial signalised T intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of signalised T intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-03	Intersection: North-South Road 1 and Melton Highway	Provision of land (ultimate standard - Hopkins Road only), construction of primary arterial to primary arterial signalised T intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	L
			Construction of signalised T intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-04	Intersection: Hopkins Road and East-West Road 1	Provision of land (ultimate standard) and construction of primary arterial to connector road/local road signalised 4-way intersection (interim standard).	Yes	Melton City Council	L
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-05	Intersection: Hopkins Road and East-West Road 2	Provision of land (ultimate standard) and construction of primary arterial to connector road signalised 4-way intersection (interim standard).	Yes	Melton City Council	L
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-06	Intersection: Hopkins Road and East-West Road 3	Provision of land (ultimate standard) and construction of primary arterial to connector road signalised 4-way intersection (interim standard).	Yes	Melton City Council	L
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L

Amended by C203

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Intersection	IN-07	Intersection: Plumpton Road and Tarleton Road	Provision of land (ultimate standard), construction of connector road to secondary arterial signalised 4-way intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	L
			Construction of signalised 4-way intersection (ultimate standard).	No	Melton City Council	L
Intersection	IN-08	Intersection: Hopkins Road and Tarleton Road	Provision of land (ultimate standard), construction of primary arterial to secondary arterial signalised 4-way intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	L
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-09	Intersection: North-South Road 3 and Tarleton Road	Provision of land (ultimate standard) and construction of connector road/local road to secondary arterial signalised 4-way intersection (interim standard).	Yes	Melton City Council	L
			Construction of signalised 4-way intersection (ultimate standard).	No	Melton City Council	L
Intersection	IN-10	Intersection: North-South Road 4 and Tarleton Road	Provision of land (ultimate standard) and construction of connector road to secondary arterial signalised 4-way intersection (interim standard).	Yes	Melton City Council	L
			Construction of signalised 4-way intersection (ultimate standard).	No	Melton City Council	L
Intersection	IN-11	Intersection: North-South Road 5 and Tarleton Road	Provision of land (ultimate standard) and construction of connector road to secondary arterial signalised 4-way intersection (interim standard).	Yes	Melton City Council	S
			Construction of signalised 4-way intersection (ultimate standard).	No	Melton City Council	L
Intersection	IN-12	Intersection: Hopkins Road and East West Road 4	Provision of land (ultimate standard) and construction of primary arterial to connector road signalised 4-way intersection (interim standard).	Yes	Melton City Council	L
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-13	Intersection: Plumpton Road and Taylors Road	Provision of land (ultimate standard), construction of connector road to primary arterial signalised 4-way intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-14	Intersection: Hopkins Road and Taylors Road	Provision of land (ultimate standard), construction of primary arterial to primary arterial signalised 4-way intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	M
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Intersection	IN-15	Intersection: Sinclairs Road and Taylors Road	Provision of land (ultimate standard), construction of connector road to primary arterial signalised 4-way intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-16	Intersection: Saric Court and Taylors Road	Provision of land (ultimate standard), construction of connector road to primary arterial signalised T intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	M
			Construction of signalised T intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-17	Intersection: City Vista Court and Taylors Road	Provision of land (ultimate standard), construction of connector road to primary arterial signalised 4-way intersection (interim standard) and habitat compensation obligations. Note 16% of the project construction cost is funded via the Taylors Hill West DCP.	Yes	Melton City Council	M
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-18	Intersection: Hopkins Road and East-West Road 5	Provision of land (ultimate standard), construction of connector road to primary arterial signalised 4-way intersection (interim standard).	Yes	Melton City Council	M
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-19	Intersection: Hopkins Road and Reed Court	Provision of land (ultimate standard), construction of connector road to primary arterial signalised 4-way intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	M
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-20	Intersection: Hopkins Road and East-West Road 6	Provision of land (ultimate standard) and construction of connector road to primary arterial signalised 4-way intersection (interim standard).	Yes	Melton City Council	M
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-21	Intersection: Hopkins Road and East-West Local Access Street	Provision of land (ultimate standard) and construction of primary arterial to town centre main street signalised T intersection (interim standard).	Yes	Melton City Council	M
			Construction of signalised T intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-22	Intersection: Hopkins Road and Neale Road	Provision of land (ultimate standard), construction of secondary arterial/connector road to primary arterial signalised 4-way intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Intersection	IN-23	Intersection: North-South Local Access Street and Neale Road	Provision of land (ultimate standard), construction of local access street to secondary arterial signalised T intersection (interim standard) and habitat compensation obligations.	Yes	Melton City Council	L
			Construction of a signalised T intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-24	Intersection: Sinclairs Road and Neale Road	Provision of land (ultimate standard) within the Plumpton and Kororoit ICP area, construction of connector road (north leg) / local access street (south leg) to secondary arterial signalised 4-way intersection (interim standard) and habitat compensation obligations. Note construction cost 50% externally apportioned to Kororoit Part 2 ICP.	Yes	Melton City Council	S
			Construction of signalised 4-way intersection (ultimate standard).	No	Melton City Council	L

Amended by C203

PEDESTRIAN SIGNALS PROJECTS

Pedestrian Signals	PS-01	Pedestrian Signals	Construction of pedestrian signals on Hopkins Road single carriageway (interim standard) as part of RD-04.	Yes	Melton City Council	L
			Upgrade of pedestrian signals on Hopkins Road (ultimate standard) as part of RD-04.	No	VicRoads	L
Pedestrian Signals	PS-02	Pedestrian Signals	Construction of pedestrian signals on Tarleton Road single carriageway (interim standard) as part of RD-08.	Yes	Melton City Council	L
			Upgrade of pedestrian signals on Tarleton Road (ultimate standard) as part of RD-08.	No	Melton City Council	L
Pedestrian Signals	PS-03	Pedestrian Signals	Construction of pedestrian signals on Tarleton Road single carriageway (interim standard) as part of RD-10.	Yes	Melton City Council	S
			Upgrade of pedestrian signals on Tarleton Road (ultimate standard) as part of RD-10.	No	Melton City Council	L
Pedestrian Signals	PS-04	Pedestrian Signals	Construction of pedestrian signals on Taylors Road single carriageway (interim standard) as part of RD-12.	Yes	Melton City Council	M
			Upgrade of pedestrian signals on Taylors Road (ultimate standard) as part of RD-12.	No	VicRoads	L
Pedestrian Signals	PS-05	Pedestrian Signals	Construction of pedestrian signals on Taylors Road single carriageway (interim standard) as part of RD-15.	Yes	Melton City Council	M
			Upgrade of pedestrian signals on Taylors Road (ultimate standard) as part of RD-15.	No	VicRoads	L
Pedestrian Signals	PS-06	Pedestrian Signals	Construction of pedestrian signals on Hopkins Road single carriageway (interim standard) as part of RD-20.	Yes	Melton City Council	M
			Upgrade of pedestrian signals on Hopkins Road (ultimate standard) as part of RD-20.	No	VicRoads	L

Amended by C203

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
BRIDGE PROJECTS						
Bridge	BR-01	Vere Court Bridge	Provision of land and construction of a connector road bridge over the Kororoit Creek and in accordance with the Growling Grass Frog Conservation Area requirements.	Yes	Melton City Council	L
Bridge	BR-02	Hopkins Road Bridge	Provision of land (ultimate standard) and construction of a primary arterial road bridge (interim standard) over the Kororoit Creek and in accordance with the Growling Grass Frog Conservation Area requirements.	Yes	Melton City Council	M
			Upgrade of a primary arterial road bridge (ultimate standard).	No	VicRoads	L
Bridge	BR-03	Sinclair's Road Bridge	Construction of a connector road bridge over the Kororoit Creek and habitat compensation obligations.	Yes	Melton City Council	S
Pedestrian/ Cyclist Bridge	PBR-01	Culvert - Pedestrian/cyclist waterway crossing	Construction of pedestrian/cyclist bridge across a natural waterway associated with the Olive Grove DSS.	Yes	Melton City Council	L
Pedestrian/ Cyclist Bridge	PBR-02	Pedestrian/cyclist bridge over Kororoit Creek	Construction of a pedestrian/cyclist bridge across the Kororoit Creek in accordance with Growling Grass Frog Conservation Area requirements.	Yes	Melton City Council	L
Pedestrian/ Cyclist Bridge	PBR-03	Pedestrian/cyclist bridge over Kororoit Creek	Construction of a pedestrian/cyclist bridge across the Kororoit Creek in accordance with Growling Grass Frog Conservation Area requirements. Note construction cost 10% externally apportioned to Kororoit Part 2 ICP.	Yes	Melton City Council	L
Pedestrian/ Cyclist Bridge	PBR-04	Pedestrian/cyclist bridge over Western Freeway	Construction of a pedestrian/cyclist bridge across the Western Freeway to the future proposed Mt Atkinson station. Note construction cost 50% externally apportioned to Mt Atkinson & Tarneit Plains ICP.	Yes	Melton City Council in consultation with VicRoads	L

Amended by C203

CULVERT PROJECTS						
Culvert	CU-01	East-West Road 5 Drainage Culvert	Construction of a culvert at waterway associated with the Beattys Road DSS (ultimate standard).	Yes	Melton City Council	L
Culvert	CU-02	Tarleton Road Drainage Culvert	Upgrade of existing culvert at waterway associated with the Beattys Road DSS.	No	Melbourne Water	L
			Construction of a culvert to the interim road width as part of the construction of RD-06.	Yes	Melton City Council	L
			Construction of a culvert to the ultimate road width as part of the upgrade of RD-06.	No	Melton City Council	L
Culvert	CU-03	Tarleton Road Drainage Culvert	Construction of existing culvert at waterway associated with the Olive Grove DSS. To be constructed as part of RD-08 (interim standard).	Yes	Melton City Council	L
			Construction of a culvert as part of the construction of RD-08 (ultimate standard).	No	Melton City Council	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Culvert	CU-04	Tarleton Road Drainage Culvert	Construction of a culvert at waterway associated with the Sinclairs Road DSS. To be constructed as part of RD-09 (interim standard).	Yes	Melton City Council	L
			Construction of a culvert as part of RD-09 (ultimate standard).	No	Melton City Council	L
Culvert	CU-05	Hopkins Road Drainage Culvert	Construction of a culvert at waterway associated with the Olive Grove DSS. To be constructed as part of RD-04 (interim standard).	Yes	Melton City Council	L
			Construction of culvert as part of the construction of RD-04 (ultimate standard).	No	VicRoads	L
Culvert	CU-06	Taylors Road Drainage Culvert	Upgrade of existing culvert at waterway associated with the Plumpton Road DSS.	No	Melbourne Water	M
			Construction of culvert to the interim road width as part of the construction of RD-11 (interim standard).	Yes	Melton City Council	M
			Construction of culvert to the ultimate road width as part of the construction of RD-11.	No	VicRoads	L
Culvert	CU-07	Taylors Road Drainage Culvert	Upgrade of existing culvert at waterway associated with the Olive Grove DSS.	No	Melbourne Water	M
			Construction of culvert to the interim road width as part of the construction of RD-12.	Yes	Melton City Council	M
			Construction of culvert to the ultimate road width as part of the construction of RD-12.	No	VicRoads	L
Culvert	CU-08	Taylors Road Drainage Culvert	Upgrade of existing culvert at waterway associated with the Sinclairs Road DSS.	No	Melbourne Water	M
			Construction of culvert to the interim road width as part of the construction of RD-14.	Yes	Melton City Council	M
			Construction of culvert to the ultimate road width as part of the upgrade of RD-14.	No	VicRoads	L
Amended by C203 PUBLIC TRANSPORT PROJECTS						
Public Transport	-	Bus services	Delivery of bus services	No	Public Transport Victoria	S (part delivery)
COMMUNITY FACILITIES AND OPEN SPACE						
Amended by C203 COMMUNITY FACILITY PROJECTS						
Community	CI-01	Plumpton Community Centre & Neighbourhood House	Provision of land and construction of a multi-purpose community centre (Level 2) and neighbourhood house facilities. This will include community rooms, kindergarten and maternal health, youth space, additional classroom space and specialist facilities.	Yes	Melton City Council	S

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Community	CI-02	Multi Purpose Community Centre (with Library)	Provision of land and construction of a multi-purpose community centre (Level 3), library, and neighbourhood house facilities.	Yes	Melton City Council	L
Community	CI-03	Plumpton West Community Centre	Provision of land and construction of a multi-purpose community centre (Level 1) including community rooms and additional facilities to cater for kindergarten and maternal health.	Yes	Melton City Council	L
Community	CI-04	Plumpton East Community Centre	Provision of land and construction of a multi-purpose community centre (Level 1) including community rooms and additional facilities to cater for kindergarten and maternal health.	Yes	Melton City Council	L
Community	CI-05	Deanside Community Centre & Neighbourhood House	Provision of land and construction of a multi-purpose community centre (Level 2) and neighbourhood house facilities. This will include community rooms, kindergarten and maternal health, youth space, additional classroom space and specialist facilities.	Yes	Melton City Council	L
Community	CI-06	Kororoit Community Centre	Provision of land and construction of a multi-purpose community centre (Level 1) including community rooms and additional facilities to cater for kindergarten and maternal health.	Yes	Melton City Council	L
Community	CI-07	Kororoit East Community Centre	Provision of land and construction of a multi-purpose community centre (Level 1) including community rooms and additional facilities to cater for kindergarten and maternal health.	Yes	Melton City Council	S
INDOOR RECREATION PROJECTS						
Community	IR-01	Plumpton Aquatics Centre	Provision of land for an aquatics centre. Note: provision of land is 50% externally apportioned to Melton City Council.	Yes	Melton City Council	L
			Construction of an aquatics centre.	No	Melton City Council	L
Community	IR-02	Deanside Indoor Recreation Facility	Provision of land for an indoor recreation facility.	Yes	Melton City Council	L
			Construction of an indoor recreation facility.	No	Melton City Council	L
SPORTS RESERVE PROJECTS						
Sports Reserve	SR-01	Plumpton North Sports Reserve	Provision of land construction of a sports reserve incorporating: <ul style="list-style-type: none"> Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. A pavilion to serve the Plumpton North sports reserve, including all building works, landscaping and related infrastructure. A tennis/multipurpose hard courts facility incorporating 6 courts with lighting, parking, including all construction works, landscaping and related infrastructure. Playground including playspace, youth space, picnic and BBQ. 	Yes	Melton City Council	L

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PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Sports reserve	SR-02	Plumpton East Sports Reserve	Provision of land and construction of a sports reserve incorporating: <ul style="list-style-type: none"> • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Plumpton East sports reserve, including all building works, landscaping and related infrastructure. • Playground including playspace, youth space, picnic and BBQ. • Habitat compensation obligations. 	Yes	Melton City Council	L
Sports reserve	SR-03	Plumpton Sports Reserve	Provision of land and construction of a sports reserve incorporating: <ul style="list-style-type: none"> • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Plumpton sports reserve, including all building works, landscaping and related infrastructure. • Playground including large playspace, youth space, picnic and BBQ. 	Yes	Melton City Council	M
Sports reserve	SR-04	Plumpton West Sports Reserve	Provision of land and construction of a sports reserve incorporating: <ul style="list-style-type: none"> • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Plumpton West sports reserve, including all building works, landscaping and related infrastructure. • Playground including playspace, youth space, picnic and BBQ. 	Yes	Melton City Council	L
Sports reserve	SR-05	Plumpton South Sports Reserve	Provision of land and construction of a sports reserve incorporating: <ul style="list-style-type: none"> • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Plumpton South sports reserve, including all building works, landscaping and related infrastructure. • A tennis/multipurpose hard courts facility incorporating 8 courts with lighting, parking, including all construction works, landscaping and related infrastructure. • Playground including playspace, youth space, picnic and BBQ. 	Yes	Melton City Council	L
Sports reserve	SR-06	Deanside Sports Reserve	Provision of land and construction of a sports reserve incorporating: <ul style="list-style-type: none"> • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Deanside sports reserve, including all building works, landscaping and related infrastructure. • Playground including large playspace, youth space, picnic and BBQ. 	Yes	Melton City Council	L
Sports reserve	SR-07	Kororoit West Sports Reserve	Provision of land and construction of a sports reserve incorporating: <ul style="list-style-type: none"> • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Kororoit West sports reserve, including all building works, landscaping and related infrastructure. • Playground including playspace, youth space, picnic and BBQ. 	Yes	Melton City Council	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Sports reserve	SR-08	Kororoit Sports Reserve	Provision of land and construction of a sports reserve incorporating: <ul style="list-style-type: none"> • Playing surfaces and car parks, including all construction works, landscaping, large playground and related infrastructure. • A pavilion to serve the Kororoit sports reserve, including all building works, landscaping and related infrastructure. • A tennis/multipurpose hard courts facility incorporating 6 courts with lighting, parking, including all construction works, landscaping and related infrastructure. • Playground including playspace, youth space, picnic and BBQ. 	Yes	Melton City Council	L
Sports reserve	SR-09	Kororoit East Sports Reserve	Provision of land and construction of a sports reserve incorporating: <ul style="list-style-type: none"> • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Kororoit sports reserve, including all building works, landscaping and related infrastructure. • Playground including playspace, youth space, picnic and BBQ. 	Yes	Melton City Council	M

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OPEN SPACE AND LOCAL PARK PROJECTS

Open Space	LP-01	Local Park	Provision of land for a local park.	Yes	Melton City Council	L
			Construction and embellishment of local park.	No	Developer works	L
Open Space	LP-02	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-03	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-04	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-05	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-06	Local Park	Provision of land for a local park.	Yes	Melton City Council	L
			Construction and embellishment of local park.	No	Developer works	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Open Space	LP-07	Local Park	Provision of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-08	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-09	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-10	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-11	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-12	Local Park	Provision of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-13	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-14	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-15	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-16	Local Park	Provision of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Open Space	LP-17	Local Park	Provision of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-18	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-19	Local Park	Provision of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-20	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-21	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-22	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-23	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-24	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-25	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-26	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Open Space	LP-27	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-28	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-29	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-30	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-31	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-32	Local Park	Provision of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-33	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-34	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-35	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-36	Local Park	Provision of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
Open Space	LP-37	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-38	Local Park	Provision of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-39	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-40	Local Park	Provision of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LOS-01	Linear Open Space - Power Easement (Plumpton)	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	S-M
Open Space	LOS-02	Linear Open Space - Gas Easement (Plumpton)	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	S-M
Open Space	LOS-03	Linear Open Space - Beattys Road Reserve	Construction of a shared path, landscape, embellishment of linear open space (also includes partial road functions) within the full extent of Beattys Road Reserve, as per Appendix G.	No	Developer works	M
Open Space	LOS-04	Linear Open Space - Power easement (Kororoit)	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	S-M
Open Space	LOS-05	Linear Open Space - Gas easement (Kororoit)	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	M-L
Open Space	-	Melton Highway Shared Path	Construction of a 2-way bike path within the south side of the existing Melton Highway Road Reservation.	No	Developer works	S-M
EDUCATION PROJECTS						
School	GS-01	Government Primary School	Land and construction of a government primary school in the Kororoit East Local Convenience Hub.	No	Department of Education and Training	S
School	GS-02	Government P-12 School	Land and construction of a government P-12 school in the Plumpton Major Town Centre Community Hub.	No	Department of Education and Training	M

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PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING
School	GS-03	Government Primary School	Land and construction of a government primary school in the Plumpton Local Convenience Centre Community Hub.	No	Department of Education and Training	L
School	GS-04	Government Primary School	Land and construction of a government primary school in the Kororoit Local Town Centre Hub.	No	Department of Education and Training	M
School	GS-05	Government Primary School	Land and construction of a government primary school in the Plumpton Local Town Centre Community Hub.	No	Department of Education and Training	L
School	GS-06	Government Secondary School	Land and construction of a government secondary school in the Deanside Local Town Centre Hub.	No	Department of Education and Training	L
School	GS-07	Government Primary School	Land and construction of a government primary school in the Deanside Local Town Centre Hub.	No	Department of Education and Training	L
School	NGS-01	Non-Government Secondary School	Land and construction of a potential non-government secondary school in the Plumpton North Community Hub.	No	Non-government provider	L
School	NGS-02	Non-Government Primary School	Land and construction of a potential non-government primary school in the Plumpton Local Town Centre Community Hub.	No	Non-government provider	L
School	NGS-03	Non-Government Primary School	Land and construction of a potential non-government primary school in the Kororoit Local Town Centre Hub.	No	Non-government provider	L
CONSERVATION PROJECTS						
Conservation	CA-01	Conservation Area 1	Nature conservation area (abutting local road including path and nature strip on both sides of the road are developer works - all other works are by future land manager)	No	Department of Environment, Land, Water and Planning & developer works	L
Conservation	CA-02	Conservation Area 2	Nature conservation area (abutting local road including path and nature strip on both sides of the road are developer works - all other works are by future land manager)	No	Department of Environment, Land, Water and Planning & developer works	L
Conservation	CA-15	Conservation Area 15 - Growling Grass Frog Conservation Area	Growling Grass Frog conservation area (abutting local road including path and nature strip on both sides of the road are developer works - all other works are by future land manager)	No	Department of Environment, Land, Water and Planning & developer works	L

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7.0 APPENDICES

Amended by C203 **Appendix A** Parcel-specific land use budget

Note: If there is discrepancy due to rounding of decimal points between Appendix A and any other tables in the PSP, Appendix A takes precedence.

PSP PARCEL ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION				OPEN SPACE						TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD			OTHER TRANSPORT		FUTURE GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITY (ICP LAND)	LOCAL INDOOR RECREATION (ICP LAND)	UNCREDITED OPEN SPACE			CREDITED OPEN SPACE		REGIONAL OPEN SPACE		
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICPLAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	CONNECTOR ROAD BRIDGE (ICP LAND)					CONSERVATION AREA	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)			
1	9.6191	-	0.2655	-	-	-	-	-	-	-	-	1.7079	-	-	-	-	7.6457	79.48%
2	10.8773	-	-	0.2118	-	-	-	-	-	-	-	-	-	-	1.0000	-	9.6655	88.86%
3	13.6264	-	-	0.0422	-	-	-	-	-	-	-	6.7076	-	-	-	-	6.8766	50.47%
4	12.3080	-	-	-	-	-	-	-	-	-	1.3850	3.5365	-	-	0.1525	-	7.2341	58.78%
5	11.3447	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.3447	100.00%
6	11.6138	-	-	-	-	-	-	-	-	-	4.3335	2.5318	-	-	-	-	4.7485	40.89%
7	10.7072	-	-	-	-	-	-	-	-	-	1.7601	2.6504	-	-	0.8480	-	5.4488	50.89%
8	12.0659	-	-	-	-	0.0079	-	-	-	-	2.9375	2.7187	-	-	-	-	6.4018	53.06%
8a	0.9974	-	-	-	-	-	-	-	-	-	-	0.9974	-	-	-	-	-	0.00%
9	12.8617	-	-	-	-	0.1884	-	-	-	-	2.8264	5.4648	-	-	0.1224	-	4.2597	33.12%
9a	1.9309	-	-	-	-	-	-	-	-	-	-	1.9309	-	-	-	-	-	0.00%
10	16.4667	-	-	-	-	-	3.4999	-	-	-	0.3558	0.7683	-	2.1044	-	-	9.7383	59.14%
11	9.1433	-	-	0.0227	-	-	-	-	-	-	-	-	-	4.3680	-	-	4.7526	51.98%
12	1.0053	-	-	0.0860	-	-	-	-	-	-	-	-	-	-	-	-	0.9192	91.44%
13 - E	0.3104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3104	100.00%
13 - R	36.4435	-	-	1.8602	-	-	-	-	1.2000	-	13.2967	-	-	3.5342	-	-	16.5524	45.42%
14	14.9127	-	-	-	-	-	5.5781	-	-	-	1.4353	1.0536	-	-	0.8744	-	5.9713	40.04%
15	14.1786	-	-	0.1185	-	-	2.8219	-	-	2.5000	-	-	-	-	-	-	8.7383	61.63%
16	13.2599	-	-	-	-	-	-	-	-	-	1.2305	2.3342	-	-	-	-	9.6952	73.12%
17	9.2686	-	-	-	-	-	-	-	-	-	1.5950	4.6279	-	-	-	-	3.0458	32.86%

PSP PARCEL ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION				OPEN SPACE					TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	
		ARTERIAL ROAD			OTHER TRANSPORT		FUTURE GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITY (ICP LAND)	LOCAL INDOOR RECREATION (ICP LAND)	UNCREDITED OPEN SPACE			CREDITED OPEN SPACE				REGIONAL OPEN SPACE
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICPLAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	CONNECTOR ROAD BRIDGE (ICP LAND)					CONSERVATION AREA	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)			
18	0.7349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.7349	100.00%
19	8.6433	-	-	0.6006	-	-	-	-	-	1.7255	2.0613	-	-	-	-	-	4.2559	49.24%
20	1.7194	-	-	0.2442	-	-	-	-	-	-	-	-	-	-	-	-	1.4752	85.80%
21	13.7870	-	-	1.6269	-	-	-	-	-	-	-	-	-	1.0000	-	-	11.1601	80.95%
24	13.1400	-	-	1.2485	-	-	-	-	-	-	-	-	-	-	-	-	11.8914	90.50%
25	12.6034	-	-	0.9661	-	-	-	-	-	-	-	-	-	1.0000	-	-	10.6373	84.40%
26	14.9274	-	-	0.5498	-	-	-	-	-	-	-	-	-	-	-	-	14.3776	96.32%
27	17.1891	-	-	0.0073	-	-	-	-	-	2.6677	4.1435	-	-	-	-	-	10.3706	60.33%
28	22.3590	-	3.3212	-	-	-	-	-	-	7.8985	7.0326	-	-	-	-	-	4.1067	18.37%
29	3.6298	-	-	-	-	-	-	-	-	1.2366	2.3933	-	-	-	-	-	-	0.00%
30	12.3428	-	-	-	-	0.1275	-	-	-	2.9667	2.7121	-	-	-	-	-	6.5365	52.96%
31	18.8406	-	-	-	-	-	-	-	-	8.1009	6.6365	-	-	-	-	-	4.1032	21.78%
31a	1.0122	-	-	-	-	-	-	-	-	-	1.0122	-	-	-	-	-	-	0.00%
32	11.9474	-	1.9154	-	-	-	-	-	-	0.1441	-	-	-	1.0000	-	-	8.8879	74.39%
33	12.2853	-	-	-	-	-	-	-	-	-	0.4923	-	7.0541	-	-	-	4.7389	38.57%
34	19.8635	-	-	-	-	-	-	-	-	1.6393	1.8987	-	-	0.4957	-	-	15.8298	79.69%
35	15.5251	-	-	0.7058	-	-	-	-	-	2.6366	4.2344	-	-	-	-	-	7.9483	51.20%
36	11.9452	-	4.9269	-	-	-	-	-	-	-	0.1000	-	-	-	-	-	6.9183	57.92%
37	14.6544	-	-	-	-	-	-	-	-	-	3.5120	-	2.2842	-	-	-	8.8582	60.45%

PSP PARCEL ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION				OPEN SPACE					TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY		
		ARTERIAL ROAD			OTHER TRANSPORT		FUTURE GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITY (ICP LAND)	LOCAL INDOOR RECREATION (ICP LAND)	UNCREDITED OPEN SPACE			CREDITED OPEN SPACE				REGIONAL OPEN SPACE	
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	CONNECTOR ROAD BRIDGE (ICP LAND)					CONSERVATION AREA	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)				MUNICIPAL OPEN SPACE (EXISTING)
38	11.2860	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0000	-	10.2860	91.14%	
39	12.0161	-	-	0.2107	-	-	-	2.6000	-	-	-	-	-	-	-	-	-	9.2054	76.61%
40	16.3763	-	2.3744	-	-	-	-	-	-	-	-	1.4717	-	-	-	-	-	12.5302	76.51%
41	11.9376	-	0.0084	-	-	-	-	-	-	-	-	-	-	-	1.0000	-	10.9291	91.55%	
42	11.8970	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.8970	100.00%
43	13.3408	-	-	1.3187	-	-	-	-	-	-	1.2340	1.8591	-	-	0.5000	-	-	8.4291	63.18%
44	8.0981	-	-	-	-	-	-	-	-	-	0.4448	0.7717	-	-	-	-	-	6.8816	84.98%
45	8.9971	-	-	-	-	-	3.5000	-	0.8000	-	-	-	-	-	-	-	-	4.6971	52.21%
46	8.9854	-	-	-	-	-	-	-	-	-	-	-	-	4.7809	-	-	-	4.2045	46.79%
47	9.0136	-	-	0.2737	-	-	-	-	-	-	-	-	-	4.6191	-	-	-	4.1208	45.72%
48	9.0221	-	-	2.2949	-	-	-	-	-	-	-	-	-	-	-	-	-	6.7272	74.56%
49	2.1144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.1144	100.00%
50	2.9454	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.9454	100.00%
51 - E	0.4901	-	-	0.0586	-	-	-	-	-	-	-	-	-	-	-	-	-	0.4315	88.04%
51 - R	2.5667	-	-	0.2936	-	-	-	-	-	-	-	-	-	-	-	-	-	2.2730	88.56%
51a	0.2049	-	0.2049	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
52	8.9328	-	2.1324	-	-	-	-	-	-	-	-	-	-	-	0.7555	-	-	6.0449	67.67%
53	8.1792	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0000	-	-	7.1792	87.77%
54	1.6084	-	-	0.0009	-	-	-	-	-	-	-	-	-	-	-	-	-	1.6075	99.94%
55	6.9951	-	4.7177	0.0346	-	-	-	-	-	-	-	-	-	-	-	-	-	2.2427	32.06%
56	2.2948	-	-	0.0628	-	-	-	-	-	-	-	-	-	-	-	-	-	2.2321	97.27%
57	2.2752	-	-	-	-	-	-	-	-	-	-	-	-	-	0.5000	-	-	1.7751	78.02%
58	2.3049	-	0.6012	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.7037	73.92%
59	1.8757	-	1.8518	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0238	1.27%
60	2.6093	-	0.2366	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.3727	90.93%

PSP PARCEL ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY & EDUCATION				OPEN SPACE					TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	
		ARTERIAL ROAD			OTHER TRANSPORT		FUTURE GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITY (ICP LAND)	LOCAL INDOOR RECREATION (ICP LAND)	UNCREDITED OPEN SPACE			CREDITED OPEN SPACE				REGIONAL OPEN SPACE
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	CONNECTOR ROAD BRIDGE (ICP LAND)					CONSERVATION AREA	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)			
61	1.7864	-	0.9392	-	-	-	-	-	-	-	-	-	-	-	-	-	0.8472	47.43%
63	11.9945	-	-	0.5696	-	-	-	-	-	-	-	-	1.1114	-	-	-	10.3135	85.99%
64	11.9845	-	-	0.3816	-	-	-	-	-	-	-	0.9560	-	-	1.0000	-	9.6469	80.49%
65	16.4620	-	-	-	-	-	-	-	-	-	-	2.4502	0.7172	-	1.2321	-	12.0626	73.28%
66	29.9460	-	-	-	-	-	-	-	-	-	1.5410	3.7361	1.3895	-	0.5504	-	22.7290	75.90%
66a	1.7309	-	-	0.0251	-	-	-	-	-	-	0.0688	0.4794	-	-	0.0674	-	1.0902	62.98%
67	66.0004	-	-	0.9821	-	-	-	-	-	-	43.7457	5.3080	2.5991	-	-	-	13.3654	20.25%
67a	1.4024	-	-	-	-	-	-	-	-	-	-	1.4024	-	-	-	-	-	0.00%
68	67.4162	-	-	0.5225	-	-	-	-	-	-	1.9576	12.7409	11.1831	3.7977	1.2965	-	35.9180	53.28%
69	64.1745	-	-	0.7158	-	-	3.5000	-	0.8000	-	3.1445	7.0171	-	2.2023	1.1858	-	45.6090	71.07%
70	4.0822	-	-	-	-	-	-	-	-	-	1.2077	1.4316	-	-	-	1.4428	-	0.00%
SUB-TOTAL	893.4377	0.0000	23.4957	16.0357	0.0000	0.3239	18.8999	2.6000	2.8001	2.5000	113.5156	112.8828	17.0002	34.7448	16.5806	1.4428	530.6155	59.39%

ROAD RESERVE																		
R1 (Taylors Rd)	3.8657	3.7508	-	-	-	-	-	-	-	-	-	0.1149	-	-	-	-	-	0.00%
R2 (Vere Ct)	1.3725	-	-	-	1.3316	-	-	-	-	-	-	0.0410	-	-	-	-	-	0.00%
R3 (Sinclairs Rd)	6.4451	-	0.1418	-	5.8618	-	-	-	-	-	0.1791	0.2623	-	-	-	-	-	0.00%
R4 (Monaghans Ln)	1.1537	0.0067	-	-	1.1470	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
R5 (Reed Ct)	1.4850	0.3637	-	-	1.1212	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
R6 (Deanside Dr)	2.4860	-	0.1632	-	2.3228	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
R7 (Gray Ct)	1.5105	-	-	-	1.5105	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
R8 (Neale Rd)	3.8555	1.0652	0.8207	-	1.9258	-	-	-	-	-	-	0.0439	-	-	-	-	-	0.00%
R9 - E	5.9433	0.8965	1.8041	-	-	-	-	-	-	-	-	-	-	-	-	-	3.2427	54.56%
R9 - R	3.8975	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.8975	100.00%
SUB-TOTAL	32.0149	6.0830	2.9299	0.0000	15.2207	0.0000	0.0000	0.0000	0.0000	0.0000	0.1791	0.4621	0.0000	0.0000	0.0000	0.0000	7.1401	22.30%
TOTALS PSP 1080	925.4526	6.0830	26.4256	16.0357	15.2207	0.3239	18.8999	2.6000	2.8001	2.5000	113.6947	113.3449	17.0002	34.7448	16.5806	1.4428	537.7556	58.11%

Appendix B Deanside Homestead Complex – design principles and guidelines

The principles of design related to heritage conservation areas are founded on the need to recognise the important contribution the heritage place makes to the identity of the landscape and acknowledge the need to increase the local population's knowledge of its significance by encouraging public engagement. It is achieved by ensuring new development does not adversely impact on the setting of the heritage place and identifying opportunities for it to be successfully interpreted. More specifically the principles and guidelines relating to heritage conservation at the Deanside Homestead Complex are:

PRINCIPLE	GUIDELINES
<p>Principle 1</p> <p>Conserve and protect the fabric of the features (buildings, structures, trees, dry stone walls, and driveway) that contribute to the significance of the place.</p>	<ul style="list-style-type: none"> a. Select appropriate entrance locations to the site and destinations to steer users to more robust areas and away from more sensitive areas. b. Identify shared path locations along the Kororoit Creek corridor, urban interfaces and areas that will have minimal impact but will arouse interest to users, identifying items of interest along the way. c. Locate places for recreation and low-impact infrastructure to maintain positive connections between heritage place and residential development. d. Consider the need for signs (directional and interpretive) and how they should be designed and placed. e. Retain and promote areas of vegetation to maintain an open space quality to enable retention/conservation of the historic plantings, dry stone walls and archaeological features.
<p>Principle 2</p> <p>Heritage site to be visible from public spaces and local streets</p>	<ul style="list-style-type: none"> a. Provide an appropriate area of open space between the Deanside Homestead Complex and the former mansion site in order to maintain a physical and visual connection. b. Maintain a sense of open space around the heritage site by providing an open space buffer that is sensitively landscaped to promote a historical landscape setting through consideration of view lines within site and edge plantings.
<p>Principle 3</p> <p>Nearby development (including medium density housing as relevant) to contribute to the protection of local features and social values of the heritage conservation area</p>	<ul style="list-style-type: none"> a. Maintain historic vegetation and enhance aesthetic character by incorporating similar species types in surrounding parks, creek lines, school, nature strips and in private gardens but are considerate of the Growling Grass Frog Conservation Area. b. Ensure development in heritage interface areas does not visually dominate as a result of its scale, form or siting. c. Encourage sympathetic and high quality development that does not diminish or detract from the heritage place's significance, visual setting and streetscape character. d. Promote an interpretative design approach for surrounding new development that is complementary in form, scale detailing and materials to the significant heritage features but is clearly contemporary in design. e. Avoid new development that distorts the historic evidence by simply copying or reproducing historic styles or detailing. f. Ensure that the front elevation of new houses and other development directly faces the street.

Appendix C Local Town Centre guidelines

Amended by C203

PRINCIPLE	GUIDELINES
<p>Principle 1</p> <p>Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine-grained, closely spaced distribution pattern.</p>	<ul style="list-style-type: none"> • Deliver a fine-grained distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people • Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km²) of residential development • Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation.
<p>Principle 2</p> <p>Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.</p>	<ul style="list-style-type: none"> • Locate the Local Town Centre on or with close proximity to an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it serves while optimising opportunities for passing trade • Locate forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers • Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place.
<p>Principle 3</p> <p>Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood.</p>	<ul style="list-style-type: none"> • Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre • Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value • The design of the Local Town Centre should respect/enhance existing views and vistas to and from the Local Town Centre location.

PRINCIPLE	GUIDELINES
<p>Principle 4</p> <p>Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.</p>	<ul style="list-style-type: none"> • Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan • Promote designs which encourage a high degree of community interaction and provision of a vibrant and viable mix of retail, recreation and community facilities • Encourage clustering of uses in precincts such as a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns • Encourage smaller grain scale individual tenancies and land ownership patterns to attract participation of local business investment and encourage opportunities for greater diversity • Incorporate flexible floor spaces (including floor to ceiling heights) into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre • The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan • Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should generally be located diagonally opposite one another across the main street and/or town square to promote pedestrian desire lines that maximise movement within the public realm • A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square • Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction • Provide retail and/or office at ground level, and office, commercial and residential above ground level in Mixed Use precincts • Locate childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) within and at the edge of the Local Town Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre • Locate car parking areas centrally to development sites and to the rear and or side of street based retail frontages • Design car parking areas to accommodate flexible uses and allow for long term development opportunities • Provide public toilets in safe and accessible locations within the managed area of the property.
<p>Principle 5</p> <p>Focus on a public space as the centre of community life.</p>	<ul style="list-style-type: none"> • Provide a public space which acts as the central meeting place within the Local Town Centre. This space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment • Locate the public space in a position where the key uses of the Local Town Centre are directly focused on it to ensure that it is a dynamic and activated place • Design flexible and adaptable public spaces so that a range of uses can occur within them at any one time. Such uses may include people accessing daily shopping and business needs as well as social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) • Design the public space so that it is well integrated with pedestrian and cycle links around and through the Local Town Centre so that it acts as a 'gateway' to the activity of the centre • The main public space or town square should have a minimum area of 500square metres. Smaller public spaces which are integrated within the built form design, surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged • Footpath widths within and around the public space as well as along the main street should be sufficient to provide for universal access as well as outdoor dining and smaller gathering spaces.

PRINCIPLE	GUIDELINES
<p>Principle 6</p> <p>Integrate local employment and service opportunities in a business friendly environment.</p>	<ul style="list-style-type: none"> • Provide a variety of employment and business opportunities through the provision of a broad mix of land uses and commercial activities • Provide a range of options and locations for office based businesses • Provide services and facilities to support home based and smaller businesses within the Local Town Centre • Consider appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre • Consider using these uses to sleeve loading areas and car parks where feasible.
<p>Principle 7</p> <p>Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.</p>	<ul style="list-style-type: none"> • Provide medium and high density housing in and around the Local Town Centre for passive surveillance and contributions to the life and amenity of the centre • Provide medium and high density housing in locations of high amenity in and around the Local Town Centre, connected to the activity of the Local Town Centre through strong pedestrian and cycle links • Provide a range of housing types for a cross section of the community (such as retirement living) in and around the Local Town Centre • Provide specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) at the edge of or adjacent to Local Town Centres with strong pedestrian and cycle links to the central activity area • Design the Local Town Centre to avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge and/or on upper levels • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres.
<p>Amended by C203</p> <p>Principle 8</p> <p>Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.</p>	<ul style="list-style-type: none"> • Use universal design principles in the design of all public spaces • Design the Local Town Centre to provide easy, direct and safe access for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety • Provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points • Design the main and other streets to comply with the relevant cross sections found within the precinct structure plan • A speed environment of 40km/h or less should be designed for the length of the main street • Provide public transport infrastructure facilities in convenient locations for commuters • Provide bus stops in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of Public Transport Victoria • Provide bicycle parking within the street network and public spaces in highly visible locations and close to key destinations • Design supermarket and other 'large format' buildings so they do not impede on the movement of people around the Local Town Centre • Locate key buildings to encourage pedestrian movement along the length of the street and through public spaces • Design buildings so they have a positive relationship with and interface to the public street network • Design car parking areas to ensure passive surveillance and public safety through adequate positioning and lighting • Provide dedicated pedestrian routes and areas of landscaping within off street car park areas • Provide on-street car parking to encourage short stay/convenience uses • Group and limit the number of car park access crossovers • Design heavy vehicle access points to limit the pedestrian/vehicle conflict. Loading and deliveries should be located to the rear and or side of street based retail frontages • All streets, public spaces and car parks to be lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.

PRINCIPLE	GUIDELINES
<p>Amended by C203</p> <p>Principle 9</p> <p>Create a sense of place with high quality engaging urban design</p>	<ul style="list-style-type: none"> • Design development to complement and enhance the character of the surrounding area by responding to key visual cues associated with the topography and other natural features of the Local Town Centre location and its surrounds • Minimise amenity and noise impacts resulting from the mix of uses by maintaining appropriate separation and transitional areas between retail and housing activities using open space, road networks and community facilities • Design each building to contribute to a cohesive and legible character for the Local Town Centre as a whole • Designate sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) for significant buildings or landmark structures • Design corner sites, where the main street meets an intersecting and/or arterial road to: <ul style="list-style-type: none"> • Provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages • Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines) • Provide an active ground floor frontage and active floor space component to the main street frontage; and • Provide a consistent covered walkway or verandah for weather protection in the design of building frontages on major pedestrian routes • Align built form with the property boundary to define the street edge • Provide visually rich, interesting and well articulated street facing facades and all visible side or rear facades finished in suitable materials and colours that contribute to the character of the Local Town Centre • Use materials and design elements which are compatible with the environment and landscape character of the broader precinct • The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets • Design supermarket and secondary anchors with frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares • Design supermarkets or large format retail uses with a direct frontage to the main street using clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed or frosted glass windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing) • Secondary access to the supermarket from car parking areas should only be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square • Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street <ul style="list-style-type: none"> • Retail and commercial buildings within the Local Town Centre should generally be built to the property line • Public spaces should be oriented to capture north sun and protect from prevailing winds and weather • Landscaping of all interface areas should be of a high standard as an important element to complement the built form design. • Urban art should be incorporated into the design of the public realm • Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre • Wrapping or sleeving of car parking edges with built form, to improve street interface, should be maximised • Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares • Screening of centralised waste collection points should minimise amenity impacts on adjoining areas and users of the centre • Where service areas are accessible from car parks, they should present a well-designed and secure facade to public areas • Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.

PRINCIPLE	GUIDELINES
<p>Principle 10 Promote localisation, sustainability and adaptability.</p>	<ul style="list-style-type: none"> • The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on private vehicles • The Local Town Centre should be designed to be sympathetic to its natural surrounds by: <ul style="list-style-type: none"> • Investigating the use of energy efficient design and construction methods for all buildings • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation) • Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre • Including options for shade and shelter through a combination of landscape and built form treatments • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling • Promoting passive solar orientation in the configuration and distribution of built form and public spaces • Grouping waste collection points to maximise opportunities for recycling and reuse • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings. • Ensure the Local Town Centre and building design has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.

Appendix D Design principles - conservation areas

These have been adapted from principles in *Start with the Grasslands – Design Guidelines* to support native grasslands in urban areas (2013) Victorian National Parks Association, and ideas from *Melbourne’s Native Grasslands: Guiding Landscapes and Communities in Transition* (2015) Royal Botanic Gardens.

These principles acknowledge that in existing and new urban areas, it is generally preferable to encourage appropriate access to conservation areas so that these places are understood and valued by the broader population. Experience has shown that it is in most cases impossible to exclude people from Conservation Areas in the city and suburbs, and that well considered access leads to improved conservation outcomes.

1. Early Planning

EMBED the needs of the grasslands into land-use planning and design processes to ensure they are protected and integrated before, during and after changes to the surrounding environment.

CLARIFY current and future land-ownership, as well as resources and funding for on-going improvements.

ESTABLISH implementation, management, and maintenance agreements between responsible authorities, and neighbouring properties not currently under development.

2. Collaborate

SHARE knowledge between experts, field technicians, traditional landowners, and developers to maximise outcomes for the grasslands.

ENGAGE EARLY with existing and emerging communities, current site users, and local government, to improve perceptions and create a sense of stewardship over the grasslands.

3. Integrate

PROTECT the local features within a development area to retain niches for ecosystem biodiversity.

LOCATE places for recreation and low-impact infrastructure adjacent to grasslands to create and maintain positive connections between the grassland(s) and the everyday activities of the local community.

- HOW TO: A bus stop and/or community facility adjacent to visitor information at the entry to a grassland.

CONNECT the grasslands to the broader landscape and green infrastructure to create new habitat, enhance biodiversity, strengthen open space connections, and create opportunities for the local community to have a sense of ownership of the grasslands.

- HOW TO: Creating a shared path network and habitat corridors which links the grassland not only to other grasslands, but also other types of open space.

4. Maintenance

DESIGN for maintenance with an understanding of site-specific management regimes and long-term resources to retain longevity of the grasslands and the designed spaces within.

Recognise that maintenance resources should be flexible to adapt to varying **USE PRESSURES** on the grasslands as a result of changes within, and surrounding, the grasslands.

ROUTES around and within the grassland should not impact on high quality grassland areas, and where possible, should be multi-functional and considerate of fire brigade access.

- HOW TO: Creating multi-purpose paths to function as a walking trail, fire break, and for maintenance vehicle access can reduce the amount of disturbances to the grasslands.

MATERIAL selection and placement within and around the grassland should be high quality, considerate of fire, and sensitive to fauna and flora patterns, yet cost effective for long-term maintenance and replacement.

5. Communicate

BRANDING of grasslands, whether in built form or published material, should be considerate of the target audience/s while being portrayed in a positive and cared-for context.

TECHNIQUES which are engaging and informative will help reduce the negative perceptions of grasslands.

- HOW TO: Art installations which can also function as habitat, story-telling to explain the importance of natural and controlled burning of the grasslands, and interpretive signage to explain the changing landscape.

WEB-based resources and social media should be considered as opportunities to reach a larger audience to inform and educate about the grasslands and associated community events.

In greenfield developments, tools should be available at the point of sale for **PROSPECTIVE RESIDENTS** to engage people in the experience of grasslands and what they offer to the community.

- **HOW TO:** Providing information packages, and grassland planting displays in display homes.

6. Encourage Access

INTERFACE TREATMENTS should not only allow the community to be closer to the grasslands upon passing-by, but should also invite them in to discover the grassland.

- **HOW TO:** Indigenous buffer planting, clear entry points, inviting footpaths, low fencing and engaging signage.

Landscape treatments within the grasslands should be designed to **ENCOURAGE PASSIVE RECREATION** in and through the areas identified as having low-conservation value, rather than restricting users to the perimeter.

- **HOW TO:** Providing seating and picnicking areas, and walking tracks for discovery and/or connectivity to the surrounding street network

As grasslands are generally exposed open spaces, designing to create comfortable **MICROCLIMATES** in response to changing climatic conditions will encourage more passive use of the grasslands.

- **HOW TO:** Providing shade and wind protection through designing with topography and vegetation.

Promote grassland pockets through encouraging grassland palettes to be **INTEGRATED INTO PRIVATE LANDSCAPES**, particularly within front setbacks where it can contribute to the public realm.

- **HOW TO:** Providing residents with information on 'low maintenance plants for the home' can include native and indigenous grassland species.

SEEK opportunities to create new grassland areas within new and existing open spaces. Though these areas may not have the complexity of existing remnant grasslands, they allow for greater contact with the community.

- **HOW TO:** Creating a 'sensory grassland' planting theme within and around playspaces encourages natural play while also allowing children and adults to establish a connection with those species.

7. Provide Cues to Care

VISIBLE non-grassland elements associated with the grassland (such as planting, furniture, fencing, buffers, etc.) which are encountered by the public, should show signs of being cared for and valued to help create a positive perception of the grassland.

Cues to Care can occur at a range of **SCALES**, such as designing a high visibility entrance, to providing access roads to the grassland.

8. Monitor

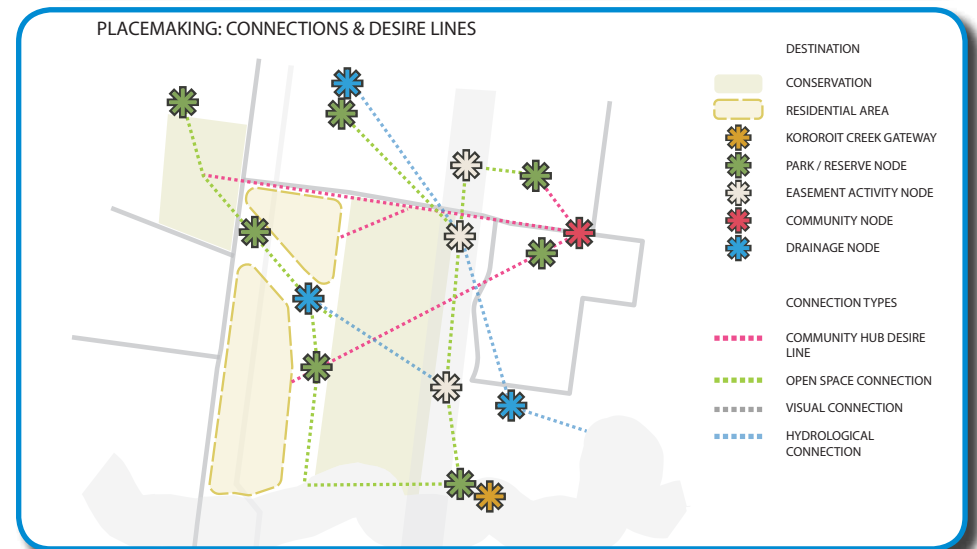
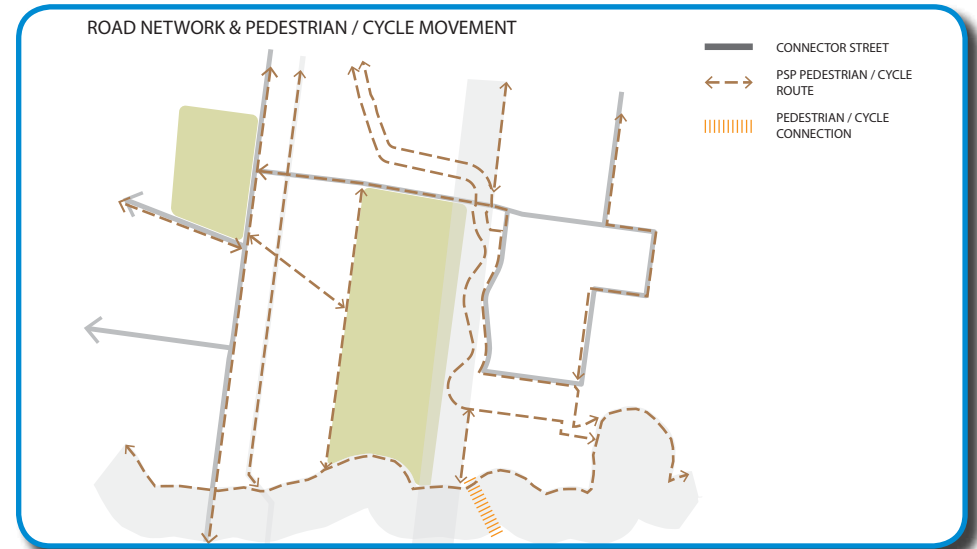
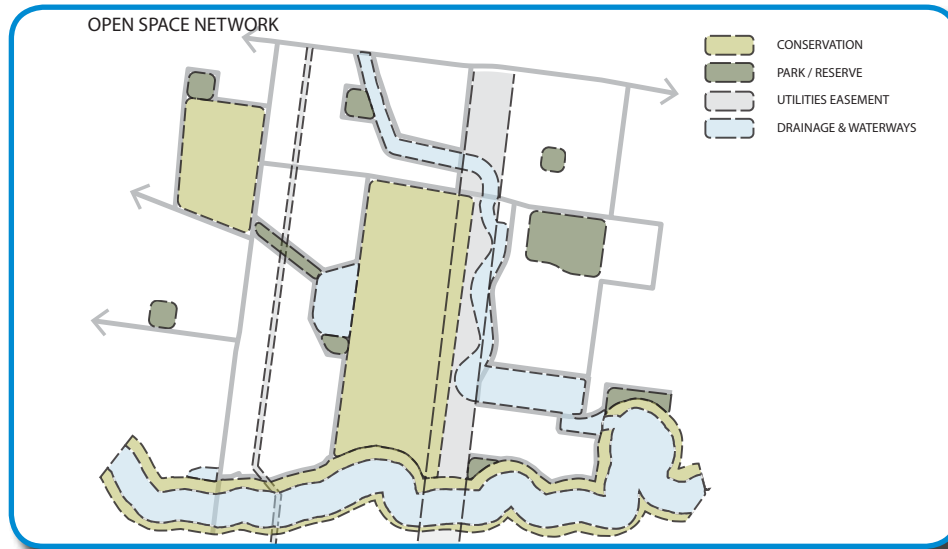
DETERMINE the effectiveness of early planning processes through to maintenance actions to identify strengths and weaknesses of approach and trigger responsive actions.

IDENTIFY the trajectory of the grassland and observe the change in quality and uses.

UPDATE current information available to the public and stakeholders so they are aware of such changes, and to provide an opportunity for them to understand and be a part of future decisions on the grassland.

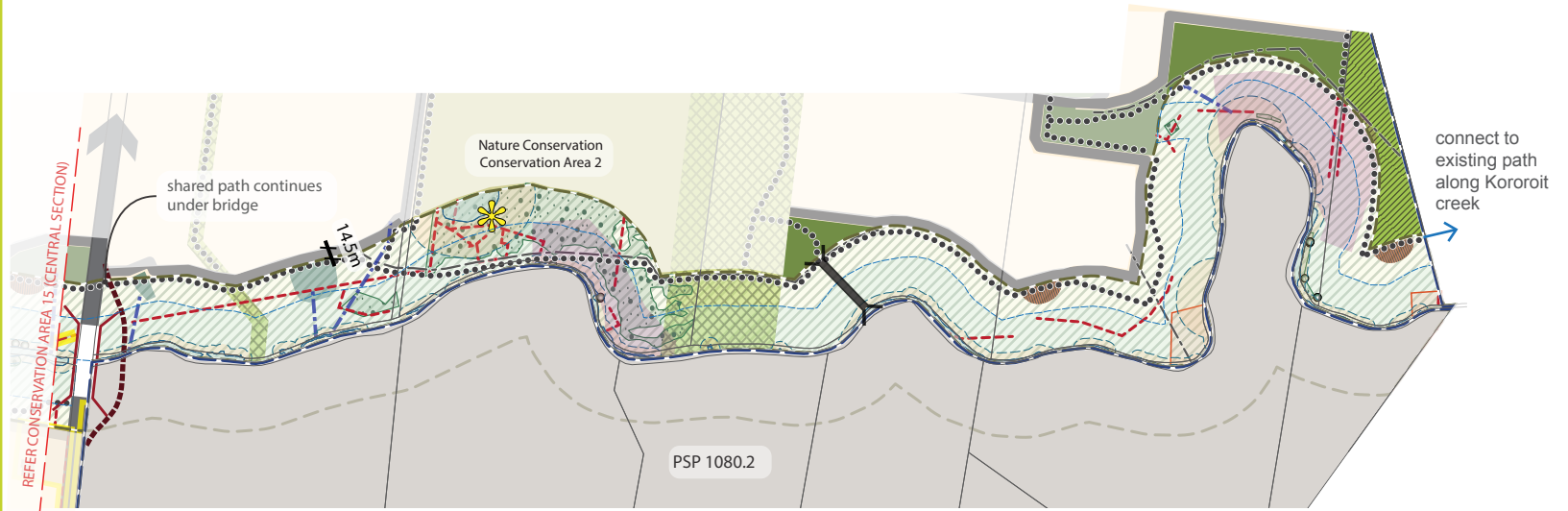
Appendix E Conservation area organising elements

Plans showing the key 'organising elements' have been developed to explain the key influences on the design of detailed Conservation Area Concept Plans developed for Nature Conservation Areas 1 and 2, as included in this PSP.



Appendix F Conservation area concept plans

- precinct boundary
- growing grass frog conservation area (GGFCA) *
- scattered trees
- native vegetation
- existing GGF wetland habitat
- GGF area of strategic importance
- area of Aboriginal cultural values
- dry stone wall (to be retained)
- proposed heritage overlay
- other historic site
- waterway corridor in conservation area
- stormwater management in conservation area
- waterway / stormwater management
- local park
- clarkes road stream side reserve
- residential (adjacent house lots to front onto conservation area)
- utilities easement
- sewer connection (indicative)
- pedestrian / cyclist bridge (approximate location)
- road bridge
- possible bridge widening (alternative location)
- shared path (indicative)
- connector street
- local access street (contributes to fire buffer where adjacent to GGFCA)
- historical archaeological site
- proposed passive recreation node
- drainage outlet locations (indicative)



* Proposals are subject to future funding & detail design by land manager as determined by DELWP

* Areas outside the GGFCA have been masked to highlight the GGFCA

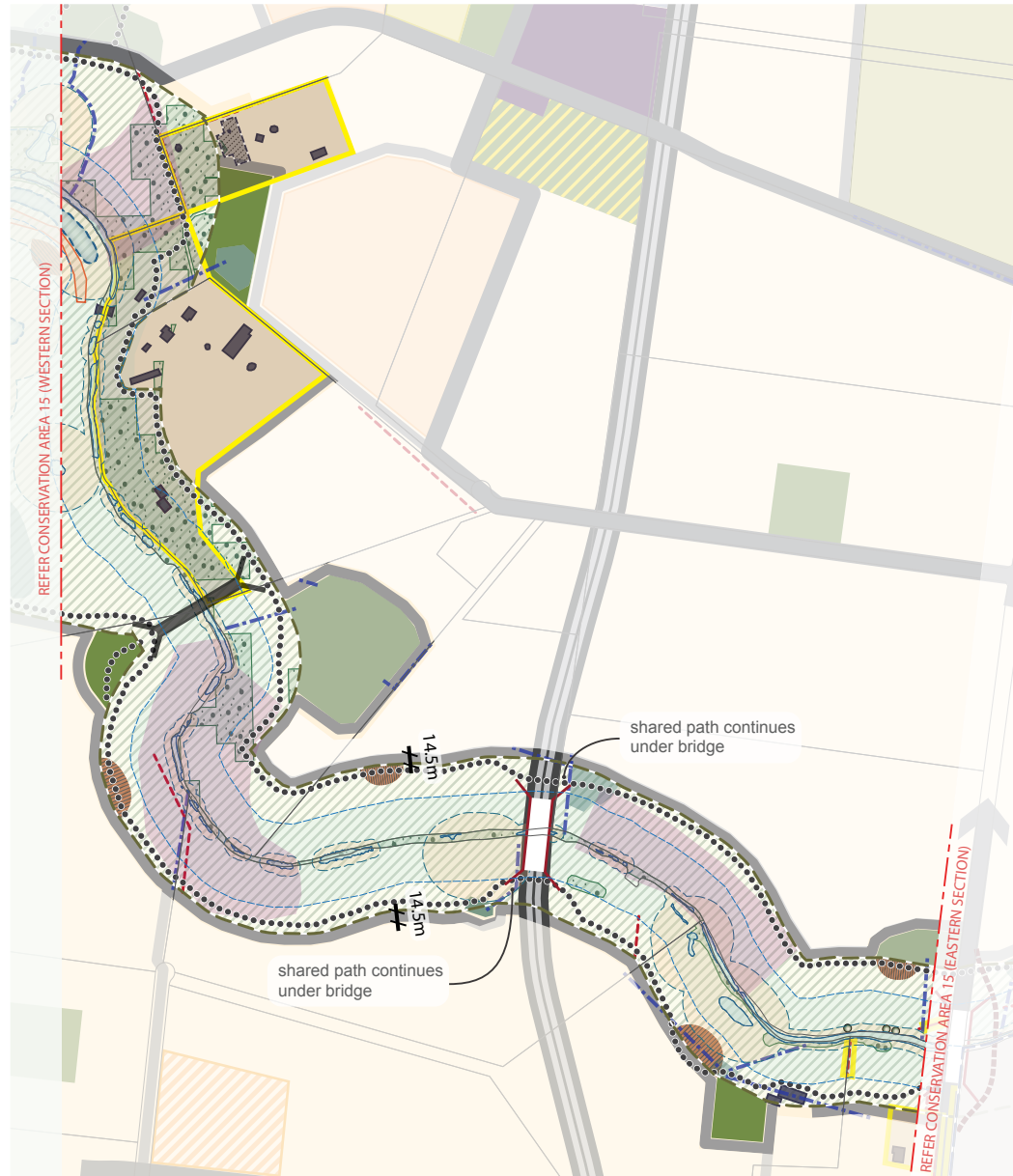
* *GGFCA is within an area of Aboriginal heritage sensitivity (not shown on plan)

- growing grass frog conservation area (GGFCA) *
- scattered trees
- native vegetation
- existing GGF wetland habitat
- indicative new GGF wetland location
- GGF area of strategic importance
- area of Aboriginal cultural values
- dry stone wall (to be retained)
- deanside historical access track
- proposed heritage overlay
- existing structure
- waterway / stormwater management
- waterway corridor in conservation area
- stormwater management in conservation area
- local park
- proposed passive recreation node
- residential (adjacent house lots to front onto conservation area)
- pedestrian / cyclist bridge (approximate location)
- road bridge
- shared path (indicative)
- arterial road
- connector street (contributes to fire buffer where adjacent to GGFCA)
- local access street (contributes to fire buffer where adjacent to GGFCA)
- drainage outlet locations (indicative)

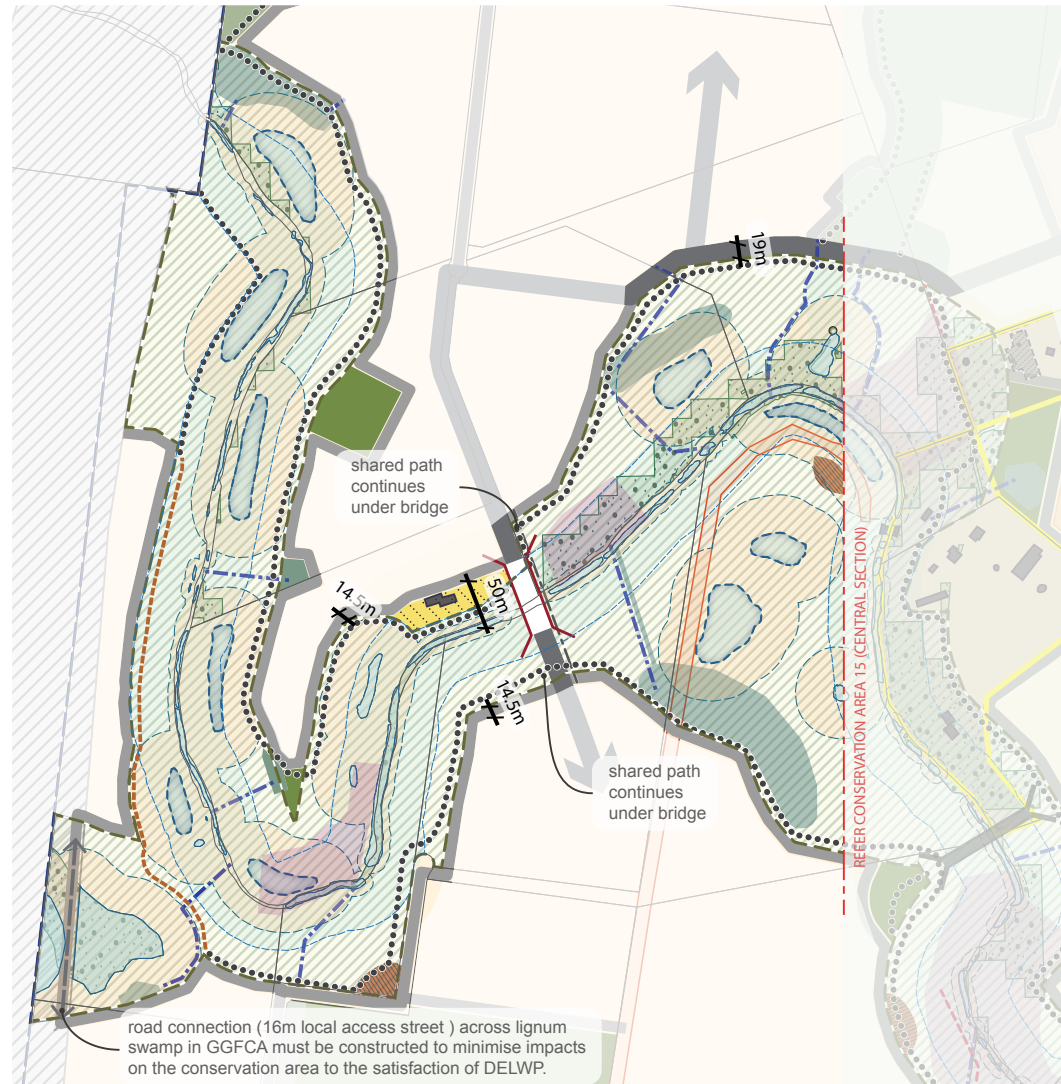
* Proposals are subject to future funding & detail design by land manager as determined by DELWP

* Areas outside the GGFCA have been masked to highlight the GGFCA

* *GGFCA is within an area of Aboriginal cultural heritage sensitivity (not shown on plan)



- precinct boundary
- growing grass frog conservation area (GGFCA)*
- scattered trees
- native vegetation
- existing GGF wetland habitat
- indicative new GGF wetland location
- GGF area of strategic importance
- melbourne water 50m setback from kororoit creek
- area of Aboriginal cultural values
- deanside historical access track
- proposed heritage overlay
- existing structure
- waterway / stormwater management
- waterway corridor in conservation area
- stormwater management in conservation area
- sewer connection (indicative)
- local park
- proposed recreation node
- residential (adjacent house lots to front onto conservation area)
- pedestrian / cyclist bridge (approximate location)
- road bridge
- shared path (indicative)
- emergency vehicle track (3m wide unsealed)
- connector street (contributes to fire buffer where adjacent to GGFCA)
- local access street (contributes to fire buffer where adjacent to GGFCA)
- drainage outlet locations (indicative)



* Proposals are subject to future funding & detail design by land manager as determined by DELWP

* Areas outside the GGFCAs have been masked to highlight the GGFCAs

* GGFCAs are within an area of Aboriginal cultural heritage sensitivity (not shown on plan)

CONSERVATION & VEGETATION

- spiny rice-flower (Practical Ecology records 2015)
- five minute grass (Practical Ecology records 2015)
- natural temperate grassland
- no native vegetation
- existing native non-indigenous trees (indicative)
- existing exotic trees (indicative)
- proposed trees (indicative)
- conservation interface plan area (30m)
- no built-areas buffer (20m)
- nature conservation area

EXISTING ELEMENTS & SURROUNDING USES

- residential (lots to front onto conservation area within conservation interface zone)
- local park
- open space corridor

POSSIBLE USES

- picnic area
- grassland buffer / entry planting
- grassland interface planting
- potential location for streetscape buffer planting (e.g. at kerb outstands or intersections - refer relevant Buffer Planting Detail & Section)

POSSIBLE MOVEMENT & ACCESS

- low fencing
- entry treatment (including streetscape entry planting - refer Alternative Cross Sections for Conservation Area 1)
- pedestrian-priority crossing (e.g. raised path)
- indicative connections through local park
- existing track to be integrated into proposed low-impact footpath
- low-impact footpath through conservation area (e.g. granitic gravel)
- shared path
- on-road bike path (as part of road reserve)
- local access street
- connector street



RESPONSE TO DESIGN PRINCIPLES

SEEK opportunities to create new grassland areas within adjacent open space (such as local parks) to promote grassland biodiversity while protecting existing grasslands.

LOCATE recreational opportunities adjacent to the grasslands (such as a fenced dog off-lead area) to maintain positive connections between the grasslands and every day activities of the local community.

INTEGRATE the grasslands into the broader open space network by **CONNECTING** the local park with the grassland. Connections can be ecological, movement, uses etc.

grassland planting can be used to provide an attractive **INTERFACE TREATMENT** to encourage the community to be closer to, and discover, the grassland. Using planting as buffers will help keep out weeds, and enhance the streetscape character.

ENCOURAGE ACCESS through areas of lower-conservation value to acknowledge 'desire lines' and to enable low impact exploration of the grasslands.

non-grassland elements associated with the grassland (such as planting, furniture, fencing, buffers, etc.) which are encountered by the public should display **CUES TO CARE** (signs of being cared for and valued) to help create a positive perception of the grassland.

consider retaining existing trees, and integrate where possible to create comfortable **MICROCLIMATES** to encourage passive uses within the grasslands.

provide opportunities for **PASSIVE RECREATION** in areas of low-conservation value and ensure location is accessible. For example, locating a picnic area at the junction of connector streets, or terminating the open space corridor.

- CONSERVATION & VEGETATION**
 - spiny rice-flower (Practical Ecology records 2015)
 - natural temperate grassland
 - seasonal herbaceous wetland
 - no native vegetation
 - indicative proposed trees (max. 3m height within powerline easement)
 - conservation interface plan area (30m)
 - no built-up areas buffer (20m)
 - nature conservation area
 - growing grass frog conservation area
- EXISTING ELEMENTS & SURROUNDING USES**
 - dry stone wall (to be retained)
 - historic site
 - water management location
 - residential (lots to front onto conservation area within conservation interface zone)
 - retain existing flow patterns
 - local park
 - open space corridor
 - utilities easement (opportunity for grassland planting)
 - power transmission tower
- POSSIBLE USES (Refer Table 5 where applicable)**
 - viewing / seating area
 - grassland buffer planting (max. 3m height within powerline easement)
 - nature play (with wsud integration)
 - recreation
 - low impact active recreation
 - potential location for streetscape buffer planting (e.g. at kerb outstands or intersections - refer relevant Buffer Planting Detail & Section)
- POSSIBLE MOVEMENT & ACCESS**
 - pedestrian bridge
 - low fencing
 - entry treatment (including streetscape entry planting - refer Alternative Cross Section for Conservation Area 2)
 - break in dry stone wall for access
 - low-impact footpath through conservation area
 - shared path
 - on-road bike path (as part of road reserve)
 - local access street
 - connector street
 - sewer connection (indicative)



- RESPONSE TO DESIGN PRINCIPLES**
- potential to provide low-impact infrastructure at entry points along connector street to **INTEGRATE** every-day uses with the grassland (such as interpretive signage, bus stop, seat etc.).
 - PROTECT** existing historic dry stone walls to retain historic values and niches for wildlife. Provide access points only along areas of less significance.
 - provide opportunities for **PASSIVE RECREATION** along powerline easement which considers site characteristics such as topography. For example, providing seating and rocky rises to enhance view lines to creek corridor.
 - LOCATE** recreational opportunities adjacent to the grasslands (such as a fenced dog off-lead area) to maintain positive connections between the grasslands and every day activities of the local community.
 - grassland planting can be used to buffer significant species from shared path, and provide an attractive **INTERFACE TREATMENT** to allow the community to be closer to grassland flora.
 - SEEK** opportunities to create new grassland areas within adjacent open space, such as retarding basins and local parks. For example, designing for nature play by integrating sensory grassland planting with water sensitive urban design.
 - providing tree planting where possible to create comfortable **MICROCLIMATES** will encourage more passive uses adjacent to the grasslands.
 - ENCOURAGE ACCESS** through areas of low-conservation value to acknowledge 'desire lines' and to enable low impact exploration of the grasslands.
 - opportunity for interpretive signage and/or installations at southern footpath entry to **COMMUNICATE** the historic and conservation values of site.

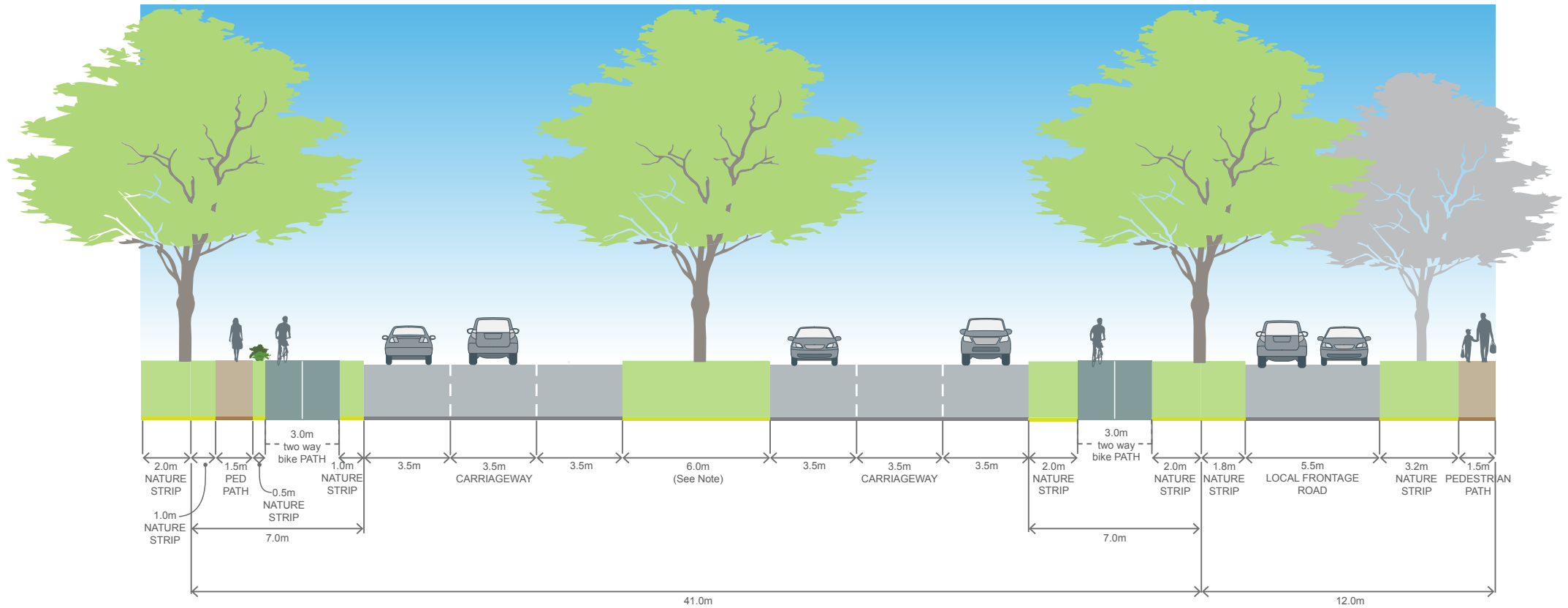
Appendix G Road cross sections (including index)

Note that cross sections in this Appendix which are 'typical' (ie not designed for a particular location) are not referenced specifically on Plan 8.

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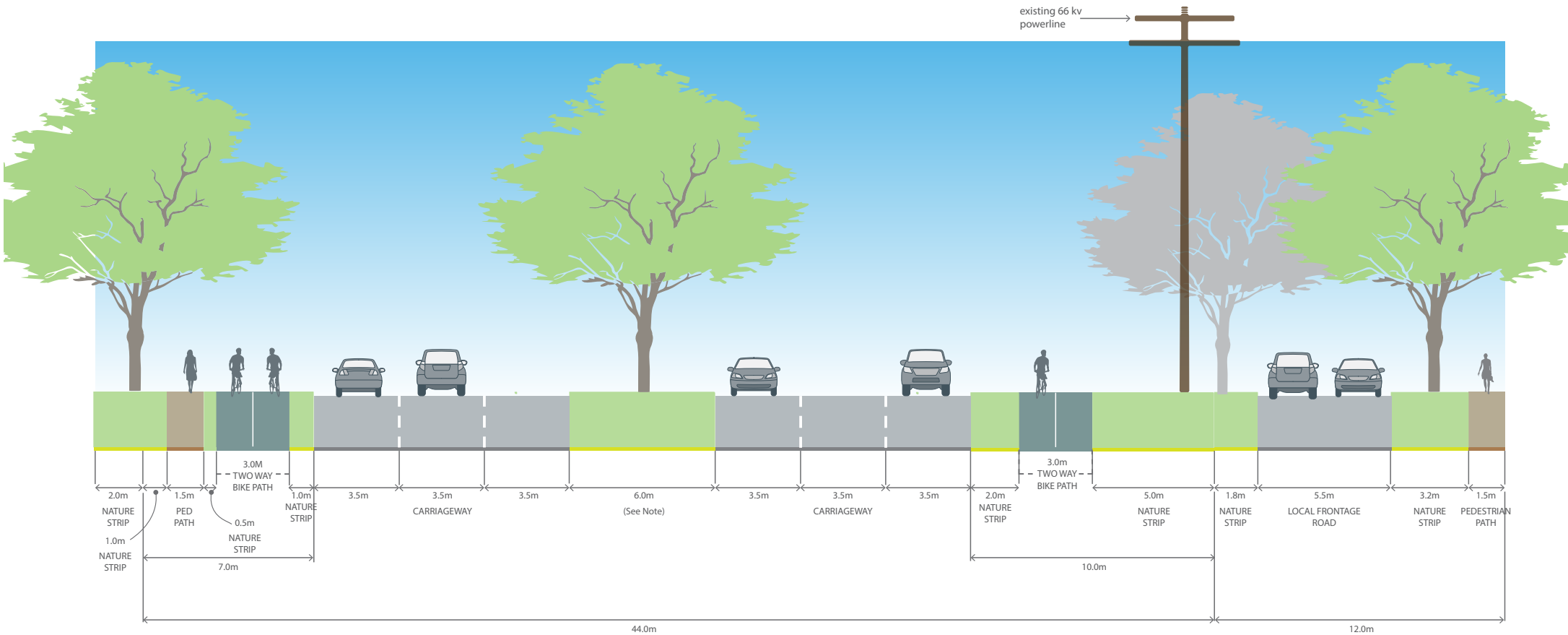
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Road cross sections



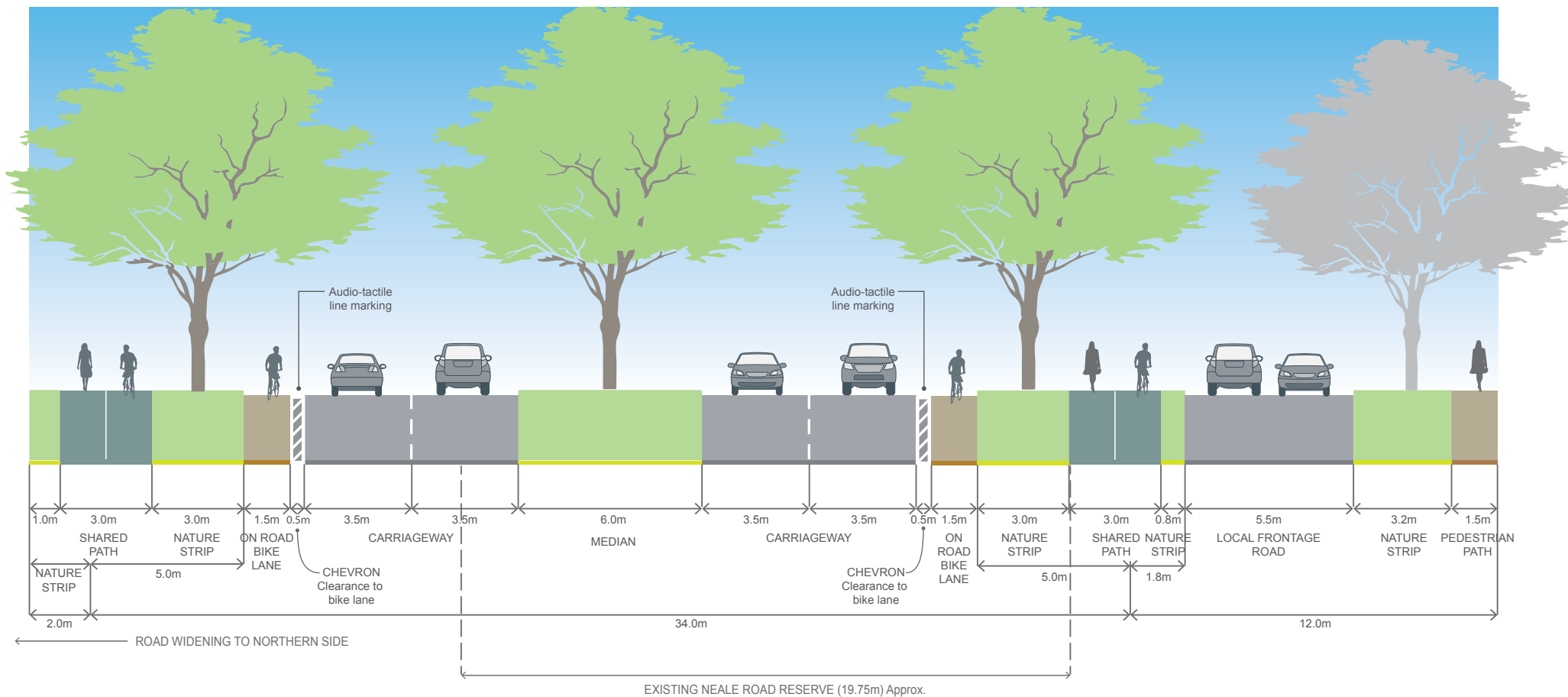
NOTES:

- Includes typical residential interface both sides
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb (refer Engineering Design and Construction Manual for Subdivision in Growth Areas, April 2011)
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm Ø trunk at double spacing)
- Frontage road widths may vary subject to detailed design
- Include low level plantings on the 0.5m strip, to delineate between pedestrian path and bike path.



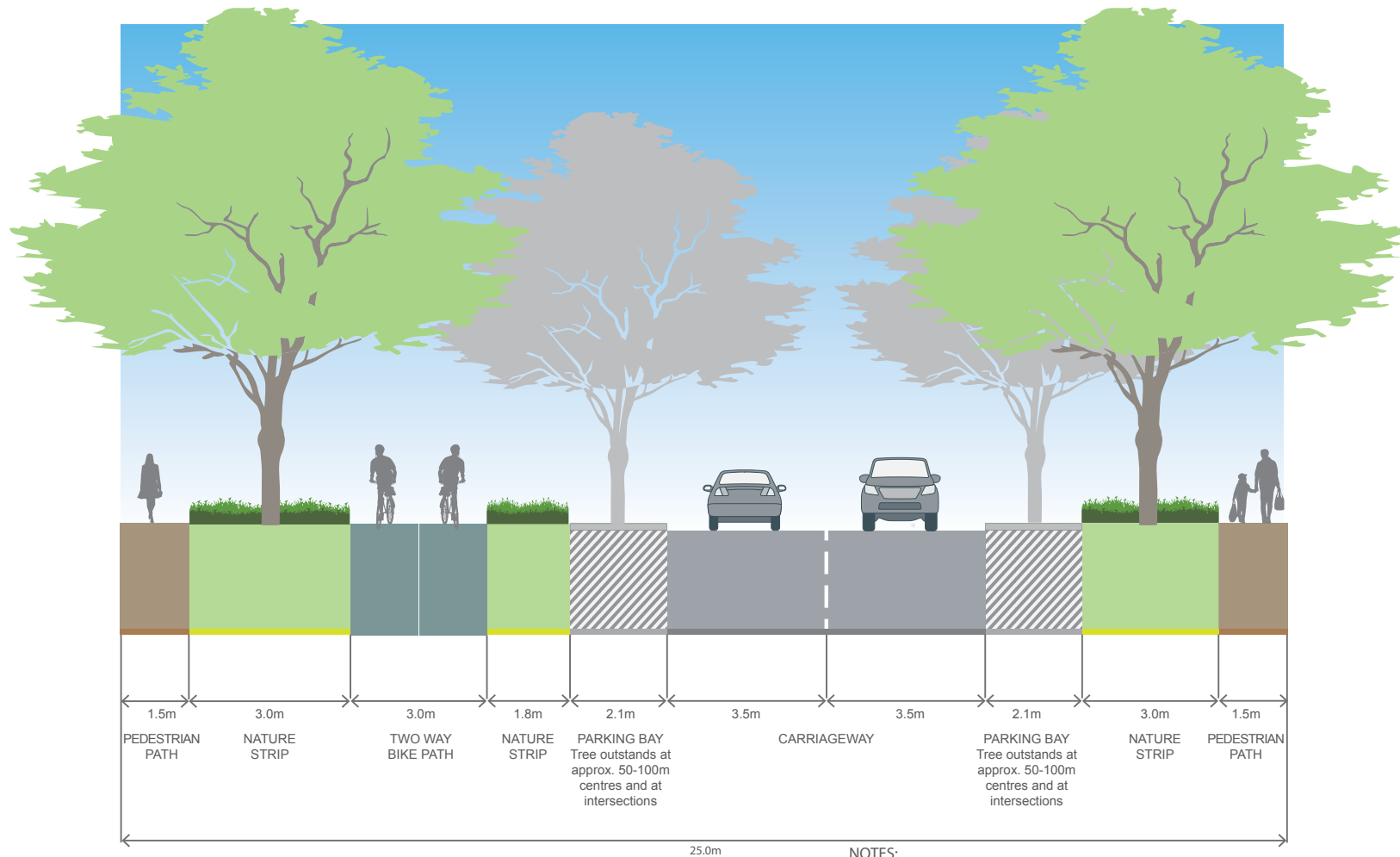
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- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm ϕ trunk at double spacing)
- Existing power lines to be relocated where necessary
- Frontage road widths may vary subject to detailed design
- Include low level plantings on the 0.5m strip, to delineate between pedestrian path and bike path.



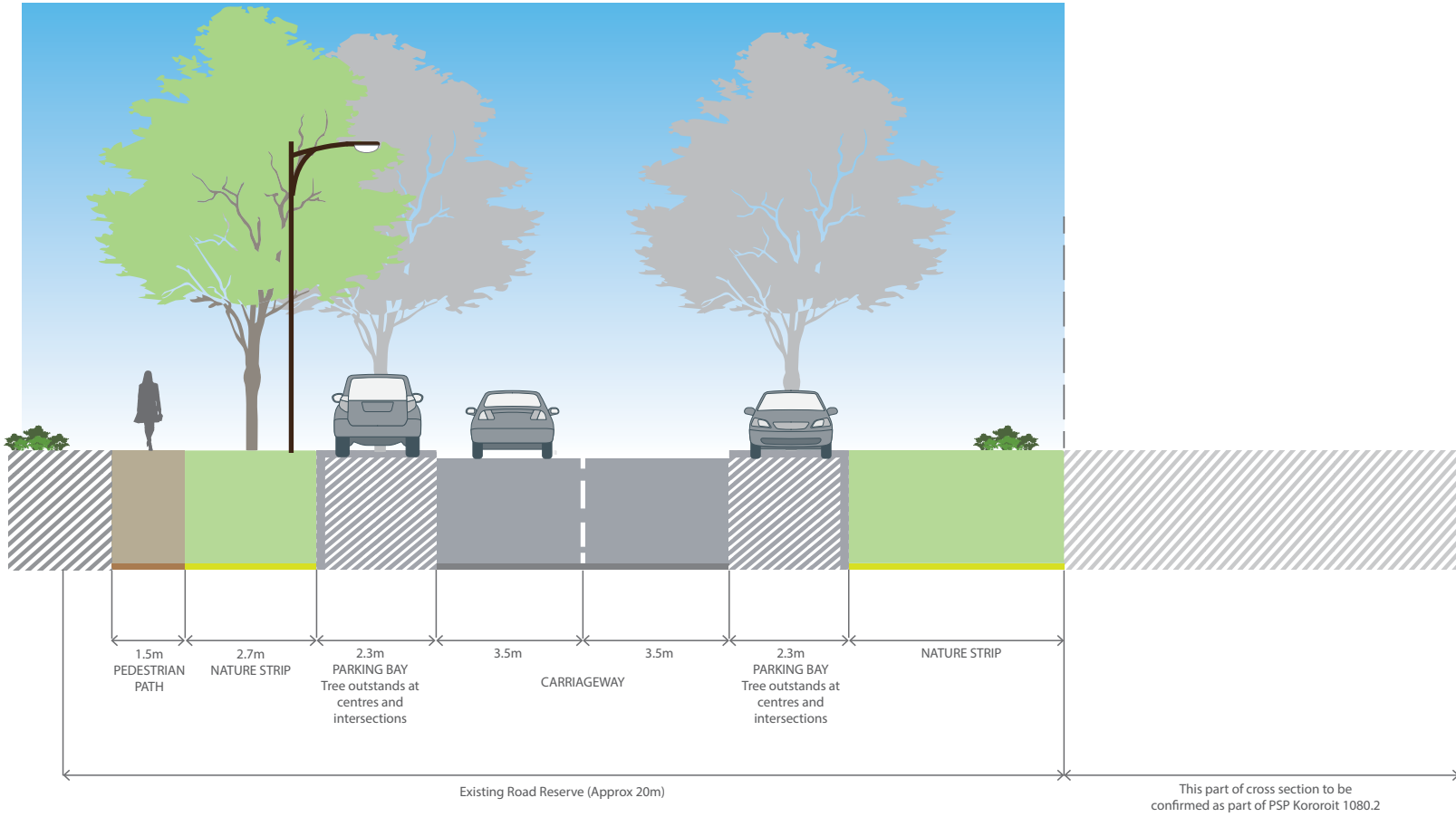
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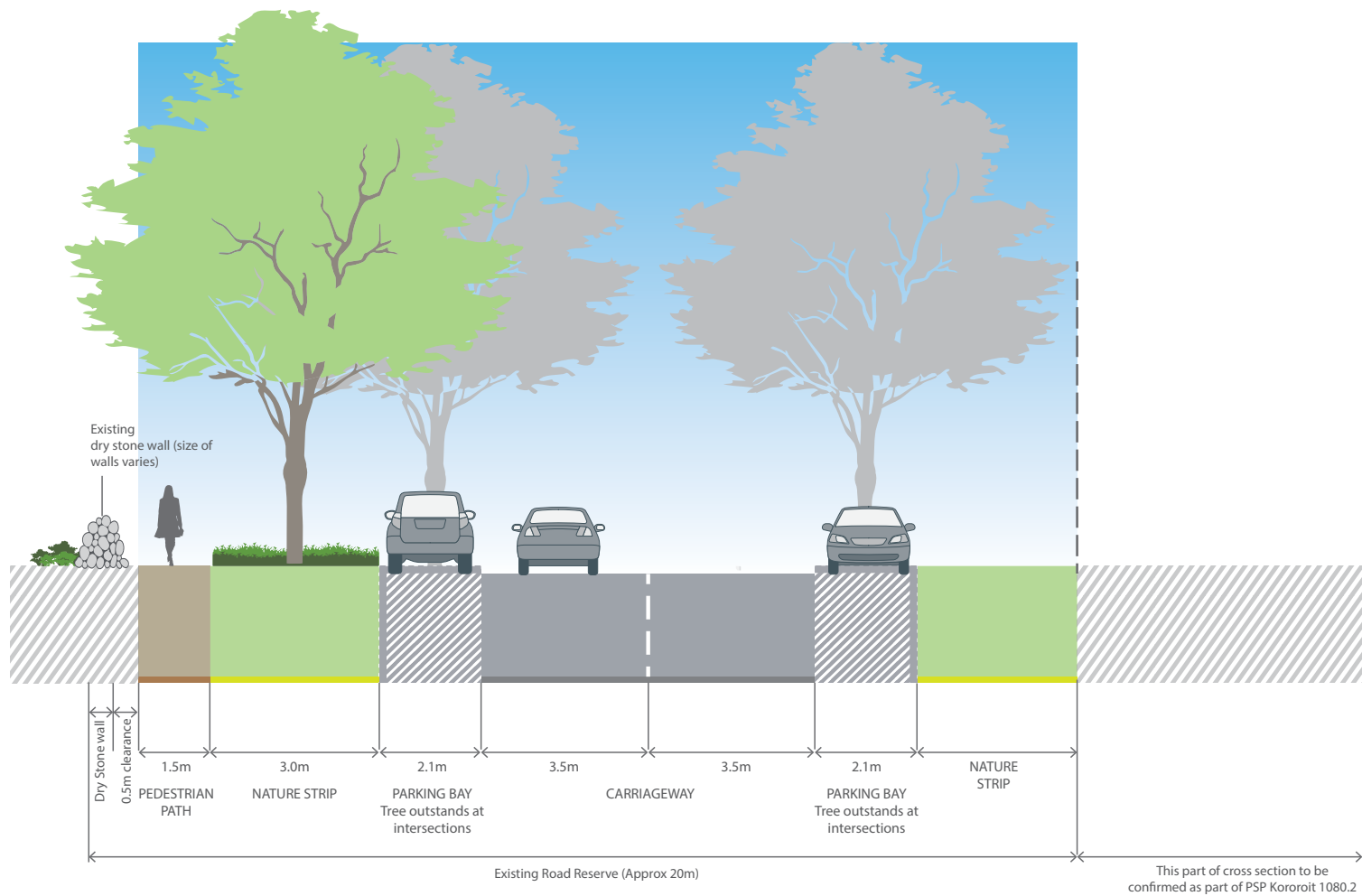
NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m.



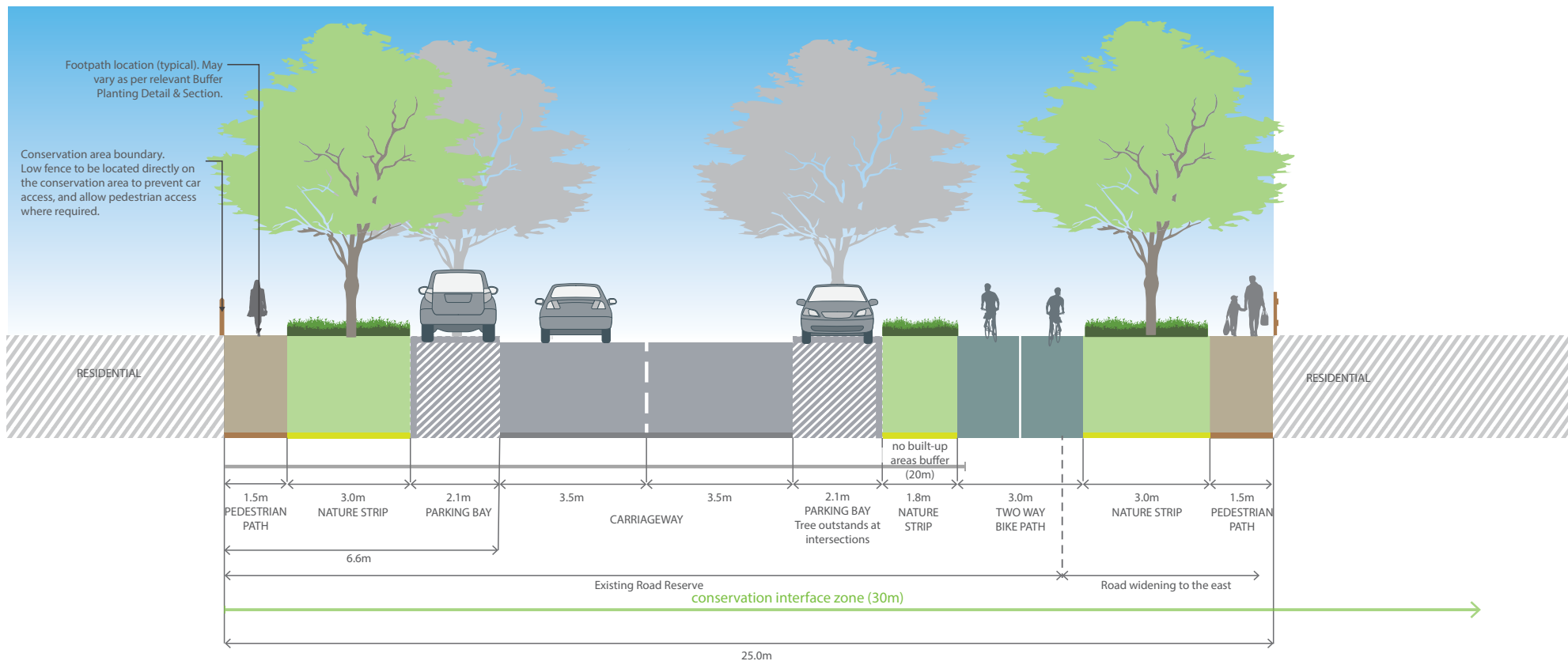
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- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Location of two way bike path to be located on east side of Sinclairs Road. Detail to be provided in Kororoit PSP 1080.2.

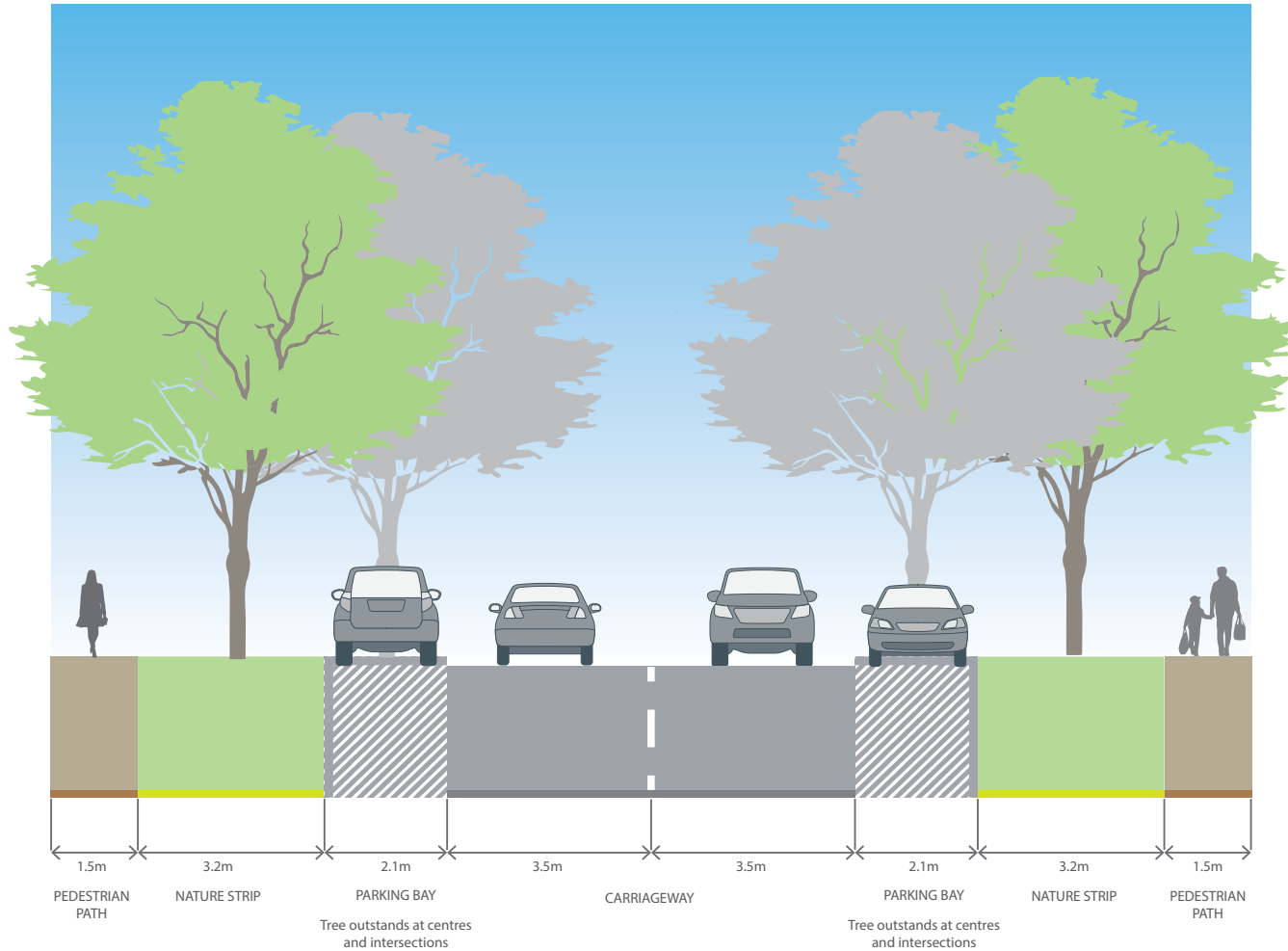


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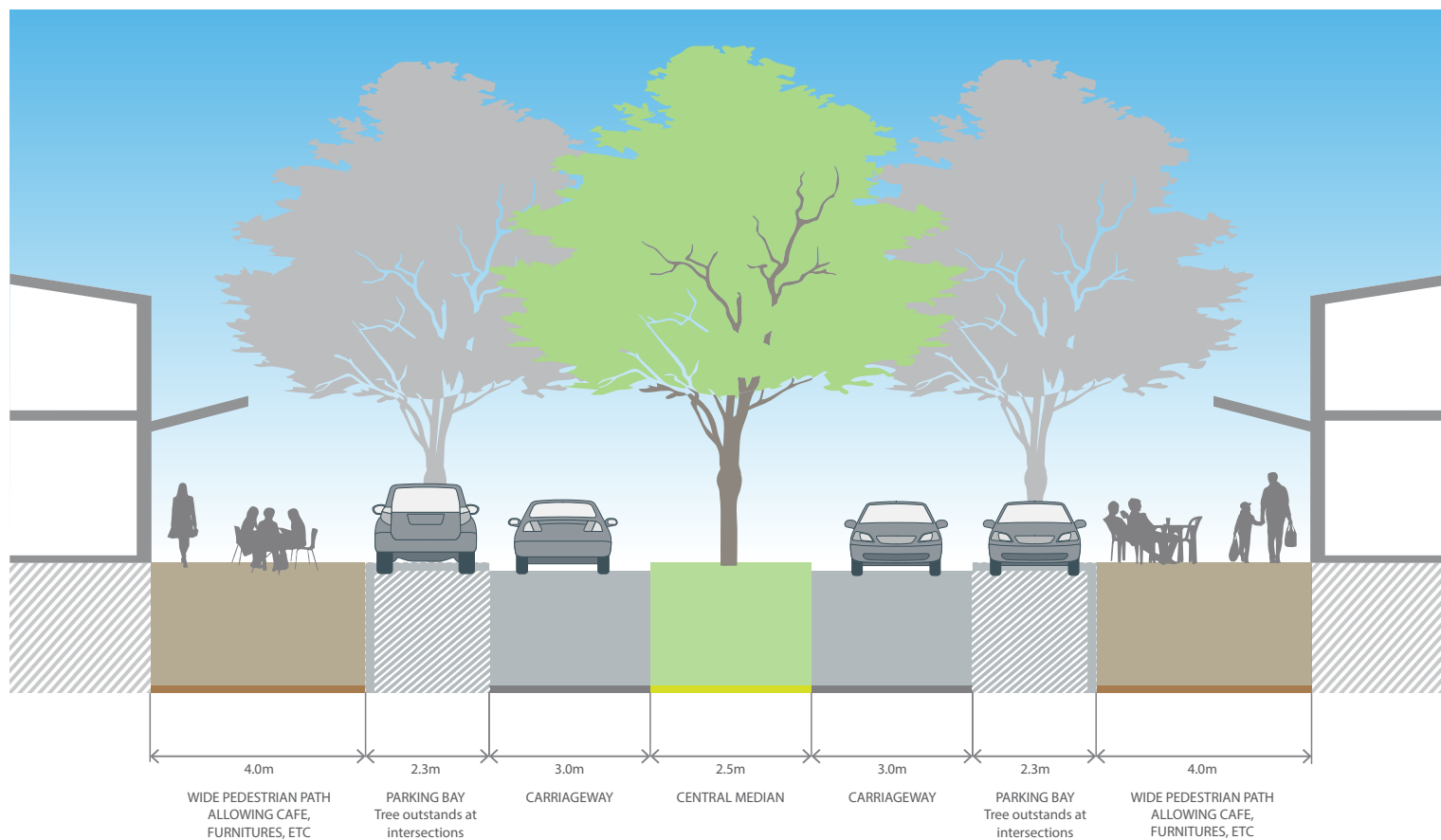
CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings and planting within the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



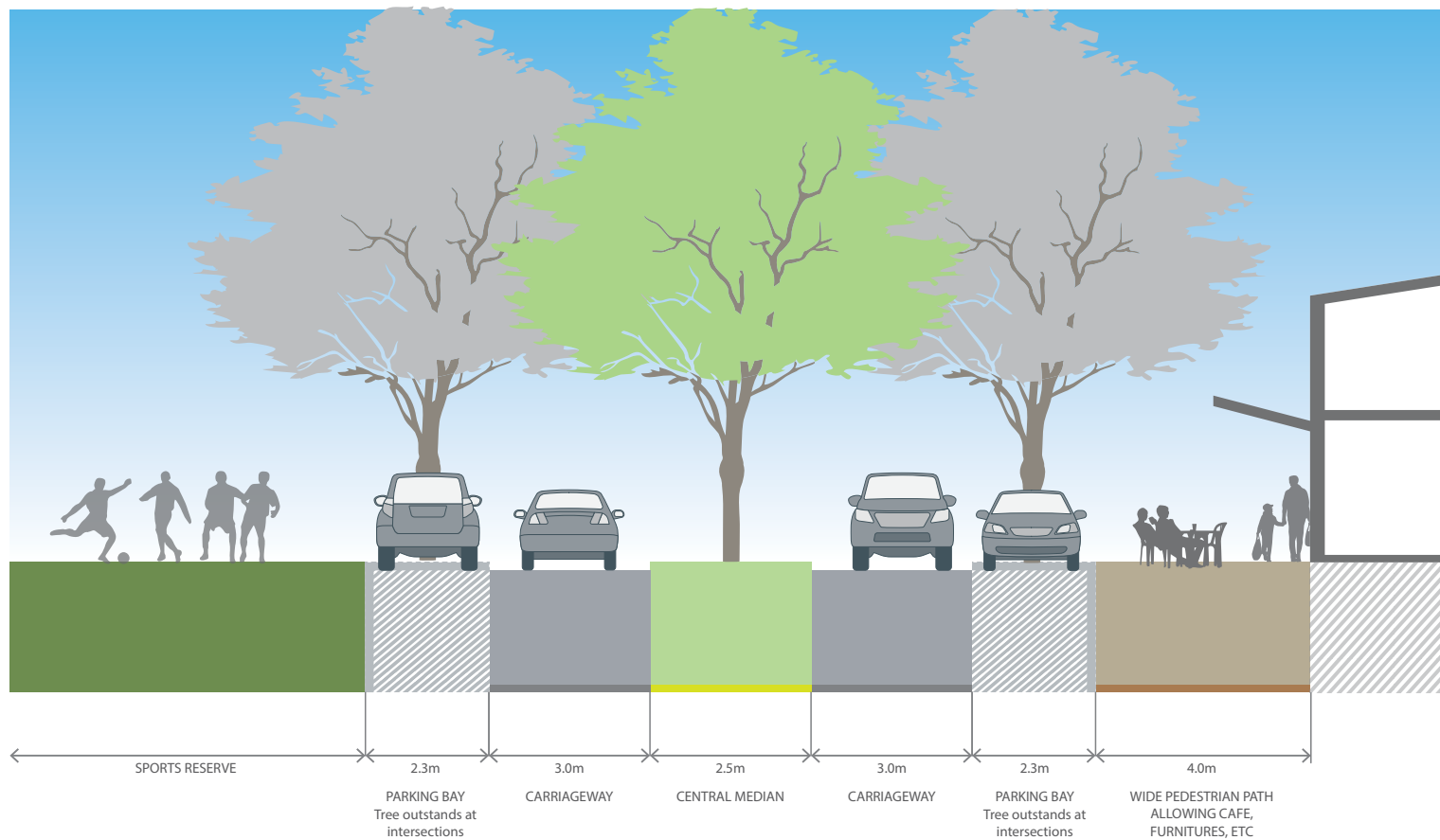
NOTES:

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- Tree outstands must meet a maximum interval of 100m
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Indigenous grasses preferred on nature strips adjacent to conservation areas



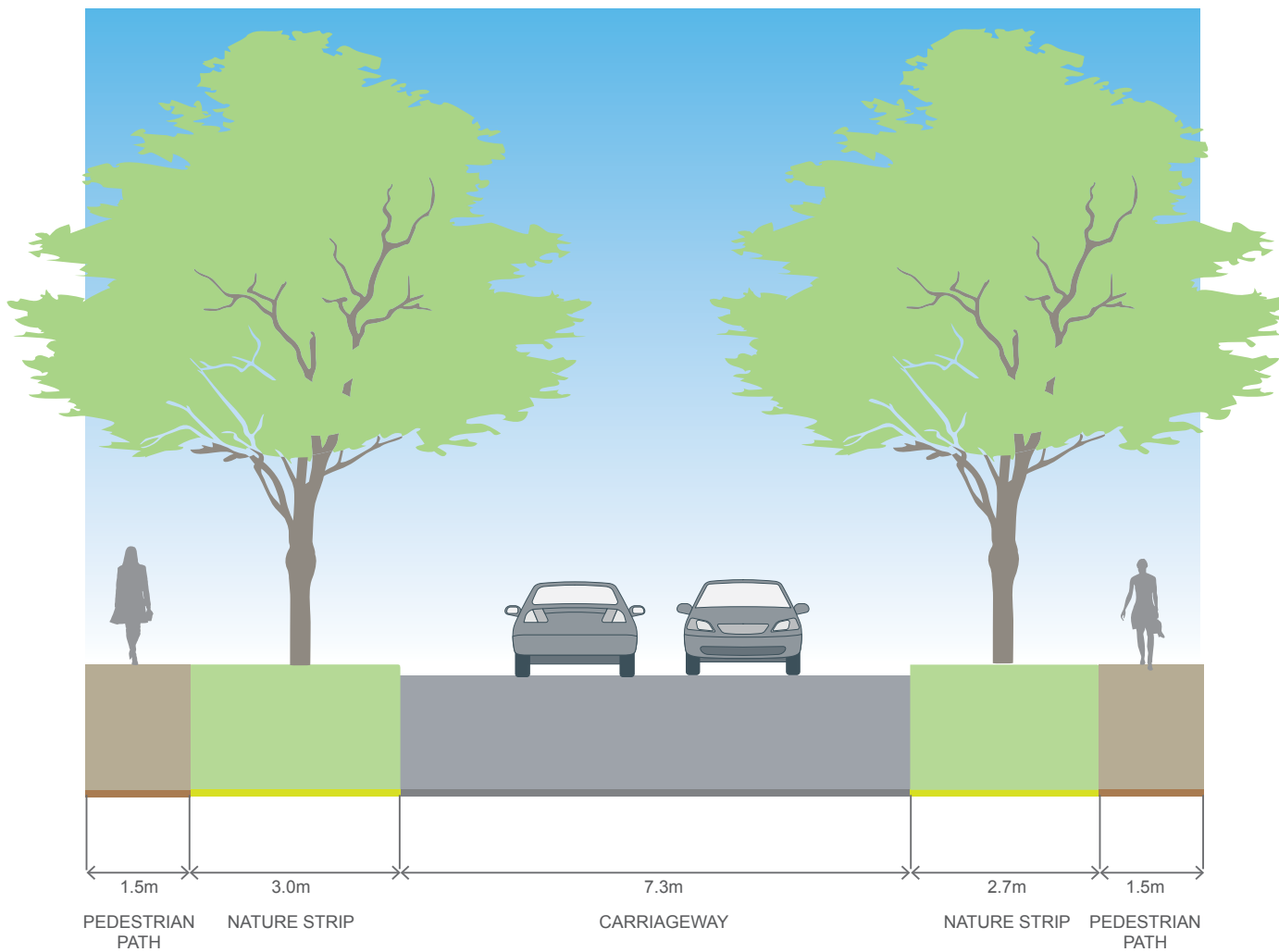
NOTES:

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- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling
- Tree outstands must meet a maximum interval of 100m.



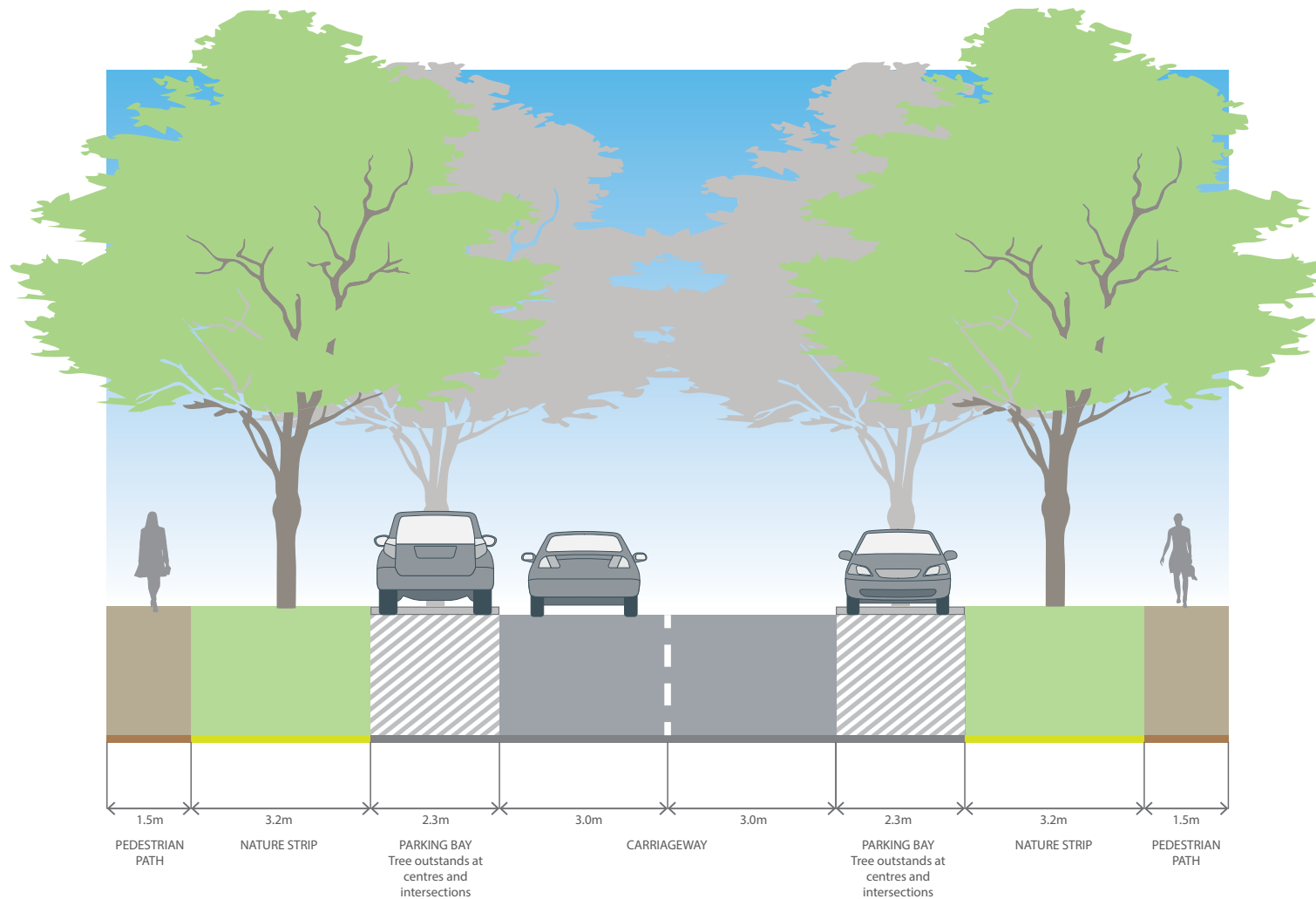
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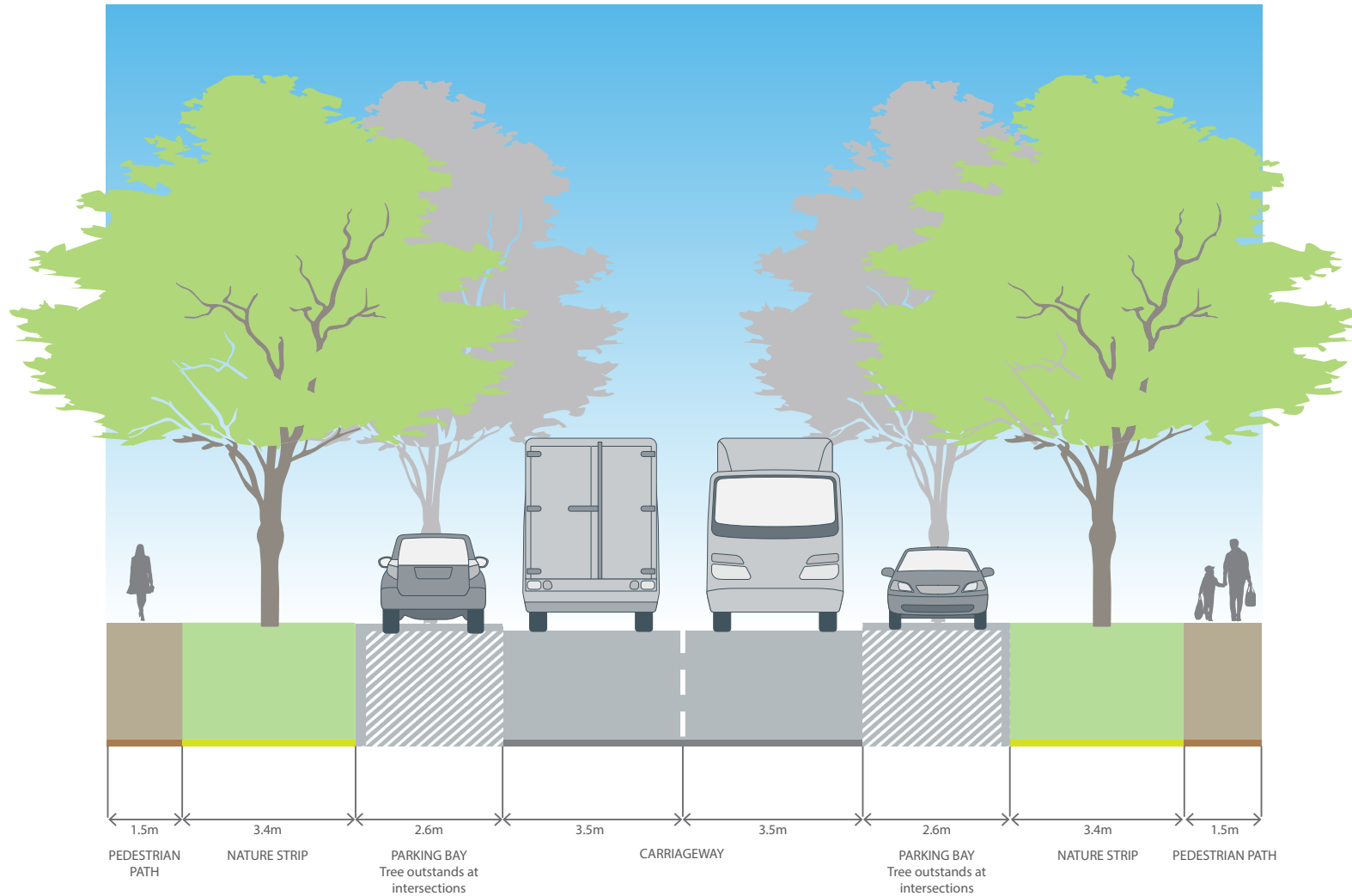
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NOTES:

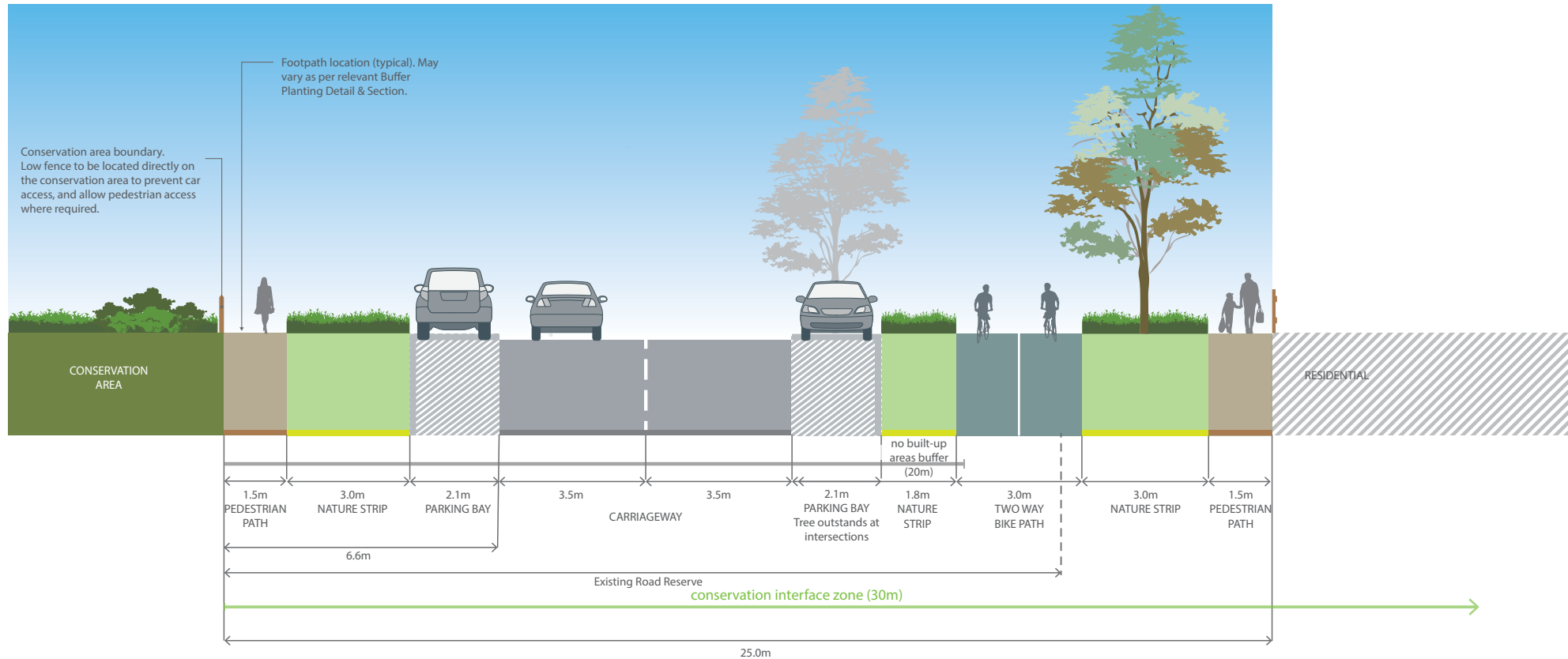
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Where roads abut school drop-off zones, grassed nature strip should be replaced with pavement
- Local access streets abutting schools are to be local access street level 2 (20m) type roads
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m.



NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m.

Road cross sections with conservation area interfaces

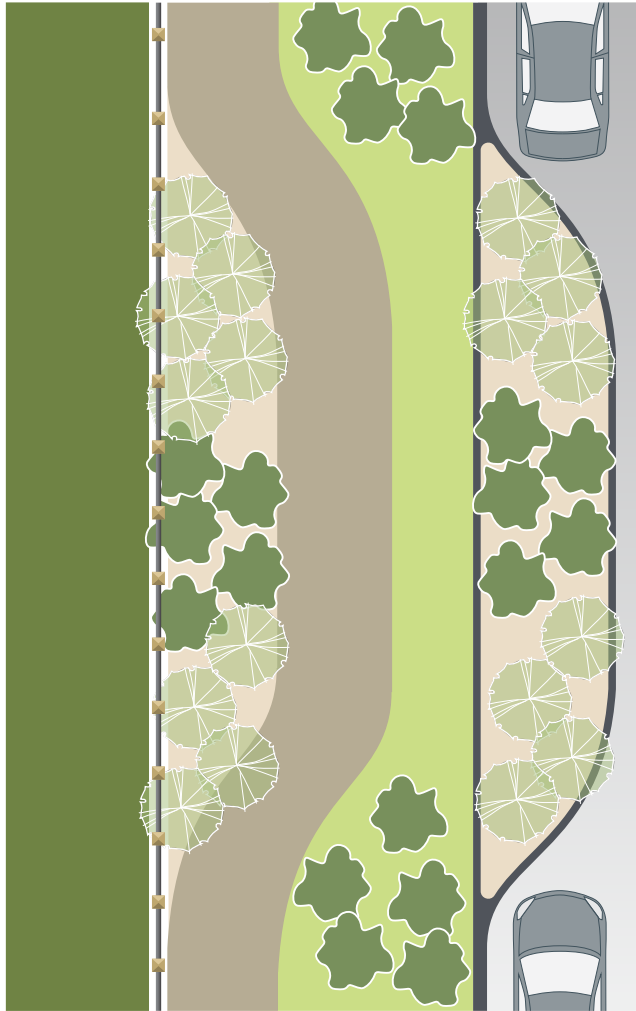


NOTES:

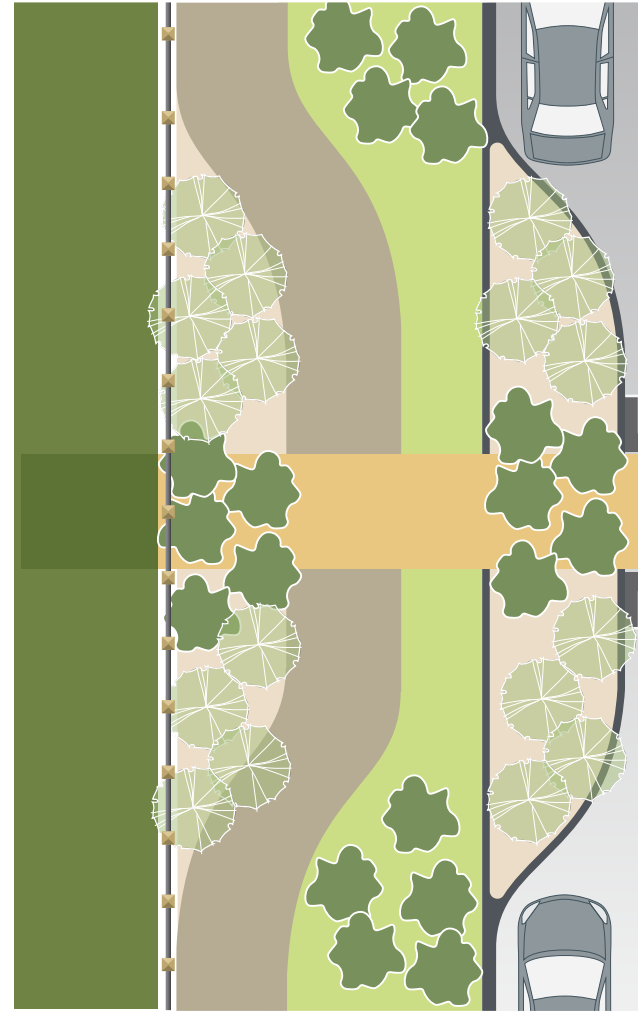
- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings and planting within the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



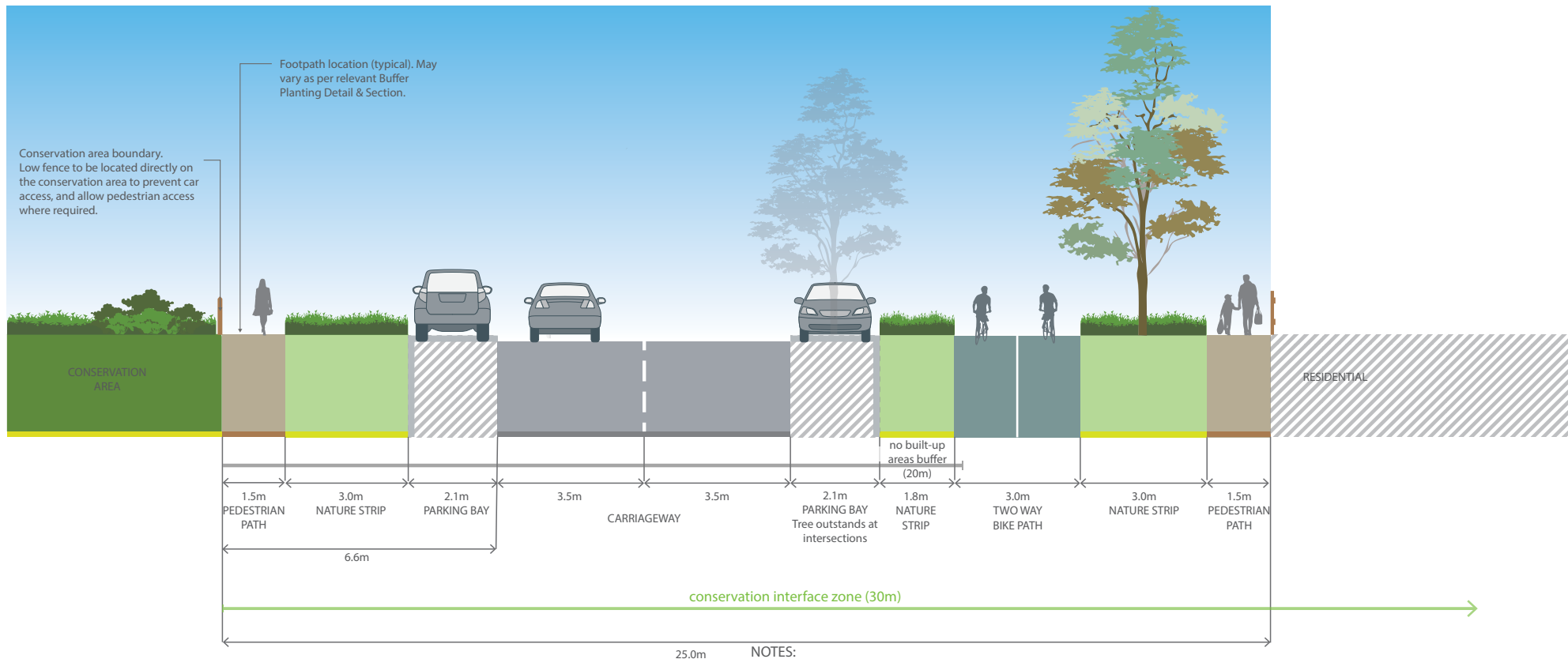
PLAN DETAIL: BUFFER PLANTING & KERB OUTSTAND (TYPICAL)



PLAN DETAIL: BUFFER PLANTING & KERB OUTSTAND (ENTRY TREATMENT)

NOTES:

- Street tree, shrub, and grass planting must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- Location and frequency of buffer planting must be considerate of streetscape scale, character, view lines, intersections, and pedestrian experience
- Footpath to only meander through nature strip at locations with buffer planting.

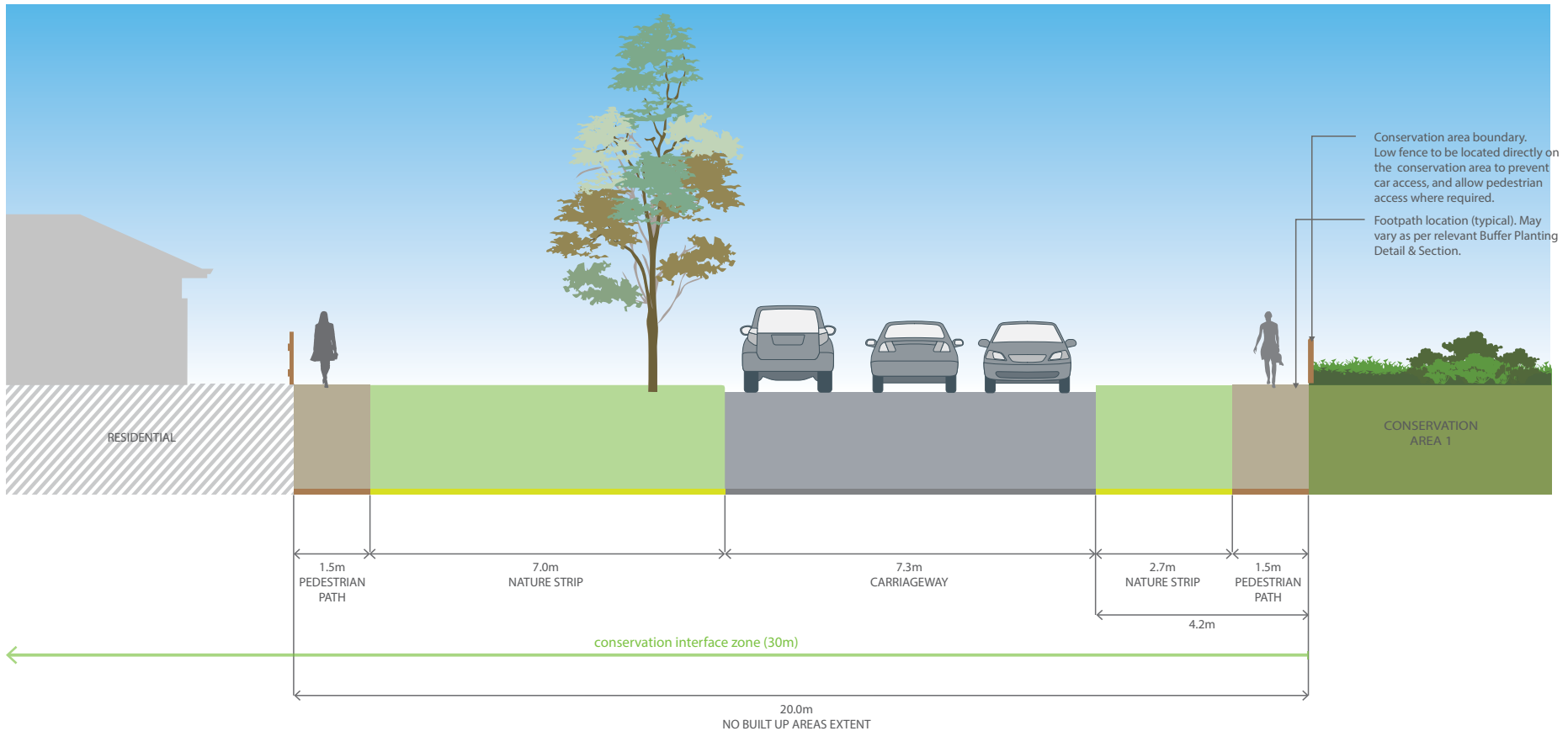


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.

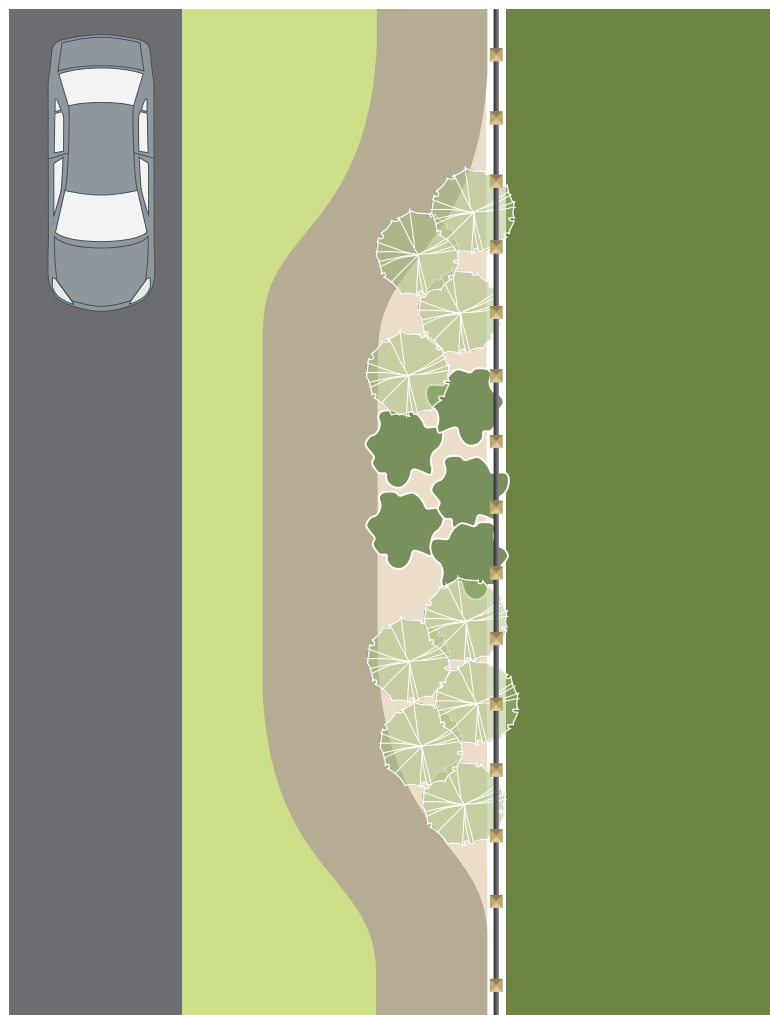


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

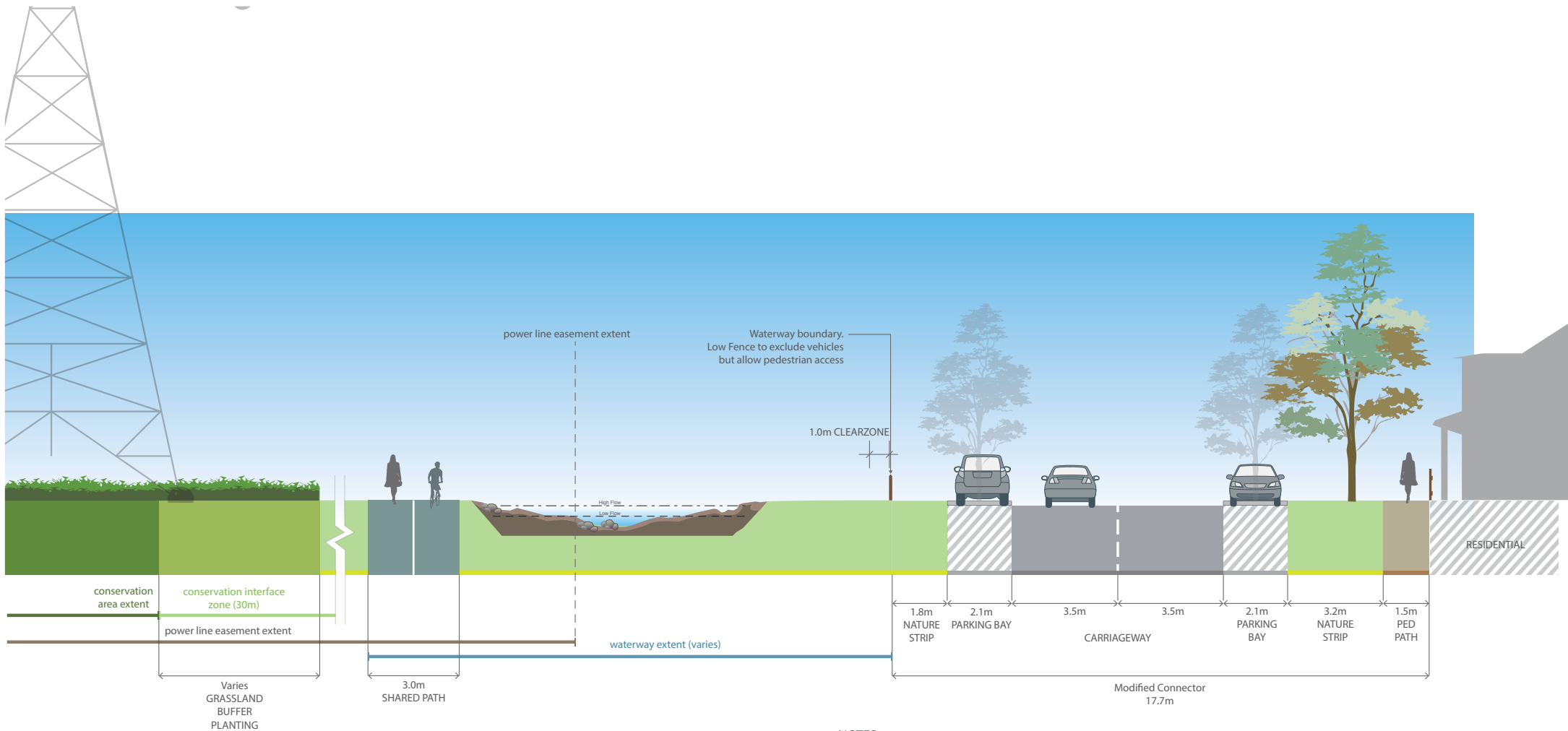
CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



NOTES:

- Street tree, shrub, and grass planting must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- Location and frequency of buffer planting must be considerate of streetscape scale, character, view lines, intersections, and pedestrian experience
- Footpath to only meander through nature strip at locations with buffer planting.

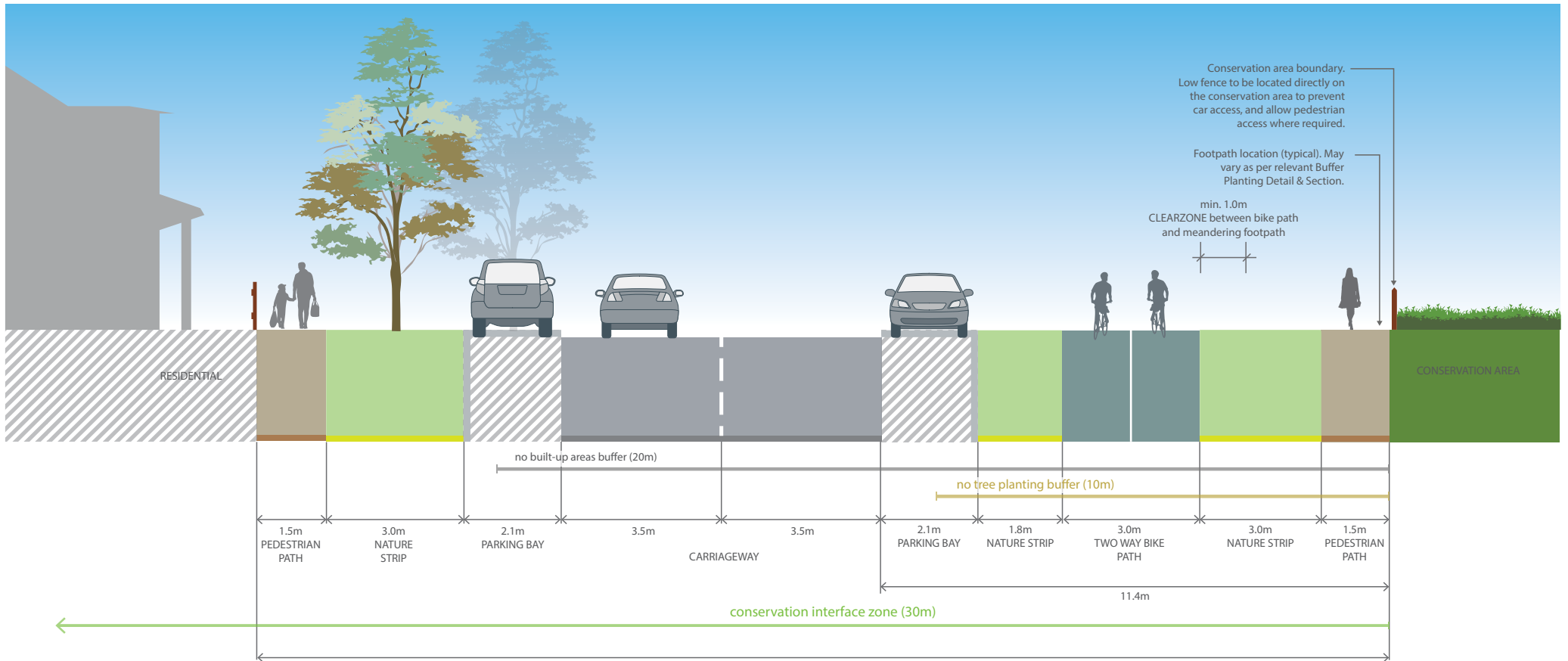


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree, shrub, and grass planting within the easement, waterway must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- Trees and shrubs within the powerline easement must have a mature growth height not exceeding 3 metres.

CONSERVATION INTERFACE ZONE

- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Tree outstands must meet a maximum interval of 100m
- Indigenous grasses preferred on nature strips adjacent to conservation area
- Trees should not be planted within 10m of the conservation area boundary.

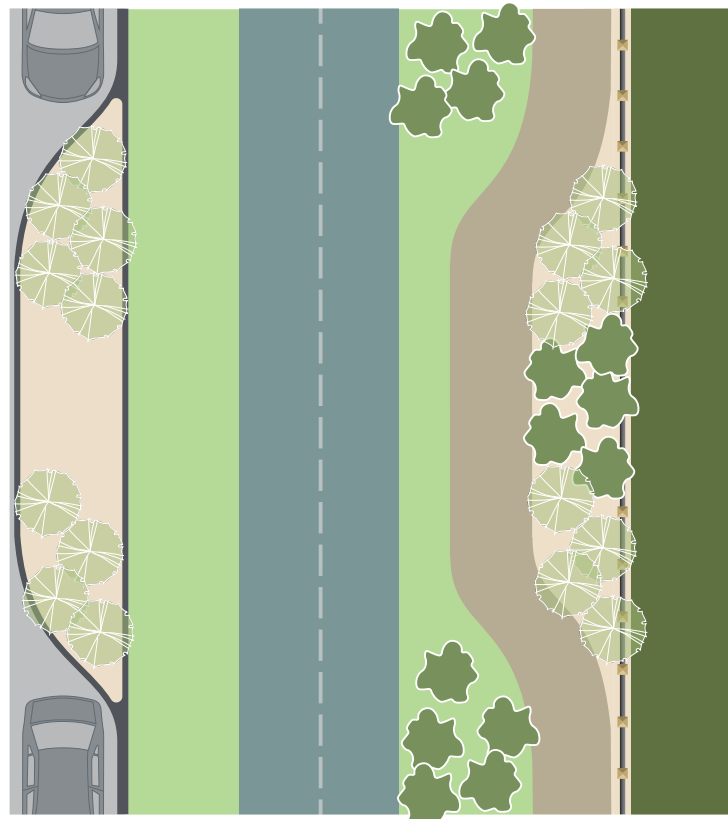
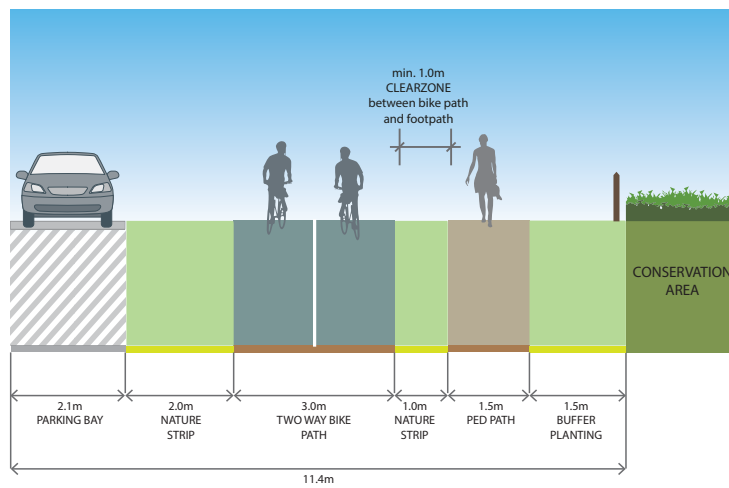


25m NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Tree outstands must meet a maximum interval of 100m
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



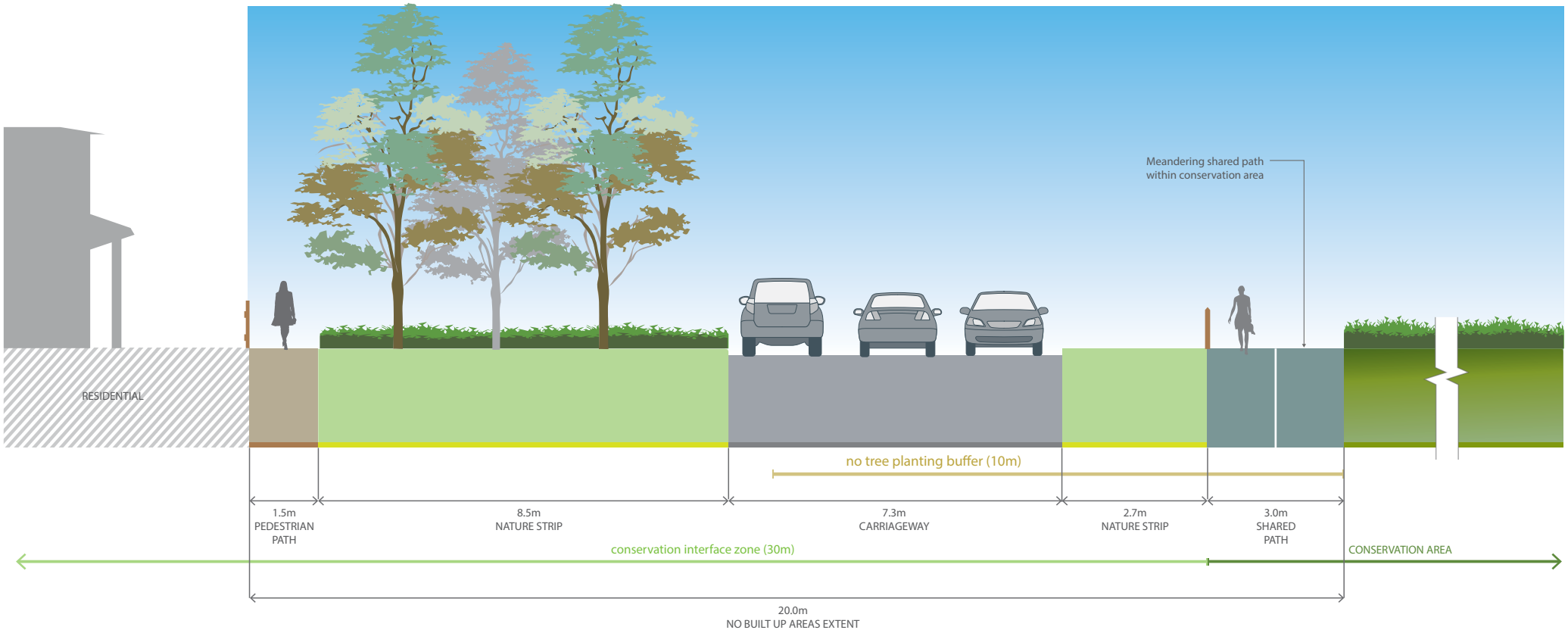
PLAN DETAIL: BUFFER PLANTING & KERB OUTSTAND WITH SHARED PATH

NOTES:

- Street tree, shrub, and grass planting must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- Location and frequency of buffer planting must be considerate of streetscape scale, character, view lines, intersections, and pedestrian experience
- Footpath to only meander through nature strip at locations with buffer planting.

CONSERVATION INTERFACE ZONE

- Street trees to be planted minimum 10m from the conservation area boundary along streets
- Low fencing to be located directly on the conservation area to prevent car access, and allow pedestrian access where required.

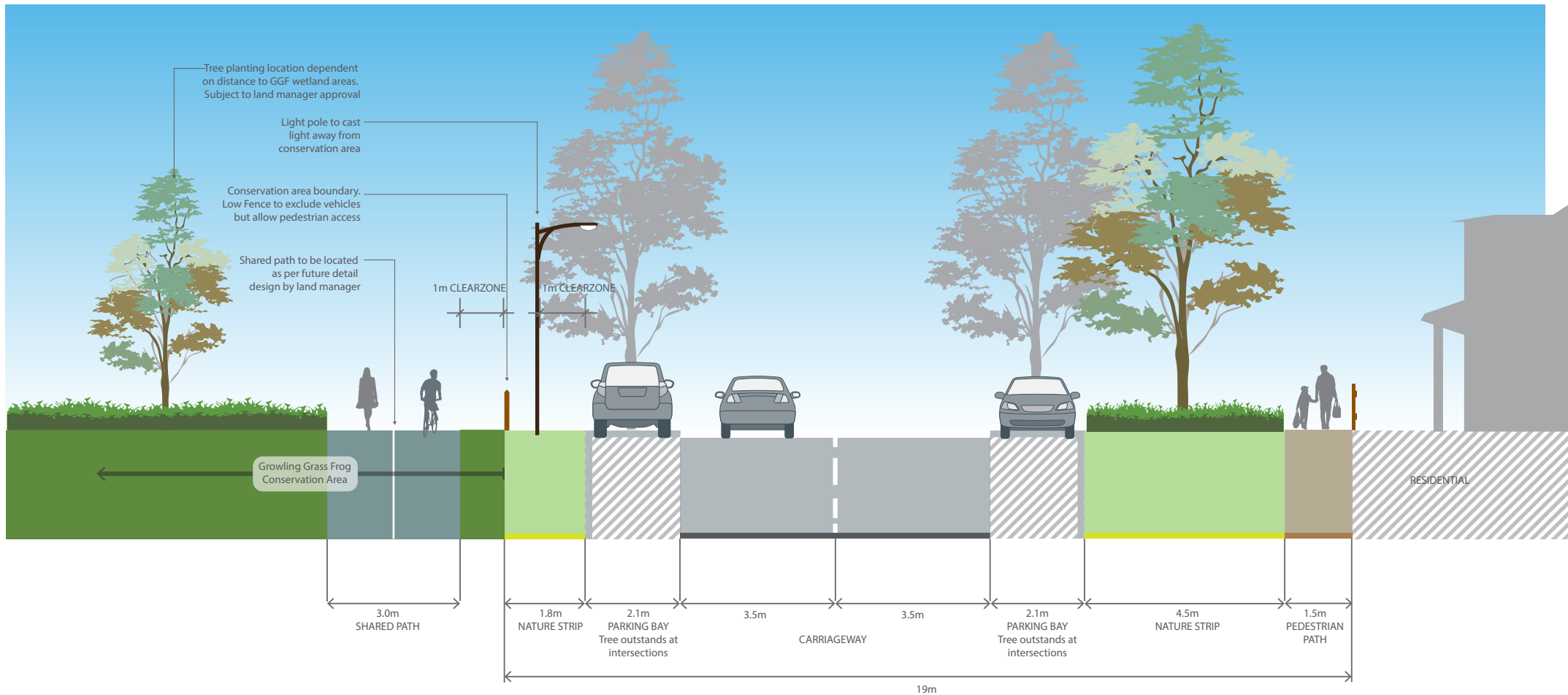


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

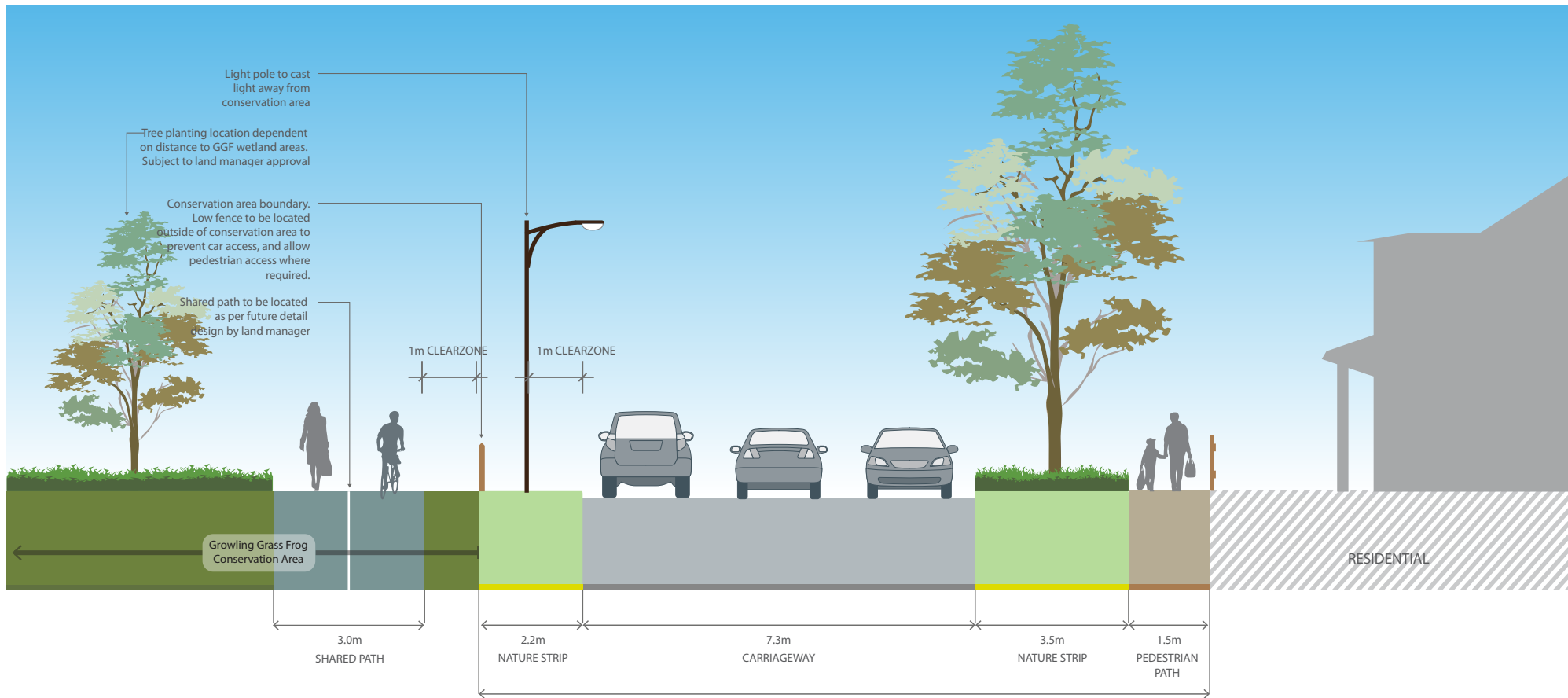
CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.

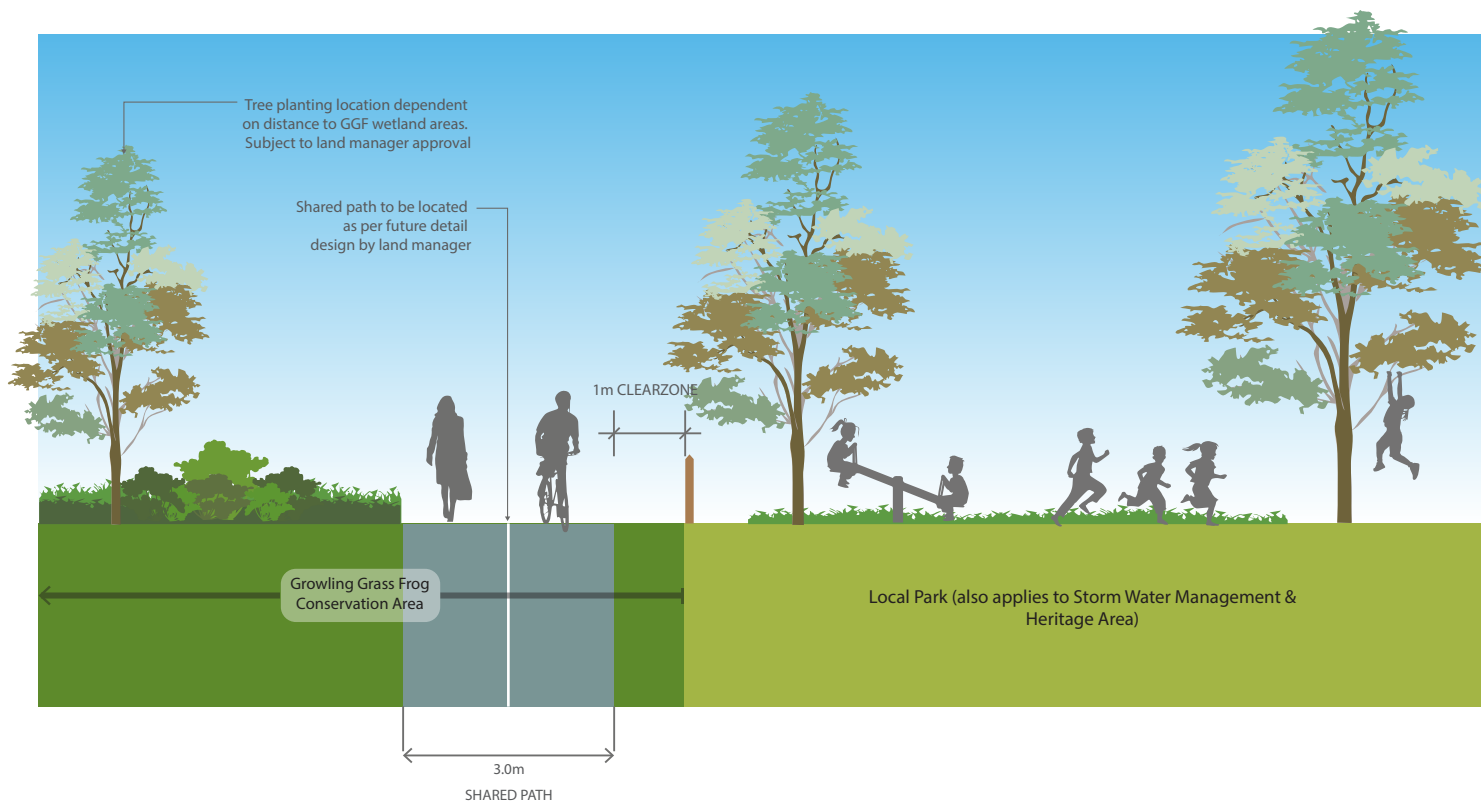


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Tree outstands must meet a maximum interval of 100m
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings and planting within the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.

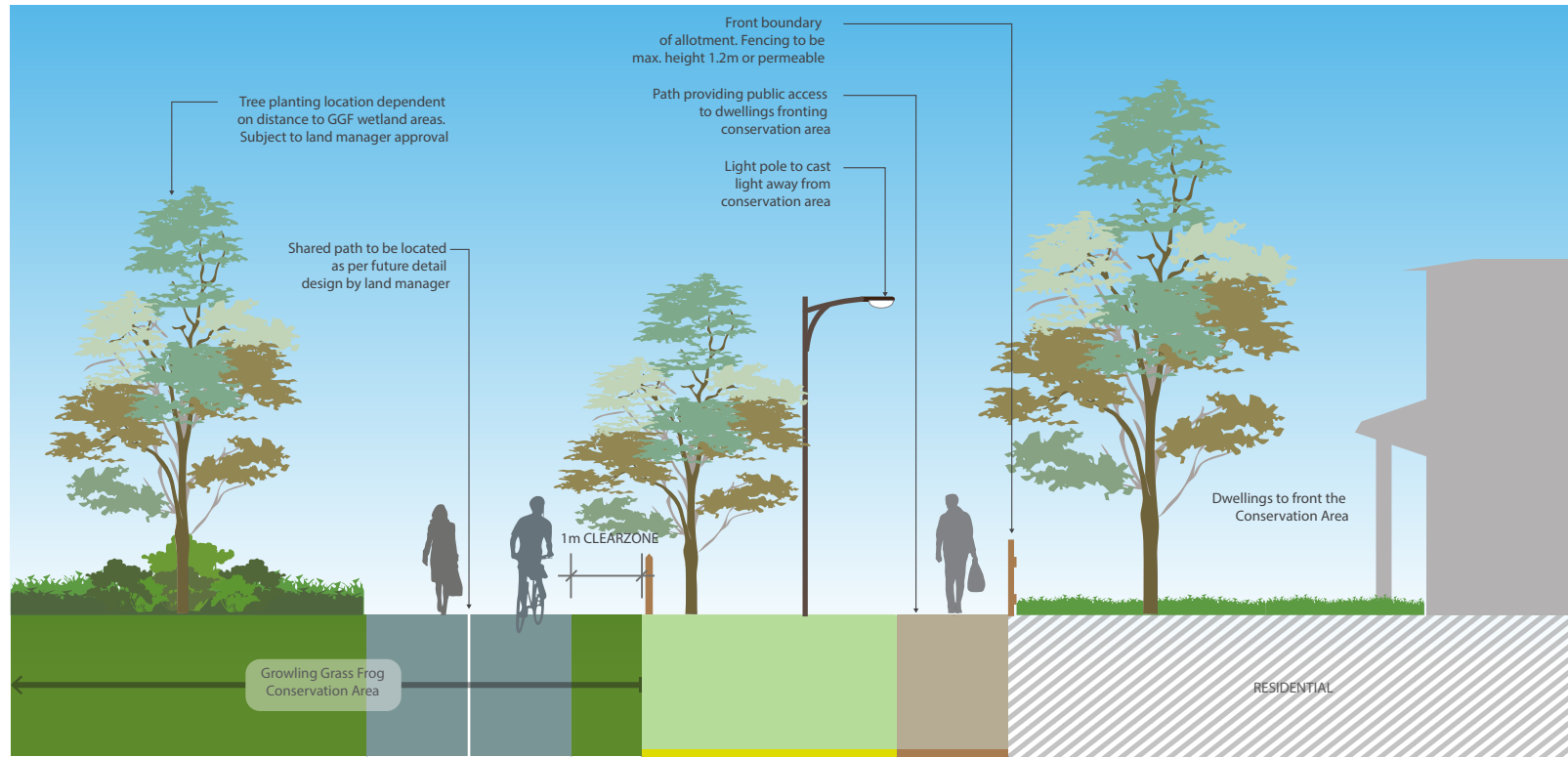


- NOTES:
- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
 - Verges widths may be reduced where roads abut open space with the consent of the responsible authority
 - Mature street tree size must be in accordance with Melton City Council's landscaping policy
 - Tree, shrub, and grass planting along the fronting streetscape and within the conservation area must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
 - Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
 - Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area
 - The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
 - All necessary fire breaks must be located outside the conservation area
 - Indigenous grasses preferred on nature strips adjacent to conservation areas
 - Streetscape plantings and planting within the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



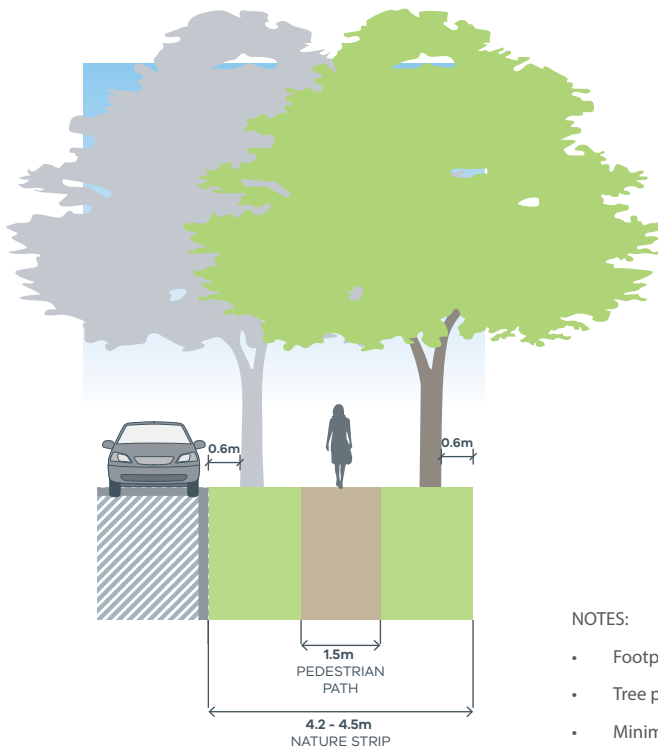
NOTES:

- Tree, shrub, and grass planting within the conservation area and fronting open space must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- All necessary fire breaks must be located outside the conservation area
- The conservation area must have appropriate demarcation of edge to clarify maintenance responsibility, for example bollards at 10m intervals, to the satisfaction of DELWP and the responsible authority
- Indigenous grasses preferred on nature strips and parks adjacent to conservation areas
- Streetscape plantings and planting within the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



NOTES:

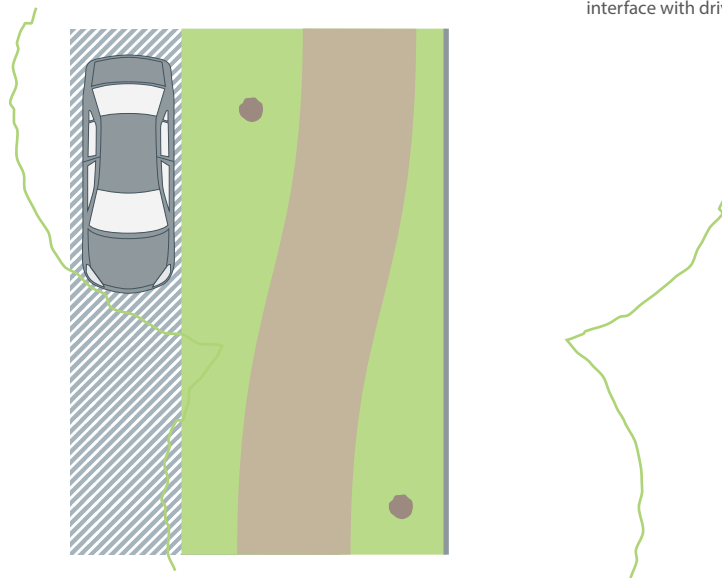
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings and planting within the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.

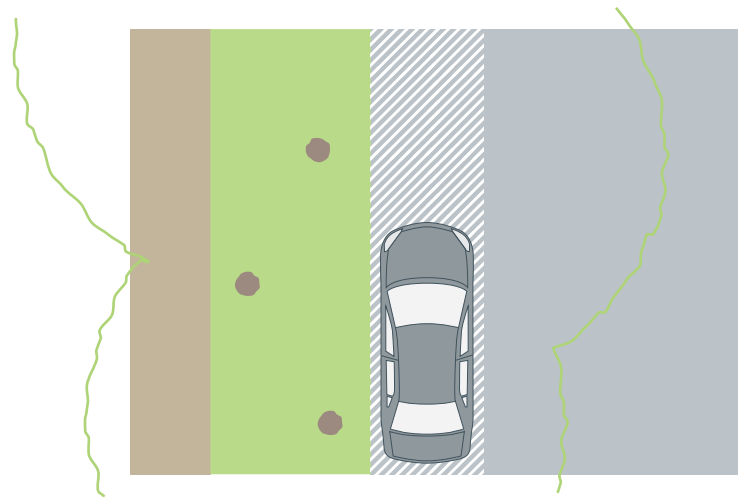
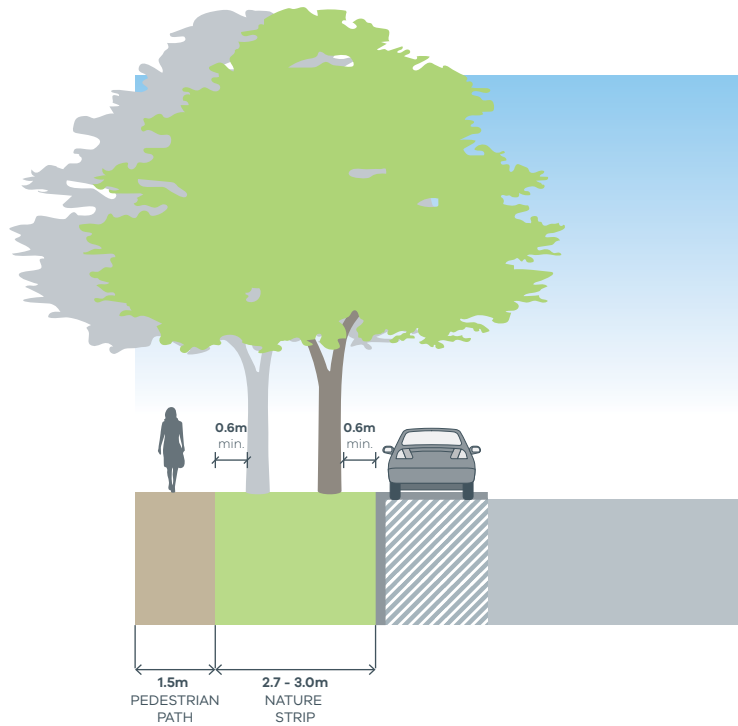


Alternative road cross section

NOTES:

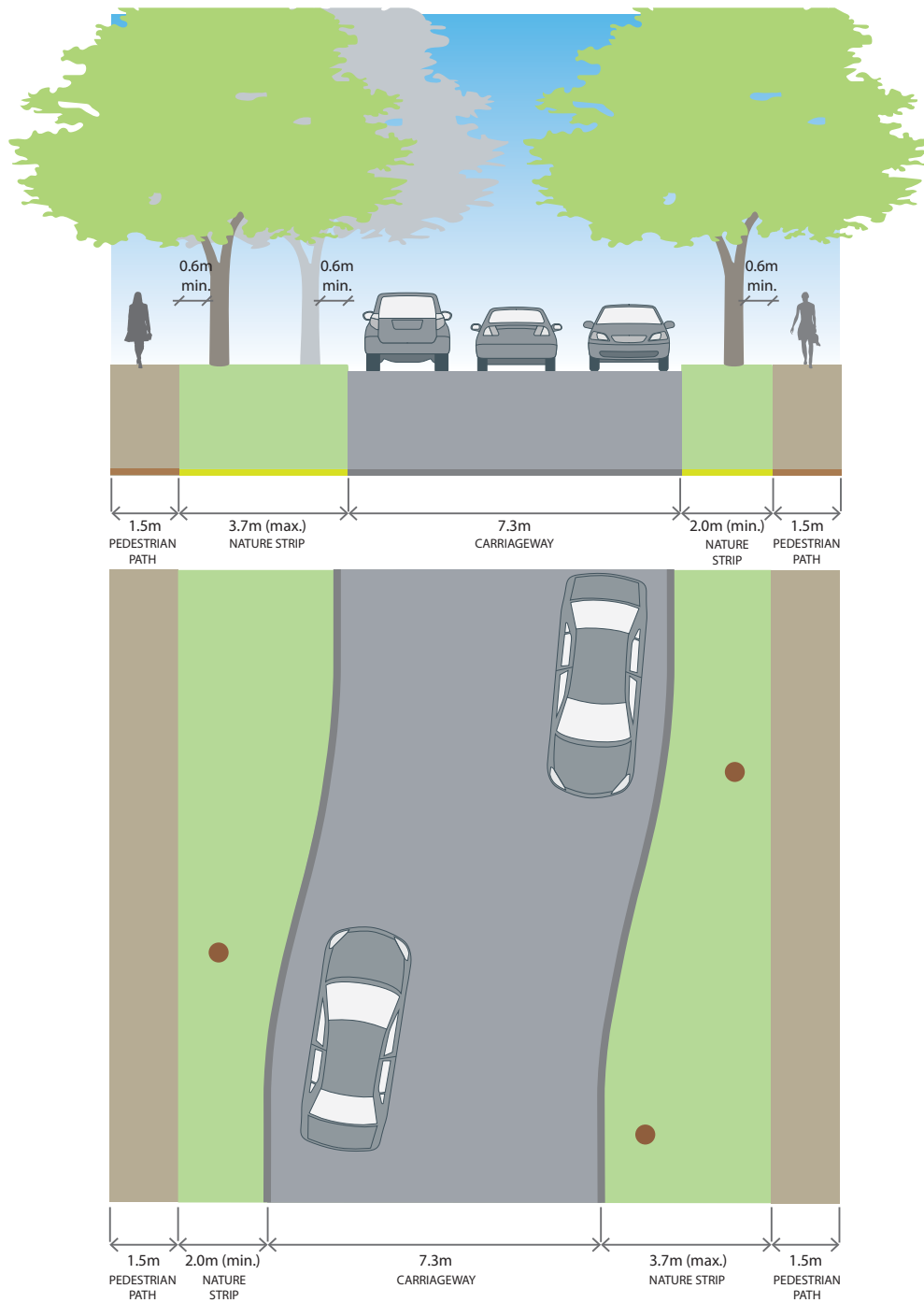
- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail delivery,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





NOTES:

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge



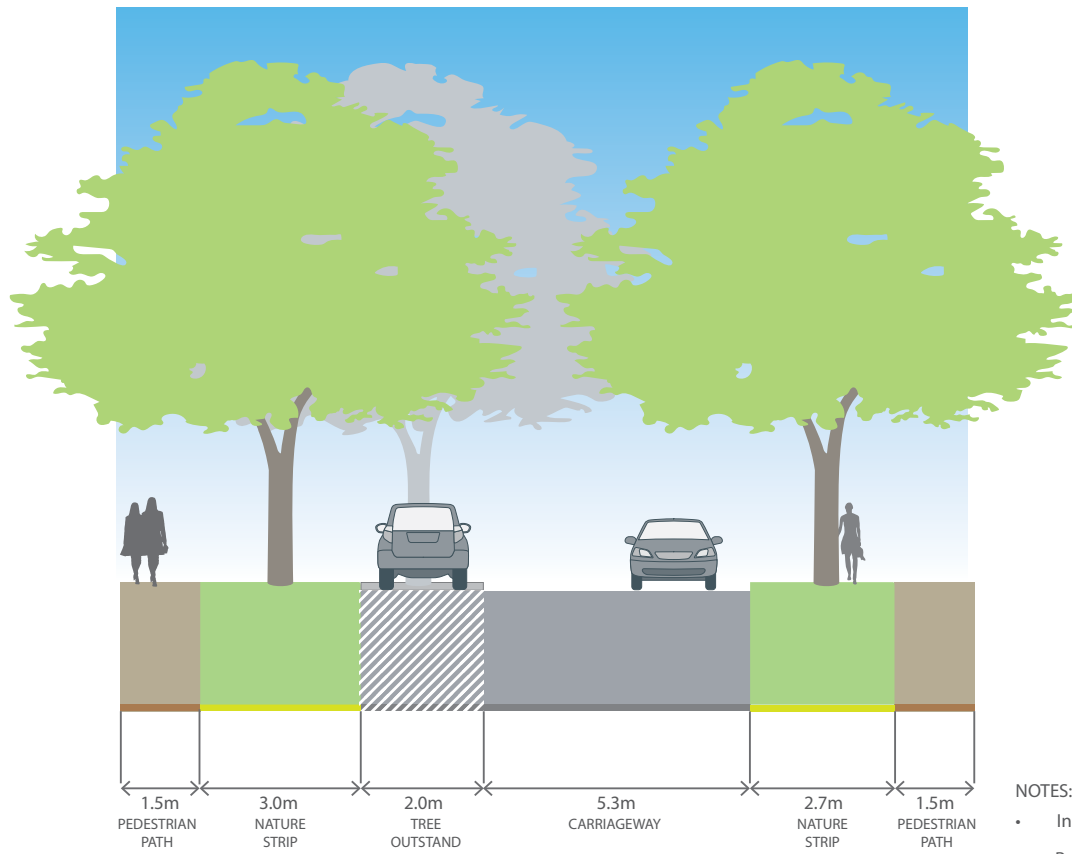
NOTES:

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

Section 25

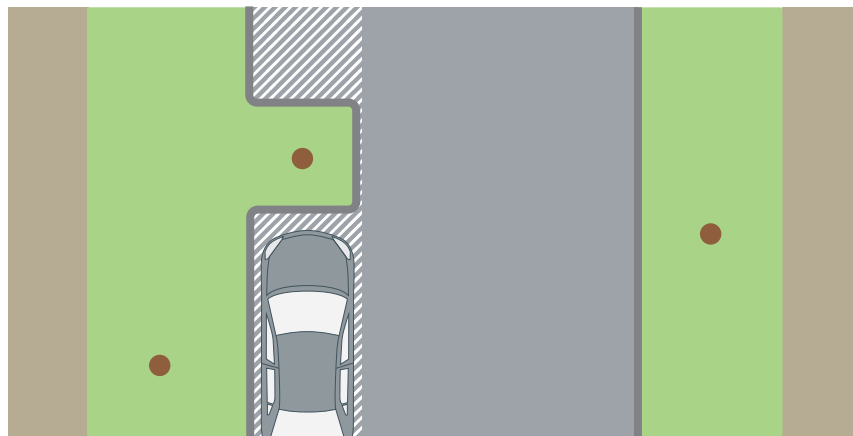
Local Access Street (16.0m) Level 1

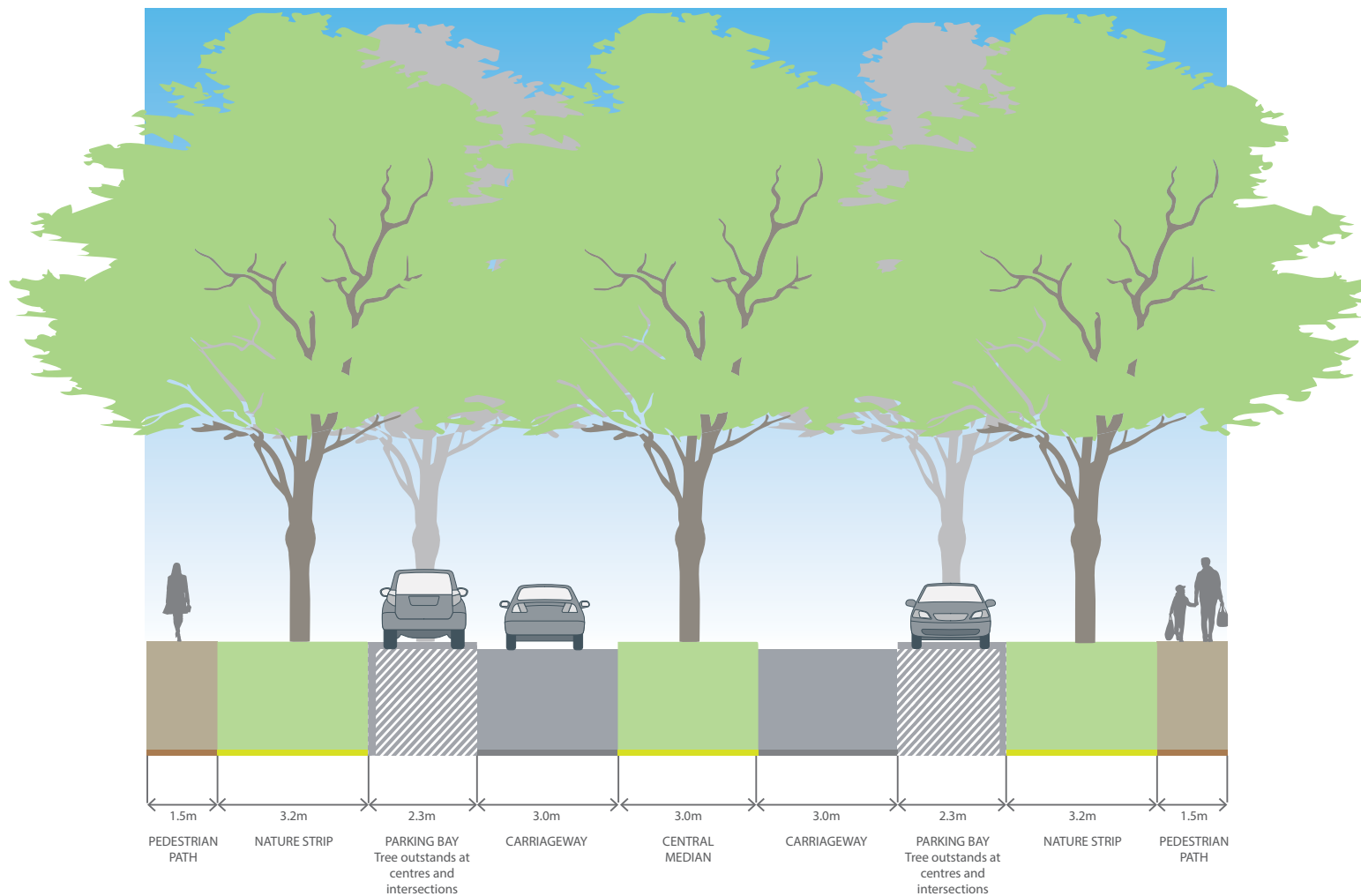
120 Varying nature strip widths / meandering carriageway



NOTES:

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

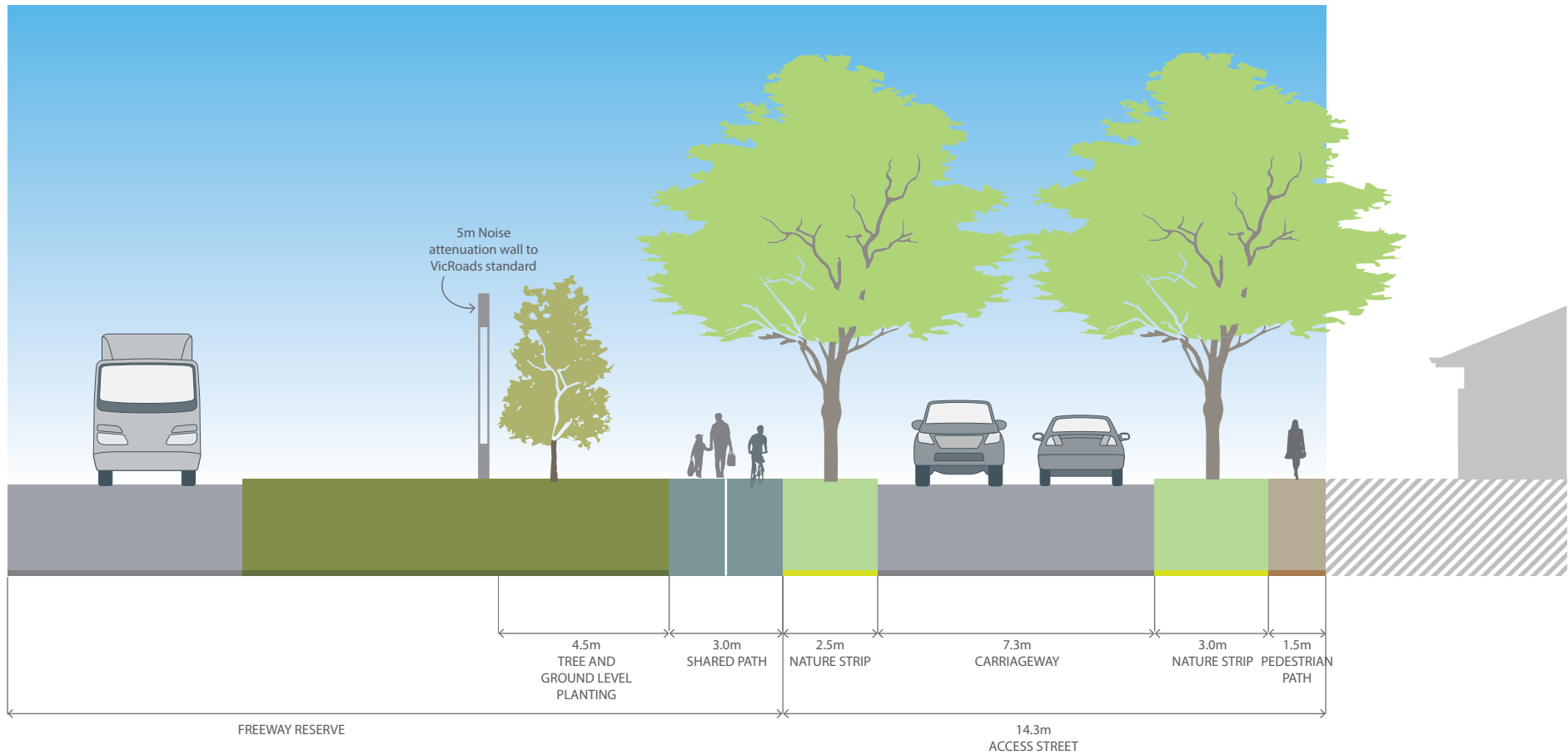




NOTES:

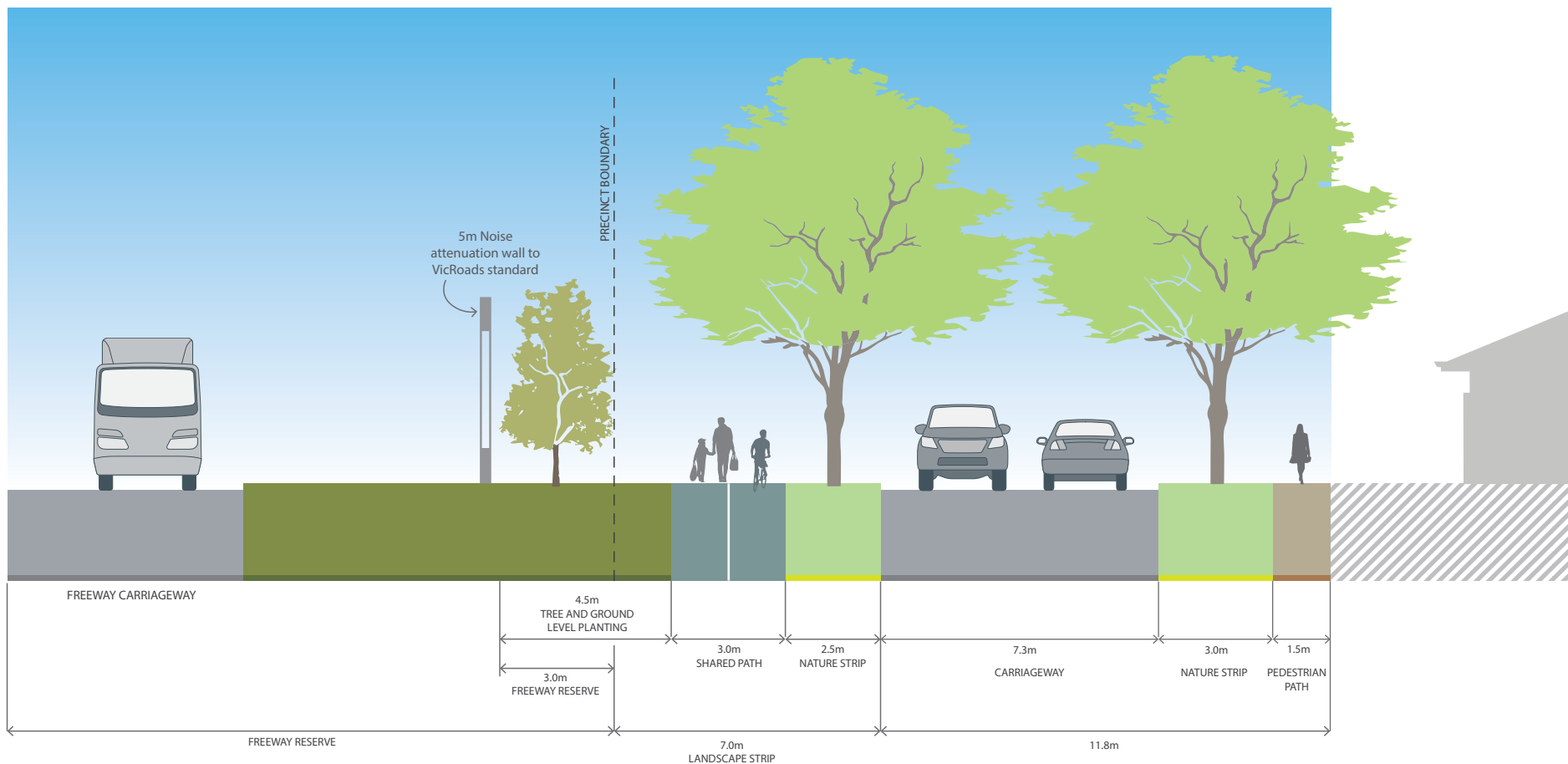
- Include a central median with canopy trees to create a boulevard effect
- Tree outstands must meet a maximum interval of 100m
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb.

Outer metropolitan ring road / freeway interface cross sections



NOTES:

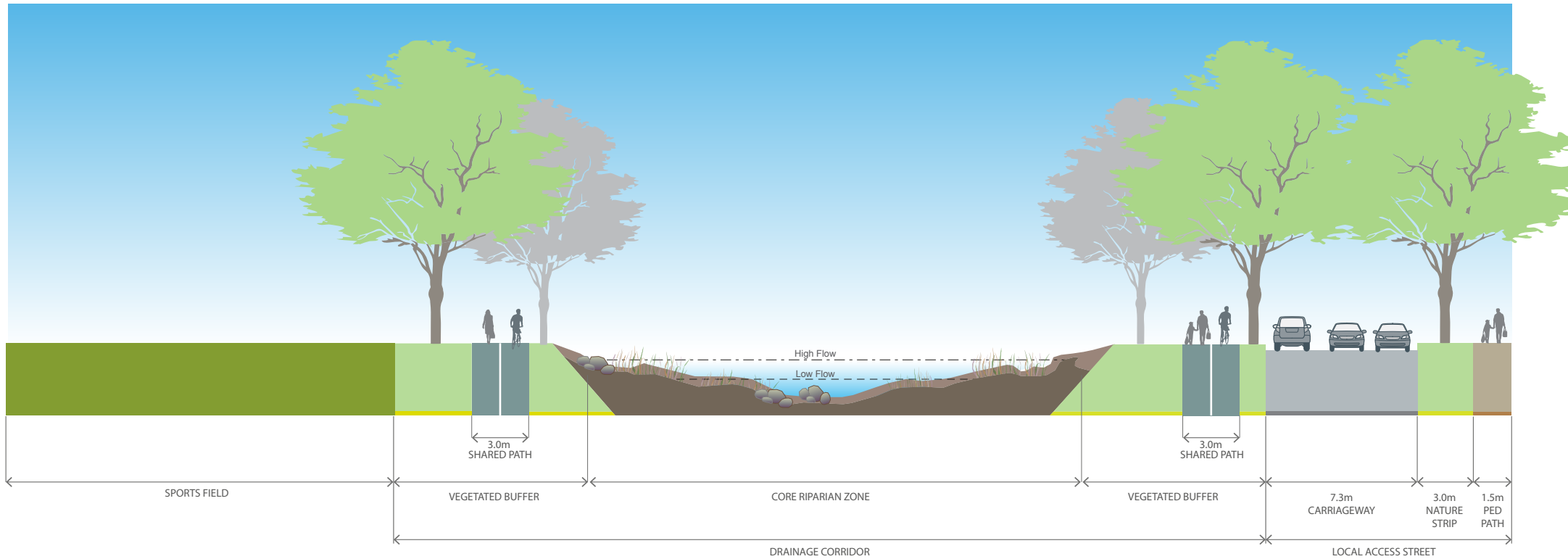
- OMR wall should be delivered by Vicroads
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Shared paths to be delivered as developer works.



NOTES:

- The shared path is to be located outside of the freeway reserve, unless a proposal to locate the path within the freeway reserve is approved in writing by VicRoads
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Shared paths to be delivered as developer works.

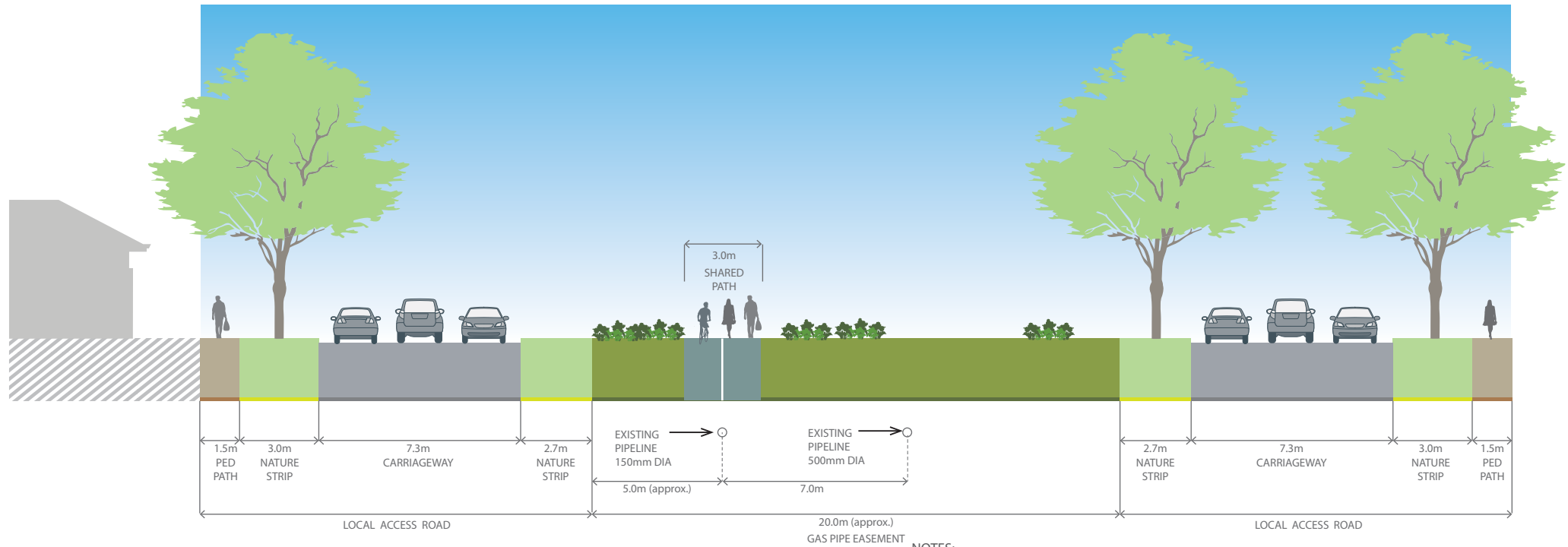
Appendix H Waterway cross section



NOTES:

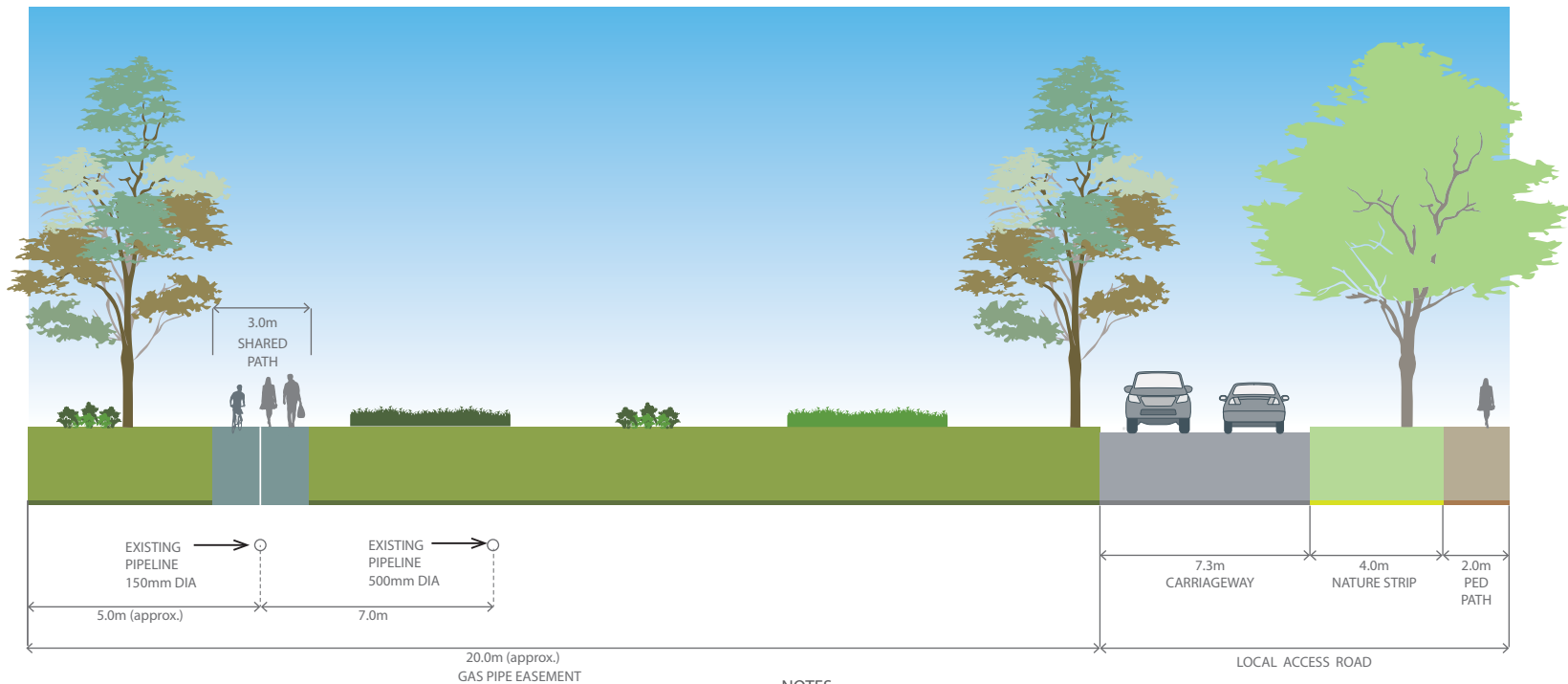
- Waterway widths subject to Melbourne Water approval
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 9
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority and relevant service authority
- Residential lots may directly face or side onto the drainage corridor with vehicular access to the lots provided from rear lanes and roads.

Appendix I Easement cross sections



NOTES:

- Location of pipelines is indicative only. Approval must be sought from APA prior to any works in the gas easement
- Indigenous shrubs and plants should be used in gas easement
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority and relevant service authority
- Hard landscaping (e.g. street furniture) and small trees may be included, provided sightlines between signs indicating the location of the pipe are not obscured and in compliance with mandated pipeline clearances is achieved
- Residential lots may directly face or side onto the pipeline easement with vehicular access to lots provided from rear lanes or roads.



NOTES:

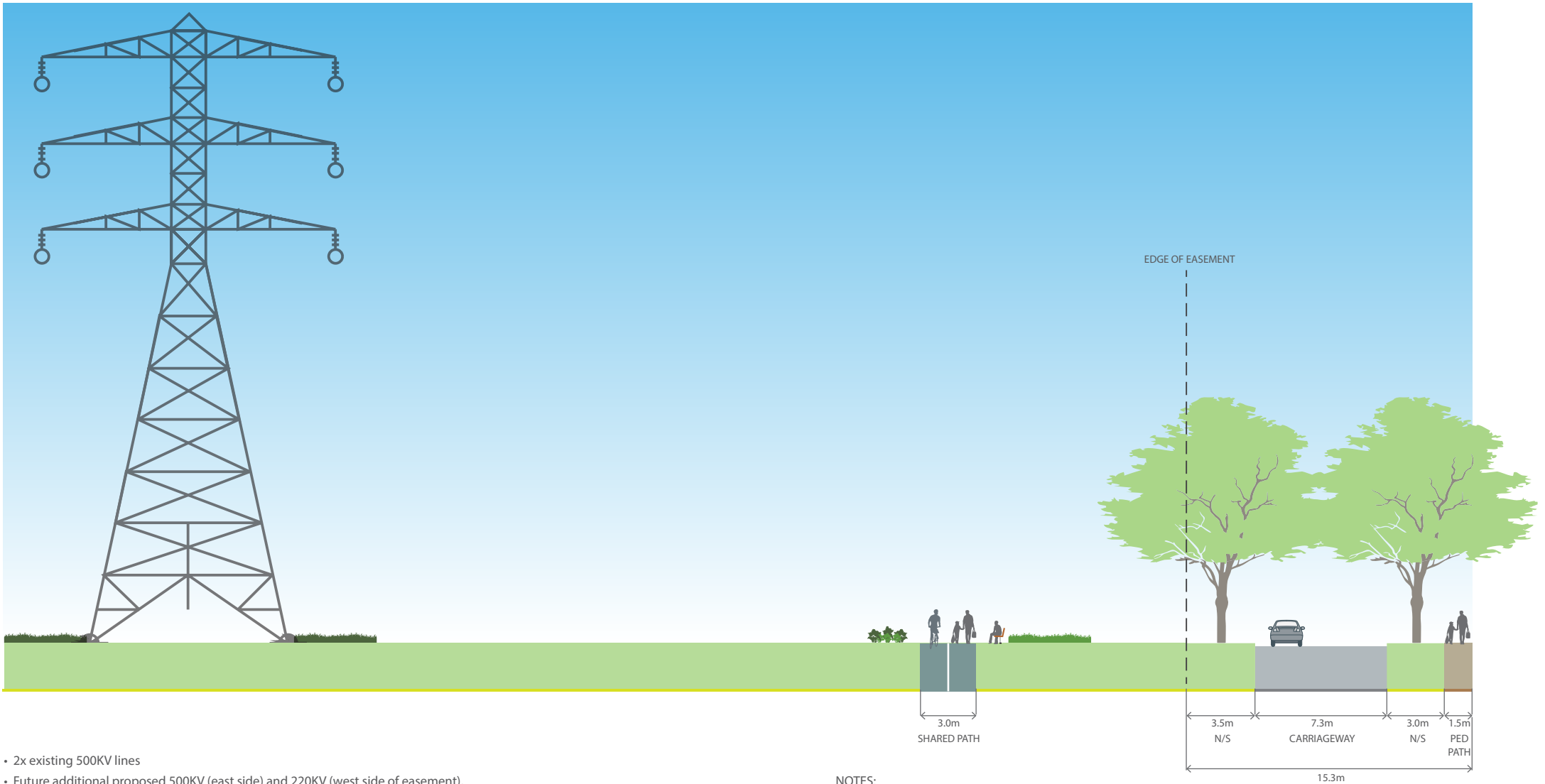
- Location of pipelines is indicative only. Approval must be sought from APA prior to any works in the gas easement
- Indigenous shrubs and plants should be used in gas easement
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority and relevant service authority
- Hard landscaping (e.g. street furniture) and small trees may be included, provided sightlines between signs indicating the location of the pipe are not obscured and in compliance with mandated pipeline clearances is achieved
- Residential lots may directly face or side onto the pipeline easement with vehicular access to lots provided from rear lanes or roads.



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

NOTES:

- Easement uses vary; refer power lines easement table possible use and development
- Indigenous shrubs and plants should be used
- Part local access street may be provided within easement subject to easement owners approval
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space or easement with the consent of the responsible authority.



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

NOTES:

- Easement uses vary; refer power lines easement table possible use and development
- Indigenous shrubs and plants should be used
- Part local access street may be provided within easement subject to easement owners approval
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space or easement with the consent of the responsible authority.

Appendix J Service placement guidelines

Standard road cross sections

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

Non-standard road cross sections

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

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

TABLE NOTES

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

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

General principles for service placement

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

Appendix K Open Space Delivery Guidelines

PARK HIERARCHY

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

Pocket Parks (<0.2Ha)

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

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

Facilities will generally be tailored to support a stay length of less than ½ an hour.

Neighbourhood Parks (0.2-1Ha) (Defined as Local 0.2- 2Ha in Melton City Council's Open Space Plan 2016-2026)

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

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

Community Parks (1-5Ha) (Defined as Local 0.2- 2Ha then District for 2Ha+ in Melton City Council's Open Space Plan 2016-2026)

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

In built up areas, the role, function of importance of these spaces may increase and

they may carry more intensive infrastructure to support greater use.

District Parks (5-15Ha) (Defined as District for 2Ha+ in Melton City Council's Open Space Plan 2016-2026)

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

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

Municipal Parks (15-50Ha) (Defined as District Park for 2Ha+ then Regional for 20Ha + in Melton City Council's Open Space Plan 2016-2026)

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

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

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

Metropolitan Parks (50Ha+ +) (Defined as Regional for 20Ha + in Melton City Council's Open Space Plan 2016-2026)

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

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

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

Linear Parks

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

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

Neighbourhood

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

Community

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

District

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

Municipal / Metropolitan

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

Town Square/ Urban Park

A passive recreation park providing opportunities for a variety of recreational and social activities in an urban setting. They are located predominantly in medium to high density residential area and mixed use centres or corridors. They provide an important role in meeting the passive recreation needs of residents, workers and visitors in activity centres and/or medium to high density residential areas.

Town squares are to be predominantly hard landscaped, while urban parks have less hardstand than town squares, but more than traditional neighbourhood passive recreation parks. Urban parks also offer the opportunity for low key kick and throw activities with a small turfed area.

Both parks are to integrate within their design a number of skate / scooter'able furniture pieces, rails, stairs, ledges, ramps and / or other 'plaza' type elements.

Credited Open Space

A local open space delivered in the precinct that is located on otherwise unencumbered land via the ICP (e.g. local sports reserves).

Conservation Areas

Areas of biodiversity value established under the Biodiversity Conservation Strategy for Melbourne's Growth Corridors, DEPI 2013 for the protection of matters of national environmental significance. These areas are protected and managed for conservation outcomes specific to the values the conservation area protects.

Nature Conservation Conservation Areas

These areas are protected and managed primarily for nature conservation, and focus on the protection of matters of national environmental significance. Recreation within Nature Conservation conservation areas is passive and may include walking paths and seating areas organised to prevent impacts to existing biodiversity values. Infrastructure is minimised, including only that which is necessary to meet the urban planning objectives of the PSP and is located to avoid areas of high biodiversity value.

Growling Grass Frog Conservation Areas

These areas are protected and managed primarily for the conservation of Growling Grass Frog, but may also include areas managed for storm water infrastructure. Recreation will be passive and may include BBQs, picnic facilities, walking paths, viewing platforms and playgrounds.

